



LEGISLATIVE PRIORITIES – June 18, 2026

CONGRESS SHOULD RETAIN HOUSE-COMMITTEE PASSED "REPAIR ACT" LANGUAGE (H.R. 7389)

The House Energy and Commerce Committee recently passed a scaled-back version of the controversial "REPAIR Act" (H.R. 1566). The committee replaced the original "REPAIR Act" with language that: 1) codifies the 2014 "right to repair" Memorandum of Understanding (MOU) between auto manufacturers and the independent repair industry to provide access to repair information and tools; 2) adds Federal Trade Commission (FTC) enforcement; and 3) directs the FTC to study access to vehicle repair issues. The Committee did not approve controversial insurer-backed provisions included in the original "REPAIR Act," though efforts may be made to add these provisions on the House floor.

H.R. 7389, which passed the House Energy and Commerce Committee by a vote of 48-1, is expected to be added as the auto safety title of the surface transportation bill, the "Build America 250 Act" (H.R. 8870), which could be considered by the full House this summer. **Members of Congress are urged to retain the House committee-passed "REPAIR Act" language in H.R. 7389 and reject efforts to expand the legislation beyond its current scope.**

COSPONSOR BIPARTISAN CATALYTIC CONVERTER ANTI-THEFT LEGISLATION (H.R. 5221/S. 2238)

Law enforcement has recommended federal legislation to give them the tools to fight catalytic converter theft, which increased significantly during the pandemic and remains a national problem. There is a lucrative market for stolen catalytic converters since they are hard to trace, and these thefts are costing millions of dollars for both businesses and vehicle owners. Thefts have also turned [violent](#), with high profile [tragedies](#) underscoring the urgency of addressing this issue. Since this crime frequently involves trafficking stolen parts across state lines, a federal framework is needed to aid the efforts of local law enforcement.

NADA and 28 other organizations recently sent a [letter](#) to Congress supporting passage of the PART Act ([H.R. 5221/S. 2238](#)), which would require catalytic converters to be traceable on new vehicles. The bills also establish a federal penalty for stealing, selling, trafficking or knowingly buying stolen catalytic converters. On Feb. 10, the House Commerce, Manufacturing, and Trade Subcommittee forwarded H.R. 5221 to the Energy and Commerce Committee by voice vote. **Members of Congress are urged to cosponsor the PART Act (H.R. 5221/S. 2238).**

AUTONOMOUS VEHICLE LEGISLATION MUST PRESERVE STATE VEHICLE LICENSING & FRANCHISE LAWS (H.R. 7390)

As complex autonomous vehicle (AV) technology advances, it is critical to protect the traditional state role regarding vehicle distribution, sale and service that helps preserve the wide and competitive network of local dealerships. The SELF DRIVE Act ([H.R. 7390](#)), which creates a national framework for AVs, was forwarded by the House Commerce, Manufacturing, and Trade Subcommittee to the Energy and Commerce Committee on Feb. 10. NADA commends bill sponsor Rep. Bob Latta (R-Ohio) and Subcommittee Chairman Gus Bilirakis (R-Fla.) for their commitment to preserve state dealer franchise laws as included in an expected [amendment in the nature of a substitute](#) to H.R. 7390.

Congress must preserve the states' traditional role to license and regulate vehicle commerce, provide consumer protections and promote vehicle price competition within its borders.