

Julie Drizin Testimony Auto Inspections 2022.pdf

Uploaded by: Julie Drizin

Position: FAV

Testimony for SB670

Good afternoon. My name is Julie Drizin. I've been a resident of Maryland for 27 years. I urge you to pass SB670 and here is why:

On a beautiful Sunday morning in August 2019, my sister and I went for a long, lovely bike ride. Heading home, we peddled uphill on an empty sidewalk of Wayne Avenue when a two-ton Chevy Tahoe slammed into me. I never saw it coming. My sister said she saw an SUV driving erratically, then she heard a loud sound, turned around and didn't see me. She spotted my helmet in a patch of tall grass, dropped her bike and ran over to find me lying unconscious on the ground. She thought I was dead.

My sister recalls that Nichole Foster, the driver of the 20-year-old SUV, ran over and said, "Oh, my god, I'm so sorry, I've been meaning to get my brakes checked." That said it all. She knowingly, dangerously drove a vehicle in disrepair.

Nichole Foster's negligence left me with a fractured pelvis, a broken hip and in excruciating pain. I needed emergency surgery for an internal bleed. I spent 10 days in intensive care at the Shock and Trauma Center at UMD Medical Center in Baltimore, then a month in rehab at Manor Care in Chevy Chase. When I was discharged, I still could not go home; I had to rent an Airbnb that had no stairs, where I lived alone for six weeks until I was allowed to put weight on my right leg again. For two and a half months, I was away from my family, unable to work, and in a lot of pain.

Nichole Foster is to blame for what happened to me, but so is the State of Maryland, for allowing her and other residents to drive vehicles with failing brakes, broken seat belts, missing rear view mirrors, balding tires and lights or horns that don't work.

SB 670 is my hope that *something* good can come of my tragedy. This is your chance to right a wrong. You have the power to prevent a car in crappy condition from mowing down a dad walking his son to school, plowing into a group of kids crossing a street, or crashing into a 55-year-old mother on a Sunday morning bike ride. Mandatory safety inspections could prevent a driver or a passenger or a pedestrian from being killed or becoming permanently disabled.

How is it possible that every state that touches Maryland – Pennsylvania, Delaware, the District of Columbia, Virginia and West Virginia – all require auto inspections, while the Free State does not? When I lived in Pennsylvania, everyone from age 16-99 had to get their cars inspected every two years and it was really not a big deal. It's time Maryland caught up with our wise neighbors who recognize that mandatory auto safety inspections save lives. Even Uber and Lyft require that their drivers' cars pass an annual safety inspection.

This accident disrupted my world. I'll never be the same. The day I was hit, I was in the best physical shape of my life. That health status was stolen from me in an instant. Now I walk with a limp and have chronic hip pain and PTSD. I am hypervigilant when driving or walking on sidewalks – fearful of cars around me, anxious when I see cyclists on the road.

I know it could have been so much worse. I am alive. I'm not paralyzed or addicted to opioids. I didn't lose my job. I have health insurance. Blue Cross paid out about \$70,000 for my medical care. And I could afford the \$12,000 in out-of-pocket costs.

Still, I am angry at the state of Maryland for not protecting me.

Driving is a privilege, not a right. We require people to pass a test to get a license to drive. We do this to make sure they know how to drive safely. But a person's driving skills don't matter if their vehicle is unsafe. The cost of a safety inspection pales in comparison to the cost of not getting a safety inspection.

I urge you to pass SB670 requiring drivers of older cars to have basic regular safety inspections, as our wise neighboring states already do.

SB670 - Maryland Motor Truck Association - Support

Uploaded by: Louis Campion

Position: FWA



Maryland Motor Truck Association

9256 Bendix Road, Suite 203, Columbia, MD 21045

Phone: 410-644-4600 Fax: 410-644-2537



HEARING DATE: February 24, 2022

BILL NO/TITLE: SB670 – Vehicle Laws - Registration Renewal - Inspection Requirement

COMMITTEE: Senate Judicial Proceedings Committee

POSITION: Support with Amendments

Purpose: SB670 would require vehicles five years old or more to complete an inspection prior to the vehicle's registration renewal.

Background: In Maryland law commercial motor vehicles are subject to significantly greater standards of inspection and repair than passenger cars. Maryland's Preventive Maintenance Program for commercial trucks requires that they be inspected annually or every 25,000 miles, whichever comes first. For a long-haul truck, that inspection can occur 4 to 5 times per year. **This is the most stringent standard in the country.**

The requirements, standards, and inspector qualifications for commercial truck inspections in Maryland's Preventive Maintenance Program are in a different section of the Transportation Article than the new requirement that would be imposed under SB670. The standards for truck inspections are much more substantial than those proposed by SB670 as they include items such as fuel storage systems, suspension, tires/wheels, exhaust systems and more. As currently written MMTA believes the passage of this legislation will confuse motor carriers about the requirements and potentially subject them to an additional inspection on top of the many they are already performing. Should the Committee elect to move forward on this legislation, the Association suggests commercial motor vehicles covered under Maryland's Preventive Maintenance Program be exempt from SB670.

