

**HB 212 - LOS - UM STC 2.10.25.pdf**

Uploaded by: Kristie Snedeker

Position: FAV

## **House Bill 212 – Vehicle Laws - Out-of-State Vehicles - Improper Registration**

### **POSITION: Support**

February 12, 2026

House Environment and Transportation Committee

The R Adams Cowley Shock Trauma Center at the University of Maryland Medical Center (“Shock Trauma Center”) and University of Maryland Medical System (“UMMS”) support House Bill 212 – Vehicle Laws - Out-of-State Vehicles –Improper Registration (“HB 212”). As introduced, HB 212 would establish a clear compliance process for the Motor Vehicle Administration (“MVA”) to ensure that Maryland residents have properly registered their vehicle with MVA as required by law, including immobilization of the vehicle and assessment of civil fines in cases of long-term noncompliance.

Maryland’s Trauma and EMS System serves as a national and international model for coordinated, high-quality emergency medical care, and it does because the General Assembly continues to invest State funds to support this work and mission. The State’s longstanding investment in the trauma system ensures that Marylanders receive lifesaving care that, in many parts of the country, simply does not exist. Because of this commitment, lives are saved in Maryland every day that would otherwise be lost elsewhere.

As established in State law, the Shock Trauma Center is the foundational element of the Maryland Emergency Medical Services System and serves as the State’s Primary Adult Resource Center (PARC) for the treatment of trauma. The statute specifically designates Shock Trauma to serve as:

- Maryland’s primary adult trauma center,
- The statewide referral center for head, spinal, and multiple-trauma injuries,
- The regional trauma center for Region III and the southwest quadrant of Baltimore City, and
- The statewide referral center for patients requiring hyperbaric medical treatment.

The Shock Trauma Center remains the State’s only freestanding trauma hospital, providing care to more than 6,000 patients annually and sustaining an exceptional 97% survival rate. Shock Trauma serves as a vital statewide clinical resource and uniquely maintains 24/7 readiness across its trauma resuscitation unit (TRU), operating rooms, and recovery areas.

As the State’s safety net for the most critically ill and injured, Shock Trauma receives at least 30% of its patient volume as transfers from other trauma centers, reflecting its indispensable role in complex trauma care and its responsibility for the most severe cases.

The State’s continued investment in Maryland’s Trauma and EMS System—and in Shock Trauma’s statewide mission—ensures that expert trauma care remains accessible to every Marylander, regardless of location. This funding supports readiness, saves lives, strengthens

regional hospitals, and upholds Maryland's leadership as the gold standard for trauma care nationwide.

For these reasons, the University of Maryland Medical System strongly supports HB 212, and respectfully requests a *favorable* report on the bill.

Respectfully submitted by:

Kristie Snedeker, DPT  
Vice President at UM R Adams Cowley Shock Trauma Center  
University of Maryland Medical System

For more information, please contact:

Will Tilburg  
Vice President, Government and Regulatory Affairs  
University of Maryland Medical System  
[William.Tilburg@umm.edu](mailto:William.Tilburg@umm.edu)

**HB0212-ENT-FAV.pdf**

Uploaded by: Nina Themelis

Position: FAV



BRANDON M. SCOTT  
MAYOR

*Office of Government Relations  
88 State Circle  
Annapolis, Maryland 21401*

**HB0212**

February 12, 2026

**TO:** Members of the Environment and Transportation Committee  
**FROM:** Nina Themelis, Director of the Mayor's Office of Government Relations  
**RE:** House Bill 0212 – Vehicle Laws- Out-of-State Vehicles - Improper Registration

**POSITION: FAVORABLE**

Chair Korman, Vice Chair Guyton, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** House Bill (HB) 0212.

HB 212 establishes a process to bring vehicles owned by Maryland residents that are improperly registered in another state into compliance with the Maryland Vehicle Law by applying a civil fine for each day a vehicle remains improperly registered after a warning is issued and allowing for the immobilization or impoundment of a vehicle if it remains improperly registered after 120 days following a warning.

