

Additional info HB0312

Uploaded by: David Fraser-Hidalgo

Position: FAV

Vehicle Emissions Breakdowns - CO₂¹, NO_x², SO_x³, Particulate Matter (PM₁₀ and PM_{2.5})

Heavy-Duty Vehicles⁴:

- **1,079 g/km of CO₂** [422.8 tG (teragrams as one million metric tons)]
- **0.21 g/km of NO_x** (210 mg/km)
 - o NO (nitric oxide) and NO₂ (nitrogen dioxide)
- **0.05 g/km of SO_x** (50 mg/km)
- **1.31 g/km of PM₁₀ and PM_{2.5}** (1310 mg/km)

Buses (public transit⁵, not school buses):

- **822 g/km of CO₂**
- **0.311 g/km of NO_x** (311 mg/km)
 - o NO and NO₂
- SO_x (not available)
- **1.8 g/km of PM₁₀ and PM_{2.5}** (1800 mg/km) (in urban areas)

Diesel Light-Duty Trucks:

- 315.8 tG (**827 g/km CO₂**)
- **0.101 g/km NO_x** (101 mg/km)
 - o NO and NO₂
- **0.03 g/km of SO_x** (30 mg/km)
- **0.0080 g/km PM₁₀ and PM_{2.5}** (8 mg/km)

Passenger Vehicles⁶:

- 617.7 tG (392.78 g/mi, **244.062 g/km**)
- **2 g/km of NO_x** (2000 mg/km)
 - o NO and NO₂
- **0.015 g/km of SO_x** (15 mg/km)
- 0.0135 g/mi of PM₁₀ and PM_{2.5} (**0.00838 g/km**) (8.38 mg/km)

Motorcycles⁷:

- 3.3 tG (76 g/mi; **47.224 g/km**)
- **0.4606 g/mi of NO_x** (460 mg/km)
 - o NO and NO₂
- **0.008 g/km of SO_x** (8 mg/km)
- 0.0265 g/mi of PM₁₀ and PM_{2.5} (**0.0164 g/km**) (16.4 mg/km)

Four-stroke Engine Motorcycles:

¹ <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P10153PC.pdf>

² https://theicct.org/sites/default/files/publications/Euro-VI-versus-6_ICCT_briefing_06012017.pdf

³ <https://www.tandfonline.com/doi/pdf/10.1080/00022470.1978.10470579#:~:text=Average%20sulfate%20emission%20rates%20were,the%20vehicle%20emissions%20was%202%25.>

