

2026 HB0183 Testimony For 2026-02-05.pdf

Uploaded by: Alan Lang

Position: FAV

Testimony For HB0183

Honorable Senators

Please enter a favorable report for HB0183.

I support repealing the Vehicle Emissions Inspection Program.

Perhaps when this program began, there were cars with poor emissions. How many cars built in the last 10 years fail this test?

Has anyone ever produced statistics showing how many cars with bad emissions have been detected by this process?

I submit that this program is just an inefficient revenue source.

Not that I want this to happen, but all the inspection stations could be closed saving millions of dollars and we could just mail in the fee without the inconvenience of bringing our cars to be inspected and the quality of the air would not decrease.

So please enter a favorable report for HB0183.

Alan Lang
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Legislative District 30B
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Alanlang1@verizon.net
February 3, 2026

SUPPORT OF BILL20250321_11220332.pdf

Uploaded by: Tom Wieland

Position: FAV

I SUPPORT THIS BILL:BECAUSE

THIS BILL AS WRITTEN DOES WARRANT ITS EXPENSE

Tom Wieland

2464 Symphony Lane

Gambrills, Md. 21054

MD SB 106_HB 183_ Vehicle Laws - Vehicle Emissions

Uploaded by: Trudy Tibbals

Position: FAV

MD SB 106/HB183: Vehicle Laws - Vehicle Emissions Inspection Program - Repeal:
Please vote **IN SUPPORT** of this bill.

Dear Education, Energy & the Environment & Environment & Transportation
Committees:

I am writing to express my **strong support for SB 106**, which repeals Maryland's
Vehicle Emissions Inspection Program.

The emissions inspection program places a **disproportionate financial burden on
working families, seniors, and small-business owners** while delivering little
measurable environmental benefit. **Modern vehicles are already subject to strict
federal emissions standards, and advances in automotive technology have
significantly reduced emissions without the need for repeated state inspections.**

SB 106 recognizes that **costly, duplicative regulations should be eliminated when
they no longer serve a clear public purpose**. The current program functions largely
as a revenue-generating mandate, forcing Marylanders to pay for inspections, repairs,
and compliance **without meaningful evidence that the program improves air
quality**.

This bill also reflects matters of **fairness and practicality**. For many
residents—especially those in rural areas or with limited transportation
options—emissions testing creates unnecessary inconvenience and expense.
Repealing the program respects individual responsibility while reducing regulatory
overreach.

At a time when Marylanders are facing rising costs across nearly every aspect of daily
life, the General Assembly should be looking for ways to **reduce unnecessary
government mandates and return money to taxpayers**. **SB 106** does exactly that.

I strongly urge you to **support SB 106** and vote to repeal the Vehicle Emissions
Inspection Program.

Thank you for your time and thoughtful consideration.

Respectfully,

Trudy Tibbals

MDE HB 183 OPP.pdf

Uploaded by: Jeremy D Baker

Position: UNF



**The Maryland Department of the Environment
Secretary Serena McIlwain**

***House Bill 183
Vehicle Laws – Vehicle Emissions Inspection Program – Repeal***

Position: Oppose

Committee: Environment and Transportation

Date: February 5, 2026

From: Jeremy D. Baker, Director of Government Relations

The Maryland Department of the Environment (MDE) **OPPOSES** HB 183.

Bill Summary

House Bill 183 would eliminate Maryland's Vehicle Emissions Inspection Program (VEIP). The legislation would repeal specific sections of the Maryland Transportation Code that currently mandates biennial exhaust testing and equipment checks for most motor vehicles. The bill would remove all legal framework for testing facilities, inspection fees, and the certification of repair technicians. Finally, this bill would end the requirements for vehicles needing to meet environmental air quality standards to maintain registration.

Position Rationale

MDE opposes HB 183 because it would violate Federal law and expose Marylanders to dangerous air pollution. VEIP is a mandatory requirement under the federal Clean Air Act for areas of Maryland that are, or have been, in non-attainment of the federal health-based air quality standard for ground-level ozone. Furthermore, VEIP is federally required due to Maryland's inclusion in the Ozone Transport Region. Ozone is a pervasive air pollutant that poses significant risk to both human health and the environment. VEIP is implemented in accordance with the U.S. Environmental Protection Agency's implementing regulations regarding test procedures and standards for motor vehicle inspection and maintenance programs.

The elimination of VEIP would necessitate that MDE secure equivalent air quality emission reductions from other industries and sectors—options which have previously been avoided due to their substantial cost and high impact on these entities. Should Maryland fail to achieve these mandated emission reductions, the State would risk the loss of federal highway funds, require emission offsets from industry, and the imposition of a Federal Implementation Plan (FIP).

