



Federal News

- The Automotive Service Association approved [a position statement in support of policies that allow consumers to purchase vehicles that best fit their needs](#). ASA is concerned that the “Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles” regulation finalized by the U.S. Environmental Protection Agency will limit consumers’ options. It will also likely subject auto repairers to significant hardship, who have made investments under the assumption that EVs will gradually become more prevalent, but the major investments needed to accommodate a world suddenly flooded with EVs is not feasible. By 2032, repairers will have had to spend heavily on EV training for techs, in many cases acquire additional commercial property for safe EV storage, purchase new costly equipment, and other expenses just to remain in business if the rule remains intact.
- The National Democratic Party adopted a position supporting the right to repair for **agricultural** equipment during the party’s convention in Illinois last month. [The party’s 2024 platform](#) states that Democrats will, “work to get farmers the right to repair their own equipment, without having to pay big equipment makers for diagnostic tools and repairs.” The position’s narrow agricultural scope does not necessarily apply to consumer vehicles. The platform also mentions right to repair under a “Corporate Greed” section in reference to actions taken by the Biden Administration to boost competition, like making hearing aids available over the counter. It does not list any examples of actions the administration has taken to make it easier for Americans to repair their own equipment.
- The U.S. Department of Transportation (DOT) unveiled [plans for vehicle-to-everything \(V2X\) deployment](#) as part of its “comprehensive approach to reduce the number of roadside fatalities to zero.” V2X is technology that enables vehicles to communicate with other vehicles, pedestrians, cyclists, and other road users. The technology relies on roadside infrastructure and wireless communication capabilities. DOT’s plan is not legally enforceable. It’s meant to help coordinate private and public sector efforts to achieve certain benchmarks. The plan notes that the Federal Communications Commission will have to adjust spectrum allocations to accommodate V2X technology.
- [The National Highway Traffic Safety Administration estimates](#) that roadway deaths are down 3.2% in the first half of 2024 relative to the first half of 2023. Fatalities per 100 vehicle miles traveled are also down to 1.17 compared to 1.21 in the first half of 2023. Roughly 18,720 people died in motor vehicle crashes in the first half of 2024 in the U.S.

State News

- The California Legislature sent Assembly Bill (AB) 2448 and AB 2286 to Governor Newsom. [AB 2448](#) would create an “EV Economic Opportunity Zone” in Riverside County. Although not a central focus in the bill, one clause would authorize the California Labor and Workforce Development Authority to partner with educational institutions to produce “career pathway, education, training, and support programs for electric vehicle service technician development.” [AB 2286](#) would prohibit heavy-duty autonomous vehicles from driving on roads in the state unless a licensed operator is present in the vehicle. The bill is very similar to a bill Gov. Newsom vetoed last year.

Other useful links!

Want to help advocate? [Sign up for action alerts here](#)
Tell ASA which issues are most important to your business. [Fill out this quick survey](#)
Have thoughts or questions on these stories? Send them to TakingTheHill@gmail.com
Want to learn more about how ASA’s advocating for you? Visit www.TakingTheHill.org
Want to get in touch with ASA? Send us an email at info@ASAshop.org