

STATE OF OKLAHOMA

1st Session of the 60th Legislature (2025)

SENATE BILL 25

By: Woods

AS INTRODUCED

An Act relating to the funding of transportation projects; amending 69 O.S. 2021, Section 1913, as amended by Section 1, Chapter 17, 1st Extraordinary Session, O.S.L. 2023 (69 O.S. Supp. 2024, Section 1913), which relates to the Rural Economic Transportation Reliability and Optimization Fund; updating statutory language; updating statutory reference; modifying population limitation; directing deposit of certain monies in Rural Economic Transportation Reliability and Optimization Fund; providing for noncodification; providing an effective date; and declaring an emergency.

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

SECTION 1. AMENDATORY 69 O.S. 2021, Section 1913, as amended by Section 1, Chapter 17, 1st Extraordinary Session, O.S.L. 2023 (69 O.S. Supp. 2024, Section 1913), is amended to read as follows:

Section 1913. There is hereby established a fund within the State Treasury to be known as the "Rural Economic Transportation Reliability and Optimization Fund" to be administered by the ~~Oklahoma~~ Department of Transportation. The fund shall be a 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
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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~~ section, shall mean those
12 conditions of the highways of this state in counties with a
13 population of less than ~~seventy-five thousand (75,000)~~ fifty
14 thousand (50,000) where traffic volumes have increased to become so
15 impaired or hazardous as to constitute a threat to the safety of
16 persons or property 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~~ such relationship is confirmed and documented, the
23 Department of Transportation may utilize any proceeds from the Rural
24 Economic Transportation Reliability and Optimization Fund in an

1 amount not to exceed fifty percent (50%) of the total project costs
2 to incentivize and leverage the acceleration and prioritization of
3 improvement projects existing in or to be incorporated into the
4 Department's Eight-Year Construction Work Plan.

5 SECTION 2. NEW LAW A new section of law not to be
6 codified in the Oklahoma Statutes reads as follows:

7 There is hereby appropriated to the Rural Economic
8 Transportation Reliability and Optimization Fund created pursuant to
9 Section 1913 of Title 69 of the Oklahoma Statutes from any monies
10 not otherwise appropriated from the General Revenue Fund of the
11 State Treasury for the fiscal year ending June 30, 2026, the sum of
12 Two Hundred Million Dollars (\$200,000,000.00) to be utilized in
13 accordance with law.

14 SECTION 3. This act shall become effective July 1, 2025.

15 SECTION 4. It being immediately necessary for the preservation
16 of the public peace, health or safety, an emergency is hereby
17 declared to exist, by reason whereof this act shall take effect and
18 be in full force from and after its passage and approval.

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