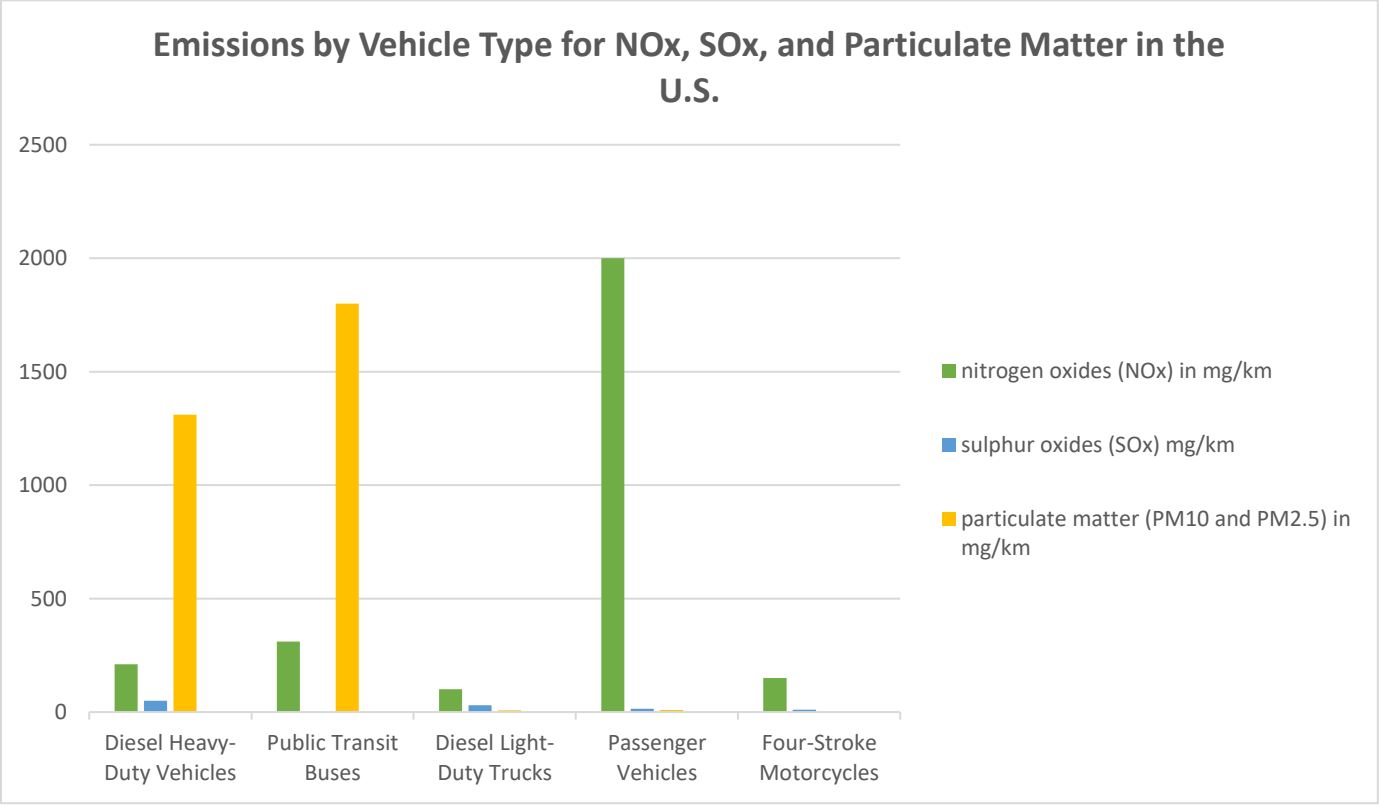
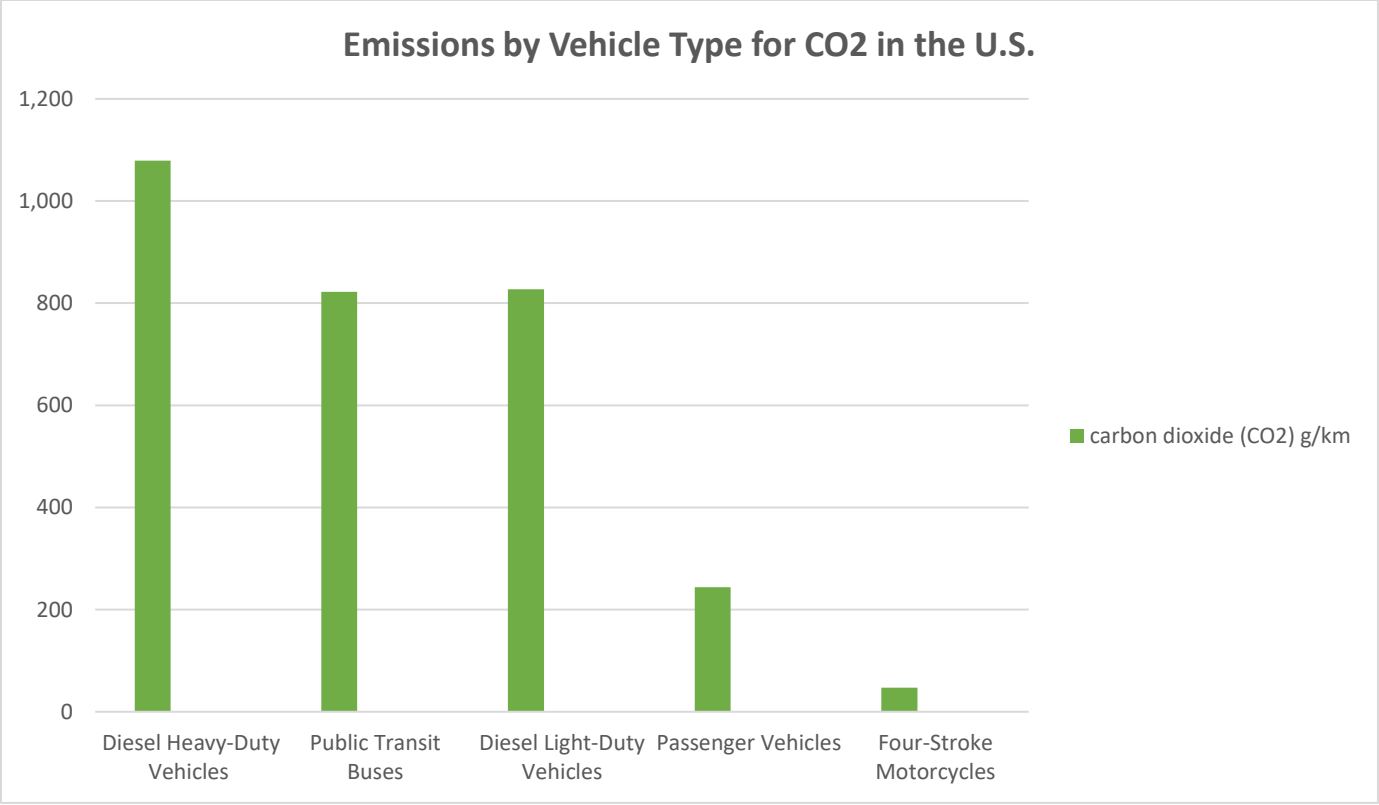
⁴ https://www.acea.auto/files/ACEA_preliminary_CO2_baseline_heavy-duty_vehicles.pdf

