

# **HB567 Testimony.pdf**

Uploaded by: Jeffrie Long

Position: FAV

JEFFRIE E. LONG, JR.  
*Legislative District 27B*  
Calvert and Prince George's Counties

Environment and Transportation  
Committee



The Maryland House of Delegates  
6 Bladen Street, Room 209  
Annapolis, Maryland 21401  
410-841-3398  
800-492-7122 Ext. 3398  
Jeffrie.Long@house.maryland.gov

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

February 18, 2026

Chair Korman, Madam Vice Chair, and Members of the Environment and Transportation Committee,


House Bill 0567, Motor Vehicle Laws – Registration Plates – Single Registration Plate, modernizes Maryland’s vehicle registration framework by requiring the Motor Vehicle Administration to issue a single rear registration plate for vehicles registered in the State. This legislation reflects thoughtful administrative reform, cost efficiency, and emergency preparedness. Under the bill, any resulting reduction in expenditure would remain within the Transportation Trust Fund. Those funds could support critical transportation priorities, including roadway maintenance, safety improvements, bridge repair, and system modernization. Rather than duplicating material production, this measure directs resources toward infrastructure needs that directly impact Maryland residents.

Twenty-two states currently operate with a single rear plate system. These states continue to administer effective vehicle identification, toll collection, and public safety systems while benefiting from streamlined production and inventory processes. Their experience demonstrates that a single-plate framework is both practical and operationally sound in modern transportation environments.

HB 0567 reflects the realities of modern enforcement technology. Rear-plate visibility is the standard reference point for automated license plate readers and electronic tolling systems. Maryland’s toll infrastructure already processes substantial vehicle traffic from neighboring single-plate states. This bill ensures consistency in vehicle display requirements while maintaining clear visibility and statutory attachment standards.

Marylanders expect government systems to evolve alongside technology and operate efficiently without unnecessary duplication. HB 0567 accomplishes exactly that. At its core, this bill represents responsible stewardship of public resources and thoughtful modernization of an established system. It maintains enforcement tools, strengthens fiscal efficiency, and aligns Maryland with proven practices used successfully in numerous other states.

For these reasons, I respectfully urge a favorable report on House Bill 567.

Very Truly Yours,  
  
Delegate Jeffrie E. Long, Jr.

# **HB0567 Testimony.pdf**

Uploaded by: Richard Rosa

Position: FAV

## HB0567 - Motor Vehicle Laws – Registration Plates – Single Registration Plate

### FAVORABLE

New automobiles have multiple sensors in the front of the vehicle, and car manufacturers are running out of space to place a front license plate mount without interfering with the sensors. Additionally, front license plates block air flow needed to cool the engine. Front license plates also degrade the visual aesthetics of the front of the vehicle. Many states only require rear license plates. This bill would save the state money, by no longer requiring production and distribution of a front license plate.

# **HB0567 Ryan Mete FAV**

Uploaded by: Ryan Mete

Position: FAV

# 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 matter of practical modernization.

**1) Enforcement already works with rear plates today.** Maryland's automated tolling and enforcement systems routinely rely on rear plates as the operational identifier, including for large volumes of out-of-state vehicles that travel Maryland roads every day. HB0567 keeps the key enforcement element intact: a required, unobstructed rear plate.

**2) Two plates do not solve reciprocity or registration abuse.** Maryland is facing a documented problem of improper out-of-state registrations, including Virginia registrations associated with Maryland addresses. This is an enforcement and revenue issue, but it is driven by registration compliance and interstate holds/data sharing - not by whether compliant Maryland drivers display a front plate. Virginia generally requires two plates, and the abuse problem exists anyway. The right fix is targeted enforcement and improved interstate coordination, not a universal front-plate mandate on Maryland motorists who are already compliant. A one-plate Maryland standard would make two-plate Virginia vehicles more visually conspicuous as potential non-resident registration abuse when driven daily by Maryland residents, improving enforcement.

