



SPONSOR: Sen. Lavelle & Sen. Pettyjohn & Rep. Hudson
Sens. Delcollo, Hocker, Lopez, Simpson, Townsend;
Reps. Briggs King, Dukes, Gray, Keeley, Ramone,
B. Short, D. Short, Spiegelman, Wilson

DELAWARE STATE SENATE
149th GENERAL ASSEMBLY

SENATE BILL NO. 20

AN ACT CONCURRING IN A PROPOSED AMENDMENT TO ARTICLE VIII OF THE DELAWARE
CONSTITUTION RELATING TO THE TRANSPORTATION TRUST FUND.

WHEREAS, an amendment to the Delaware Constitution was proposed in the 148th General Assembly, being Chapter 110, Volume 80, Laws of Delaware, as follows:

“AN ACT PROPOSING AN AMENDMENT TO ARTICLE VIII OF THE DELAWARE CONSTITUTION
RELATING TO THE TRANSPORTATION TRUST FUND.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF DELAWARE (Two-thirds of all
members elected to each house thereof concurring therein):

Section 1. Amend Article VIII of the Delaware Constitution by making deletions as shown by
strike through and insertions as shown by underline as follows:

Article VIII. Revenue and Taxation.

§ 12. The Transportation Trust Fund; use and restrictions.

(a) The State irrevocably pledges and assigns and continuously appropriates the proceeds
derived from a motor vehicle registration fee, a motor vehicle document fee, a motor fuel tax, a motor
carrier road use tax and registration fee, and the operation of the Delaware Turnpike to a special fund
known as the Transportation Trust Fund.

(b) The moneys in the Transportation Trust Fund may be appropriated and used for the
following purposes:

(1) Capital expenditures on the public transportation system, including the road system,
grants and allocations for investments in transportation, the transit system, and the support systems
for public transportation.

(2) Payment of the interest and principal on all indebtedness incurred before or after the
effective date of this Act, including the payment of all other obligations incurred pursuant to any

trust agreement related to such indebtedness, and secured by moneys in the Transportation Trust Fund.

(3) Other transportation-related purposes, including operating expenses, to which moneys in the Transportation Trust Fund are authorized on the effective date of this Act.

(c) No moneys in the Transportation Trust Fund may be appropriated for a purpose not listed in subsection (b) of this section except by an act of the General Assembly adopted with the concurrence of three-fourths of all members of each House and separate from an annual budget act, bond and capital improvement act, or grants-in-aid act.

(d) If moneys in the Transportation Trust Fund cease to be appropriated for a purpose under paragraph (b)(3) of this section, the moneys may not again be appropriated for a purpose under paragraph (b)(3) of this section except by an act of the General Assembly adopted with the concurrence of three-fourths of all members of each House and separate from an annual budget act, bond and capital improvement act, or grants-in-aid act.”; and

WHEREAS, the proposed amendment was adopted by two-thirds of all members elected to each house of the 148th General Assembly and publicized in accordance with Article XVI, § 1 of the Delaware Constitution.

NOW THEREFORE:

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF DELAWARE (Two-thirds of all members elected to each house thereof concurring therein):

Section 1. Amend Article VIII of the Delaware Constitution by making deletions as shown by strike through and insertions as shown by underline as follows:

Article VIII. Revenue and Taxation.

§ 12. The Transportation Trust Fund; use and restrictions.

(a) The State irrevocably pledges and assigns and continuously appropriates the proceeds derived from a motor vehicle registration fee, a motor vehicle document fee, a motor fuel tax, a motor carrier road use tax and registration fee, and the operation of the Delaware Turnpike to a special fund known as the Transportation Trust Fund.

(b) The moneys in the Transportation Trust Fund may be appropriated and used for the following purposes:

(1) Capital expenditures on the public transportation system, including the road system, grants and allocations for investments in transportation, the transit system, and the support systems for public transportation.

50 (2) Payment of the interest and principal on all indebtedness incurred before or after the effective date of this
51 Act, including the payment of all other obligations incurred pursuant to any trust agreement related to such
52 indebtedness, and secured by moneys in the Transportation Trust Fund.

53 (3) Other transportation-related purposes, including operating expenses, to which moneys in the
54 Transportation Trust Fund are authorized on the effective date of this Act.

55 (c) No moneys in the Transportation Trust Fund may be appropriated for a purpose not listed in subsection (b) of
56 this section except by an act of the General Assembly adopted with the concurrence of three-fourths of all members of each
57 House and separate from an annual budget act, bond and capital improvement act, or grants-in-aid act.

58 (d) If moneys in the Transportation Trust Fund cease to be appropriated for a purpose under paragraph (b)(3) of
59 this section, the moneys may not again be appropriated for a purpose under paragraph (b)(3) of this section except by an act
60 of the General Assembly adopted with the concurrence of three-fourths of all members of each House and separate from an
61 annual budget act, bond and capital improvement act, or grants-in-aid act.

SYNOPSIS

This Act is the second leg of a constitutional amendment that will limit the ability of the State to appropriate Transportation Trust Fund moneys to a purpose other than (1) capital expenditures on the public transportation system, including the road system, grants and allocations for investments in transportation, the transit system, and the support systems for public transportation; (2) payment of the interest and principal on all bonds issued before or after the effective date of this Act and secured by moneys in the Transportation Trust Fund; and (3) other transportation-related purposes, including operating expenses funding the Delaware Department of Transportation, to which moneys in the Transportation Trust Fund are authorized on the effective date of this Act. The first leg, Senate Bill No. 166 of the 148th General Assembly, was adopted by two-thirds of the members elected to the General Assembly and publicized in accordance with Article XVI, § 1 of the Delaware Constitution. This Act essentially creates a lock box on the Transportation Trust Fund that can only be opened by the agreement of three-fourths of all the members of each House through a bill separate from an annual budget act, bond and capital improvement act, or grants-in-aid act. Additionally, if moneys in the Transportation Trust Fund cease to be appropriated for a transportation-related purpose, the moneys may not again be appropriated to such purpose except by the agreement of three-fourths of all the members of each House through a bill separate from an annual budget act, bond and capital improvement act, or grants-in-aid act.

Author: Senator Lavelle