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# ASCCA Legislative Update

October 2026 | By Jack Molodanof

Included in this update: October 22 BAR Meeting & Workshop Report — click to jump to the report.

The 2026 regular legislative session officially adjourned at the end of August, with lawmakers heading out for the campaign trail ahead of the 2026 elections. The California State Legislature will not reconvene for regular business until the organizational session in December 2026.

Following the August 31 adjournment, Governor Gavin Newsom had until September 30 to act on legislation remaining on his desk. Of the 1,160 bills sent to the Governor during the final stretch, he signed 1,040 into law and vetoed 120. Below is a legislative and regulatory update.

The regulatory issues we have been monitoring most closely include BAR storage regulations and the California Energy Commission's tire regulations. This update also includes a summary of the October 22, 2026, BAR Advisory Committee meeting and Regulatory Workshop.

## Legislation

### Towing & Storage

**SB 1112 – Vehicles: Towing companies and storage facilities – Concerns.** Amendments requested to exempt BAR-registered auto repair shops. This bill allows vehicle owners, lienholders, or insurers of a vehicle to post a bond with the court to direct the storage yard to release the vehicle. It also requires all automotive repair shops to post new signs stating owner's rights pursuant to this section.

**Status:** Assembly Appropriations Committee – Held in Committee – Died.

### Vehicle Glass Repair Shops

**SB 988 – Motor Vehicle Glass Act – Concerns as originally introduced.** Amendments requested and accepted by the author clearly define glass repair shops as a business that primarily engages in glass replacement. This bill would, among other things, impose new disclosure and documentation requirements on glass repair shops, including advance notice about advanced driver assistance systems, calibration needs, written confirmation of calibration results, and itemized invoices and receipts.

**Status:** Signed by Governor and chaptered.

### Electric Vehicle Batteries

**SB 615 – Electric Vehicle Batteries – Watch.** This bill would create a new state regulatory program governing vehicle traction batteries. Beginning July 1, 2028, battery suppliers would be required to permanently label new traction batteries, while remanufacturers would have to rebrand and relabel remanufactured batteries. Suppliers and remanufacturers would also face new registration and reporting requirements, and battery suppliers would be required to pay annual fees beginning in 2029 to cover the state's costs of administering and enforcing the program.

**Status:** Signed by Governor and chaptered.

## Lubricant Waste

**AB 2245 – Lubricant Waste: Packaging: Producer – Concerns.** This bill, known as the Lubricant Waste and Packaging Producer Responsibility Act of 2026, creates a producer responsibility program for lubricant waste and packaging associated with lubricant products. The bill requires producers to register with a producer responsibility organization to provide convenient collection and management systems for covered products at no cost to residents. The bill also exempts packaging associated with lubricant products from the Plastic Pollution Prevention and Packaging Producer Responsibility Act.

**Status:** Assembly Appropriations Committee – Held in Committee – Died.

## ADA Lawsuits

**SB 84 – Disability access: construction-related accessibility claims – Support.** This bill would require small businesses (50 or fewer employees) to be given notice of alleged accessibility violations and 120 days to correct them before a lawsuit for statutory damages can proceed. It also limits liability if violations are timely corrected and prevents plaintiffs from bypassing these requirements by recharacterizing claims under federal disability law.

**Status:** Assembly Judiciary Committee – Held in Committee – Died.

## Employment

**AB 1331 – Workplace Surveillance – Concerns.** This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling employees in a bathroom located in the workplace, except as specified. The bill would provide an employee with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering a bathroom.

**Status:** Signed by Governor and chaptered.

**AB 1883 – Workplace Surveillance – Concerns.** This bill would prohibit an employer from using a workplace surveillance tool that uses artificial intelligence to collect neural data or recognize an individual's emotional state.

