

1 **HOUSE OF REPRESENTATIVES - FLOOR VERSION**

2 STATE OF OKLAHOMA

3 1st Extraordinary Session of the 59th Legislature (2023)

4 COMMITTEE SUBSTITUTE
5 FOR
6 HOUSE BILL NO. 1025

By: Wallace and Martinez of the
House

7 and

8 Thompson (Roger) and Hall
of the Senate

9
10 COMMITTEE SUBSTITUTE

11 An Act relating to transportation; amending 69 O.S.
12 2021, Section 1913, which relates to the Rural
13 Economic Transportation Reliability and Optimization
Fund; modifying population limitation; and providing
an effective date.

14
15 BE IT ENACTED BY THE PEOPLE OF THE STATE OF OKLAHOMA:

16 SECTION 1. AMENDATORY 69 O.S. 2021, Section 1913, is
17 amended to read as follows:

18 Section 1913. There is hereby established a fund within the
19 State Treasury to be known as the "Rural Economic Transportation
20 Reliability and Optimization Fund" to be administered by the
21 Oklahoma Department of Transportation. The fund shall be a
22 continuing fund, not subject to fiscal year limitations, and shall
23 consist of any general revenues as may be directly appropriated or
24 otherwise provided by law.

1 Any monies appropriated to the Rural Economic Transportation
2 Reliability and Optimization Fund shall not result in a decrease in
3 historic and traditional total state transportation funding levels
4 or be used to supplant or replace existing state funds used for
5 transportation purposes.

6 In order to ensure that the funds from the Rural Economic
7 Transportation Reliability and Optimization Fund are used to enhance
8 and not supplant state funding for the Department of Transportation,
9 the State Board of Equalization shall examine and investigate the
10 funding levels as described. At the meeting of the State Board of
11 Equalization held within five (5) days after the monthly
12 apportionment in February of each year, the State Board of
13 Equalization shall issue a finding and report which shall state
14 whether expenditures from the Rural Economic Transportation
15 Reliability and Optimization Fund were used to enhance or supplant
16 state funding for the Department of Transportation. If the State
17 Board of Equalization finds that state funding for the Department of
18 Transportation was supplanted by funds from the Rural Economic
19 Transportation Reliability and Optimization Fund, the Board shall
20 specify the amount by which such funding was supplanted. In this
21 event, the Legislature shall not make any appropriations for the
22 ensuing fiscal year until an appropriation in that amount is made to
23 replenish state funding for the Department of Transportation.

1 All monies accruing to the credit of the Rural Economic
2 Transportation Reliability and Optimization Fund are hereby
3 appropriated and shall be used to assist the Department in the
4 equitable prioritization of construction, repair and maintenance of
5 state highways in rural areas where robust economic development has
6 resulted in traffic safety and circulation difficulties attributed
7 to significant and unanticipated increases in traffic volumes and as
8 fully recorded and documented by the Department. "Robust economic
9 development", as used in this act, shall mean those conditions of
10 the highways of this state in counties with a population of less
11 than ~~fifty thousand (50,000)~~ seventy-five thousand (75,000) where
12 traffic volumes have increased to become so impaired or hazardous as
13 to constitute a threat to the safety of persons or property
14 traveling over or upon such highways.

15 When such traffic conditions as described may arise in rural
16 areas, the Department of Transportation shall engage the Oklahoma
17 Department of Commerce, the Oklahoma Tax Commission or other
18 agencies or entities of the state, as necessary, to confirm the
19 relationship of traffic conditions to robust economic development.
20 Once said relationship is confirmed and documented, the Department
21 of Transportation may utilize any proceeds from the Rural Economic
22 Transportation Reliability and Optimization Fund in an amount not to
23 exceed fifty percent (50%) of the total project costs to incentivize
24 and leverage the acceleration and prioritization of improvement

1 projects existing in or to be incorporated into the Department's
2 Eight-Year Construction Work Plan.

3 SECTION 2. This act shall become effective November 1, 2023.
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5 COMMITTEE REPORT BY: COMMITTEE ON JOINT COMMITTEE ON APPROPRIATIONS
6 AND BUDGET, dated 05/23/2023 - DO PASS, As Amended.
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