



*A bimonthly news update from ASA's legislative activities.*

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**Recent activities of ASA's Washington, D.C., office ...**

**ASA Missouri Legislation Aimed at Eliminating Vehicle Safety Inspection**

The Missouri House Transportation Committee held a hearing to address House Bill (HB) 1444. HB 1444 would repeal Missouri's vehicle safety inspection program.

During the hearing, proponents of HB 1444 cited consumer expense and overall inconvenience as justification for the legislation. They also claimed a lack of evidence as to the program preventing accidents, injuries and deaths.

Ben Steinman, ASA-Midwest member and owner of Ben's Auto Body in Mexico, Mo., gave testimony supporting the program, along with representatives from the Missouri State Highway Patrol, AAA and other organizations. The Transportation Committee passed HB 1444 and sent the bill to the House Rules Committee. The Missouri House Rules Committee passed House Bill (HB) 1444 on April 10 with a vote of 7 to 4.

The bill is now eligible for consideration by the entire Missouri House of Representatives. ASA continues to oppose HB 1444 and encourages all interested parties in Missouri to visit ASA's legislative advocacy website, TakingTheHill.com (click "Alerts"), to contact their state representatives in opposition to the legislation.

**Senate Passes Dodd-Frank Reform; FIO Remains Safe**

The U.S. Senate passed S. 2155, the Economic Growth, Regulatory Relief and Consumer Protection Act, which is a wide-ranging bank deregulation bill that would scale back key parts of the 2010 Dodd-Frank law. The bill passed by a vote of 67-31.

While Congress considered banking reform over the past few months, ASA worked to ensure that the Federal Insurance Office (FIO), instituted by Title V of Dodd-Frank, would be protected. Last fall, the Automotive Service Association's Collision Operations Committee (COC) met with the FIO's deputy director, Steven Seitz, and other FIO officials to discuss the future of the office, as well as their work in the property and casualty sectors as related to vehicles.

Attendees were able to provide firsthand insight into the relationships between collision repair shops, consumers and insurance companies. COC members also were able to meet with key congressional offices, including the Senate Banking Committee, to discuss the importance of federal oversight of the insurance industry and the need to protect the FIO.

The House-passed Dodd-Frank reform legislation would repeal the FIO. The Senate and House must work out their differences in conference, or the House could accept the Senate language. At this time, though, the FIO is still at risk. A conference committee has not been scheduled to date.

**ASA Leaders Discuss Data Access and Cybersecurity with Federal Policymakers**

ASA Chairman Roy Schnepfer, ASA President and Executive Director Dan Risley and Washington, D.C. Representative Robert L. Redding Jr., met with key leaders in Washington, D.C., to discuss automated vehicle policy and data access. During Capitol Hill meetings, Schnepfer and Risley outlined the importance of data access to independent automotive repairers.

They highlighted U.S. Sen. Jim Inhofe's, R-Okla., amendment to S. 1885, the AV START Act, which would form an advisory committee on automated vehicle data access issues. The amendment provides for the HAV Data Access Advisory Committee, comprised of stakeholders, to provide a report to Congress within 30 months of enactment. This process allows for independent repairers to educate federal regulators about the importance of this issue to repairers.

ASA also met with officials at the U.S. Department of Transportation to share views about the importance of continued access to vehicle repair information. Following the meetings, Schnepfer said, "Automated vehicle policy will affect the entire automotive industry, not just OEs and consumers. These issues are complicated and nuanced, and we were encouraged to hear that our leaders in Washington are taking this seriously. If passed, the Inhofe amendment in the AV bill will allow more time for the industry to provide additional insights to Congress and the administration."

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