

HB 806 testimony eission program.pdf

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WMDA/CAR Service Station
and Automotive Repair Association

Chair: Marc Korman, and Member of Environment and Transportation Committee

RE: HB806 - Vehicle Laws - Vehicle Emissions Inspection Program -
Modifications

Position: Favorable

My name is Kirk McCauley, my employer is WMDA/CAR, we represent service stations, convenience stores, and repair facilities across the state as a non- profit trade group established in 1937.

HB806 is long overdue, this bill simply requires Motor Vehicle Administration to establish emission testing and inspection program for facilities to be certified. Owner of a failing vehicle could have vehicle retested at a certified emission inspection facility or an approved certified repair facility.

This bill is a consumer choice bill and a boost for business community, while still preserving the state inspection program. These options save owner money, make it more convenient, and use locations closer to home.

We ask for Favorable vote on HB806.

Kirk McCauley, 301-775-0221 or kmccauley@wmda.net

HB806_MDE_INFO

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Position: INFO



The Maryland Department of the Environment
Secretary Serena McIlwain

HB 806
Vehicle Laws - Vehicle Emissions Inspection Program - Modifications

Position: Letter of Concern
Committee: Environment and Transportation
Date: February 26, 2026
From: Jeremy D. Baker, Director of Government Relations

The Maryland Department of the Environment (MDE) offers the following letter of concern for **HB 806**.

Bill Summary

Effective on July 1, 2035, HB 806 would change the current Vehicle Emissions Inspection Program (VEIP) from a centralized, state-run, test-only program to a decentralized program utilizing independent authorized inspection facilities. This transition would require MDE and the Maryland Department of Transportation's (MDOT) Motor Vehicle Administration (MVA) to jointly develop regulations, requirements, and processes for the new program. Additionally, HB 806 would remove the statutory cap on the VEIP test fee and replace it with a market-based fee structure.

Position Rationale

HB 806 would mandate the transition to a decentralized VEIP without a preceding, comprehensive analysis of the potential economic impacts on Maryland residents. Currently, a VEIP test fee is capped at \$30, biannually, for most vehicles. In contrast, decentralized programs in other states often feature higher annual inspection fees, typically ranging from \$30 to \$70.

A decentralized VEIP would have to be designed and implemented to comply with the Environmental Protection Agency's (EPA) implementing regulations for motor vehicle inspection and maintenance programs. To meet these federal requirements, decentralized programs often rely on a third-party contractor to provide VEIP-specific services, including developing and maintaining test software, the provision and servicing of test equipment (via purchase or lease agreements), test and secure data storage, and fraud detection. HB 806 does not address the ongoing roles and responsibilities of MDE and MVA, meaning both agencies would still be required to perform critical functions in the decentralized program. Specifically, MDE would retain responsibility for Quality Assurance and Quality Control (QA/QC) activities. MDE estimates that establishing a functional testing network would require a combined 2,500 Certified Emission Inspection Facilities (CEIF) and Certified Repair Facilities (CRF) to manage the current annual testing volume of approximately 1.65 million initial and retests. To handle the significantly increased certification and expanded QA/QC activities necessitated by this large number of decentralized facilities, MDE anticipates a need for 5 additional staff positions.

MDE hopes this information is useful to the Committee and is available for questions related to **HB 806**.

Contact: Jeremy D. Baker, Director of Government Relations
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HB0806 - LOC - MVA - Vehicle Laws - Vehicle Emissi

Uploaded by: Patricia Westervelt

Position: INFO

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,

The Honorable Marc Korman
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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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