



BILL/VERSION: SB 173 / INTRODUCED

ANALYST: MM

AUTHORS: Sen. Nice

DATE: 1/30/2025

TAX(ES): Motor Vehicle

SUBJECT(S): Apportionment

EFFECTIVE DATE: July 1, 2025

Emergency

ESTIMATED REVENUE IMPACT:

FY26: None.

FY27: None.

Apportionment Impact (FY26):

General Revenue Fund: Decrease of \$30 million.

MIRB Fund (new): Increase of \$30 million.

ANALYSIS: The measure creates the “Municipal Improvements for Roads and Bridges Fund” (MIRB), with the purpose of providing funding for construction or reconstructions of municipal roads or bridges. The measure redirects the excess monies of multiple funds from the “Rebuilding Oklahoma Access and Drivers Safety Fund” (ROADS) to MIRB. The estimated amount of excess from school district, state transportation, and county and city funds to ROADS is \$30 million for FY26. Application of amendments of SB 173 result in an estimated decrease of \$30 million in apportionment to the ROADS fund and an equivalent increase in funding for the MIRB Fund for FY26.

After all other allocations to the ROADS fund are made, individual income tax dollars, that would otherwise go to the General Revenue Fund (GRF), are apportioned to the ROADS fund until it meets its annual \$590 million cap. As such, it is estimated that the \$30 million reduction to ROADS will likely be filled by the individual income tax dollars that would otherwise go to GRF, resulting in a corresponding decrease in the GRF.

2/3/25
DATE

Huan Gong
DR. HUAN GONG, CHIEF TAX ECONOMIST

2/4/25
DATE

Marie Schuble
MARIE SCHUBLE, DIVISION DIRECTOR

2/5/25
DATE

Joseph P. Gappa
JOSEPH P. GAPPA, FOR THE COMMISSION

The revenue impact provided herein is an estimate of the potential impact on the collection or apportionment of tax revenues affected by the proposed legislation. It is not intended to be an estimate of the overall fiscal impact on the state budget if the proposed legislation is enacted.