

BILL SUMMARY
1st Session of the 59th Legislature

Bill No.:	HB2352
Version:	FA1
Request Number:	8046
Author:	Rep. Dempsey
Date:	3/22/2023
Impact:	See Analysis Below

Research Analysis

The floor substitute to HB 2352 creates the Oklahoma Rural Highway Improvements for Safety Act. The measure requires the Oklahoma Department of Transportation to add a minimum of 250 center-lane mile upgrades for rural two-lane highways with deficient shoulders to the eight-year Construction Work Plan each year. Projects should be selected based on historic fatality rates, traffic counts, and connectivity of rural communities. Priority will be given to areas experiencing traffic growth over the past five years. This is to remain in effect until October 31, 2032.

The floor substitute also requires \$30 million to be apportioned to the Rebuilding Oklahoma Access and Driver Safety Fund for the fiscal year beginning July 1, 2023. For each following fiscal year, an annual increase of \$30 million is to be apportioned until the Fund reaches \$750 million. All received amounts are to be divided into twelve equal amounts and apportioned monthly. Any money over \$590 million in the Fund is to be divided equally among the transportation districts and be used for safety improvement projects.

CHANGES IN FLOOR SUBSTITUTE VERSION FROM COMMITTEE SUBSTITUTE:

The floor substitute version adds language requiring apportionment to the Rebuilding Oklahoma Access and Driver Safety Fund.

Prepared By: Keana Swadley

Fiscal Analysis

HB 2352 requires the Oklahoma Department of Transportation (ODOT) to add a minimum of two hundred and fifty (250) lane miles of upgrades for rural two-lane highways with deficient shoulders to the eight-year Construction Work Plan (CWP) each year. This change has an estimated cost to ODOT of \$1,190,379,900 per year to cover these additional road miles. It is expected that ODOT would request additional appropriations to cover the costs of this measure.

The floor amendment to HB 2352 adds a requirement to apportion an additional \$30 million to the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund beginning in FY-24, with an annual increase of \$30 million per fiscal year until the ROADS Fund reaches \$750 million. This additional apportionment would be used for safety improvement projects for two-lane county roads in the county highway system. Any monies over the current \$590 million cap to the ROADS Fund is to be divided equally among the transportation districts. This additional \$30 million per fiscal year added to the ROADS Fund would be apportioned from the General Revenue (GR) Fund for the State of Oklahoma.

These requirements would have two separate fiscal impacts for the state. The impact to state appropriations would be approximately \$1.2 billion to cover the costs associated with upgrades to rural two-lane highways. The impact to the certified state funds from the GR Fund would be an additional \$30 million apportionment each year out of General Revenue for five (5) years until the new ROADS Fund cap is reached, thus affecting the available certified revenue for appropriations each year.

Prepared By: Jay St Clair, House Fiscal Staff

Other Considerations

None.