



SENATE JOINT RESOLUTION T

October 24, 1995, Introduced by Senator DINGELL and referred to the Committee on Transportation and Tourism.

A joint resolution proposing an amendment to the state constitution of 1963, by amending section 9 of article IX, to provide for transportation funding.

Resolved by the Senate and House of Representatives of the state of Michigan, That the following amendment to the state constitution of 1963, to provide for transportation funding, is proposed, agreed to, and submitted to the people of the state:

ARTICLE IX

1

2 Sec. 9. All specific taxes, except general sales and use
3 taxes and regulatory fees, imposed directly or indirectly on
4 fuels sold or used to propel motor vehicles upon highways and to
5 propel aircraft and on registered motor vehicles and aircraft
6 shall, after the payment of necessary collection expenses, be
7 used exclusively for transportation purposes as set forth in this
8 section.

1 Not less than 90 percent of the specific taxes, except
2 general sales and use taxes and regulatory fees, imposed directly
3 or indirectly on fuels sold or used to propel motor vehicles upon
4 highways and on registered motor vehicles shall, after the pay-
5 ment of necessary collection expenses, be used exclusively for
6 the transportation purposes of planning, administering, con-
7 structing, reconstructing, financing, and maintaining state,
8 county, city, and village roads, streets, and bridges designed
9 primarily for the use of motor vehicles using tires, and reason-
10 able appurtenances to those state, county, city, and village
11 roads, streets, and bridges.

12 The balance, if any, of the specific taxes, except general
13 sales and use taxes and regulatory fees, imposed directly or
14 indirectly on fuels sold or used to propel motor vehicles upon
15 highways and on registered motor vehicles, after the payment of
16 necessary collection expenses; 100 percent of the specific taxes,
17 except general sales and use taxes and regulatory fees, imposed
18 directly or indirectly on fuels sold or used to propel aircraft
19 and on registered aircraft, after the payment of necessary col-
20 lection expenses; and not more than 25 percent of the general
21 sales taxes, imposed directly or indirectly on fuels sold to
22 propel motor vehicles upon highways, on the sale of motor vehi-
23 cles, and on the sale of the parts and accessories of motor vehi-
24 cles, after the payment of necessary collection expenses; shall
25 be used exclusively for the transportation purposes of comprehen-
26 sive transportation purposes as defined by law.

1 MONEY DEPOSITED IN THE STATE TREASURY TO THE CREDIT OF THE
2 MICHIGAN TRANSPORTATION FUND SHALL BE APPORTIONED AND
3 APPROPRIATED IN THE FOLLOWING MANNER:

4 (A) NOT MORE THAN \$3,000,000.00 AS MAY BE ANNUALLY APPROPRI-
5 ATED EACH FISCAL YEAR TO THE STATE TRUNK LINE FUND FOR SUBSEQUENT
6 DEPOSIT IN THE RAIL GRADE CROSSING ACCOUNT.

7 (B) NOT LESS THAN \$3,000,000.00 EACH YEAR TO THE CRITICAL
8 BRIDGE FUND ESTABLISHED AS PROVIDED BY LAW FOR THE PURPOSE OF
9 PAYMENT OF THE PRINCIPAL, INTEREST, AND REDEMPTION PREMIUM ON ANY
10 NOTES OR BONDS ISSUED BY THE STATE TRANSPORTATION COMMISSION FOR
11 THE PURPOSE OF A CRITICAL BRIDGE PROGRAM.

12 (C) 10 PERCENT TO THE COMPREHENSIVE TRANSPORTATION FUND FOR
13 THE PURPOSES DESCRIBED IN LAW.

14 (D) NOT LESS THAN \$33,000,000.00 FOR THE FISCAL YEAR ENDING
15 SEPTEMBER 30, 1996, AS MAY BE ANNUALLY APPROPRIATED, BASED ON
16 ACTUAL INCREASED REVENUES FROM MOTOR FUEL TAX COLLECTIONS, FOR
17 DEPOSIT IN THE STATE TRUNK LINE FUND FOR SUBSEQUENT DEPOSIT IN
18 THE LOCAL PROGRAM FUND CREATED AS PROVIDED BY LAW.

19 (E) \$36,775,000.00 TO THE STATE TRUNK LINE FUND FOR SUBSE-
20 QUENT DEPOSIT IN THE TRANSPORTATION ECONOMIC DEVELOPMENT FUND, OR
21 ALLOCATION TO DEBT SERVICE ON BONDS ISSUED TO FUND TRANSPORTATION
22 ECONOMIC DEVELOPMENT FUND PROJECTS.

23 (F) THE BALANCE OF THE MICHIGAN TRANSPORTATION FUND AS FOL-
24 LOWS, AFTER DEDUCTION OF THE AMOUNTS APPROPRIATED IN SUBDIVISIONS
25 (A) THROUGH (E):

26 (i) 39.1 PERCENT TO THE STATE TRUNK LINE FUND FOR THE
27 PURPOSES DESCRIBED AS PROVIDED BY LAW. FROM THIS AMOUNT, AFTER

1 THE PAYMENT OF DEBT SERVICE, A STATE GRANT OF NOT LESS THAN
2 \$33,000,000.00, AS MAY BE ANNUALLY APPROPRIATED EACH FISCAL YEAR,
3 AFTER THE PAYMENT OF DEBT SERVICE, SHALL BE MADE TO THE LOCAL
4 PROGRAM FUND CREATED IN LAW.

5 (ii) 39.1 PERCENT TO THE COUNTY ROAD COMMISSIONS OF THE
6 STATE.

7 (iii) 21.8 PERCENT TO THE CITIES AND VILLAGES OF THE STATE.

8 THE MONEY APPROPRIATED BY THE PRECEDING PARAGRAPH SHALL BE
9 USED FOR THE PURPOSES AS PROVIDED BY LAW. THE DEPARTMENT SHALL
10 DEVELOP PROGRAMS TO ASSIST SMALL BUSINESSES AS DEFINED BY LAW IN
11 BECOMING QUALIFIED TO BID.

12 THIRTY-ONE AND ONE-HALF PERCENT OF THE FUNDS APPROPRIATED TO
13 THIS STATE FROM THE FEDERAL GOVERNMENT PURSUANT TO 23 U.S.C. 157,
14 COMMONLY KNOWN AS MINIMUM ALLOCATION AND DONOR STATE BONUS FUNDS,
15 SHALL BE ALLOCATED TO THE TRANSPORTATION ECONOMIC DEVELOPMENT
16 FUND, IF SUCH AN ALLOCATION IS CONSISTENT WITH FEDERAL LAW.
17 THESE FUNDS SHALL BE DISTRIBUTED 16.5 PERCENT FOR DEVELOPMENT
18 PROJECTS FOR RURAL COUNTIES AS DEFINED BY LAW AND 15 PERCENT FOR
19 CAPACITY IMPROVEMENT OR ADVANCED TRAFFIC MANAGEMENT SYSTEMS IN
20 URBAN COUNTIES AS DEFINED BY LAW. FEDERAL FUNDS ALLOCATED FOR
21 DISTRIBUTION UNDER THIS SECTION SHALL BE ELIGIBLE FOR OBLIGATION
22 AND USE BY ALL RECIPIENTS AS DEFINED BY FEDERAL LAW.

23 The legislature may authorize the incurrence of indebtedness
24 and the issuance of obligations pledging the taxes allocated or
25 authorized to be allocated by this section, which obligations
26 shall not be construed to be evidences of state indebtedness
27 under this constitution.

1 Resolved further, That the foregoing amendment shall be
2 submitted to the people of the state at the next general election
3 in the manner provided by law.