

**DFH VEIP Testimony LH.pdf**

Uploaded by: David Fraser-Hidalgo

Position: FAV

DAVID FRASER-HIDALGO  
*Legislative District 15*  
Montgomery County

Environment and Transportation Committee

*Chair*  
Motor Vehicle and Transportation  
Subcommittee



The Maryland House of Delegates  
6 Bladen Street, Room 223  
Annapolis, Maryland 21401  
410-841-3186 · 301-858-3186  
800-492-7122 Ext. 3186  
David.Fraser.Hidalgo@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

Delegate Marc A. Korman  
Chairman, House Environment and Transportation Committee  
House Office Building – Room 251  
Annapolis, MD 21401

Mr. Chairman,

I am writing in favor of HB 150 – the Vehicle Emissions Inspection Program and Diesel Vehicles Emissions Control Program – Fees and Fines.

HB 150 establishes a fee of fourteen dollars to be collected biannually on each motor vehicle registered in the state that is granted an exemption from the Vehicle Emissions Inspection Program (VEIP). The fee is mandated to be deposited into the Maryland Strategic Energy Investment Fund where it will be utilized to expand electric vehicle infrastructure and provide incentives to increase electric vehicle ownership.

The Maryland VEIP testing is a crucial component of the State’s commitment to improving air quality. By requiring inspections of vehicle emission systems every two years along with repair orders for those vehicles that fail inspection, VEIP drastically reduces common pollutants in compliance with the Clean Air Act.<sup>1</sup> While this program helps address the concern of greenhouse gas emissions, there are some vehicles that are exempt from the state’s efforts to improve our air quality. Exempt vehicles include antique or historic vehicles, vehicles from 1995 or older, and electric or diesel vehicles.

Greenhouse gas emissions and related air pollutants have a lifelong and damaging impact on our community’s health. According to the American Lung Association, four Maryland counties earned an ‘F’ grade based on observation of ozone and particle pollution. These counties included Anne Arundel, Baltimore, Harford, and Prince George’s County.<sup>2</sup> Most particles in the atmosphere are a result of a complex reaction of chemicals such as nitrogen oxide and sulfur dioxide, which are emitted from

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<sup>1</sup> “About the VEIP Program ,” Maryland Department of the Environment, n.d., <https://mde.maryland.gov/programs/air/mobilesources/pages/veipaboutourprogram.aspx>.

<sup>2</sup> “American Lung Association Report: Many Marylanders Exposed to Less Ozone Smog Air Pollution, But Four Counties Still Earn ‘F’ Grades; Most Counties in Metro Area Ranking Among Worst 30 in Nation,” Press Releases | American Lung Association | American Lung Association, April 19, 2023, <https://www.lung.org/media/press-releases/md-sota-2023>.

automobiles.<sup>3</sup> In turn, these toxic air pollutants irritate the hearts and lungs of residents and worsen the effects of asthma, especially among children and elderly.<sup>4</sup> In Maryland alone, as many as 390 premature deaths are anticipated each year as a result of fine particles and ground-level ozone.<sup>5</sup>

To be clear, this bill simply requires those exempt from emissions testing pay their **fair share** towards the environmental health and overall well-being of the state. If a vehicle does not pass inspection, all the owner must do is pay the \$14 fee and they are still permitted to drive their vehicle. In addition, I would like to note that via an amendment, if the MVA has granted a repair order waiver to a vehicle that failed to pass emissions inspection, the owner is not required to pay the \$14 fee stipulated in this bill, as they've already paid for emissions testing. This would prevent vehicle owners from being charged twice for fees they've previously paid. The bill also exempts people who drive motorcycles from having to pay the \$14 fine through an amendment.