Below is our suggested amendment language:

On page 2, line 15, after "VEHICLES" insert "OR A VEHICLE COVERED UNDER MARYLAND'S PREVENTIVE MAINTENANCE PROGRAM AS DEFINED IN SECTION 23-301(g) OF THIS ARTICLE."

About Maryland Motor Truck Association: Maryland Motor Truck Association is a not-for-profit trade association representing the trucking industry since 1935. In service to its 1,000 members, MMTA is committed to supporting and advocating for a safe, efficient, and profitable trucking industry across all sectors and industry types, regardless of size, domicile, or type of operation.

For further information, contact: Louis Campion, (c) 443-623-4223

Ken-VehicleInspectionTesting_Testimony_Feb2022.pdf

Uploaded by: Ken Eaton

Position: UNF

2021 / 2022 Director

Ken Eaton

2022 / 2022 County Representatives

Caroline: Jeff Kinnamon

Dorchester: John Knox

Queen Anne's: Marianne Jackson

Talbot: Jimmy Mountzalia



*Dedicated to Freedom of the Road &
Responsible Motorcycle Legislation*

To: The Honorable William C. Smith, Chairman and Members of the Judicial Proceedings Committee

From: Ken Eaton, Director, Mid-Shore Chapter

Date: February 22, 2022

Re: SB 670 Vehicle Laws - Registration Renewal - Inspection Requirement

Position: **DOES NOT SUPPORT**

I am a motorcyclist, a registered voter, and a member of ABATE of Maryland, Inc., the largest motorcyclist rights organization in the state of Maryland. ABATE represents the approximately 114,000 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 SB 670** as it requires an inspection certificate prior to renewal of a registration in Maryland.

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 \$45 inspection certificate fee will be yet another fee that must be paid just to drive on Maryland roadways. We already pay a gasoline tax of 37 cents per gallon (Maryland) and 18 cents per gallon (Federal) as a roadway user fee, a \$17 per year EMS surcharge. Add to this the \$14 every two years that is being proposed under SB 104 for the Vehicle Emissions Inspection Program – Not Subject to Inspection Fee. Many Maryland motorcyclists own additional vehicles, so the fee is compounded. For example, an average household that includes motorcycles may have 2 motorcycles, 2 passenger cars, one (light duty pickup) and one light trailer.

- Motorcycles (2): \$208 (\$104 each)
- Passenger Car (2): \$270 (\$135 each)
- Truck (1): \$161.50
- Trailer (1-small): \$51.00 (under 3,000 lbs.)

With the addition of the inspection certificate fee of \$45 per registered vehicle, this would add \$225 every two years to the average household (trailers seem to be exempt from the inspection bill SB 670). If SB 104 gets tacked on and they currently live in an exempt area, add another \$14 per vehicle or \$70 (does not include the trailer). So, these two bills combined could add \$295 or more to the average household in Maryland. Households that have more vehicles would be required to pay even more. For example, my personal household has 3 passenger cars, 2 motorcycles, 1 truck, one heavy duty van (historic) and two trailers. Our registration fees are already expensive. I pay \$927.50 currently. If SB 670 gets passed, it will be an additional \$270 and if SB 104 gets passed it will be an additional \$42 (I reside in Queen Anne's

County and already pay \$14 every two years for the cars and the truck). These two bills will cost my household an additional \$312 to renew registrations.

In a time when Marylanders are trying to overcome the past two years of Covid challenges, add to that a current slide of what looks like a depression, 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.

The Mid-Shore Chapter of ABATE of Maryland, Inc. **DOES NOT SUPPORT** SB670, Vehicle Laws – Registration Renewal – Inspection Requirement. We urge the committee to consider an UnFavorable vote.

Thank you!

A handwritten signature in black ink that reads "Kenneth B. Eaton". The signature is written in a cursive, flowing style.

Kenneth B. Eaton, Director
Mid-Shore Chapter
ABATE of Maryland, Inc.

SB0670 - MVA - Vehicle Laws Registration Renewal I

Uploaded by: Patricia Westervelt

Position: INFO

February 24, 2022

The Honorable William C. Smith, Jr.
Chairman, Senate Judicial Proceedings Committee
2 East Miller Senate Office Building
Annapolis, MD 21401

***Re: Letter of Information – Senate Bill 670 – Vehicle Laws – Registration Renewal –
Inspection Requirement***

Dear Chairman Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 670 but offers the following information for the Committee's consideration.

