

1 ENGROSSED HOUSE
2 BILL NO. 2079

By: McCall of the House

and

Quinn of the Senate

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7 An Act relating to transportation; establishing the
8 Rural Economic Transportation Reliability and
9 Optimization Fund; describing type and contents of
10 fund; requiring monies appropriated to the fund shall
11 not decrease, supplant or replace certain state
12 transportation funding; requiring State Board of
13 Equalization to make certain examination and
14 investigation; requiring Board issue certain report
15 and finding at certain meeting; detailing events if
16 certain finding is made; stating purpose of the fund;
17 defining term; requiring certain confirmation of the
18 relationship in increased traffic volume with
19 economic development; providing for utilization of
20 fund proceeds; providing for codification; and
21 providing an effective date.

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

SECTION 1. NEW LAW A new section of law to be codified
in the Oklahoma Statutes as Section 1913 of Title 69, unless there
is created a duplication in numbering, reads as follows:

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

1 fiscal year limitations, and shall consist of any general revenues
2 as may be directly appropriated or 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, shall mean those conditions of
12 the highways of this state in counties with a population of less
13 than fifty thousand (50,000) where traffic volumes have increased to
14 become so impaired or hazardous as to constitute a threat to the
15 safety of persons or property traveling over or upon such highways.

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

