

**FLOOR AMENDMENT**  
HOUSE OF REPRESENTATIVES  
State of Oklahoma

SPEAKER:

CHAIR:

I move to amend HB2079 \_\_\_\_\_  
Of the printed Bill  
Page \_\_\_\_\_ Section \_\_\_\_\_ Lines \_\_\_\_\_  
Of the Engrossed Bill

By striking the Title, the Enacting Clause, the entire bill, and by inserting in lieu thereof the following language:

**AMEND TITLE TO CONFORM TO AMENDMENTS**

Adopted: \_\_\_\_\_

Amendment submitted by: Charles McCall \_\_\_\_\_

\_\_\_\_\_  
Reading Clerk

1 STATE OF OKLAHOMA

2 1st Session of the 58th Legislature (2021)

3 FLOOR SUBSTITUTE  
4 FOR

5 HOUSE BILL NO. 2079

6 By: McCall

7 FLOOR SUBSTITUTE

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

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

24 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

1 Optimization Fund", to be administered by the Oklahoma Department of  
2 Transportation. The fund shall be a continuing fund not subject to  
3 fiscal year limitations and shall consist of any general revenues as  
4 may be directly appropriated or otherwise provided by law.

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

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

1 event, the Legislature shall not make any appropriations for the  
2 ensuing fiscal year until an appropriation in that amount is made to  
3 replenish state funding for the Department of Transportation.

4 All monies accruing to the credit of the Rural Economic  
5 Transportation Reliability and Optimization Fund are hereby  
6 appropriated and shall be used assist the Department in the  
7 equitable prioritization of construction, repair and maintenance of  
8 state highways in rural areas where robust economic development has  
9 resulted in traffic safety and circulation difficulties attributed  
10 to significant and unanticipated increases in traffic volumes and as  
11 fully recorded and documented by the Department. "Robust economic  
12 development", as used in this act, shall mean those conditions of  
13 the highways of this state in counties with a population of less  
14 than 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 economic development. Once  
22 said relationship is confirmed and documented, the Department of  
23 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, 2021.

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7 58-1-7927 JBH 03/11/21

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