Accordingly, MDE asks for an **UNFAVORABLE** report for HB 183.

HB0183 – LOO – MVA - Vehicle Laws - Vehicle Emissi

Uploaded by: Patricia Westervelt

Position: UNF

February 5, 2026

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

RE: Letter of Opposition – House Bill 183 – Vehicle Laws – Vehicle Emissions Inspection Program – Repeal

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes House Bill 183 and offers the following information for the Committee’s consideration.

HB 183 would repeal the Vehicle Emissions Inspection Program (VEIP) currently required for certain vehicles in Maryland. In Maryland, vehicle emissions testing is mandated under the federal Clean Air Act (CAA). This requirement is due to areas within the State not meeting the federal standards for ground-level ozone air pollution as established in the CAA. Consequently, the VEIP aims to mitigate motor vehicle emissions by identifying vehicles that emit excessive levels of these pollutants and ensure the subsequent repair of its emissions systems

The VEIP is a core component emission control measure with the State’s EPA-approved State Implementation Plan (SIP), a requirement to ensure CAA compliance. Termination of the VEIP will likely result in federal sanctions due to violations of the CAA. These sanctions for non-compliance with the CAA may include restrictions on future transportation funding due to the State’s failure to maintain CAA compliance. This is in addition to the loss of transportation revenues generated by the VEIP and which flow to the Transportation Trust Fund. These revenues, when coupled with available federal funding, provide additional resources for transportation infrastructure investments and operations and can further mitigate the effects of motor vehicle emissions while improving air quality in the State.

The VEIP is jointly managed by the MVA and the Maryland Department of the Environment (MDE). The MVA is responsible for operational oversight and contract monitoring while MDE ensures technical oversight and program quality. A third-party contractor manages and operates the State’s centralized VEIP stations, 10 self-service kiosks, and 34 Fleet Inspection Station program stations located in 13 counties and Baltimore City. The self-service VEIP kiosks are available to customers 24/7, at a lower cost. Under the new VEIP vendor contract, which took effect October 2025, MVA and the contractor will increase the number of self-service kiosks throughout the State.

The Honorable Marc Korman
Page Two

The Maryland Department of Transportation respectfully requests the committee consider this information during its deliberation of House Bill 183 and issue the bill an unfavorable report.

Respectfully submitted,

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

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

Testimony opposing HB0183 - Vehicle Laws - Vehicle

Uploaded by: Richard KAP Kaplowitz

Position: UNF

HB0183_RichardKaplowitz_UNF
02/05/2026
Richard Keith Kaplowitz
Frederick, MD 21703

TESTIMONY ON HB#/0183- POSITION: UNFAVORABLE

Vehicle Laws - Vehicle Emissions Inspection Program – Repeal

TO: Chair Korman, Vice Chair Guyton and members of the Environment and Transportation Committee

FROM: Richard Keith Kaplowitz

My name is Richard Keith Kaplowitz. I am a resident of District 3, Frederick County. I am submitting this testimony in opposition to HB#/0183, **Vehicle Laws - Vehicle Emissions Inspection Program – Repeal**

The Maryland Motor Vehicle Administration reports ¹

According to the state of Maryland, the pass rate isn't over 95%, but it's awfully close. A statement from the state's Motor Vehicle Administration said last year, 7.3% of vehicle failed their emissions tests, which would be a 92.7% pass rate. In 2022, 2023, and through September of this year, the fail rate has been around 6%.

So why keep it around? From the MVA's perspective, the state has a requirement for it.

"In Maryland, vehicle emissions testing is mandated under the federal Clean Air Act (CAA). ground-level ozone air pollution as established in the CAA," according to a statement provided to WTOP.

As of 2025, there are approximately **4.91 million** vehicles registered in Maryland, based on data indicating a rate of roughly 0.795 vehicles per person. While specific total, end-of-year 2025 registration figures are still being finalized by the [Maryland Motor Vehicle Administration](#), current data shows 94,900 electric vehicles and 191,800 hybrid electric vehicles registered in the state. Thus 7.3% of 4.91 million says 358,430 cars are contributing to air pollution in Maryland.

Until the eventual move to better pollution controls on all cars through adoption of electric vehicles and better pollution controls, we must continue to identify cars that need to have emissions controls placed on them.

I respectfully urge this committee to return an unfavorable report on HB#/0183.

¹ <https://wtop.com/maryland/2025/10/md-lawmaker-says-its-time-to-scrap-vehicle-emissions-test/>