

1 ENGROSSED SENATE AMENDMENT  
TO

2 ENGROSSED HOUSE  
3 BILL NO. 1712

By: Hill and Hilbert of the  
House

4 and

5 Haste of the Senate

6  
7  
8 An Act relating to transportation; declaring  
9 legislative intent; creating the Oklahoma Road User  
10 Charge Program; creating the Road User Charge Task  
11 Force; providing for task force representation from  
12 certain groups; providing for duties of task force;  
13 requiring submission of findings and recommendations  
14 to Legislature by certain date; authorizing the  
15 Oklahoma Tax Commission to collect certain fees and  
16 charges; requiring fees collected be used for certain  
17 purposes; providing for noncodification; providing  
18 for codification; and providing an effective date.

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AMENDMENT NO. 1. Page 3, line 12, insert, after the word "created"  
and before the word "the", the words ", to  
continue until June 30, 2024,"



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17 for codification; and providing an effective date.

18 BE IT ENACTED BY THE PEOPLE OF THE STATE OF OKLAHOMA:

19 SECTION 1. NEW LAW A new section of law not to be  
20 codified in the Oklahoma Statutes reads as follows:

21 The Legislature finds and declares the following:

- 22 1. An efficient transportation system is critical for  
23 Oklahoma's economy and quality of life;
- 24 2. The revenues currently available for highways are  
unsustainable and inadequate to preserve and maintain existing  
infrastructure and provide funds for improvements that would reduce  
congestion and improve service;

1           3. The gas tax is an ineffective mechanism for meeting  
2 Oklahoma's long-term revenue needs because it will steadily generate  
3 less revenue as vehicles become more fuel efficient and alternative  
4 sources of fuel are utilized. Currently, alternative-powered  
5 vehicles contribute less to road user revenue used for building and  
6 maintaining Oklahoma's highways, with some contributing none;

7           4. Many other states have begun to explore the potential for a  
8 road usage charge to replace traditional motor fuel taxes;

9           5. Road usage charging is a policy whereby motorists pay for  
10 the use of the roadway network based on the distance they travel;

11           6. A road user charge program has the potential to distribute  
12 the gas tax burden across all vehicles regardless of the fuel source  
13 and to minimize the impact of the current regressive gas tax  
14 structure;

15           7. Experience to date in other states across the nation  
16 demonstrates that mileage-based charges can be implemented in a way  
17 that ensures data security and maximum privacy protection for  
18 drivers;

19           8. According to the Department of Transportation's Long Range  
20 Transportation Plan, by 2045, the amount of fuel tax revenue  
21 generated per vehicle miles traveled is expected to decrease by  
22 forty-four and seven-tenths percent (44.7%); and  
23  
24

1           9. It is therefore vital to begin the exploration of  
2 alternative revenue sources that may be implemented in lieu of the  
3 antiquated gas tax structure now in place.

4           SECTION 2.       NEW LAW       A new section of law to be codified  
5 in the Oklahoma Statutes as Section 1930 of Title 69, unless there  
6 is created a duplication in numbering, reads as follows:

7           This act shall be known and may be cited as the "Oklahoma Road  
8 User Charge Program".

9           SECTION 3.       NEW LAW       A new section of law to be codified  
10 in the Oklahoma Statutes as Section 1931 of Title 69, unless there  
11 is created a duplication in numbering, reads as follows:

12           A. 1. There is hereby created the Road User Charge Task Force.  
13 The task force shall be chaired by the Executive Director of the  
14 Department of Transportation and shall consist of, but shall not be  
15 limited to, representation from the following groups:

- 16           a. Department of Transportation,
- 17           b. Metro Planning Organizations (MPOs),
- 18           c. Oklahoma Center for the Advancement of Science and  
19           Technology,
- 20           d. Office of Management and Enterprise Services,
- 21           e. Oklahoma Tax Commission,
- 22           f. Oklahoma Municipal League,
- 23           g. Association of County Commissioners of Oklahoma,
- 24           h. Oklahoma Corporation Commission,

- 1 i. Department of Transportation Tribal Advisory Board,
- 2 j. Industry representatives,
- 3 k. Office of the Speaker of the House of Representatives,
- 4 and
- 5 l. Office of the President Pro Tempore of the Senate;

6 2. The Road User Charge Task Force shall:

- 7 a. consult with highway users and transportation
- 8 stakeholders, including stakeholders representing
- 9 vehicle users, vehicle manufacturers and fuel
- 10 distributors, to ensure fair and equitable
- 11 distribution of the gas tax burden across all vehicles
- 12 regardless of fuel source,
- 13 b. study the availability, adaptability, reliability and
- 14 security of methods that may be used in recording and
- 15 reporting public road usage,
- 16 c. study the ease and cost of administering the
- 17 collection of taxes and fees as an alternative to the
- 18 current system of taxing highway use through motor
- 19 vehicle fuel taxes,
- 20 d. ensure that processes for collecting, managing,
- 21 storing, transmitting and destroying data are in place
- 22 to protect the integrity of the data and safeguard the
- 23 privacy of drivers,
- 24

- e. collaborate with other states to seek potential interoperability opportunities to capture out-of-state drivers traveling through Oklahoma,
- f. develop and implement a voluntary pilot program to assess the potential for mileage-based revenue collection for Oklahoma's roads and highways as an alternative to the gas tax system,
- g. through public outreach, secure a sampling of individuals willing to participate in the pilot program for testing purposes in lieu of paying certain vehicle registration fees, and
- h. seek available federal funds for studies, demonstration projects or pilots associated with the Oklahoma Road User Charge Program's implementation.

B. A report of findings and recommendations determined by the task force on how best to implement the Oklahoma Road User Charge Program shall be submitted to the Legislature by December 31, 2023.

SECTION 4. NEW LAW A new section of law to be codified in the Oklahoma Statutes as Section 1932 of Title 69, unless there is created a duplication in numbering, reads as follows:

The Oklahoma Tax Commission shall administer the collection of any charges or fees associated with the Oklahoma Road User Charge Program. Collections from the road usage charges imposed under this act shall be specifically designated for the purpose of maintaining

1 and improving the roads, highways and bridges in the State of  
2 Oklahoma.

3 SECTION 5. This act shall become effective November 1, 2021.

4 Passed the House of Representatives the 9th day of March, 2021.

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\_\_\_\_\_  
Presiding Officer of the House  
of Representatives

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Passed the Senate the \_\_\_ day of \_\_\_\_\_, 2021.

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Presiding Officer of the Senate

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