

**BILL SUMMARY**  
2<sup>nd</sup> Session of the 56<sup>th</sup> Legislature

<b>Bill No.:</b>	<b>HB1014XX</b>
<b>Version:</b>	<b>FA1</b>
<b>Request Number:</b>	<b>50356</b>
<b>Author:</b>	<b>Wallace</b>
<b>Date:</b>	<b>3/26/2018</b>
<b>Impact: GR Fund</b>	<b>Budget Neutral</b>
<b>ROADS Fund</b>	<b>Budget Neutral</b>
<b>ST Fund</b>	<b>\$216.5 Million decrease</b>
<b>SHCM Fund</b>	<b>\$216.5 Million increase</b>

**Research Analysis**

Floor Amendment 1 to HB1014XX modifies the apportionment structure for various transportation funds to change the sources of revenue for the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund. Beginning fiscal year 2020 and each fiscal year thereafter, the ROADS fund will accept gasoline and diesel fuel tax revenue apportioned pursuant to HB1014XX and motor vehicle collections currently apportioned to the General Revenue Fund until all sources of revenue to the ROADS Fund meets a \$575 million fiscal year cap. When the \$575 million fiscal year cap is met, any excess apportionments to the ROADS Fund will be credited to the General Revenue Fund.

The measure also redirects various apportionments that currently go to the State Transportation Fund to State Highway Construction and Maintenance Fund, which is limited to accepting \$120 million each fiscal year.

Enactment of HB1014XX is contingent upon the passage of HB1010XX, which establishes additional taxes on gasoline and diesel consumed in the state.

Prepared By: Quyen Do

**Fiscal Analysis**

HB 1014 XX modifies the apportionments to various transportation funds. Such modifications will become effective beginning FY-20.

Section 1 modifies the apportionments to the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund. The section authorizes the ROADS Fund to accept gasoline and diesel fuel taxes designated for apportionment to the fund by HB 1033XX. The measure also authorizes the ROADS Fund to accept Motor Vehicle License and Registration Act revenues apportioned to the fund later in the measure. These additional apportionments to the ROADS Fund will offset existing apportionments of Income Tax to the Fund. Such Income Tax collections along with any potential apportionments in excess of the ROADS Fund fiscal year cap will flow to the General Revenue Fund; therefor, the General Revenue Fund will suffer no negative effects as a result of this measure. The measure does not modify the ROADS Fund fiscal year cap, which remains at \$575,000,000.

Section 2 redirects various apportionments, approximately \$194 Million annually, of Motor Vehicle License and Registration Act for deposit in the ROADS Fund, such apportionments were

previously deposited in the General Revenue Fund. These additional apportionments to the ROADS Fund will offset existing apportionments of Income Tax to the Fund. Such Income Tax collections along with any potential apportionments in excess of the ROADS Fund fiscal year cap will flow to the General Revenue Fund; therefor, the General Revenue Fund will suffer no negative effects as a result of this measure.

Sections 2-7 redirect various apportionments, approximately \$216.5 Million annually, of motor vehicle fees and taxes, gasoline, diesel and special fuels excise taxes to the State Highway Construction and Maintenance Fund (SHCM Fund), such apportionments were previously deposited in the State Transportation Fund (ST Fund).

Prepared By: John McPhetridge

**Other Considerations**

None.