



## Federal News

- Committees in the U.S. House of Representatives advanced tax and federal budget legislation that could provide significant benefits to independent auto repair shops. [Click here to read ASA's press release for more details.](#)
- U.S. Congressman John Carter (R-TX) and U.S. Senator John Cornyn (R-TX) introduced legislation, [H.R. 2360/S. 1284](#), which would make permanent the ability of states to waive the engine compartment portion of the pre-trip vehicle inspection skills test for CDL applicants seeking authorization to drive school buses. The Federal Motor Carrier Safety Administration [approved](#) the exemption in December 2024, but it expires in November 2026.

## State News

- **Arizona** [HB 2104](#) was signed into law by Governor Hobbs (D) and will go into effect on January 1, 2026. 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.
- **Arkansas** [SB 606/ HB 1982](#) would modify auto repairers' administrative obligations concerning used tires. It would create a uniform system for repairers to maintain records related to collecting, transporting, distributing, recycling or disposing of recyclable tires, waste tires, and used tires culled for resale. Repairers would no longer be required to electronically report these records to the state as long as the repairer holds onto those records. It passed 91-3 in the state house. However, the state senate failed to act on it before the required deadline.
- **California** [SB 712](#) would fully exempt collector vehicles, that are at least 35 years old, from the state's vehicle emissions inspection program. Under current law, these vehicles are exempt from the visual and functional inspection of emission controls, but they must still pass a functional inspection of the fuel cap, a visual inspection for liquid fuel leaks, and a tailpipe emissions test to ensure compliance with the exhaust emission standards for that vehicle's class and model year. It has advanced unanimously in the senate appropriations committee and 12-2 in the transportation committee.
- **Florida** [HB 681](#) would instruct the Florida Department of Education to create rules for minimum standards and policies governing partnerships between local education agencies and registered apprenticeships and pre-apprenticeship providers. It passed 117-0 in the state house and 37-0 in the state senate.
- **Louisiana** [SB 160](#) would allow public schools to contract with a transportation network company (Uber, Lyft, etc.) to transport students to and from school, under certain conditions. One condition is that transportation network company vehicles used for this purpose are "inspected annually by a mechanic." The driver must conduct a daily pre-trip inspection before providing a ride, list any defects or deficiencies that would affect the vehicle's operational safety, and repair any defects or deficiencies found during the daily or annual inspection. It passed 37-0 in the state senate.
- **Louisiana** [HB 232](#) would eliminate the state's vehicle safety inspection program for vehicles other than those used for commercial purposes and those that transport students.
- **Maine** [HP 959](#) would require an independent auto repairer to cover costs associated with correcting improper repairs that it performed on a motor vehicles covered by a manufacturer's warranties.
- **Maine** [HP 960](#) would establish a registration process and mandatory standards for "OEM repair facilities", which are independent motor vehicle repair facilities authorized to perform repairs in compliance with OEM standards. Affected standards would include certifications, equipment and infrastructure, and training and continuing education.
- **Maryland** [SB 984](#) would limit insurers' access to telematics. It passed 47-0 in the State Senate. It faces uncertain prospects in the state house after the Economic Matter Committee acted not to advance it.
- **Missouri** [HB 969](#) would significantly reduce the number of vehicles required to undergo safety inspections by exempting those with less than 150,000 miles and model year 2012 or newer. Additionally, the bill would exempt vehicles from the pre-sale inspection if it has less than 30,000 miles and is sold by a private seller or a dealer who sold at



least 200 vehicles in the previous year. HB 969 would also allow new and used car dealerships to provide pre-sale inspections under certain circumstances. It passed 129-11 in the state house.

- **New Hampshire's** Insurance Department released [a bulletin](#) clarifying that insurers must still provide in-person claims inspections on vehicles when requested by the covered party. Photos and videos do not qualify for such purposes.
- **New York** [A. 7405/S. 2078](#) would allow licensing entities to suspend business licenses for businesses charged with or convicted of wage theft.
- **New York** [S. 4879/A. 6943](#) passed out of committee unanimously. It would require that automotive glass repairers calibrate or recalibrate a vehicle's ADAS system according to OEM specifications. Automotive glass repairers would also become responsible for informing customers whether an ADAS calibration is required and if the repairer is capable of performing the calibration to OEM specifications. The bill was later amended to ban repairers from requiring a customer sign an assignment of benefits agreement as a condition to repairing the vehicle.
- **North Dakota** [SB 2374](#) was signed into law by Governor Armstrong (R). It will allow insurers to limit the repairers a car owner could choose in exchange for a lower premium.
- **Ohio** [HB 199](#) would apply the laws on insurer responsibilities regarding total loss and salvage motorcycles to all-terrain vehicles, snowmobiles, utility vehicles, and mini-trucks. In Ohio, an insurer may declare a vehicle a total loss if they deem it "economically impractical" to repair it. However, such vehicles automatically receive a salvage title.
- **Oklahoma** [SB 641](#) 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 \$125/day for the first 10 days and \$200/day afterwards, and the EV must be stored according to OEM specifications. It would also cap billable administrative labor at four hours. Vehicles stored indoors would be exempt from the daily storage fee cap. The Oklahoma Insurance Department could increase the caps and would need to make annual adjustments to the caps based on the consumer-price index. It passed 58-32 in the house and 33-13 in the senate. It now awaits action from the Governor.
- **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 in the state senate 48-1 and now awaits action in the state house.
- **Pennsylvania** [HB 1142](#) would require that tinted windows be tested as part of the vehicle safety inspection to ensure the tint doesn't exceed legal limits. The bill would also make it illegal for a person providing window tinting services to not inform the customer if an alteration or modification will cause the motor vehicle to violate window tinting laws.
- **Texas** [HB 4570/ SB 458](#) passed 29-0 in the State Senate and 143-0 in the State House. It 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.
- **Texas** [HB 722](#) passed 127-10 in the state house. It was amended from its original version, which required insurers to provide policyholders a written explanation of any procedures, formulas, calculations, or other methods used by its appraisers to determine the amount of loss. The amended version would only require insurers to provide a "written explanation of any materials" used to determine the amount of loss, and the ability for a consumer to exercise this right would be limited to total loss determinations.
- **Washington** [SB 5721](#) would require all auto insurance policies to include a right to appraisal clause. It passed 96-1 in the state house and 46-2 in the state senate. It now awaits final approval from the governor.

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