

**BILL SUMMARY**  
1<sup>st</sup> Session of the 59<sup>th</sup> Legislature

<b>Bill No.:</b>	<b>HB1025X</b>
<b>Version:</b>	<b>PCS2</b>
<b>Request Number:</b>	<b>50092</b>
<b>Author:</b>	<b>Rep. Wallace</b>
<b>Date:</b>	<b>5/23/2023</b>
<b>Impact:</b>	<b>See Analysis Below</b>

**Research Analysis**

The second proposed committee substitute to HB 1025x amends the definition of *robust economic development* as it relates to the Rural Economic Transportation Reliability and Optimization Fund to mean highway conditions in counties with a population less than 75,000 people where traffic volumes have increased and constitutes a threat to the safety of the people and property traveling on such highway. Previously, the population cap was set at 50,000 people.

Prepared By: Keana Swadley

**Fiscal Analysis**

This measure increases the population cap for counties eligible under the Rural Economic Transportation and Reliability Optimization Act from Fifty Thousand (50,000) to Seventy-Five Thousand (75,000). This change will allow six (6) new counties to qualify for projects that are needed due to increase traffic from expanded tourism and robust economic development that has caused increased traffic concerns in the area. The current list of projects is still being reviewed by the Oklahoma Department of Transportation with the new counties, but each project will cost at least several million dollars at least. There is currently an appropriation into the accompanying fund for Two Hundred Million Dollars (\$200,000,000.00) in House Bill No. 1004 of the 1st Extraordinary Session of the 59th Legislature.

Prepared By: Mariah Searock, House Fiscal Staff

**Other Considerations**

None.