**Status:** Signed by Governor and chaptered.

**AB 1898 – Workplace AI Surveillance – Concerns.** This bill would require an employer to provide a written notice to an employee that a workplace AI tool was used to assist the employer in making employment-related decisions or to surveil the workplace. The bill would also require notice to be given to a worker and would require an employer to maintain an updated list of all workplace AI tools currently in use and to provide the list to workers annually.

**Status:** Senate Appropriations Committee – Held in Committee – Died.

## Vehicle Emissions

**SB 1392 – Smog Check; Exemption: Collector Motor Vehicle – Watch.** The bill, known as Jay Leno's Law, would expand the definition of a collector motor vehicle to include vehicles at least 35 model years old that meet BAR regulations. Beginning January 1, 2028, it would gradually exempt qualifying collector vehicles from California's smog certificate requirements, expanding the exemption by one model year each year until 2033, when vehicles manufactured before the 1986 model year would be exempt.

**Status:** Signed by Governor and chaptered.

## Career Technical Education

**SB 1222 – Career Technical Education Technical Assistance – Watch.** This bill would establish the Career Technical Education Technical Assistance and Equity Pilot Program, a 3-year pilot program related to technical assistance in CTE, with a focus on equity and inclusion. The bill would appropriate $4,000,000 from the General Fund to the Superintendent for allocation to the lead agency for purposes of implementing the pilot program for the 2026–27 fiscal year.

**Status:** Senate Appropriations Committee – Held in Committee – Died.

### Other Bills of Interest

**AB 1421 – Road Usage Charge – Watch.** This bill would require the California Transportation Commission to conduct research and develop recommendations related to a road user charge or mileage-based fee system. The Commission would be required to submit a report with its findings and recommendations to the Legislature.

**Status:** Senate Rules Committee – Died.

**AB 1865 – Text message advertisements – Watch.** This bill would prohibit the transmission of text message advertisements to recipients between 9:00 p.m. and 9:00 a.m. PST, regardless of whether the recipient has consented to receive such messages. The bill would also authorize a recipient who receives a text message advertisement in violation of this timing restriction to bring a civil action against a transmitter who knew, or should have known, that the advertisement violated this prohibition.

**Status:** Assembly Appropriations Committee – Held in Committee – Died.

**AB 2564 – Surveillance Pricing – Watch.** This bill would prohibit a retailer from engaging in surveillance pricing. The bill would define "surveillance pricing" to mean offering or setting a customized price for a good for a specific consumer or group of consumers, based, in whole or in part, on personally identifiable information collected through electronic surveillance technology.

**Status:** Assembly Floor – Died.

**SB 354 – Insurance Consumer Privacy Protection Act – Watch.** This bill would create and update standards for the collection, processing, retaining, or sharing, collectively known as "processing," of consumers' personal information by licensees and their third-party service providers.

**Status:** Signed by Governor and chaptered.

**SB 1069 – Motor Vehicle Pollution Control Devices – Watch.** This bill would allow manufacturers of aftermarket vehicle or engine parts to obtain a conditional approval from the California Air Resources Board (CARB) to sell, advertise, or install their products while awaiting a final Executive Order. If CARB does not act on a complete application within 30 days, the application is automatically deemed conditionally approved.

**Status:** Signed by Governor and chaptered.

**HR 141 – Relative to tire affordability – Support.** The California State Assembly asks the Energy Commission to review the Replacement Tire Efficiency Program.

**Status:** Introduced – Died.

## Regulations

### California Energy Commission (CEC) Replacement Tire Regulations – Oppose

The CEC approved regulations requiring replacement tires sold in California to meet specified efficiency (low rolling resistance) and safety standards, including wet grip performance. These new rules prohibit tire retailers, including automotive repair dealers that sell or replace tires, from selling or offering for sale any non-California-compliant tires. Although retailers would rely on manufacturers' certifications, they would still be responsible for ensuring that all tires they sell are approved and listed as compliant. Shops would need to verify that their inventory meets regulatory requirements, likely through supplier assurances and database checks. The first phase will start in January 2029. For more details, see the link below.