Current law requires new residents who have moved to Maryland to register their vehicles with the state within 60 days of changing residency. In Baltimore City and around the State, there has been an increase in the prevalence of out-of-state license plates. The statewide registration requirement is in place to ensure that vehicle owners are in compliance with critical state motor vehicle laws like vehicle emissions testing, insurance requirements, to ensure compliance with administrative penalties for citations, and other important measures intended to promote public safety. The public safety component of the need for vehicles to be properly registered cannot be understated. In Baltimore City between 2023 and 2025 7,075 non-fatal crashes involved out of state (VA specifically) plates. 14 fatal crashes also involved out of state plates (VA).

During calendar year 2024, Baltimore City Department of Transportation's Safety Division issued 51,863 parking citations to vehicles with out-of-state tags. 41% (21,044) of the vehicles cited with out of state tags were from one state alone. During calendar year 2025, 68,224 parking citations were issued to out of state vehicles. 48% (32,8666) were from one state alone. Additionally, for comparison purposes and clarity on lost revenue for Baltimore City, **81.667%** of camera citations issued to VA tags in 2024 and 63.268% in 2025 are outstanding. This is in comparison to only 23.2% of outstanding camera citations for MD tags in 2024 and 26.5% outstanding in 2025. While the BCA is not intending for this legislation to bring in a significant amount of revenue, a

significant part of the purpose of having automated citations for speeding and red-light violations is to deter behavior. If residents with improperly registered vehicles are not faced with the need to pay for the violations they commit, then the behavioral deterrent has no impact.

The State and the City both have vested interest in determining that vehicles are registered properly to owners who maintain permanent residence within the State of Maryland. This legislation removes uncertainty and creates a well-defined process that provides offending vehicle owners with multiple opportunities to come into compliance.

For these reasons, the BCA respectfully request a **favorable** report on HB 212.

# **MCPA MSA HB 212 Out of State Improper Registratio**

Uploaded by: Samira Jackson

Position: FAV



# Maryland Chiefs of Police Association Maryland Sheriffs' Association



## MEMORANDUM

TO: The Honorable Marc Korman, Chair and  
Members of the Environment and Transportation Committee

FROM: Darren Popkin, Executive Director, MCPA-MSA Joint Legislative Committee  
Andrea Mansfield, Representative, MCPA-MSA Joint Legislative Committee  
Samira Jackson, Representative, MCPA-MSA Joint Legislative Committee

DATE: February 12, 2026

RE: **HB 212 - Vehicle Laws - Out-of-State Vehicles - Improper Registration**

POSITION: **SUPPORT**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **SUPPORT HB 212**. This bill establishes a commonsense process to bring vehicles owned by Maryland residents that are improperly registered in another state into compliance with Maryland's vehicle registration laws. This bill gives the Maryland Vehicle Administration a clear path to notify owners and requires timely action on the part of residents to ensure vehicles are properly registered. It also creates a fair timeline and a system of graduated consequences, including civil fines and potential immobilization after repeated noncompliance, to protect public safety.

HB 212 highlights that properly registered vehicles are essential to effective traffic safety and criminal enforcement. Vehicles that are not correctly registered can impede the ability of officers to identify ownership, enforce laws, and investigate crashes or criminal activity. HB 212 helps ensure that vehicles on Maryland roads meet legal standards, which supports accountability, improves public safety, and fosters compliance with state law.

For these reasons, MCPA and MSA respectfully urge a **FAVORABLE** committee report.

# **HB 212\_MIEMSS\_Letter of Support.pdf**

Uploaded by: Theodore Delbridge

Position: FAV



State of Maryland  
**Maryland Institute for Emergency Medical Services Systems**

Wes W. Moore  
Governor

Clay B. Stamp  
Chairman EMS Board

Theodore R. Delbridge, MD, MPH  
Executive Director

February 10, 2026

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

Re: HB 212 – Vehicle Laws – Out-of-State Vehicles – Improper Registration

—FAVORABLE—

Dear Chair Korman and Members of the House Environment and Transportation Committee:

The Maryland Institute for Emergency Medical Services Systems (MIEMSS) respectfully submits this letter in support of House Bill 212, which would require the Motor Vehicle Administration (MVA) to engage in a specified process to facilitate compliance with State vehicle registration requirements.

Funding for Maryland's EMS system is provided from a variety of State, local, and volunteer systems. Annual State budget support for EMS is provided from a special fund, the Maryland Emergency Medical Services Operating Fund (MEMSOF), which funds the Maryland State Police Aviation Command (MSPAC), Maryland Fire and Rescue Institute (MFRI), the Senator William H. Amoss Fire, Rescue, and Ambulance Fund, and MIEMSS. The MEMSOF is capitalized by a surcharge on motor vehicle registrations and, to a much lesser extent, revenue distributed from moving violation penalties.

