



Federal News

- The United States House of Representatives passed H.R. 1, also known as the “One Big Beautiful Bill Act,” by a razor-thin 215-214 margin. ASA supports this legislation primarily because its tax provisions would benefit the vast majority of independent automotive repair businesses, of whom most are small businesses. [Click here for a summary of relevant provisions.](#)
- President Trump signed [a bill](#) overturning California’s EV mandate. [Click here for more details.](#)

State News

- **California** [SB 712](#) advanced out of the state senate on a 32-3 vote. This bill 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.
- **Colorado** [HB 1118](#) failed to pass before the legislative session ended, despite it having passed out of committee on a 12-1 vote. It would have allowed repairers to install catalytic converters that comply with federal law but conflict with stricter state law if the previous catalytic converter was stolen or mechanically failed. Prior to repairing or replacing a converter, repairers would have had to inform the customer about state programs to replace ICE vehicles with zero-emission alternatives, such as the Vehicle Exchange Colorado program.
- **Connecticut** [HB 7162](#) passed in the state legislature and now awaits Governor Lamont’s (D) signature. If the governor signs it into law, the bill would, among other unrelated provisions, increase the maximum penalty auto repair businesses can be fined for violating dealer or repairer laws from \$1,000 to \$5,000.
- **Hawaii** [SB 1216](#) was signed into law by Governor Green (D) after passing 48-2 in the state house and 21-4 in the state senate. Under this new law, an auto repairer cannot repair or install a muffler, including but not limited to a cut-out, bypass, or similar device, that will noticeably increase the noise emitted by a motor vehicle above factory condition. Vehicle safety inspection stations must check that such devices are not installed on inspected vehicles and cannot issue certificate of inspections to vehicles found to be in violation of the noise rules. An inspection station’s license can be revoked if the station violates these rules at least three times within an 18-month period.
- **Louisiana** [SB 160](#) was signed into law by Governor Landry (R) after passing the state house with 93-1 vote and the state senate on a 35-0 vote. Now, public schools can contract with transportation network companies (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. Any defects or deficiencies found during the daily or annual inspection must be repaired before providing service.
- **Maine** [HP 960](#) was not advanced by the legislature. If passed, the bill would have established a registration process and mandatory standards for “OEM repair facilities”, which the bill defined as independent motor vehicle repair facilities authorized to perform repairs in compliance with OEM standards. Affected standards would have included certifications, equipment and infrastructure, and training and continuing education.
- **New Hampshire** [HB 649](#) did not advance in the state senate after it passed in the state house 212-143. This bill would have eliminated the requirement for physical safety inspections and on-board diagnostic tests for passenger vehicles.
- **New Jersey** [S. 4534](#) would require that auto insurance policies include a right-to-appraisal clause. It was introduced by State Senator Paul Moriarty (D).



- **New York** [S. 4879/A. 6943](#) passed the state assembly on a 140-0 vote and now awaits attention in the senate. 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 also amended to ban repairers from requiring a customer sign an assignment of benefits agreement as a condition to repairing the vehicle.
- **New York** [S. 516/A. 1385](#) advanced out of the Transportation Committee. This bill would require auto repairers to disclose on a customer's invoice if certain parts are under warranty. It would also require repairers to provide estimates for all work. Under current law, repairers must only provide an estimate if requested by the consumer. Current law also forbids repairers for charging for work done or parts supplied that were not included in the estimate. S. 516 would instead forbid charging for work or parts if the consumer didn't consent to such work or parts. A first violation would incur a \$500 fine; a second violation would incur a \$1,000 fine, and all subsequent violations would incur a \$1,500 fine.
- **Oklahoma** [SB 641](#) became law without Governor Stitt's (R) signature, which signals his dissatisfaction with the legislation, but unwillingness to fight the legislature on this bill. Starting on November 1, 2025, Oklahoma law will cap storage fees for total loss vehicles at \$39/day for the first 10 days and \$75/day after 10 days. EV storage will be capped at \$125/day for the first 10 days and \$200/day afterwards, and the EV must be stored according to OEM specifications. Billable administrative labor will also be capped at four hours. Vehicles stored indoors will be exempt from the daily storage fee cap. The Oklahoma Insurance Department will be allowed to increase the caps and will 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. ASA opposed this legislation.
- **Rhode Island** [S. 902](#) was not advanced out of its state legislative committee. This bill would require insurers to compensate repairers for procedures recommended by the OEM or programs such as Alldata, RepairLogic, or CCC Repair Methods. Additionally, S. 902 would make it an unfair claims practice for an insurer to designate a vehicle a total loss if the cost to repair it is less than 85 percent of its pre-collision value. Currently, that threshold is set at 75 percent. Most states' total loss or salvage threshold rules require that vehicles be designated a total loss or salvage if the repair costs exceed a certain threshold, but insurers can still declare a vehicle a total loss even if the repair costs don't exceed the threshold. Rhode Island is the only state that allows consumers to reject total loss settlements if a threshold isn't met.
- **Texas** [HB 5033](#) passed out of the legislature and now awaits Governor Abbott's (R) potential signature. If signed, the bill would allow the state to end its vehicle emissions program if given authority to do so by the federal government. It passed 106-23 in the state house and 21-10 in the state senate.
- **Texas** [HB 4570/ SB 458](#) passed 30-0 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. It now awaits Governor Abbott's signature or veto.
- **Vermont** [S. 123](#) passed unanimously in the state legislature and now awaits Governor Scott's (R) signature. If signed by the Governor, this bill will instruct the DMV to publish a report on topics that include making the safety inspection more affordable. One proposal that the DMV must examine is requiring the inspection every two years instead of annually. Originally, this bill would have also made certain vehicle glass tinting a cause for a safety inspection failure. This provision was excluded in the final version.

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