https://www.energy.ca.gov/proceeding/replacement-tire-efficiency-program-proceeding

## BAR Vehicle Storage Fee Regulations – Concerns

The BAR is very close to adopting regulations that would significantly impact how automotive repair dealers charge vehicle storage fees and set a troubling precedent for the future. The proposal raises several concerns, including allowing BAR to publicly survey shops and requiring shops to post vehicle storage rates. For more details, see the link below.

https://www.bar.ca.gov/regulatory-actions

## BAR Tear Down and Towing Regulations – Proposed Amendments

New BAR regulations impose requirements on automotive repair dealers, including, but not limited to, requiring shops that arrange towing on behalf of a customer to list towing fees on a separate document rather than including them in the repair estimate. Due to concerns raised about the towing fee documentation requirements, BAR has indicated that it plans to make regulatory changes to these provisions. We are working with BAR to address these concerns. See the link below, pages 19–20.

https://www.bar.ca.gov/pdf/bag/202607/legislation-regulations.pdf

## BAR Internet-Based Advertising Regulations – Proposed Clarification

These new regulations require all shops to clearly display in any internet-based advertising the following: 1) the business name; 2) the ARD registration number; and 3) the phone number registered with BAR. Due to questions and concerns with regard to phone numbers, BAR has indicated that it was going to provide further clarification through revised regulations. We will work with BAR to make sure clarification is provided for the industry. See the link below, pages 21–22.

https://www.bar.ca.gov/pdf/bag/202607/legislation-regulations.pdf

## BAR Airbag Safety Regulations

BAR is proposing regulations that would prohibit an automotive repair shop from installing or using any component designed to mislead a vehicle owner into believing a functional airbag has been installed. Shops would be required to restore any airbag that is part of an inflatable restraint system to its original operating condition, as designed by the original equipment manufacturer. In addition, shops would be required to purchase all airbag replacement parts or components from the manufacturer or an authorized supplier or reseller and retain receipts for all parts purchased and received. See the link below for details.

https://www.bar.ca.gov/regulatory-actions

# BAR Advisory Group Committee Meeting

Below is a summary of the BAR Advisory Committee meeting and Regulatory Workshop held in Sacramento on Thursday, October 22, 2026. Dave Kusa also attended and participated in the meetings.

## 1. Legislation & Regulation Update

**Signed by Governor**

- SB 988 – Motor Vehicle Glass Act;
- SB 1392 – Smog Check Exemption for Collector Vehicles;
- SB 1445 – Electronic Document Technical Cleanup;

**Died in Committee**

- SB 1112 – Towing Companies & Storage;

**Regulations adopted in 2026**

- Change of Address Requirements
- Biometric Device Updates
- Decertification of Equipment Manufacturers

**Regulations pending**

- Storage Fees charged by ARDs. This regulation will take effect January 1, 2027.
- Airbag Safety. This regulation will take effect January 1, 2027.
- Towing Authorization Requirement Updates and
- Business Information – ARD Advertising Requirements Update

See the link for presentation. https://www.bar.ca.gov/pdf/bag/202610/legislation-regulations.pdf

## 2. Odometer Fraud and Federal Enforcement Initiatives

The National Highway Traffic Safety Administration's (NHTSA) Odometer Fraud presentation outlines federal enforcement efforts, common fraud schemes, and emerging technologies used to manipulate vehicle mileage. Fraudsters purchase high-mileage, low-cost vehicles through online marketplaces or auctions, roll back the odometers, and resell them at inflated prices. Odometer fraud remains a major consumer protection threat, with over 2.1 million vehicles identified with rolled-back odometers—marking a 14% increase over a two-year period. The NHTSA's Office of Odometer Fraud Investigation works closely with the U.S. Department of Justice (DOJ) to investigate, detect, and criminally prosecute these operations. See link for presentation: https://www.bar.ca.gov/pdf/bag/202610/odometer-fraud.pdf

