

**2026 SB0106 Testimony For 2026-02-04.pdf**

Uploaded by: Alan Lang

Position: FAV

# Testimony For SB0106

Honorable Senators

Please enter a favorable report for SB0106.

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 SB0106.

Alan Lang  
45 Marys Mount Road  
Harwood, Maryland 20776  
Legislative District 30B  
410-336-9745  
[Alanlang1@verizon.net](mailto:Alanlang1@verizon.net)  
February 2, 2026

**SB106VEIP.pdf**

Uploaded by: Justin Ready

Position: FAV

JUSTIN READY  
Legislative District 5  
Carroll County

Finance Committee



James Senate Office Building  
11 Bladen Street, Room 315  
Annapolis, Maryland 21401  
410-841-3683 • 301-858-3683  
800-492-7122 Ext. 3683  
Justin.Ready@senate.state.md.us

THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

February 4, 2026

**SB 106 – Vehicle Laws – Vehicle Emissions Inspection Program - Repeal**

Chair Smith, Vice Chair Waldstreicher, and members of the Senate Judicial Proceedings Committee;

SB 106 repeals the Maryland Vehicle Emissions Inspection Program (VEIP). VEIP, is outdated, costly, and no longer achieves the purpose for which it was created. Between emissions testing fees, additional MVA costs, and recent registration increases, Marylanders are facing growing financial barriers simply to keep a vehicle on the road.

Modern vehicles are already manufactured to meet strict federal air quality standards. Approximately 94 percent of vehicles pass emissions testing each year, demonstrating that the overwhelming majority of cars on Maryland roads are already compliant. At this point, continuing to require this program appears less about environmental protection and more about revenue generation.

In Fiscal Year 2026, the legislative appropriation for VEIP totaled \$20 million. While the MVA retains ownership of the facilities, contractors manage staffing, equipment, and daily operations. VEIP served an important role when it was first implemented, but automotive technology has advanced significantly since then, addressing many of the emissions concerns that originally justified the program.

This year, the emissions inspection fee more than doubled, from \$14 to \$30, further underscoring the financial burden placed on Maryland drivers. With a pass rate exceeding 90 percent, there is little evidence that VEIP remains an effective or necessary regulatory tool.

I respectfully ask for a favorable committee report.

**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\_ Vehicle Laws - Vehicle Emissions Inspec**

Uploaded by: Trudy Tibbals

Position: FAV

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

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 SB 106 OPP.pdf**

Uploaded by: Jeremy D Baker

Position: UNF



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

***Senate Bill 106  
Vehicle Laws – Vehicle Emissions Inspection Program – Repeal***

**Position:** Oppose  
**Committee:** Judicial Proceedings  
**Date:** February 4, 2026  
**From:** Jeremy D. Baker, Director of Government Relations

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The Maryland Department of the Environment (MDE) **OPPOSES** SB 106.

**Bill Summary**

Senate Bill 106 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 SB 106 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 SB 106.

**Contact:** Jeremy D. Baker, Director of Government Relations  
Cell: 443-931-0937, Email: [jeremy.baker@maryland.gov](mailto:jeremy.baker@maryland.gov)

# **SB0106 – LOO – MVA - Vehicle Laws - Vehicle Emissi**

Uploaded by: Patricia Westervelt

Position: UNF

February 4, 2026

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

***RE: Letter of Opposition – Senate Bill 106 – Vehicle Laws – Vehicle Emissions Inspection Program – Repeal***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 106 and offers the following information for the Committee’s consideration.

SB 106 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 William C. Smith Jr.  
Page Two

The Maryland Department of Transportation respectfully requests the committee consider this information during its deliberation of Senate Bill 106 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 SB0106 - Vehicle Laws - Vehicle**

Uploaded by: Richard KAP Kaplowitz

Position: UNF

SB0106\_RichardKaplowitz\_UNF  
01/27/2026  
Richard Keith Kaplowitz  
Frederick, MD 21703

**TESTIMONY ON SB#/0106- POSITION: UNFAVORABLE**

**Vehicle Laws - Vehicle Emissions Inspection Program – Repeal**

**TO:** Chair Smith, Jr., Vice Chair Waldstreicher, and members of the Judicial Proceedings 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 SB#/0106, **Vehicle Laws - Vehicle Emissions Inspection Program – Repeal**

The Maryland Motor Vehicle Administration reports <sup>1</sup>

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 SB#/0106.**

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