**3) Practical compliance benefits without reducing accountability.** Many modern vehicles are not designed for front-plate mounts. Mandating brackets can cause bumper damage and conflicts with sensors, while adding avoidable compliance friction for ordinary drivers. A single-plate policy removes that burden while preserving accountability through the rear plate.

**Implementation note.** If the Committee has any remaining concerns about camera capture in specific corridors, those concerns can be addressed operationally (rear-plate camera placement/standards and plate-visibility compliance), rather than requiring every vehicle to carry a second plate.

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

Respectfully submitted,

**Ryan Jared Mete**

515 Dueling Way, Berlin, MD 21811

ryanmete@gmail.com | 443.629.6209

**HB0567\_Testimony\_Cost\_Savings\_OH\_AK.pdf**

Uploaded by: Ryan Mete

Position: FAV

# 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,

**Ryan Jared Mete**

515 Dueling Way, Berlin, MD 21811

ryanmete@gmail.com | 443.629.6209

### **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](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).

# **MSP Position on HB0567.pdf**

Uploaded by: Breanna Mowbray

Position: UNF



**State of Maryland**  
**Department of State Police**  
Government Affairs Section  
Annapolis Office (410) 260-6100

**POSITION ON PROPOSED LEGISLATION**

**DATE:** February 19, 2026

**BILL NUMBER:** House Bill 567 **POSITION:** Oppose

**BILL TITLE:** Motor Vehicle Laws – Registration Plates - Single  
Registration Plate

**REVIEW AND ANALYSIS:**

This legislation reintroduces the single-plate policy from 2014, requiring the Motor Vehicle Administration (MVA) to issue one registration plate to all vehicles. It updates the law to include historic & street rod vehicles and reflect newer vehicle classifications. It also adds provisions on plate returns and enforcement, and directs savings to the Transportation Trust Fund.

Under current law, the Motor Vehicle Administration is required to issue two registration plates, and the vehicle must display both unless it is in one of three vehicle classes: Class D (motorcycle), Class F (tractor), or Class G (trailer).

From a public safety perspective, the additional front plate is a pivotal component for investigators, enabling officers and civilian witnesses across the state to easily identify and report vehicles suspected of involvement in criminal activities, missing-person cases, hit-and-run collisions, or other motor vehicle-related investigations. The fact that Maryland Law requires front and rear plates provides officers and civilian witnesses with a few additional seconds to view the plate as the vehicle approaches, as well as another angle from the rear of the vehicle as it pulls away. This time period, with a view of the front plate, is a key law enforcement tool, as vehicles may be traveling at high speeds on controlled-access highways, and the window of opportunity to view the plate from the rear is minimal. This could be a key component of an investigation that leads to the successful apprehension of a criminal or to the location of a missing or endangered person, as broadcast during an Amber, Silver, or Blue Alert.

Maryland Law Enforcement also utilizes the License Plate Readers (LPR) Program, which includes units at fixed locations and in mobile deployments. The removal of the front license plate requirement will reduce the number of Maryland-registered vehicles that need to be scanned. This could lead to Maryland Law Enforcement missing a suspect or a victim's vehicle in a key investigation. LPR Program statistics indicate that 30-40% of all tags scanned in mobile applications are on front registration plates.

For these reasons, the Maryland State Police urges the Committee to give House Bill 567 an unfavorable report.

# **HB0567 - LOO - MDTA - Motor Vehicle Laws - Registr**

Uploaded by: Patricia Westervelt

Position: UNF

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February 19, 2026

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

***RE: Letter of Opposition – House Bill 567 – Motor Vehicle Laws – Registration Plates – Single Registration Plate***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes House Bill 567 and offers the following information for the Committee's consideration.

HB 567 requires the Motor Vehicle Administration (MVA) to issue a single vehicle registration plate to all classes of vehicles.