⁵ <https://wrirosscities.org/sites/default/files/Exhaust-Emissions-Transit-Buses-EMBARQ.pdf>

⁶ <https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle>

⁷ <https://academic.oup.com/tse/article/1/2/164/5631920>

- 55 g/km CO₂
- 0.15 g/km NO_x (0.002 g/km N₂O) (150 mg/km)⁰
- 0.0106 g/km SO_x emissions (10.6 mg/km)
- 1.5 mg/km PM₁₀ PM_{2.5}



Fraser-Hidalgo_VEIP Fee Testimony.pdf

Uploaded by: David Fraser-Hidalgo

Position: FAV



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

Delegate Kumar P. Barve
Chairman, House Environment and Transportation Committee
House Office Building – Room 251
Annapolis, Md 21401

Mr. Chairman,

I am writing in favor of HB 312 – the Vehicle Emissions Inspection Program – Not Subject to Inspection - Fee.

HB 312 establishes a fee of fourteen dollars to be collected once every two years on each motor vehicle registered in the state that is granted an exemption from the Vehicle Emissions Inspection Program (VEIP). The fee is required to be deposited in the Maryland Strategic Energy Investment Fund (SEIF) where it will be used to provide rebates on the expansion of electric vehicle infrastructure, and the sale and purchase of electric vehicles.

Maryland drivers are required to have their vehicles inspected every two years at a VEIP station to comply with emissions standards. The VEIP testing was originally adopted in Maryland to reduce vehicle emissions that negatively impact our state's air quality.¹ Some vehicles are permanently exempted from emissions testing, such as vehicles from 1995 or older and historic or antique vehicles.²

Greenhouse gas emissions and related air pollutants have lasting and harmful consequences on our community's health. A 2019 study found a strong correlation between ozone and fine particulate pollution and emergency room visits among all age groups.³ In 2018 according to the Maryland Department of Health there were 29,534 asthma-related emergency department visits in Maryland; and among children under five the emergency room visit rate was 119.4 per 10,000 residents.⁴

¹ Maryland Department of the Environment, *About the VEIP Program*. (n.d.), [VEIP About Our Program \(maryland.gov\)](https://www.mde.state.md.us/about-the-veip-program)

² Motor Vehicle Administration, *VEIP – General Requirements*. Maryland Department of Transportation (n.d.), https://mva.maryland.gov/about-mva/Pages/info/58000VEI/58000-06T.aspx#appendix_c