By excluding vehicles from emissions testing, we fail to ensure that all vehicles are held to the same emissions standards. HB 150 addresses this issue by charging specific exempt vehicles the same cost acquired at a VEIP station, fourteen dollars, biannually to be deposited into the Maryland Strategic Energy Investment Fund. The fees would fund promotion of electric vehicles as a sustainable alternative to typical motor vehicles. By transitioning to electric vehicles, Maryland would make a great stride in achieving its carbon emissions goals and upholding environmental justice. It is only fair that everyone pays the same fee for the shared interest of pure, clean, and breathable air.

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<sup>3</sup> "Particulate Matter (PM) Pollution," Environmental Protection Agency, n.d., <https://www.epa.gov/pm-pollution/particulate-matter-pm-basics#:~:text=Some%20are%20emitted%20directly%20from,power%20plants%2C%20industries%20and%20automobiles>

<sup>4</sup> Kevin X. Shen, "Exposure to Diesel Particulate Pollution in Maryland," Union of Concerned Scientists, 2022, <https://www.ucsusa.org/resources/diesel-pollution-md#read-online-content>.

<sup>5</sup> "The Maryland Healthy Air Act," Maryland Department of the Environment, n.d., [https://mde.maryland.gov/programs/air/pages/md\\_haa.aspx#:~:text=In%20Maryland%20alone%2C%20as%20many,visibility%20and%20damage%20sensitive%20ecosystems](https://mde.maryland.gov/programs/air/pages/md_haa.aspx#:~:text=In%20Maryland%20alone%2C%20as%20many,visibility%20and%20damage%20sensitive%20ecosystems).

**HB150\_MDSierraClub\_fav 1Feb2024.docx (2).pdf**

Uploaded by: Lindsey Mendelson

Position: FAV



P.O. Box 278  
Riverdale, MD 20738

**Committee: Environment and Transportation**

**Testimony on: HB 150 - “Vehicle Emissions Inspection Program and Diesel Vehicle Emissions Control Program - Fees and Fines”**

**Position: Support**

**Hearing Date: February 1, 2024**

The Maryland Chapter of the Sierra Club supports HB150. This bill would establish a recurring fee on motor vehicles registered in the state that are 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 provide incentives to expand electric vehicle ownership and expand electric vehicle infrastructure.

Emissions from gasoline and diesel-powered vehicles are a primary source of climate-disrupting greenhouse gas emissions and other toxic emissions that are hazardous to human health and need to be reduced. The Maryland Department of Transportation’s 2024 Annual Attainment Report on Transportation System Performance included a goal of 1.1 million electric vehicles being registered in Maryland by 2030. The funding generated by this legislation for vehicle electrification would support this goal as well as the electric vehicle sales requirements of the Advanced Clean Cars II program that are needed to meet our climate targets.

Maryland’s VEIP plays an important role in the state’s efforts to improve air quality. The Program 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 such as large trucks over 26,000 pounds and historic and antique vehicles are exempt from participating in the VEIP program and do not currently have to pay \$14 every two years.

HB150 is an equitable way to raise funds needed to stimulate the purchase of EVs. The owner of a 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.

HB150 would promote improved air quality and reduce climate pollution. We urge a favorable report on this bill.

Lindsey Mendelson  
Transportation Representative  
[lindsey.mendelson@mdsierra.org](mailto:lindsey.mendelson@mdsierra.org)

Josh Tulkin  
Chapter Director  
[Josh.Tulkin@MDSierra.org](mailto: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.

# **Opposition - HB0150 Vehicle Emissions Inspection P**

Uploaded by: Tyler Hough

Position: UNF



## Maryland Farm Bureau

3358 Davidsonville Road | Davidsonville, MD 21035  
410-922-3426 | [www.mdfarmbureau.com](http://www.mdfarmbureau.com)

**To:** House Environment and Transportation Committee

**From:** Maryland Farm Bureau, Inc

**RE:** **Opposition of HB0150 Vehicle Emissions Inspection Program and Diesel Vehicle Emissions Control Program - Fees and Fines**

On behalf of our nearly 9,500 Farm Bureau families in Maryland, I submit this written testimony in opposition to HB0150. This bill would establish a recurring 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 and on certain diesel vehicles. Requiring the fee to be deposited in the Maryland Strategic Energy Investment Fund and used to provide incentives to expand electric vehicle ownership and to expand electric vehicle infrastructure.