Removing the requirement of displaying the front license plate would severely hamper the Maryland Transportation Authority's (MDTA) ability to identify the vehicle's registered owner, especially when the rear license plate is inadvertently or deliberately obstructed (e.g., bike racks). During calendar year 2024, there were approximately 15 million transactions for involving 2-axle vehicles titled in Maryland. For these transactions, the rear (default) license plate was used to identify and invoice the registered owner approximately 57% of the time while the front license plate was used to identify and invoice the registered owner approximately 43% of the time. If the front license plate was not present, the MDTA would have lost the ability to invoice for 6.6 million transactions, which equates to approximately \$35 million in lost toll revenue associated with 2-axle vehicles.

There are also numerous public safety benefits of having both a front and rear vehicle registration plate. Having both a front and rear vehicle registration plate increases the success rates of plate identification by law enforcement officers and electronic readers such as License Plate Readers (LPR). In a similar situation to tolling, plate covers, bicycle carriers, luggage carriers, trailers, and other items that can obstruct rear plates can prevent a law enforcement officer or an LPR from reading the rear plate. The lack of a secondary front plate would impede law enforcement's efforts to apprehend criminals as well as missing or endangered individuals. Additionally, two plates help law enforcement and the public locate vehicles involved in AMBER and SILVER alerts, where time is of the essence.

The Honorable Marc Korman  
Page Two

While removing the front vehicle registration plate requirement would save the MVA approximately \$2.5 million annually, the combined toll revenue impacts and public safety concerns offset the reduction in expenditures. The Maryland Department of Transportation and the Maryland Transportation Authority respectfully request that the Committee consider this information and issue House Bill 567 an unfavorable report.

Respectfully submitted,

Bradley Ryon  
Manager, Government Affairs  
Maryland Transportation Authority  
410-387-5253

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

# **MCPA-MSA HB 567 Registration Plates OPPOSE.pdf**

Uploaded by: Samira Jackson

Position: UNF



# Maryland Chiefs of Police Association

## Maryland Sheriffs' Association



### MEMORANDUM

TO: The Honorable Marc Korman, Chair  
and Members of the House 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 19, 2026

RE: **HB 567 - Motor Vehicle Laws - Registration Plates - Single Registration Plate**

POSITION: **OPPOSE**

The Maryland Chiefs of Police Association (MCPA) and the Maryland Sheriffs' Association (MSA) **OPPOSE HB 567**. This bill would institute a one-registration plate requirement, repealing the requirement to display both a front and rear registration plate for most vehicle classes. The registration plate must be attached on the front of tractors and on the rear of all other vehicles.

The availability of two plates on vehicles in Maryland has been of great assistance to law enforcement in carrying out their responsibilities. Increasingly, law enforcement is relying on technology to assist us in identifying vehicles that are stolen, have expired tags, or could have been involved in a criminal act. These machines can be used when an officer passes a moving vehicle from either direction. That would not be possible with a single registration plate.

Further, the Maryland Transportation Authority (MDTA) has confirmed through a December 2025 feasibility report that maintaining two license plates is critical not only for law enforcement purposes, but also for the State's ability to effectively identify vehicles through automated systems. MDTA explained that its all-electronic tolling operations rely on capturing images of both the front and rear plates because rear plates are frequently missing, obscured, altered, or blocked by lawful obstructions such as bike racks. In calendar year 2024 alone, MDTA used the front plate to successfully identify and invoice vehicle owners approximately 43% of the time, and reported that eliminating the front plate would have resulted in an estimated loss of approximately \$35 million in toll revenue for 2-axle vehicles. MDTA further warned that removing the option of a front plate would worsen deliberate plate obstruction practices and severely hamper enforcement and accountability efforts. These findings reinforce that a two-plate system remains an essential public safety and compliance tool across Maryland.

A 2-plate registration system also makes it easier to scan parked vehicles. If only one plate is required, vehicle operators could park a car with one plate not visible, making it extremely difficult for an officer to electronically scan the plate. An officer would be required to stop his or her vehicle, exit the car and physically walk behind each automobile to check it. Such a requirement is inefficient, costly, and in some instances could be a safety issue for the officer.