³ Heather M. Strosnider, Howard H. Change, Lyndsey A. Darrow, Yang Liu, Ambarish Vaidyanathan, and Matthew J. Strickland, *Age-Specific Associations of Ozone and Fine Particulate Matter with Respiratory Emergency Department Visits in the United States*. *American Journal of Respiratory and Critical Care Medicine* (June 22, 2018), [Age-Specific Associations of Ozone and Fine Particulate Matter with Respiratory Emergency Department Visits in the United States | American Journal of Respiratory and Critical Care Medicine \(atsjournals.org\)](https://ajrccm.atsjournals.org/)

⁴ Maryland Department of Health, Asthma. Environmental Health (n.d.), [Pages - Asthma \(maryland.gov\)](https://www.maryland.gov/health/asthma)

This cost Maryland \$27.7 billion in healthcare costs.⁵ The Department of Health reported in 2019 that chronic lower respiratory illnesses, including asthma, were the fifth leading cause of death in Maryland.⁶

An estimated 570,000 vehicles registered in Maryland are exempt from VEIP testing.⁷ These vehicles are contributing to greater greenhouse gas emissions without having to undergo testing at all.⁸ HB 312 addresses this issue by charging certain exempt vehicles the same fee that it would cost at a VEIP station, fourteen dollars, every two years to be deposited into SEIF. The fees will help Maryland achieve its carbon emissions goals by incentivizing the transition to electric vehicles. Everyone should have to pay the same fee for the shared benefit of clean and breathable air.

Respectfully,



Delegate David Fraser-Hidalgo

⁵ Id., at 4

⁶ Id., at 4

⁷ Id., at 1

⁸ Id.

Sponsor Amendment _ HB 312_ Fraser-Hidalgo

Uploaded by: David Fraser-Hidalgo

Position: FAV



HB0312/133929/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

09 FEB 23
14:37:07

BY: Delegate Fraser-Hidalgo

(To be offered in the Environment and Transportation Committee)

AMENDMENTS TO HOUSE BILL 312

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 5, after “Program” insert “and on certain diesel vehicles”.

AMENDMENT NO. 2

On page 6, in line 3, strike “OR”; and in line 5, after “SUBTITLE” insert “**; OR**

**(4) POWERED BY A COMPRESSION IGNITION ENGINE AND HAS A
MANUFACTURER’S GROSS VEHICLE WEIGHT RATING OR GROSS COMBINATION
WEIGHT RATING OF 10,000 POUNDS OR LESS**”.

Sponsor Amendment _ HB_312_Fraser-Hidalgo

Uploaded by: David Fraser-Hidalgo

Position: FAV



HB0312/503121/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

09 FEB 23
10:49:08

BY: Delegate Fraser-Hidalgo

(To be offered in the Environment and Transportation Committee)

AMENDMENTS TO HOUSE BILL 312

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 5, after “Program;” insert “exempting motorcycles from the fee:”.

AMENDMENT NO. 2

On page 6, in line 6, after “(B)” insert “**MOTORCYCLES ARE EXEMPT FROM THE FEE ESTABLISHED UNDER THIS SECTION.**”.

(C)”.

Sponsor Amendment_HB 312_Fraser-Hidalgo

Uploaded by: David Fraser-Hidalgo

Position: FAV



HB0312/513829/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

09 FEB 23
10:51:53

BY: Delegate Fraser-Hidalgo

(To be offered in the Environment and Transportation Committee)

AMENDMENT TO HOUSE BILL 312

(First Reading File Bill)

On page 6, in line 3, strike “**OR**”; and in line 5, after “**SUBTITLE**” insert “**; OR**

(4) REGISTERED UNDER § 13–936 OF THIS ARTICLE”.

HB312_MDSierraClub_fav 9Feb2023 (1).pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Environment and Transportation

Testimony on: HB312 - “Vehicle Emissions Inspection Program – Not Subject to Inspection – Fee”

Position: Support

Hearing Date: February 9, 2023

The Maryland Chapter of the Sierra Club supports HB312 to establish a recurring fee on each motor vehicle registered in the state that is exempt from Maryland’s Vehicle Emissions Inspection Program (VEIP). The fee would be deposited into the Maryland Strategic Energy Investment Fund and be used to purchase electric transit and school buses, expand electric vehicle (EV) infrastructure, and provide rebates on the sale of EVs.

