

Written Testimony in Support of HB0567

Motor Vehicle Laws - Registration Plates - Single Registration Plate

Committee: House Environment and Transportation Committee

Hearing Date: February 19, 2026

Position: FAVORABLE

My name is Ryan Jared Mete. I am a Maryland resident of Worcester County. I submit this written testimony in support of HB0567, which would require the Motor Vehicle Administration to issue a single rear registration plate for most vehicles (effective October 1, 2026). I have no financial stake in this policy; I support it as a straightforward modernization that reduces unnecessary state spending without reducing accountability.

1) Other states document recurring annual savings after moving to one plate

- Ohio: A Legislative Service Commission budget comparison for H.B. 62 reported that Bureau of Motor Vehicles license-plate production and distribution costs would decrease by up to \$1.4 million or more annually once the state shifted to a single, rear-mounted plate. [1]
- Alaska: Alaska's DMV fiscal note for HB 166 estimated that, because DMV had been spending about \$664,000 per year on license plates, issuing one plate instead of two would reduce plate inventory costs by 50%, or about \$332,000 per year. [2]
- Maryland should capture the same type of savings: fewer plates manufactured, fewer plates shipped, fewer plates stored and handled, and fewer replacements needed over time. The precise figure should be quantified by an MVA fiscal note, but the direction of impact is clear from peer-state experience.

2) The savings come with minimal administrative disruption

- Alaska's fiscal note stated there would be no operational impact to DMV and that no (or only minimal) programming changes would be needed to implement a one-plate requirement. [2]
- Ohio's analysis treated the rear plate and validation sticker as sufficient proof of registration, consistent with how most automated enforcement and routine traffic stops function in practice. [1]

3) Addressing the common objection about ticket revenue

- Ohio's analysis also noted that local governments could lose an estimated \$120,000 to \$240,000 (or more) annually in revenue from citations for failure to display two plates. [1]
- That is not a public-policy reason to keep two-plate mandates in place. It is a penalty-revenue dependency. Maryland should not require every compliant motorist to buy, mount, and maintain a second plate primarily so governments can preserve citation revenue.

- If Maryland wants an enforcement backstop, it can focus on plate visibility standards for the required rear plate (e.g., no covers/obstructions) and improve interoperability for tolling and camera-based enforcement, rather than manufacturing a second plate for every vehicle.

Implementation note

- If the Committee wants to preserve consumer choice while still achieving savings, Maryland can consider allowing an optional front plate (available by request and fee) while making the default issuance one rear plate. Ohio implemented its one-plate rule statewide and still documented substantial production/distribution savings. [1]

For these reasons, I respectfully urge the Committee to issue a favorable report on HB0567.

Respectfully submitted,

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References

[1] Ohio Legislative Service Commission, Legislative Budget Office, H.B. 62 comparison document (as submitted to Senate Transportation Committee meeting, 2019-03-07), item DPSCD13 'Single license plate requirement' - fiscal effect estimates production/distribution cost reduction up to \$1.4 million+ annually. https://search-prod.lis.state.oh.us/api/v2/general_assembly_133/committees/cmte_s_trans_1/meetings/cmte_s_trans_1_2019-03-07-0900_181/submissions/compdochb62.pdf (accessed 2026-02-17).

[2] State of Alaska, Department of Administration, Division of Motor Vehicles, Fiscal Note for HB 166 (Publish Date 4/28/2021), analysis estimating plate inventory cost reduction of 50% (~\$332,000/year). <https://www.akleg.gov/PDF/32/F/HB0166-1-2-042821-ADM-Y.PDF> (accessed 2026-02-17).