

HB0368/814060/1

BY: Appropriations Committee

AMENDMENTS TO HOUSE BILL 368

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in the sponsor line, strike “and P. Young” and substitute “P. Young, and Holmes”; in line 6, strike “the” and substitute “certain”; strike beginning with “requiring” in line 7 down through “project” in line 8 and substitute “authorizing the reduction of certain appropriations under certain circumstances”; and in line 11, after “Administration;” insert “declaring the intent of the General Assembly;”.

AMENDMENT NO. 2

On page 3, in line 10, after “(a)” insert “IN THIS SECTION, “STATE OF GOOD REPAIR NEEDS” INCLUDES THE CAPITAL NEEDS IDENTIFIED BY THE ADMINISTRATION IN THE REPORT REQUIRED UNDER § 7-309 OF THIS ARTICLE.”

(B)”;

and in lines 14, 18, and 23, strike “(b)”, “(C)”, and “(D)”, respectively, and substitute “(C)”, “(D)”, and “(E)”, respectively.

On page 5, in line 2, strike “9” and “2027”, respectively, and substitute “11” and “2029”, respectively; in line 8, strike “9” and “2027”, respectively, and substitute “11” and “2029”, respectively; and in line 11, strike “2.” and substitute “3.”.

AMENDMENT NO. 3

On page 3, strike in their entirety lines 27 through 36, inclusive, and substitute:

(Over)

“(2) SUBJECT TO PARAGRAPH (3) OF THIS SUBSECTION, THE GOVERNOR SHALL INCLUDE IN THE STATE BUDGET AN APPROPRIATION FOR THE STATE OF GOOD REPAIR NEEDS OF THE ADMINISTRATION IN THE FOLLOWING AMOUNTS FROM THE REVENUES AVAILABLE FOR THE STATE CAPITAL PROGRAM IN THE TRANSPORTATION TRUST FUND:

(I) FOR FISCAL YEAR 2022, AT LEAST \$509,541,000;

(II) FOR FISCAL YEAR 2023, AT LEAST \$361,880,000;

(III) FOR FISCAL YEAR 2024, AT LEAST \$414,893,000;

(IV) FOR FISCAL YEAR 2025, AT LEAST \$453,839,000;

(V) FOR FISCAL YEAR 2026, AT LEAST \$566,573,000;

(VI) FOR FISCAL YEAR 2027, AT LEAST \$566,573,000; AND

(VII) FOR FISCAL YEAR 2028, AT LEAST \$531,573,000.

(3) (I) SUBJECT TO SUBPARAGRAPH (II) OF THIS PARAGRAPH, AN APPROPRIATION REQUIRED UNDER PARAGRAPH (2) OF THIS SUBSECTION MAY BE REDUCED IF THE TOTAL APPROPRIATION FOR STATE OF GOOD REPAIR NEEDS IN A PRIOR FISCAL YEAR EXCEEDED THE AMOUNT SPECIFIED UNDER PARAGRAPH (2) OF THIS SUBSECTION FOR THAT FISCAL YEAR.

(II) A REDUCTION AUTHORIZED UNDER SUBPARAGRAPH (I) OF THIS PARAGRAPH:

1. MAY ONLY BE APPLIED TO ONE FISCAL YEAR; AND
2. MAY NOT EXCEED THE DIFFERENCE BETWEEN THE TOTAL APPROPRIATION FOR STATE OF GOOD REPAIR NEEDS FOR THE PRIOR FISCAL YEAR AND THE AMOUNT SPECIFIED UNDER PARAGRAPH (2) OF THIS SUBSECTION FOR THAT FISCAL YEAR.”.

On page 4, in line 1, strike “(3)” and substitute “(4)”; in the same line, strike “(I)”; and strike in their entirety lines 4 through 8, inclusive.

AMENDMENT NO. 4

On page 5, after line 10, insert:

“SECTION 2. AND BE IT FURTHER ENACTED, That it is the intent of the General Assembly that the Maryland Department of Transportation:

(1) maximize its use of Consolidated Transportation Bonds to support the Department’s capital program by forecasting Transportation Trust Fund estimates to include assumed bond issuances that would result in net income debt service coverage ratios of two-and-a-half times maximum future debt service in each year of the forecast; and

(2) explore all other options to maximize ancillary revenues through the operations of its units, including the leasing of unused real estate, the sale of air rights, the sale of advertising, such as naming rights, and other marketing efforts.”.