



## Federal News

- The U.S. House Financial Services Committee advanced [H.R. 5535, the Insurance Data Protection Act](#) on a [28-22 party-line vote](#). Introduced by Rep. Scott Fitzgerald (R-WI), H.R. 5535 would, among other provisions, eliminate the Federal Insurance Office's (FIO) ability to subpoena insurance companies to obtain data on the insurance industry. Housed in the U.S. Treasury Department, FIO was established through the Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010. ASA was one of the original and strongest advocates for including FIO's creation in the legislation.
- U.S. Senators Ed Markey (D-MA), Richard Blumenthal (D-CT), Peter Welch (D-VT), Elizabeth Warren (D-MA), Ben Ray Lujan (D-NM), and Bernie Sanders (I-VT) [signed a letter](#) urging the National Highway Traffic Safety Administration (NHTSA) to take a more proactive approach to ensuring autonomous vehicles (AV) do not jeopardize roadway safety. Led by Sen. Markey, the letter states that "NHTSA's actions on these driving systems have not kept pace with the unique safety risks these vehicles pose." ASA supports policies requiring AVs undergo regular vehicle safety inspections.
- The United States Department of Labor (DOL) [issued a final rule](#) that will raise the threshold at which certain salaried employees qualify for overtime compensation. Currently, "executive, administrative, and professional" employees whose annual salary is less than \$35,568 must be compensated 1.5x for time worked over 40 hours in a week. [The new DOL rule](#) will make more employees eligible for overtime pay by raising the threshold to \$43,888 on July 1, 2024 and \$58,656 on January 1, 2025. This rule likely will not affect automotive technicians because they already qualify for overtime compensation based on their status as "blue-collar" workers. However, this rule change may impact an automotive repair shop's administrative or backend office employees.
- The Federal Trade Commission (FTC) [issued a final rule](#) that will ban nearly all noncompete clauses in employment contracts. Noncompete clauses are used by employers to prevent workers from accepting positions with competitors or starting a new business. The FTC commissioners voted to adopt [this rule](#) on a 3-2 party line vote.
- ASA supports [S. 2363, the Youth Apprenticeship Advancement Act](#). [Click here](#) to learn more about this bill and [contact your U.S. Senator](#) to tell them to support it as well!

## State News

- The Virginia Legislature passed [SB 256](#), which would require auto insurers to pay claimants double the court's judgement if the insurer is found to have acted in bad faith in its handling of the claim. Instead of vetoing the bill outright, Governor Glenn Youngkin (R) recommended several changes to the bill, including that the bad faith provisions apply only to personal injury or wrongful death claims. The state senate approved the Governor's recommendations unanimously, and the state house approved his recommendations 89-10. The bill will take effect on July 1, 2024.





- The California State Senate’s Local Government Committee advanced [Senate Bill \(SB\) 915](#) on a 4-2 vote. It then passed the Transportation Committee 10-5. It must now pass the appropriations committee before it can receive a vote from the full senate. SB 915 would allow municipalities and counties to regulate AVs within their jurisdiction. Among other provisions, the bill would also require AV companies providing commercial passenger service to “maintain its motor vehicles used in passenger transportation services in a safe operating condition...subject to annual inspection by the city, county, or city and county in which it operates, at a facility that is certified by the National Institute for Automotive Service Excellence or a facility registered with the Bureau of Automotive Repair.” Congressman Adam Schiff (D-CA), who is favored to win the November election for California’s open U.S. Senate seat, has announced his support for SB 915.
- ASA leadership attended the quarterly Collision Industry Conference (CIC) in Seattle last week. ASA DC Legislative Representative Bob Redding moderated a panel discussing trends in state legislative activity related to the collision industry, state legislative priorities, and the ability of collision repairers to shape state public policy. While the diverse group of panelists expressed disagreement on certain issues, all panelists agreed that collision stakeholders can greatly influence state governmental decision-making, and more engagement from collision repairers is needed to fully realize that potential influence.

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