



Federal News

- **ASA calls on auto repairers to contact their members of Congress** and ask them to **support the PART Act**, which only takes 30 seconds to do through ASA's grassroots advocacy tool. [H.R. 5221/S. 2238](#), also known as the Preventing Auto Recycling Theft (PART) Act, would make it harder to get away with stealing catalytic converters by requiring that all new vehicles have their VIN stamped on their converters. It would also create a grant program that pays auto repair and services centers – and other qualified entities – to stamp VINs on the converters of vehicles already on the road at no cost to the consumer. Click here to [email your members of Congress](#) and educate them on the need to combat catalytic converter theft through the PART Act. Click here to [learn more about the PART Act](#).
- **The U.S. House passed the Department of Homeland Security Vehicular Terrorism Prevention and Mitigation Act of 2025** (H.R. 1608) on a 400-15 vote. If signed into law, this bill would require the Department of Homeland Security (DHS) to produce a report on emerging threats and countermeasures related to vehicular terrorism. As part of the report, DHS must examine how advanced driving assistance systems (ADAS), autonomous vehicles, and ride-sharing platforms “could be leveraged by malicious actors to conduct sophisticated vehicle-based attacks,” and provide recommendations for preventing those attacks.

State News

- **California** Governor Gavin Newsom (D) signed [SB 774](#) into law after it passed 39-0 in the State Senate and 79-0 in the State Assembly. A bill passed in 2021 allowed the Bureau of Automotive Repair (BAR) to create an informal citation process and remedial training program for auto repairers to avoid a public record for a violation of BAR regulations. However, this rule was set to expire in July 2026. SB 774 pushes the expiration back to July 1, 2028. The bill also eliminates the state legislature's responsibility to demonstrate a compelling public need for BAR's existence and regulations.
- **California's** Bureau of Automotive Repair (BAR) is accepting public comments on [proposed changes to vehicle storage fee regulations](#). The proposed changes include:
 - Requiring repairers share with BAR their maximum daily storage fee for non-EVs
 - Banning repairers from changing their maximum daily storage fee more than once per registration cycle and requiring that they inform BAR about the change
 - Requiring repairers to display their storage fee rates in a place where customers can easily see it
 - Requiring that storage rates be based on the actual costs of storing vehicles
 - Requiring repairers to receive the customer's permission to charge for moving their vehicle to an off-site storage location
 - Requiring storage rates to be similar to what others charge within a certain radius
 - Creating a public website showing the average and median storage rates in a certain radius
 - Allowing customers at least three days to decide whether to authorize a teardown before storage fees can accrue
 - Banning storage fees from accruing while a vehicle is undergoing a teardown or receiving repair work

[Comments](#) are due by December 31, 2025 and can be emailed to Holly.Helsing@dca.ca.gov or Tessa.Miller@dca.ca.gov



- **Illinois** [SB 2708/](#)[HB 4160](#) would require auto insurers to include a right-to-appraisal clause in their policies.
- **Michigan** [SB 198](#) would, among other rule changes, prohibit a third party or manufacturer from accessing protected auto dealer data without prior consent, prohibit a third party or manufacturer from barring or limited an auto dealer's access to protected dealer data (including by charging a fee for access), require a dealer data vendor to adopt and make a standard framework for exchanging and retrieving such data, and creating a \$5,000 civil fine for each violation. The bill includes "service providers" within the definition of a "third party." The bill also includes "motor vehicle diagnostic data that is stored in a dealer data system and used to fulfill a dealer's obligation to provide warranty, repair, or service work to customers," within its definition of "protected dealer data."
- **Michigan** [HB 5234](#) would require dealers who acquire vehicles that are older than six model years to obtain a salvage title if the cost to repair the vehicle is between 75%-91% of the vehicle's actual cash value (ACV) or a scrap title if the cost to repair is more than 91% of ACV. Under current law, only vehicles 6 model years or younger require salvage or scrap titles based on those ACV thresholds, including those acquired by insurers as part of a total loss settlement. The new requirements for dealers under this bill would not apply to insurers.
- **New Hampshire** [HB 209](#) failed to pass in the House Transportation Committee on 0-16 votes. HB 209 would have exempted vehicles purchased in its model year or newer from the state's annual vehicle safety inspection requirement until the second year after the purchase.
- **Ohio** [HB 59](#) passed in the state house on a 87-0 vote after advancing out of committee on a 12-0 vote. Current law allows repair facilities to receive a certification that places the facility on the state's list of facilities certified and qualified to perform emissions related repairs. Only facilities that employ at least one repair technician who has completed required training, passed a required exam, and certified by the state can qualify as a certified facility. If the U.S. EPA determines that the state's vehicle emissions inspection and maintenance program is no longer needed for the state or areas within the state to comply with the federal Clean Air Act, HB 59, among other rule changes, would rescind rules related to the inspection program. These rules include those governing certification of inspectors, repair technicians, and repair waiver technicians under the program. This certification would no longer exist in this situation.
- **Virginia** [SB 12](#) was introduced ahead of the 2026 legislative session. Under current law, law enforcement officers are not allowed to stop vehicles due to an expired inspection sticker until the first day of the fourth month after the expiration date. Among other rule changes, this bill would allow officers to stop vehicles for expired inspection stickers as soon as the sticker has expired.
- **Wisconsin** [SB 659](#) would require the installation of vehicle speed limiting devices on vehicles operated by people convicted of reckless driving violations under certain circumstances. The bill would make it illegal for someone to remove, disconnect, or tamper with an installed speed limiter. However, someone approved by the state department of transportation could repair malfunctioning speed limiters.

Other useful links!

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