



Federal News

- Nine Democrats in the U.S. Senate [signed a letter to the National Highway Traffic Safety Administration \(NHTSA\)](#) imploring the agency to implement the vehicle safety provisions passed in the Infrastructure Investment and Jobs Act (IIJA) more quickly. For example, NHTSA indicated to the Senators in December 2023 that its mandated publication of annual recall completion rates would be available by early 2024, but it is still not available. That same 2023 letter also stated NHTSA would issue a final rule on vehicle headlamps performance standards by the end of 2024. Only a month remains for NHTSA to meet that timeline.
- President-Elect Donald Trump nominated former Republican Congressman Sean Duffy of Wisconsin to head the Department of Transportation (DOT). Duffy's track record on transportation issues is relatively limited, but he does have a history of criticizing EVs. Earlier this year, he argued that EV trucks are not suitable for rural driving.
- U.S. Congressman John Moolenaar (R-MI) – who chairs the House Select Committee on China – introduced the “[Restoring Trade Fairness Act](#),” which would suspend normal trade relations with China. Moolenaar [argues](#) that the bill would stop the Chinese government from “taking advantage of America” and “level the playing field for American workers and our allies.” Over five years, the bill would implement a minimum 35 percent tariff on all “non-strategic” goods and a 100 percent tariff on all “strategic” goods, among other provisions.
- A group of 44 members of congress have reignited a push to delay implementation of parts of the Corporate Transparency Act slated to go into effect on January 1, 2025. It will require many small businesses to adhere to complicated beneficial ownership information reporting requirements. The law is meant to help address enforcement blind spots with regards to illicit activities taken by shell corporations, but the language in the law would implicate businesses earning less than \$5 million in annual revenue with fewer than 20 employees. [In its letter to the Financial Crimes Enforcement Network](#), the elected officials express concern about potential exposure of beneficial owners' sensitive personal information and the overall lack of awareness among small businesses about the new reporting requirements, with which non-compliance could lead to severe legal penalties.

State News

- [Bans on the sale and distribution of compact fluorescent lamps](#) will start in California, Colorado, Hawaii, Minnesota, Oregon, and Rhode Island on January 1, 2025. The mercury contained in these lamps and the health and environmental concerns associated with mercury motivated these states to issue these bans. Bans on compact fluorescent lamps will begin in Illinois, Maine, and Washington state further in the future. Vermont is the only state that currently bans these items. These new rules could impact repairers whose paint spray booths use compact fluorescent lamps for lighting.



- [The Maine Right to Repair Working Group](#) was created to establish rules for the independent entity required under a law passed in Maine within the last year. This law, [LD 1677](#), requires access to all automobile's OBD systems be available through a standardized platform. The independent entity must "establish and administer" that access. The working group is expected to provide its recommendations to the Maine legislature on December 2, 2024. [Records from the working group's meetings](#) suggest that the independent entity's authority will be less expansive than what some had envisioned when LD 1677 passed.
- The Michigan State Senate passed senate bill (SB) 867 on a 38-0 vote. State Senator John Cherry (D) originally introduced SB 867 primarily to make it easier for auto repairers to operate auxiliary facilities. Under current law, repair shops that operate a secondary facility whose operations depends entirely on a nearby primary facility must register the two facilities separately. As a result, they must pay redundant registration fees, display redundant signage, and meet other unnecessary obligations. SB 867 would make it possible for repairers to register both facilities under a single registration number, helping to eliminate avoidable logistical headaches. However, [the passed SB 867 version](#) differs significantly from [the original version](#), such as by granting municipalities and local zoning bodies greater authority to interfere with facility registration proceedings, creating new administrative burdens for repair businesses, and setting other restrictions. SB 867 now awaits consideration in the State House.
- California's South Coast Air Quality District [approved phasing out two paint solvents](#) – tert-butyl acetate (t-BAC) and para-chlorobenzotributyloride (pCBtF) due to their links to cancer. Auto repairers will be given until January 1, 2030 to transition to water-based alternatives.

Other useful links!

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