

1 (1ST EXTRAORDINARY SESSION)  
2 ENGROSSED HOUSE  
3 BILL NO. 1025

By: Wallace and Martinez of the  
House

and

Thompson (Roger) and Hall  
of the Senate

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8 An Act relating to transportation; amending 69 O.S.  
9 2021, Section 1913, which relates to the Rural  
10 Economic Transportation Reliability and Optimization  
11 Fund; modifying population limitation; and providing  
12 an effective date.

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

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

16 Section 1913. There is hereby established a fund within the  
17 State Treasury to be known as the "Rural Economic Transportation  
18 Reliability and Optimization Fund" to be administered by the  
19 Oklahoma Department of Transportation. The fund shall be a  
20 continuing fund, not subject to fiscal year limitations, and shall  
21 consist of any general revenues as may be directly appropriated or  
22 otherwise provided by law.

23 Any monies appropriated to the Rural Economic Transportation  
24 Reliability and Optimization Fund shall not result in a decrease in

1 historic and traditional total state transportation funding levels  
2 or be used to supplant or replace existing state funds used for  
3 transportation purposes.

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

22 All monies accruing to the credit of the Rural Economic  
23 Transportation Reliability and Optimization Fund are hereby  
24 appropriated and shall be used to assist the Department in the

1 equitable prioritization of construction, repair and maintenance of  
2 state highways in rural areas where robust economic development has  
3 resulted in traffic safety and circulation difficulties attributed  
4 to significant and unanticipated increases in traffic volumes and as  
5 fully recorded and documented by the Department. "Robust economic  
6 development", as used in this act, shall mean those conditions of  
7 the highways of this state in counties with a population of less  
8 than ~~fifty thousand (50,000)~~ seventy-five thousand (75,000) where  
9 traffic volumes have increased to become so impaired or hazardous as  
10 to constitute a threat to the safety of persons or property  
11 traveling over or upon such highways.

12 When such traffic conditions as described may arise in rural  
13 areas, the Department of Transportation shall engage the Oklahoma  
14 Department of Commerce, the Oklahoma Tax Commission or other  
15 agencies or entities of the state, as necessary, to confirm the  
16 relationship of traffic conditions to robust economic development.  
17 Once said relationship is confirmed and documented, the Department  
18 of Transportation may utilize any proceeds from the Rural Economic  
19 Transportation Reliability and Optimization Fund in an amount not to  
20 exceed fifty percent (50%) of the total project costs to incentivize  
21 and leverage the acceleration and prioritization of improvement  
22 projects existing in or to be incorporated into the Department's  
23 Eight-Year Construction Work Plan.

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

1 Passed the House of Representatives the 24th day of May, 2023.

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4 Presiding Officer of the House  
5 of Representatives

6 Passed the Senate the \_\_\_\_ day of \_\_\_\_\_, 2023.

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9 Presiding Officer of the Senate