

BILL SUMMARY
2nd Session of the 56th Legislature

Bill No.:	HB1032XX
Version:	CS
Request Number:	50366
Author:	Rep. Wallace/ Sen. David
Date:	2/7/2018
Impact:	Beginning FY-20
	\$366 Million in funds from new sources
	apportioned to the ROADS Fund, offset by
	\$366 Million in funds apportioned to the
	General Revenue Fund

Research Analysis

The committee substitute for HB1032XX modifies the apportionment of motor vehicle collections by eliminating apportionments to the General Revenue Fund and crediting excess revenue to the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund. The total apportionment to the ROADS Fund for any given year is limited to \$575 million each fiscal year and any amount apportioned in excess of the \$575 million cap will be credited to the General Revenue Fund.

Enactment of HB1032XX is contingent upon the passage of HB1033XX, which establishes a new tax equal to 6 cents per gallon on gasoline and diesel consumed in the state. Revenue from the new tax will go to the ROADS Fund.

Prepared By: Quyen Do

Fiscal Analysis

HB 1032 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, approximately \$172 Million annually. 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.

In Total the measure authorizes the apportionment of \$366 Million to the ROADS Fund from new sources; offsetting an equal amount of Income Tax collections which will instead be apportioned to the General Revenue Fund

Prepared By: John McPhetridge

Other Considerations

None.

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