People drive many millions of miles in Maryland daily. Emissions from gasoline and diesel-powered vehicles are a primary source of climate-disrupting greenhouse gases and other toxic emissions that are hazardous to human health and need to be reduced.

Maryland’s VEIP plays an important role in the state’s efforts to improve air quality. By requiring vehicles registered for the first time to have their emissions tested 36 months from their registration date and every two years thereafter, the VEIP is able to identify vehicles that fail to meet emission standards and require needed repairs in order to continue to travel in the state. There is a \$14 fee for the VEIP test.

However, certain vehicles are exempt from participating in the VEIP and so do not currently have to pay \$14 every two years. The list includes vehicles powered solely by diesel fuel or electricity, motorcycles, vehicle models 1995 or older under 8,500 lbs., vehicles weighing more than 26,000 lbs., farm trucks, tractors and specialized vehicles, historic and antique vehicles, fire and ambulance vehicles, school vehicles and passenger buses, and military vehicles.

The number of vehicles exempt from VEIP will continue to grow as more electric vehicles are purchased. This legislation is an equitable way to raise funds needed to stimulate the purchase of EVs to improve the quality of the air we breathe. The owner of each motor vehicle registered in the state that is exempt from the VEIP would be required to pay the same modest amount every two years, \$14, as other vehicle owners pay for VEIP every two years. We believe this makes sense and urge a favorable report on this bill.

Brian Ditzler
Transportation Committee Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

HB0312 Bill Testimony.docx (1) (2).pdf

Uploaded by: Maryland Legislative Latino Caucus

Position: FAV



MARYLAND LEGISLATIVE LATINO CAUCUS

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JESSE T. PIPPY, SECRETARY
MADELIN MARTINEZ, EXECUTIVE DIRECTOR

TO: Delegate Kumar P. Barve, Chair
Delegate Dana Stein, Vice Chair
Environment and Transportation Committee Members
FROM: Maryland Legislative Latino Caucus
DATE: January 17, 2023
RE: HB0312 - VEIP Exempt Vehicle Fee

The MLLC supports HB0312 - VEIP Exempt Vehicle Fee

The MLLC is a bipartisan group of Senators and Delegates committed to supporting legislation that improves the lives of Latinos throughout our state. The MLLC is a crucial voice in the development of public policy that uplifts the Latino community and benefits the state of Maryland. Thank you for allowing us the opportunity to express our support of HB0312.

There are almost 570,000 vehicles registered in the State that are exempt from VEIP testing.¹ This means that thousands of vehicles are contributing to greater greenhouse gas emissions without having to undergo testing at all. Emissions from the transportation sector currently account for 29%, the largest percentage of greenhouse gas emissions in the country.² A study published by the NIH in 2016 found associations between exposures to particulate matter and reduced lung function in Latino and African American children with asthma from different geographical regions in the United States.³ It is imperative that we decrease greenhouse gas emissions and hold polluters accountable.

According to a study from researchers at Harvard University, replacing gas-powered vehicles with electric vehicles in cities could significantly reduce air pollution-related death and illness.⁴ Additionally, an analysis of six electric vehicle adoption-energy generation scenarios found that vehicle electrification in the United States could annually prevent hundreds-to-thousands of premature deaths while also reducing CO2 emissions by hundreds of millions of tons.⁵ This bill will ensure that vehicles that are exempt from vehicle emissions testing experience a sanction that benefits efforts to increase the prevalence of and access to electric vehicles, minimizing the adverse health effects on Latino and African American communities.

For these reasons, the Maryland Legislative Latino Caucus respectfully requests a favorable report on

¹ Data provided by the Maryland Motor Vehicle Administration as of November 1, 2021

² *Fast Facts on Transportation Greenhouse Gas Emissions* | US EPA. (n.d.).