## 3. BAR Noise Inspections Expanded starting 2027

The presentation outlines implementation of AB 2496 (2022), which strengthens California's enforcement of excessive vehicle exhaust noise requirements. Beginning January 1, 2027, exhaust-noise limits, Referee inspections, and registration holds will extend to motorcycles and vehicles up to 14,000 pounds gross vehicle weight rating (GVWR). Courts must require a certificate of compliance within three months of an excessive-noise violation. If it is not provided, the court must issue a registration hold and notify DMV. See link for presentation.
https://www.bar.ca.gov/pdf/bag/202610/referee.pdf

## 4. BAR Examination Development

BAR's Office of Professional Examination Services (OPES) oversees the development and validation of licensing examinations to ensure candidates demonstrate the minimum knowledge and competence needed to practice safely and protect the public. The process includes industry expert participation, occupational analysis conducted approximately every five years, exam-question development, passing-score determination, and statistical review to ensure examination quality and reliability. See link for presentation.
https://www.bar.ca.gov/pdf/bag/202610/examination.pdf

## 5. BAR Case Study: Classic-Car Restoration Dispute

This case study presented a classic-car restoration dispute involving approximately $73,000 in consumer payments, substantial delays, conflicting invoices, and incomplete restoration work. The complaint highlighted missing compliant estimates, unclear additional-work authorizations, and inconsistent billing records. BAR emphasizes that Automotive Repair Dealers (ARDs) must provide itemized estimates and invoices, obtain and document authorization before additional work or charges, and maintain clear, ongoing communication with customers. BAR will determine whether Frequently Asked Questions (FAQs), including best practices, should be prepared to help ARDs that perform vehicle restoration services.

See link for presentation. https://www.bar.ca.gov/pdf/bag/202610/complaint.pdf

## 6. BAR Complaint & Enforcement Statistics.

BAR consumer complaints have increased about 15% over the past year. The enforcement statistics, detailing consumer complaints received by BAR in different categories, are as follows: Engine Repair 35%; General Repair/Maintenance 19%; Auto Body 16%; Transmission 6%; Vehicle Purchase 7%; Smog 4%; Used Car lots 5%; Towing and Storage 2%. Unlicensed activity 1%. See link for the handout presentation. https://www.bar.ca.gov/pdf/bag/202610/enforcement-statistics.pdf

## 7. BAR Licensing Statistics.

A total of 36,297 automotive repair dealers are in the state. The average processing time for an Automotive Repair Dealer registration application is 30 days. See link for handout presentation.
https://www.bar.ca.gov/pdf/bag/202610/licensing-statistics.pdf

## BAR Future Meeting Dates

The BAR Advisory Committee meetings have been scheduled for next year. They are as follows: January 28, 2027, April 22, 2027, July 29, 2027 and October 21, 2027.

## SB 1392 (Smog Check Exemption) Workshop

The Bureau held a public workshop to discuss the implementation of Senate Bill 1392 (Jay Leno's Law).

Beginning in 2028, vehicles from model year 1980 and earlier may qualify for an exemption. Eligibility expands by one model year annually, reaching model year 1985 and earlier in 2033. Vehicles must be used primarily for shows, parades, charitable functions, or historical exhibitions and for display, maintenance, and preservation—not as the owner's primary transportation. Applicants generally must provide collector-vehicle insurance with a mileage limitation. Beginning in 2030, an alternative is also available for vehicles driven fewer than 1,000 miles annually.

The proposed regulations would require applicants to provide contact information, vehicle identification and current mileage, photographs of the vehicle taken within 14 days of application, insurance documentation where applicable, and required certifications. BAR also proposes grounds for denying applications and withdrawing approved exemptions if a vehicle no longer meets the eligibility requirements.

The exemption is not permanent (like the model year 1975 and older vehicles) and does not eliminate all future Smog Check requirements. Rather, it exempts an eligible vehicle from its next required Smog Check inspection, subject to BAR approval.