



Federal News

- **TARIFFS!** We have a lot to say but not enough space in this newsletter to say it. [Click here for an in-depth analysis.](#)
- [H.R. 1608](#), or the “Department of Homeland Security Vehicular Terrorism Prevention and Mitigation Act,” would require the Department of Homeland Security to report on emerging threats and countermeasures related to vehicular terrorism. They must examine how malicious actors could use ADAS, AVs, and ride-sharing platforms to conduct sophisticated vehicle-based attacks and provide recommendations for preventing those attacks.
- [H.R. 1869](#), the “Protecting American Industry and Labor from International Trade Crimes Act,” would create resources for the Department of Justice to investigate and prosecute trade crimes. It passed the House unanimously last year, but the Senate didn’t act on it.

State News

- **Arizona** [HB 2104](#) passed out of a State Senate committee on a 6-0 vote. Arizona has a program which offers vehicle owners up to \$900 towards the cost of emissions related vehicle repairs after a failed emissions test. This bill would require vehicle owners to apply for the program within 60 days of failing the emissions inspection and conduct the repair within 60 days from the date they are accepted into the program.
- **California** [SB 511](#) would make it a crime to modify a vehicle with before-market or aftermarket additions of software to give the vehicle the functionality of an autonomous vehicle. [Click here to read about other relevant activity happening in the California Legislature](#)
- **Florida** [SB 92/ HB 807](#) passed out of committee on a 12-0 vote. It would require repairers to request a police report after preparing an estimate before starting the repair. Repairers would need to submit their own report to police if the customer doesn’t provide a police report.
- **Hawaii** [SB 327](#) passed in an amended version in committee on a 6-0 vote. The new version could exclude many repair businesses from benefiting from the \$20/hour state reimbursement for training and supervising apprentices by requiring private sector employers to only offer on-the-job training on government projects. The first version also allowed anyone with only a high school diploma to participate. The new version would limit that group’s eligibility to those who received their high school diploma within a year from the day they apply for the apprenticeship. [Click here to read about other relevant activity happening in the Hawaii Legislature](#)
- **Maine** [HP 657](#) would require vehicles safety inspections every other year. Current law requires it annually.
- **Maryland** [SB 984](#) would limit insurers’ access to telematics. It passed 47-0 in the State Senate.
- **Massachusetts** [SB 797](#) would set a \$55/hour minimum labor rate for auto body repairs. It would also create an auto body labor rate advisory board, on which three auto repairers would sit, tasked with creating and implementing an annual survey on body shop labor rates and recommending a fair labor rate based on the findings in the survey. Lastly, SB 984 would task the State Insurance Commissioner with setting a minimum labor rate within 30 days of receiving the advisory board’s report. [Click here to read about other relevant activity happening in the Massachusetts Legislature](#)
- **Michigan** [SB 25](#) passed 37-0 in the state senate. Currently, repair shops with multiple facilities must register the facilities separately, even if they are near each other. Among other changes, SB 25 would allow repair shops to register an auxiliary facility under the same registration as the main one, as long as certain conditions are met. [Click here to read about other relevant activity happening in the Michigan Legislature](#)
- **Minnesota** [SF 2209/HF 1322](#) would require insurers to pay all costs to return a motor vehicle to pre-loss condition, with limited exceptions.
- **Missouri** [HB 799](#) passed the full house 110-33. Currently, vehicles with less than 150,000 miles and less than 10 years old are exempt from the safety inspections. HB 799 would change the exemption to those with less than 150,000 miles and model year 2012 or newer.



- **Nevada** [SB 230](#) would make emissions inspections required every-two-years instead of an annually.
- **New Hampshire** [SB 157](#) would make a new rental vehicle's initial inspection valid for two years. Currently, it's only valid for one year. It passed out of committee on a 5-0 vote.
- **New York** [S. 3008](#) would increase assault protections for vehicle inspectors. A person convicted of assaulting a vehicle inspector would face 2-7 years in jail.
- **North Carolina** [S. 526](#) would limit the situations in which it's legal to use a wireless communication device while driving. The bill clarifies that nothing in the bill would prohibit the use, while operating a motor vehicle, of manufacturer-installed or aftermarket equipment that is integrated into the vehicle.
- **Oklahoma** [SB 641](#) passed in the state senate 32-7. In its original form that passed after debate in committee, SB 641 would have made it legal for insurers to incentivize using certain repair shops. Without any debate, it was amended and essentially replaced with a brand-new bill on the senate floor. This new version would cap storage fees for total loss vehicles at \$39/day for the first 10 days and \$75/day after 10 days. It would cap EV storage at \$78/day for the first 10 days and \$156/day afterwards. It would also cap billable administrative labor at four hours.
- **Pennsylvania** [SB 185](#) would allow the use of certain aftermarket brake light strips on vehicles driven on Pennsylvania roadways if they are synchronized with the stop lamps of the vehicle's rear lighting systems and meet other conditions. It passed out of committee on a 14-0 vote.
- **Rhode Island** [H. 6053/S. 902](#) would ban insurers from forcing policyholders to accept a total loss settlement if the cost to rebuild the vehicle to pre-accident condition is less than 85% of its pre-accident value. Currently, that threshold is 75%. It would also require an insurer to cover procedures recommended by the OEM or AllData, RepairLogic, or CCC Repair Methods. [Click here to read about other relevant activity happening in the Rhode Island Legislature](#)
- **Texas** [HB 4570/ SB 458](#) would require the insurance commissioner to create rules requiring that personal auto insurance policies contain an appraisal clause that grants the policyholder a right to an appraisal within a certain period of time. [Click here to read about other relevant activity happening in the Texas Legislature](#)
- **Utah** [HB 522](#) failed to pass. It would have required non-OEM parts to be "substantially equivalent in quality and function to OEM aftermarket crash parts" if the non-OEM part is requested by the insurer. [Click here to read about other relevant activity happening in the Utah Legislature](#)
- **Vermont** [S. 123](#) would make certain degrees of vehicle glass tinting cause for failing a safety inspection. It would also require a study that would provide recommendations for potential changes to the inspection so vehicles whose OBD malfunction indicator light is illuminated can pass inspection if the issue activating the indicator light does not affect vehicle safety. It passed in the senate and now awaits action in the house.
- **Washington** [SB 5331](#) would give the state's insurance commissioner the authority to order an insurer pay restitution to a policyholder it has harmed. Currently, the commissioner can fine an insurer violating insurance code. The amended version of the bill excludes auto repairers from eligibility for restitution. The bill would also allow the commissioner to fine the insurer on a per-violation basis, as opposed to a single fine for repeated violations. SB 5331 passed the full State Senate by a vote of 30-19.
- **West Virginia** [SB 868](#) would eliminate the safety inspection requirement for non-commercial motor vehicles, trailers, semitrailers, or pole trailers.
- **Wisconsin** [AB 135/SB 129](#) would require OEMs to make all vehicle data, including non-repair data, available to a vehicle owner available the vehicle's owner at no cost through a standardized access platform.

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