³ Neophytou, A. M., White, M. J., Oh, S. S., Thakur, N., Galanter, J. M., Nishimura, K. K., Pino-Yanes, M., Torgerson, D. G., Gignoux, C. R., Eng, C., Nguyen, E. A., Hu, D., Mak, A. C., Kumar, R., Seibold, M. A., Davis, A., Farber, H. J., Meade, K., Avila, P. C., ... Burchard, E. G. (2016). Air Pollution and Lung Function in Minority Youth with Asthma in the GALA II (Genes-Environments and Admixture in Latino Americans) and SAGE II (Study of African Americans, Asthma, Genes, and Environments) Studies. *American Journal of Respiratory and Critical Care Medicine*, 193(11), 1271-1280.

⁴ Choma, E. F., Evans, J. S., Hammitt, J. K., Gómez-Ibáñez, J. A., & Spengler, J. D. (2020). Assessing the health impacts of electric vehicles through air pollution in the United States. *Environment International*, 144.

⁵ Peters, D. R., Schnell, J. L., Kinney, P. L., Naik, V., & Horton, D. E. (2020). Public Health and Climate Benefits and Trade-Offs of U.S. Vehicle Electrification. *GeoHealth*, 4(10), e2020GH000275. <https://doi.org/10.1029/2020GH000275>

HB0312.

HB312_IndivisibleHoCoMD_FAV_PeterAlexander.pdf

Uploaded by: Peter Alexander

Position: FAV



HB312 Vehicle Emissions Inspection Program - Not Subject to Inspection - Fee

Testimony before

House Environment and Transportation Committee

February 09, 2023

Position: Favorable

Mister Chair, Mr. Vice Chair, and members of the Committee, my name is Peter Alexander and I represent the 750+ members of Indivisible Howard County. I am writing in support of HB312. We are grateful for the leadership of Delegate Fraser-Hidalgo for sponsoring this bill which was introduced last year as HB46.

Transportation is Maryland's number one generator of greenhouse gas emissions which are causing global climate change and cause a wide variety of adverse health effects. Further, other toxins in fossil-fuel combustion emissions (nitrogen and sulfur oxides, ozone, and PM2.5 particulates) are directly associated with respiratory illnesses. In 2018, there were 29,534 asthma-related emergency department visits in Maryland, and chronic lower respiratory diseases (including asthma) were the fifth leading cause of death in the state costing the State \$27.7 billion in healthcare costs.

Maryland's Vehicle Emissions Inspection Program (VEIP) requires non-exempt vehicles to go through emissions testing every two years, but 570,000 vehicles registered in the State are exempt from VEIP testing and the \$14 testing fee including historic vehicles, motorcycles, and diesel vehicles. Diesel exhaust is especially toxic. If these 570,000 vehicles were all subject to the \$14 fee, nearly \$8 million dollars could be raised every two years to support electric vehicle sales rebates and vehicle charging infrastructure.

Bill HB312 would establish a recurring \$14 fee on each motor vehicle registered in the State that is granted a waiver from, exempted from, or not subject to the Vehicle Emissions Inspection Program. This fee would then be deposited in the Maryland Strategic Energy Investment Fund and used to provide rebates on the purchase of electric vehicles and expanding electric vehicle infrastructure.

If Maryland enacts HB312, a significant sum of revenue could be collected by the Maryland Strategic Energy Investment Fund to help off-set the costs of electric vehicle sales and electric vehicle infrastructure at a cost of less than TWO CENTS per day for these vehicle owners.

We respectfully urge a favorable committee report.

Peter Alexander, PhD
15615 Camden Meadows Court
Woodbine, MD

Maryland HB 312.pdf

Uploaded by: Peter Stockus

Position: FAV

Feb. 7, 2023

Delegate. Kumar Barve
House Office Building
6 Bladen Street
Annapolis, MD 21401

Dear Del. Barve and members of the House Committee on Environment and Transportation:

As an automotive enthusiast who owns a vintage car with historic plates, I would like to voice my strong support for Delegate David Fraser-Hidalgo's HB 312. I live in Hyattsville and can utilize WMATA and our nascent bicycle infrastructure for almost all my needs but am an owner of a vintage Volvo with historic plates.

