

1 STATE OF OKLAHOMA

2 1st Extraordinary Session of the 59th Legislature (2023)

3 COMMITTEE SUBSTITUTE
4 FOR

5 HOUSE BILL NO. 1025

6 By: Wallace and Martinez of the
7 House

8 and

9 Thompson (Roger) and Hall
10 of the Senate

11 COMMITTEE SUBSTITUTE

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

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

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

20 Section 1913. There is hereby established a fund within the
21 State Treasury to be known as the "Rural Economic Transportation
22 Reliability and Optimization Fund" to be administered by the
23 Oklahoma Department of Transportation. The fund shall be a
24 continuing fund, not subject to fiscal year limitations, and shall

1 consist of any general revenues as may be directly appropriated or
2 otherwise provided by law.

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

8 In order to ensure that the funds from the Rural Economic
9 Transportation Reliability and Optimization Fund are used to enhance
10 and not supplant state funding for the Department of Transportation,
11 the State Board of Equalization shall examine and investigate the
12 funding levels as described. At the meeting of the State Board of
13 Equalization held within five (5) days after the monthly
14 apportionment in February of each year, the State Board of
15 Equalization shall issue a finding and report which shall state
16 whether expenditures from the Rural Economic Transportation
17 Reliability and Optimization Fund were used to enhance or supplant
18 state funding for the Department of Transportation. If the State
19 Board of Equalization finds that state funding for the Department of
20 Transportation was supplanted by funds from the Rural Economic
21 Transportation Reliability and Optimization Fund, the Board shall
22 specify the amount by which such funding was supplanted. In this
23 event, the Legislature shall not make any appropriations for the
24

1 ensuing fiscal year until an appropriation in that amount is made to
2 replenish state funding for the Department of Transportation.

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

17 When such traffic conditions as described may arise in rural
18 areas, the Department of Transportation shall engage the Oklahoma
19 Department of Commerce, the Oklahoma Tax Commission or other
20 agencies or entities of the state, as necessary, to confirm the
21 relationship of traffic conditions to robust economic development.
22 Once said relationship is confirmed and documented, the Department
23 of Transportation may utilize any proceeds from the Rural Economic
24 Transportation Reliability and Optimization Fund in an amount not to

1 exceed fifty percent (50%) of the total project costs to incentivize
2 and leverage the acceleration and prioritization of improvement
3 projects existing in or to be incorporated into the Department's
4 Eight-Year Construction Work Plan.

5 SECTION 2. This act shall become effective November 1, 2023.

6

7 59-1EX-50115 JM 05/23/23

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24