During the 2024 legislative session, the General Assembly increased the motor vehicle surcharge to avert insolvency of the MEMSOF. Nevertheless, over time, expenses outpace revenue. Therefore, capturing all intended sources of revenue is of paramount importance.

According to its fiscal note, HB 212, if passed, could result in an estimated \$949k increase in annual MEMSOF revenue by increasing motor vehicle registrations through enforcement actions targeting vehicles improperly registered in other states, including Virginia. The increase in revenue would not only help safeguard this critical fund, but also ensure that our world-class EMS system—which benefits *all* Marylanders—is supported in a fair and equitable manner.

MIEMSS understands that the Department of Transportation has expressed concerns regarding the operational implementation of the bill should it become law, and hopes that these concerns can be adequately addressed through the legislature's deliberations.

I hope this letter is helpful as your committee considers this important legislation, and I urge a favorable report. Please let me know if you have any questions or would like any additional information.

Sincerely,

Theodore R. Delbridge, MD, MPH  
Executive Director

# **MDFB - Support with Amendment - HB212 Vehicle Laws**

Uploaded by: Ryan Snow

Position: FWA



## Maryland Farm Bureau

3358 Davidsonville Road | Davidsonville, MD 21035  
410-922-3426 | [www.mdfarmbureau.com](http://www.mdfarmbureau.com)

February 12, 2026

**To:** House Environment and Transportation Committee

**From:** Maryland Farm Bureau, Inc.

**RE:** **Support of HB212 Vehicle Laws - Out-of-State Vehicles - Improper Registration**

On behalf of the nearly 7,000 member families of the Maryland Farm Bureau, I respectfully submit this written testimony in support, with amendments, of HB 212 – Vehicle Laws: Out-of-State Vehicles – Improper Registration. This legislation establishes a process to bring vehicles owned by Maryland residents—but improperly registered in another state—into compliance with Maryland Vehicle Law.

Maryland agriculture relies heavily on trailers for daily operations. These trailers, classified by the State as Class G vehicles, are essential for transporting equipment, crops, livestock, and supplies. Many farms operate multiple trailers simultaneously to keep pace with seasonal workloads and year-round demands.

However, the cost of registering Class G trailers in Maryland is significantly higher than in some other states. As a result, many agricultural operations have historically registered these trailers in Maine, which offers substantially lower registration fees, making it a practical cost-saving measure for farms operating on already tight margins.

Requiring all such trailers to be registered in Maryland would impose considerable new financial burdens on farmers at a time when the agricultural sector continues to face rising input costs, market volatility, and ongoing economic pressures. Imposing additional registration expenses could further strain operations that are working hard to remain viable.

For these reasons, the Maryland Farm Bureau respectfully requests an amendment to HB 212 that would exempt agriculture from the bill's requirements. This exemption would preserve the operational flexibility and financial stability that Maryland farmers need while still supporting the overall intent of the legislation.

A handwritten signature in black ink, appearing to read 'Tyler Hough', with a horizontal line above it.

Tyler Hough  
Director of Government Relations

*Please reach out to Tyler Hough, [though@marylandfb.org](mailto:though@marylandfb.org), with any questions*

# **HB0212 testimony.pdf**

Uploaded by: francis alesantrino

Position: UNF

I am submitting my unfavorable position of HB0212/SB111.

The issue is not lack of registration regulations, but a budget deficit fueled by the 2021 legislature, overriding a veto by the governor, to buy a multibillion-dollar car called “the Blueprint for Maryland’s Future” that we can’t afford and creates budget deficits. Instead of returning the car and funding a plan within a budget, the legislature continues to borrow and raise fees to make the car payment.

The increase in residents registering their vehicles out of state is in response to a 78% increase in registration fees and a 64% increase in emission testing fees. This is not residents avoiding insurance requirements, Virginia has the same insurance requirements as Maryland. It is not residents avoiding emissions regulations. The Honorable Delegate Christopher Eric Bouchat and others have introduced legislation to repeal the obsolete and costly Vehicle Emissions Inspection Program.

The failure of state governments to work together across state lines to promote public highway safety cannot be corrected with registration regulations. A cooperative reciprocal sharing of information across all state governments is key to promoting safety.