I am currently exempt from emissions and inspections in Maryland but would happily pay the \$14 dollar fee to be deposited into the Maryland Strategic Energy Investment Fund. As an automotive enthusiast, I also recognize the importance of weening our state of fossil fuels and believe this program will help grow electric vehicle ownership. I am fortunate enough to live in an area with strong public transportation options and only own a car because of my personal passion for historic automobiles. This small fee would help Maryland residents who live in more car-dependent areas make the transition to electric vehicles and address the urgently needed electric vehicle infrastructure upgrades.

This is a thoughtful piece of legislation that will place Maryland on a forward trajectory towards a clean energy future, and I ask for your support.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Stockus". The signature is fluid and cursive, with the first name "Peter" and last name "Stockus" clearly distinguishable.

Peter W. Stockus

HB312-Emissions-Fee_KEaton-UNFavorable.pdf

Uploaded by: Ken Eaton

Position: UNF



ABATE OF MARYLAND, INC.

Dedicated to Freedom of the Road & Responsible Motorcycle Legislation

To: The Honorable Kumar P. Barve, Chairman and Members of the Environment and Transportation Committee

From: Ken Eaton, Executive Director, ABATE of Maryland, Inc.

Date: February 7, 2023

Re: HB312 Vehicle Emissions Inspection Program - Not Subject to Inspection - Fee

Position: **DOES NOT SUPPORT**

I am a motorcyclist, a registered voter, a coastal / civil engineer, small family farmer, and a member of ABATE of Maryland, Inc., the largest motorcyclist rights organization in the state of Maryland. ABATE represents the approximately 121,000 on road motorcycles that are registered in Maryland. We have chapters throughout the state and our members include a diverse cross-section of motorcycle riders in Maryland. We **DO NOT SUPPORT HB312** as it requires an additional fee to be collected from all currently VEIP Exempt vehicles.

Passing this bill in Maryland will require motorists to add one more fee to the registration renewal process in Maryland. Motorcycles currently spend \$104 for registration renewal every two years. The \$14 "Not Subject to Inspection Fee" will be yet another fee that must be paid just to drive on Maryland roadways. We already pay a gasoline tax of 43 cents per gallon (Maryland – up 7 cents from last year & the 4th highest in the NATION) and 18.4 cents per gallon (Federal) as a roadway user fee, a \$17 per year EMS surcharge on registrations. Many Maryland motorcyclists own additional vehicles, so the fee is compounded. For example, my household (which is typical for many households) includes the following:

- Motorcycles (2): \$208 (\$104 each)
- Passenger Cars (3): \$405 (\$135 each)
- Truck (1): \$161.50
- Trailers (3): \$153.00 (under 3,000 lbs., \$51 each)

If HB312 gets passed, it will be an additional \$84, for a total fee of \$1011.50.

In a time when Marylanders are trying to overcome financially challenging times, add to that a current slide of what feels like a depression, with supply chain shortages, and lack of employees filling vacant job openings, it just does not seem to be the correct time to add expenses to the average household.

Currently, emissions (VEIP) testing is required in 14 of the 24 jurisdictions in Maryland

- | | | |
|-----------------------|--------------------|--------------------------|
| • Anne Arundel County | • Cecil County | • Montgomery County |
| • Baltimore City | • Charles County | • Prince George's County |
| • Baltimore County | • Frederick County | • Queen Anne's County |
| • Calvert County | • Harford County | • Washington County |
| • Carroll County | • Howard County | |

71 Franklin Street | PO Box 1733 | Annapolis, MD 21404

(410) 263-9185 | www.abateofmd.org

HB 312 specifically lists the following vehicles as “This section applies to.”

(i) **A Class A** (passenger) vehicle;

ALL passenger cars (the original 14 + the 10 previously exempt jurisdictions)

ALL 1995 or older passenger cars (class A) (the original 14 + the 10 previously exempt jurisdictions)

(ii) **A Class D** (motorcycle) vehicle;

ALL motorcycles in the 24 jurisdictions in Maryland

(iii) **A Class M** (multipurpose) vehicle;

(iv) **A Class E** (truck) vehicle with a one ton or less manufacturer’s rated capacity; or

Any one ton or less in this class includes

Pickups (150/250/350 or 1500/2500/3500 are included) - commercial fleets INCLUDED?