Senate Bill 670 requires receipt of a valid registration renewal inspection certificate by the MDOT Motor Vehicle Administration (MVA) to authorize a vehicle's registration renewal for any vehicle older than five model years (excluding Class L and N Historic registrations). The required inspection only includes the brakes, steering column, horn, mirrors, lights, windows, windshield, windshield wipers, speedometer, and seat belts – which is only a portion of the current safety inspection.

Currently, Maryland requires a safety inspection when a used vehicle is titled in Maryland for the first time or when a used vehicle changes ownership, unless the transfer qualifies as a gift. Annually, there are 2,046,510 vehicle registration renewals, which is over 170,000 registration renewals per month. More than one-third of those renewals are completed within two weeks of the vehicle's registration expiring and 97 percent of renewals are completed through alternative methods. The additional inspection required by Senate Bill 670 could cause a delay in the renewal process, preventing customers from being able to complete their registration renewal outside a branch office, and raises concerns that there will be a significant increase in vehicles operating on Maryland's roadways with expired registrations.

When reviewing Maryland crash data from 2016 to 2020, a total of 211,389 vehicle-related crashes were reported. Only 1.1 percent, or 2,415 vehicle-related crashes, listed a mechanical defect as a contributing factor.

Additionally, the MDOT MVA offers the option of a one-year or two-year vehicle registration. Many customers who opt for a one-year registration do so as a result of financial concerns; Senate Bill 670 may pose an additional financial burden, due to the cost associated with additional inspections.

The Honorable William C. Smith, Jr.
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The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating Senate Bill 670.

Respectfully submitted,

Christine E. Nizer
Administrator
Maryland Motor Vehicle Administration
410-787-7830

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

MSP Position Paper for SB0670.pdf

Uploaded by: Thomas Williams

Position: INFO



State of Maryland
Department of State Police
Government Affairs Section
Annapolis Office (410) 260-6100

POSITION ON PROPOSED LEGISLATION

DATE: February 24, 2022

BILL NUMBER: Senate Bill 670

Position: Letter of Information

BILL TITLE: Vehicle Laws – Registration Renewal – Inspection Requirement

REVIEW AND ANALYSIS:

This legislation seeks to require the Motor Vehicle Administration (MVA) to require the submission of an inspection certificate from an authorized inspection station with the request for a motor vehicle registration renewal. This inspection certificate shall demonstrate that a motor vehicle meets or exceeds the equipment standards for equipment established in this legislation. The inspection requirement is for vehicles that are a least five model years old and only exempts historic vehicles.

Under current law, a used motor vehicle shall be inspected by a certified inspection mechanic working at an authorized inspection station prior to the vehicle being registered in this state. Historic vehicles are exempt from this requirement. Maryland only requires an inspection prior to the registration of a used vehicle regardless of age, not annually or biannually. The Department of State Police (DSP) is responsible for the establishment of the statewide inspection program. DSP tests and certifies the inspection mechanics and the stations used for the inspections.

The state of Maryland also has a program in place for law enforcement officers to identify and potentially remove unsafe vehicles from the road. It is called the Safety Equipment Repair Order Program. Over 15,000 police officers in this state are able to stop a motor vehicle for any observed equipment violation and issue an order for repair and subsequent inspection of that violation. Annually, there are over 200,000 repair orders issued by police officers. Inspection stations performed over 802,000 inspections last year alone.

Regarding the specifics of SB 670, the inspection requirements would apply to over 4.3 million registered vehicles. Of the 4.3 million, 270,868 would be required to be inspected annually because the owner of the vehicle chose to renew the registration annually rather than every two years. There are only 1,537 inspection stations certified to perform the required inspection and they are restricted to charging a \$45 fee. The inspection stations are not mandated to perform the inspections, and could make more money performing other vehicle services. Equal access to inspectors and stations is limited, Western Maryland and the Eastern Shore have fewer stations than the Baltimore/Washington corridor thereby creating an inequitable ability to comply with the law.

State of Maryland
Department of State Police
Government Affairs Section
Annapolis Office (410) 260-6100

POSITION ON PROPOSED LEGISLATION

The inspection required by this legislation is only good for 90 days. If a vehicle owner had the car inspected to renew the registration and later sold the vehicle, it would be required to be inspected again if the inspection certificate was beyond the expiration period.

Typically, the MVA sends out a registration renewal notice in advance of the expiration of the tags. However, owners will have to wait to renew the registration to ensure the vehicle inspection certificate is still valid. If a vehicle fails to pass an inspection, the vehicle registration may not be renewed until the repairs are made.