# **HB0212 - MVA - Vehicle Laws - Out-of-State Vehicle**

Uploaded by: Patricia Westervelt

Position: INFO

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February 12, 2026

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

***RE: Letter of Information – House Bill 212 – Vehicle Laws – Out-of-State Vehicles – Improper Registration***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 212 and offers the following information for the Committee’s consideration.

HB 212 authorizes the Motor Vehicle Administration (MVA) to impose a civil penalty against a vehicle owner when probable cause exists in violation of Maryland registration laws requiring a vehicle to be registered in Maryland or demonstrate that the vehicle is exempt. After an initial 60-day grace period, failure to comply with the law results in a penalty of \$7 per day. The penalty is capped at 60 days, for a maximum fine of \$420. After 120 days from the first action, the MVA must notify the local State’s Attorney to seek civil action in rem.

Improper vehicle registration is not a victimless practice and represents a significant problem for the State of Maryland and its residents. Motor vehicle registration and miscellaneous vehicle fees account for 17% of the Transportation Trust Fund’s (TTF) revenue, which funds critical infrastructure projects throughout the State. In addition, improperly registered vehicles create the risk that these vehicles may not carry minimum insurance coverage, participate in the vehicle emissions inspection program, nor comply with automated traffic citations. Addressing this issue is an important topic for ensuring the health of the TTF, compliance with clean air standards, and the safety and quality of life in Maryland.

Currently, MVA Investigations visits the reported location of a vehicle suspected to be out of compliance and attempts to speak with the owner. Where the owner is confirmed to be a Maryland resident, a 60-day notice to register the vehicle in Maryland is provided. If an owner does not comply within the required timeframe, further action (such as seizure of the-out of-state registration tags) is taken in partnership with local law enforcement.

By contrast to the current procedure of establishing a violation through in-person verification with a vehicle owner, HB 212 does not establish a clear definition of what probable cause is in the enforcement of HB 212’s provisions. It also does not provide clear authority for the MVA to submit accrued civil penalties a vehicle owner refuses to pay within a timely manner to the State’s Central Collections Unit, potentially reducing the effectiveness of imposing the fine should a vehicle owner refuse to comply with the Administration.

The Honorable Marc Korman  
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Additionally, the 60-day timeline mirrors existing statutory requirements before fines begin to accrue but will likely prove difficult for many violators to comply within, further setting them back from meeting compliance. Over the past two years, the MVA has filed Freedom of Information Acts for Virginia Department of Motor Vehicles (DMV) records and requested information on motor vehicles registered with the Virginia DMV by an owner using an address in Maryland. In reviewing data received in 2025, the MVA has been able to identify that many of these vehicles and/or the owners have indicators (ie. administrative flags, insurance lapse, etc.) on their accounts that prevent registration without resolving these indicators. The MVA is sending letters to 58,000 individuals representing 73,000 vehicles notifying them that they are potentially out of compliance with Maryland law. For example, data showed 28,003 vehicles that were previously registered in Maryland and had switched to Virginia. Over 50% of these vehicles had indicators on their Maryland record that would prevent registration and 99.98% of all vehicles were also out of compliance with Virginia safety inspections. Given the concern with safety inspection issues along with the outstanding unresolved administrative flags preventing renewal, these owners are unlikely to resolve these outstanding issues within 60 days, triggering further financial penalties that could result in delays in meeting registration requirements.

From a safety perspective, over 2,000 of the identified vehicles were tied to over 2,500 crashes in Maryland that occurred between January 1, 2024, and November 18, 2025. Over 1,900 of these crashes resulted in property damage, over 500 resulted in injuries, and five (5) resulted in fatalities.

Finally, the MVA has been able to obtain such records from the Virginia DMV through cooperation and partnership between neighboring jurisdictions. However, the ability to share this information with the MVA is subject to limitations within the laws of the Commonwealth. The MVA will continue outreach to Maryland residents about State law with direct correspondence, public education campaigns, and working with the General Assembly to reduce the number of improperly registered vehicles in out-of-state jurisdictions. The MVA is committed to working with committee to develop policy solutions that directly address this important matter.

The Maryland Department of Transportation looks forward to working with the member to address this issue and respectfully requests the committee consider this information during its deliberation of House Bill 212.

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