Maryland farm families are faced with situations where there are multiple vehicles needed to handle the workload of the farm. Many of these farmers turn to diesel vehicles, especially in the larger weigh classes of vehicles. The new fees that are proposed in this bill, although small in amount, have the potential to add up on farm families just covering the needed vehicles for the farm to operate. Farming families face tight margins, and ever-changing market conditions, and the addition of another fee would continue to stress farm family budgets.

The electric vehicle industry has not provided the equivalent replacements for the current gas and diesel vehicles being utilized for daily functions of a farming operation. Introducing a new fee on the current vehicles being utilized by Maryland's farm families to help fund expansion of electric vehicle ownership and infrastructure would not be beneficial.

**Maryland Farm Bureau Policy:** We support a healthy environment, including good air quality, but we are opposed to emission control rules and standards for farm equipment and all on-road vehicles used to transport agriculture commodities to and from the farm that would require the retrofitting of our equipment to meet those standards. We oppose any legislation requiring an annual safety or emission control inspection of motor vehicles.

### **Maryland Farm Bureau Respectfully Opposes HB0150**

A handwritten signature in black ink, appearing to read 'Tyler Hough', written over a horizontal line.

Tyler Hough

Director of Government Relations

*Please contact Tyler Hough at 443-878-4045 with any questions*

# **HB0150 - LOI w Amendment.pdf**

Uploaded by: Landon Fahrig

Position: INFO





# Maryland Energy Administration

**TO:** Chair Korman, Vice Chair Boyce, and Members of the Environment and Transportation Committee  
**FROM:** MEA  
**SUBJECT:** HB 150 - Vehicle Emissions Inspection Program and Diesel Vehicle Emissions Control Program - Fees and Fines  
**DATE:** February 1, 2024

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## **MEA Position: Letter of Information**

This bill would create a funding stream within the Maryland Energy Administration (MEA) to expand electric vehicle (EV) ownership and electric vehicle (EV) chargers. The funding stream, in part, would be a transfer from the Transportation Trust Fund to the Strategic Energy Investment Fund (SEIF) for the purpose of expanding the state's efforts to deploy zero-emission vehicles and the associated infrastructure; specifically, the 30% of fines collected under Transportation Article § 23–405.

According to Maryland's Climate Pollution Reduction Plan, the “transportation sector accounted for 35% of Maryland’s GHG emissions in 2020 with most emissions (82%) in this sector coming from on-road vehicles powered by gasoline or diesel”... but “[t]o achieve deeper reductions from the transportation sector, it will be necessary to transition much of the light-duty fleet to [zero-emission vehicles] by 2031 and increase the use of other modes of transportation, including public transportation and micro-mobility options.” Additionally, “[t]o accomplish Maryland’s goal for rapid growth in the number of ZEVs on Maryland’s roads, building out a robust [zero-emission vehicles] infrastructure network is critical.

Current policies are not projected to be enough. This makes the revenue stream created by the bill to be deposited in the SEIF essential to achieving deeper reductions from the transportation sector, assisting in the transition to zero-emission vehicles, and helping to put Maryland on a pathway to achieving its 60% greenhouse gas reduction goal established under the Climate Solutions Now Act.

However, to assist MEA in the administration of expanded EV and EV infrastructure programming, MEA would offer an amendment to the bill to allow proceeds to be used for the expenses associated with the administration of those programs.

MEA urges the committee to adopt an amendment to permit the use of these funds for the administration of programs that expand electric vehicle (EV) ownership and electric EV infrastructure.

Our sincere thanks for your consideration of this testimony. For questions or additional information, please contact Landon Fahrig, Legislative Liaison, directly ([landon.fahrig@maryland.gov](mailto:landon.fahrig@maryland.gov), 410.931.1537).