532 Baltimore Boulevard, Suite 308  
Westminster, Maryland 21157  
667-314-3216 / 667-314-3236

In closing, two registration plates are a valuable and important tool for Maryland's law enforcement community. For these reasons, MCPA and MSA **OPPOSE HB 567** and urge an **UNFAVORABLE** committee report.

**HB 567\_Myers\_UNF.pdf**

Uploaded by: Thomas Myers

Position: UNF

**HB 567 – Motor Vehicle Laws – Registration Laws – Registration Plates –  
Single Registration Plate  
Environment and Transportation Committee  
February 19, 2026**

**UNFAVORABLE**

Dear Chair Korman, Vice-Chair Guyton, and Members of the Committee,

I wish to testify in opposition to HB 567. I'm a member of AFSCME Local 1772, and work as an MCE Production Officer in the Hagerstown Shop. I also serve as the Public Sector Organized Labor Representative on the MCE Management Council.

HB 567 reduces the requirement for the Maryland Vehicle Administration to issue a single registration plate for all classes of vehicles. MCE has a tag shop at our Jessup facility, and this will cut our production in half. I do not believe this should be the leading consideration for this committee when deciding on this bill, the very valid public safety concerns about road safety and having fewer identifying markers on the vehicle should be. I want to tell you the perspective of losing this critical programming for our shop without replacement.

MCE serves as an important structured, work environment for over 1,000 incarcerated individuals in our state prison system annually. MCE provides an opportunity for our incarcerated individuals to receive skills training and to add to their success as returning citizens. Recently, a registered apprenticeship program was approved for the meat-cutting program at one of our shops in Hagerstown. I have seen first-hand the reward our folks feel when they contribute, learn a new skill, and earn money working for MCE. Our incarcerated individuals report that going to work at MCE gives them purpose to get out of bed every morning and stay focused on their goals.

We have nearly 60 incarcerated individuals working in our Tag Licensing Plant in Jessup. HB 567 would cut plate production in Jessup by 50%. I am concerned that making such a substantial reduction, without a replacement, we are setting up our incarcerated to have more idle time. Idle time in a maximum-security prison just leads to less safe conditions for other incarcerated individuals and officers.

For these reasons, I ask for an unfavorable report on HB 567.

# **HB 567\_ Motor Vehicle Laws - Registration Plates**

Uploaded by: Trudy Tibbals

Position: UNF

**HB 567:** Motor Vehicle Laws - Registration Plates - Single Registration Plate: Please vote to **OPPOSE** this bill.

Dear Environment and Transportation Committee:

I am writing to respectfully **oppose HB 567**, concerning *Motor Vehicle Laws – Registration Plates – Single Registration Plate*.

Requiring only a single license plate on vehicles would make it significantly more difficult to identify vehicles involved in traffic violations, criminal activity, or hit-and-run incidents. Two plates—front and rear—provide law enforcement officers, traffic cameras, toll systems, and witnesses with additional opportunities to accurately identify a vehicle from multiple angles. Reducing that visibility weakens an important public safety tool.

Front license plates are especially valuable in situations where a vehicle is approaching an officer, captured by forward-facing cameras, or observed by pedestrians and other drivers. Eliminating the front plate limits identification to only one perspective, increasing the likelihood that vehicles may go unidentified or that investigative efforts become more complicated and time-consuming.

While there may be arguments about cost savings or aesthetics, **public safety and accountability should remain the priority**. The modest administrative convenience of issuing a single plate does not outweigh the potential risks associated with making vehicle identification more difficult.

**Maintaining a two-plate system supports law enforcement effectiveness, traffic safety enforcement, and overall community protection.**

For these reasons, I respectfully urge you to **oppose HB 567**.

Thank you for your time and thoughtful consideration.

Respectfully,  
Trudy Tibbals