

# Registration.pdf

Uploaded by: Travis Lerol

Position: FAV

To whom it may concern,

The historical increase of registration fees in general has been concerningly rapid, and has contributed to the high cost of living that Maryland presently experiences. While these are only one example of such factors, and lowering fees here will have a modest impact on COL, it is a fine first step, and I welcome not only this law, but further laws moving in this direction.

Thank you,  
Travis Lerol

# **SB 896\_ Vehicle Laws - Registration Fees - Altera**

Uploaded by: Trudy Tibbals

Position: FAV

**SB 896:** Vehicle Laws - Registration Fees - Alterations: Please vote to **SUPPORT** this bill.

Dear Judicial Proceedings Committee:

I am writing to strongly urge you to **SUPPORT SB 896**.

SB 896 would reduce the annual registration fees for passenger class vehicles and certain light trucks, lowering the financial burden on Maryland families and individuals who rely on their vehicles for daily commuting, work, errands, and family needs. **With inflation continuing to drive up the cost of living—particularly fuel, insurance, repairs, and other vehicle-related expenses—this targeted fee reduction provides meaningful, immediate relief without compromising road maintenance funding or public safety.**

**Maryland drivers already pay some of the highest registration fees in the nation, and many residents in suburban and rural areas depend heavily on personal vehicles due to limited public transit options. Lowering these fees would ease household budgets, support working families, and recognize the essential role reliable transportation plays in our economy and quality of life.**

This commonsense adjustment demonstrates fiscal responsibility by returning some money to taxpayers while preserving the Motor Vehicle Administration's ability to fund critical infrastructure. It is a practical step toward making Maryland more affordable for everyday residents.

For these reasons, I respectfully ask you to **vote in favor of SB 896** and help reduce vehicle registration fees for Maryland drivers.

Thank you for your time and thoughtful consideration of this important cost-of-living and transportation affordability legislation.

Sincerely,

Trudy Tibbals

**Written testimony SB0896.pdf**

Uploaded by: Michael Lechlitner

Position: FWA

Written testimony “Favorable with amendment” for SB0896

Michael Lechlitner and the Maryland Collectible Auto Association

941 Druid Hill Ave.

Pasadena, MD 21122

[Melech1@verizon.net](mailto:Melech1@verizon.net)

I provide written testimony in support of SB0896 which if passed, would return Historic (Class L) and Street Rod (Class N) registration fees to the amount previously charged by the State of Maryland in 2024.

The amendment requested is that the text in SB0896 follows current State eligibility rules for Historic Vehicles being manufactured no later than 1999. As there are several bills in both the House and Senate for this session that corrects this mistaken historical cut off, I recommend an amendment to SB0896 to state “Historic, as designated by the State, effective on 1 July, 2026. This will then include the potential legislative changes now underway.

Historic and Street Rods are by law not daily drivers. A reduced price for registration reflects their only occasional use. The increase in fees resulting from purely revenue generating measures last legislative session, effectively doubled the cost for these hobbyists.

These hobbyists provide revenue to the State through tourism and Car Shows. The latter are often for charitable causes resulting in millions of dollars of donations. Maryland’s Historic and Street Rod hobbyists should not have to pay double the previous tag fees.

This support with “Favorable with amendment” is also endorsed by the Maryland Collectible Auto Association and the Antique Auto Clubs of America.

Thank you for submitting this bill.

Written testimony submitted 2 March, 2026.

# **SB0896 - LOC - TSO - Vehicle Laws - Registration F**

Uploaded by: Patricia Westervelt

Position: INFO

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March 4, 2026

The Honorable Guy Guzzone  
Chair, Budget and Taxation Committee  
3 West Miller Senate Office Building  
11 Bladen Street  
Annapolis MD 21401

***RE: Letter of Concern – Senate Bill 896 – Vehicle Laws – Registration Fees – Alterations***

Dear Chair Guzzone and Committee members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 896 but offers the following concerns for the Committee’s consideration.

During the 2024 and 2025 legislative sessions, the Maryland General Assembly took action to stabilize the Transportation Trust Fund, recognizing the critical role that transportation plays in the lives of Maryland citizens every day. Among other things, Chapter 717 of 2024 implemented a multi-phase increase for vehicle registration fees. Chapter 604 of 2025 accelerated the timing of the increases. Prior to these changes, vehicle registration fees had not changed since 2004.

SB 896 would decrease vehicle registration fees for all classes of vehicles back to 2004 levels, resulting in a significant decrease of funding to the Transportation Trust Fund (TTF). The revenue reduction is approximately \$255 million per year, which would reduce funding available to support statewide transportation services and projects by at least \$1.3 billion over MDOT’s six-year capital programming period. The TTF supports State highways and bridges, multiple transit systems (MTA, MARC, Mobility, WMATA), the Port of Baltimore, BWI Marshall Airport, local transportation grants, and MVA operations.

Funds in the TTF are often used at State matches for federal transportation funding. MDOT can utilize available federal funding to fund as much as \$5 million worth of projects for each \$1 million of State funds invested in projects. To the extent that the loss of revenue associated with SB 896 results in insufficient funding for MDOT to match all federal grants, available federal funds would be left on the table and the amount of reduced services and deferred projects associated with this bill would increase.

Funds in the TTF are also used to pay debt service on MDOT’s outstanding bonds. The revenue loss from SB 896 would reduce MDOT’s bond coverage below minimum levels, requiring MDOT to implement significant reductions to ensure that it continues to meet its obligations to

The Honorable Guy Guzzone  
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bond holders. Even with corrective action, credit rating agencies may take an adverse credit action, like a credit rating downgrade, against MDOT.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating Senate Bill 896.

Respectfully submitted,

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