

HB0485/190514/1

BY: Environment and Transportation Committee

AMENDMENTS TO HOUSE BILL 485

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, at the top of the page, insert “EMERGENCY BILL”; in line 2, strike “– **Process and Oversight**” and substitute “**and the Collection of Video Tolls**”; after line 7, insert “requiring a reporting agency to submit a separate presolicitation report for each phase of a project that will develop in phases; providing that the total value of a public–private partnership developed in phases is equal to the sum of the total value of each phase of the project;”; strike beginning with “and” in line 9 down through “circumstances” in line 10; and in line 16, after “Committee” insert “and the Public–Private Partnership Oversight Review Board”.

On pages 1 and 2, strike beginning with “requiring” in line 30 on page 1 down through the semicolon in line 5 on page 2 and substitute “extending the termination date for certain provisions of law relating to the collection of certain unpaid video tolls and associated penalties; requiring the Department of Transportation to conduct a certain traffic analysis before submitting a certain public–private partnership agreement to the Board of Public Works;”.

On page 2, in line 6, after “terms;” insert “making this Act an emergency measure;”; in lines 6 and 7, strike “providing for the termination of certain provisions of this Act;”; in line 8, after “partnerships” insert “and the collection of certain video tolls and associated penalties”; in line 11, after “Section” insert “3–302 and”; and after line 23, insert:

“BY repealing and reenacting, without amendments,

Article – Transportation

Section 21–1414(a)(1), (2), and (11) and (h)

Annotated Code of Maryland

(Over)

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BY repealing and reenacting, with amendments,  
Chapter 547 of the Acts of the General Assembly of 2018  
Section 3.

AMENDMENT NO. 2

On page 3, strike beginning with “**BALTIMORE**” in line 12 down through “**THE**” in line 14.

On page 4, in line 2, after “**TO**” insert “**SUBPARAGRAPH (III) OF THIS PARAGRAPH AND**”; after line 17, insert:

**“(III) 1. IF A REPORTING AGENCY HAS DETERMINED THAT A PROJECT THAT IS SUBJECT TO A PUBLIC-PRIVATE PARTNERSHIP WILL BE DEVELOPED IN SEPARATE PHASES, THE REPORTING AGENCY SHALL SUBMIT A SEPARATE PRESOLICITATION REPORT IN ACCORDANCE WITH THIS SECTION FOR EACH PHASE OF THE PROJECT.**

**2. FOR THE PURPOSES OF DETERMINING THE TOTAL VALUE OF A PUBLIC-PRIVATE PARTNERSHIP FOR A PROJECT THAT WILL BE DEVELOPED IN PHASES, THE TOTAL VALUE OF THE PUBLIC-PRIVATE PARTNERSHIP SHALL BE EQUAL TO THE SUM OF THE TOTAL VALUE OF EACH PHASE OF THE PROJECT.”;**

in line 35, strike the colon; and in line 36, strike “**(I)**”.

On page 5, strike beginning with the semicolon in line 1 down through “**ACT**” in line 5; and in line 28, after “**ARTICLE**” insert “**, AND THE PUBLIC-PRIVATE PARTNERSHIP OVERSIGHT REVIEW BOARD**”.

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On page 6, strike beginning with “ALL” in line 11 down through “BONDS” in line 12 and substitute “A FINANCIAL ADVISOR CHOSEN BY THE STATE TREASURER”; and in line 15, strike “FINANCIAL ADVISORY FIRM” and substitute “FINANCIAL ADVISOR”.

AMENDMENT NO. 3

On page 9, after line 21, insert:

“SECTION 2. AND BE IT FURTHER ENACTED, That the Laws of Maryland read as follows:

Article – State Finance and Procurement

3–302.

(b) Unless, with the approval of the Secretary, a unit of the State government assigns the claim to the Central Collection Unit, the Central Collection Unit is not responsible for and may not collect:

(1) any taxes;

(2) any child support payment that is owed under § 5–308 of the Human Services Article;

(3) any unemployment insurance contribution or overpayment;

(4) any fine;

(5) any court costs;

(6) any forfeiture on bond;

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(7) any money that is owed as a result of a default on a loan that the Department of Commerce or the Department of Housing and Community Development has made or insured;

(8) any money that is owed under Title 9, Subtitles 2, 3, and 4 and Title 20 of the Insurance Article;

(9) any money that is owed under a delinquent account for unpaid video tolls and associated civil penalties and is recalled by the Maryland Transportation Authority under § 21-1414(h) of the Transportation Article; or

(10) any money that is owed for unpaid video tolls and associated civil penalties under § 21-1414 of the Transportation Article under a delinquent account associated with a person residing outside the State.

**Article – Transportation**

21-1414.

(a) (1) In this section the following words have the meanings indicated.

(2) “Authority” means the Maryland Transportation Authority.

(11) “Video toll” means the amount assessed by the Authority when a video toll transaction occurs.

(h) (1) The Authority may refer a delinquent account for unpaid video tolls and associated civil penalties to the Central Collection Unit for collection.

(2) The Authority may recall a delinquent account from the Central Collection Unit if:

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(i) The delinquent account exceeds \$300 in unpaid video tolls and associated civil penalties;

(ii) The video tolls in question were assessed within a 30-day period; and

(iii) Mitigating factors exist with respect to the assessment of the unpaid video tolls and associated civil penalties, as determined by the Authority.

(3) Notwithstanding any other provision of law, until the Authority refers the debt to the Central Collection Unit or after the Authority has recalled a delinquent account from the Central Collection Unit, the Authority may waive any portion of the video toll due or civil penalty assessed under this section.

**Chapter 547 of the Acts of 2018**

SECTION 4. AND BE IT FURTHER ENACTED, That this Act shall take effect June 1, 2018. It shall remain effective for a period of [3] 6 years and, at the end of May 31, [2021] 2024, this Act, with no further action required by the General Assembly, shall be abrogated and of no further force and effect.”.

**AMENDMENT NO. 4**

Strike in their entirety the lines beginning with line 22 on page 9 through line 25 on page 10, inclusive, and substitute:

“SECTION 3. AND BE IT FURTHER ENACTED, That before submitting to the Board of Public Works a public-private partnership agreement for the I-495 and I-270 Public-Private Partnership Program, the Department of Transportation shall complete and submit to the Board of Public Works a traffic analysis on the impact of the COVID-19 pandemic and resulting increases in telework throughout the region on the traffic patterns and volume on I-495 and I-270 in Maryland.”.

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AMENDMENT NO. 5

On page 10, strike in their entirety lines 26 through 29, inclusive, and substitute:

“SECTION 4. AND BE IT FURTHER ENACTED, That this Act is an emergency measure, is necessary for the immediate preservation of the public health or safety, has been passed by a yea and nay vote supported by three-fifths of all the members elected to each of the two Houses of the General Assembly, and shall take effect from the date it is enacted.”