Farm trucks under one ton (that includes many of the smaller farm trucks)

Includes some tow trucks and rollbacks

Includes all of the smaller dump trucks

Could include fire company brush trucks, chief vehicles and smaller vehicles

(v) **A Class H, I, or J** vehicle that is specially equipped for the transportation of individuals with disabilities and is used exclusively for the transportation of individuals with disabilities.

Class H: School vehicles

Class I:

Class J: Vanpool vehicles

So, **HB312** appears to pull in **ALL** vehicles on the above list, from the following 10 counties that are currently exempt from VEIP testing:

- | | | |
|--------------|-------------|--------------|
| • Allegany | • Garrett | • St. Mary’s |
| • Caroline | • Kent | • Talbot |
| • Dorchester | • Somerset | |
| • Wicomico | • Worcester | |

HB312 also pulls in any vehicle that is on the exempted vehicles list that is included on the "This section applies to " list in the current VEIP required counties.

ABATE of Maryland, Inc. **DOES NOT SUPPORT** HB312, Vehicle Laws – Registration Renewal – Inspection Requirement. We urge the committee to consider an **UnFavorable vote**.

Sincerely,

ABATE of Maryland, Inc.



Kenneth B. Eaton, Executive Director

Email: director@abateofmd.org

Tel: 410-924-3374

MDE_LOI_HB0312.pdf

Uploaded by: Tyler Abbott

Position: INFO



Maryland

Department of the Environment

Wes Moore, Governor
Aruna Miller, Lt. Governor

Serena McIlwain, Secretary Designate
Suzanne E. Dorsey, Deputy Secretary

February 09, 2023

The Honorable Kumar P. Barve, Chair
Environment and Transportation Committee
House Office Building, Room 251
Annapolis, Maryland 21401

Re: House Bill 312 – Vehicle Emissions Inspection Program – Not Subject to Inspection Fee

Dear Chairman Barve and Members of the Committee:

The Maryland Department of the Environment (MDE or the Department) would like to offer the following information on House Bill 312.

Electrification of the transportation sector is essential if Maryland is to meet its air quality and climate change goals as transportation accounts for almost half of all greenhouse gas (GHG) emissions generated in the State. However, in current markets, electric vehicles of all sizes and types are currently more expensive than conventionally powered cars, trucks, and buses. Additionally, adequate recharging infrastructure is also needed to support the widespread use of electric vehicles. Historically, the State has relied on rebates to help offset the increased cost of electric vehicles and provide for the infrastructure to recharge the vehicles. While rebates for electric vehicles and recharging infrastructure have been funded in the past, the funding levels have not been sufficient to support the demand. As we work to achieve our climate change goals, additional funding and new, dedicated funding sources for transportation decarbonization programs are critical.

The Department offers the following comments regarding HB 312:

- As drafted, the bill includes all vehicles currently exempted from the Vehicle Emissions Inspection Program (VEIP) including pre-1977 model year vehicles, emergency vehicles such as fire trucks and ambulances, historic vehicles, and vehicles exempted due to the owner's age, disability, or military deployment status.
- Vehicles issued a VEIP repair waiver are also subject to paying the fee, which means some vehicle owners may pay twice (once for the initial VEIP fee and a second time under the bill after a VEIP repair is granted).
- MDE is unclear whether the bill's fee applies across all 24 Maryland counties or whether the fee is limited to the 14 counties subject to the VEIP program.

Thank you for your consideration. We will continue to monitor House Bill 312 during the Committee's deliberations, and I am available to answer any questions you may have. Please feel free to contact me at 410-260-6301 or by e-mail at gabrielle.leach@maryland.gov.

The Honorable Kumar P. Barve
Page 2

Sincerely,

Gabrielle Leach

Gabrielle Leach

cc: The Honorable David Fraser-Hidalgo
Christopher R. Hoagland, Air and Radiation Administration