
March 4, 2026

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

***RE: Letter of Information – Senate Bill 789 – Vehicle Laws – Automotive Repair Facilities
– Advanced Driver Assistance Systems***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 789 but offers the following information for the Committee’s consideration.

SB 789 would require the Maryland Motor Vehicle Administration (MVA) to license and regulate automotive repair facilities in Maryland that perform any action which would impact advanced driver assistance systems (ADAS). The MVA would further have to license any technicians employed by repair facilities that perform the work affecting any ADAS on vehicles. The MVA anticipates that this bill will have a significant impact on the auto repair industry, auto dealers, consumer advocates, insurance companies, and State agencies.

The MVA is keenly aware of the safety benefits of increasing ADAS in vehicles, and the importance of making certain that all safety components of the vehicle operate properly in concert. For example, a misaligned bumper could prevent a vehicle’s Automatic Emergency Braking systems from properly stopping a vehicle.

In 2023, the legislature enacted certain standards for auto glass repair for vehicles with ADAS. The MVA established extensive regulations that set standards for the types of glass, types of bonding, installation process standards, parts utilized, continuing education, and more (COMAR 11.13.12.00 - .09) following the legislation being signed into law. These regulations are currently enforced through the filings of consumer complaints with the Office of the Attorney General Consumer Protection Division and through civil litigation.

SB 789 would require these glass shops and their repair technicians to obtain a formal license from the MVA. The bill would further require all repair shops and technicians doing any repair that could affect ADAS equipment to receive the same license. The MVA anticipates that this would include most repair shops and franchise dealerships in the State. Many of these locations are already separately licensed by the Maryland State Police Automotive Safety Enforcement Division in order to provide Maryland Safety Inspections, potentially subjecting these facilities to dual authorities.

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The MVA recognizes that ensuring proper calibration of ADAS is an increasingly important safety consideration. How to properly fit this into the existing State regulatory scheme is an important topic of discussion that deserves proper consideration and study. The MVA would welcome working on this issue over the interim to bring all stakeholders together to examine the topic that covers such a significant scope of impact. Stakeholders include automotive repair facilities, dealerships, insurance companies, consumer advocates, vehicle manufacturers, and the Maryland State Police. The MVA has communicated this with the bill sponsor and will continue to communicate with their office on this important issue.

The Maryland Department of Transportation respectfully requests the committee consider this information during its deliberation of Senate Bill 789.

Respectfully submitted,

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