
February 26, 2026

The Honorable Marc Korman
Chair, House Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

RE: Letter of Concern – House Bill 806 – Vehicle Laws – Vehicle Emissions Inspection Program - Modifications

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 806 but offers the following concerns for the Committee's consideration.

HB 806 alters how the Maryland Vehicle Emissions Inspection Program (VEIP) is administered by requiring the Motor Vehicle Administration (MVA) to certify private testing facilities to provide testing services for Maryland vehicle owners.

The VEIP is jointly a managed program by the MVA and the Maryland Department of the Environment (MDE). The MVA is responsible for operational oversight and contract authority while MDE ensures technical oversight and regulatory compliance. A third-party contractor manages and operates the State's centralized VEIP stations, 10 self-service kiosks, and Fleet Inspection Station program located in 13 counties and Baltimore City.

In June 2025, the Maryland Board of Public Works approved a new five-year VEIP contract with a five-year option renewal. The new contract included the retrofitting of existing VEIP stations, the expansion of the 24/7 self-service VEIP kiosks, and new information systems for emissions testing. The State is currently implementing these enhancements. Under HB 806, these enhancements, which cost the State \$5.9 million, would be forfeited if the proposed changes to the program are enacted. Discussion about the program should consider the importance of the State's recent investment in VEIP infrastructure.

Additionally, HB 806 would have a significant negative impact on the Transportation Trust Fund (TTF) and State expenses for oversight and management of the program. Annually, the VEIP administrative costs are \$19.5 million, which includes \$14.8 million in third-party contractor expenses, \$1.25 million for MDE administrative costs, and \$3.5 million for MVA expenses. The MVA and MDE have dedicated personnel to ensure compliance with federal and State laws, perform quality assurance and control activities, and hold the vendor accountable for contractual obligations.

For the MVA, that responsibility includes facilitating customer requests for extensions, processing over 100,000 requests for VEIP waivers (i.e., senior, disability, out of state, military,

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and repair), auditing each station's testing and operational practices, investigating and responding to customer inquiries, and providing help desk support to vendor staff at VEIP stations regarding complex operational issues. Under HB 806, the MVA staff would have to perform similar management and oversight functions in a decentralized environment without a clear ability to recover costs. Any program losses would be borne by the TTF.

The inclusion of certified private vendors does not negate the need for a State administrative VEIP contract. It is also anticipated that the MVA would continue operating the existing centralized stations and engagement with the third-party contractor to ensure maximum accessibility and choice for customers. Specialization in the areas of testing software and equipment, fraud detection, and other critical testing components provided by the VEIP vendor are critical, even in a decentralized program.

The Maryland Department of Transportation respectfully requests the committee consider these concerns during its deliberation of House Bill 806.

Respectfully submitted,

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