



February 2026

Federal News

House Subcommittee on Energy & Commerce- The U.S. House Committee on Energy and Commerce Subcommittee on Commerce, Manufacturing, and Trade held a markup on February 11th, 2026, on twelve automotive-related bills. The legislation considered follows the Subcommittee’s January hearing titled, “Examining Legislative Options to Strengthen Motor Vehicle Safety, Ensure Consumer Choice and Affordability, and Cement U.S. Automotive Leadership.”

Twelve bills were passed out of the subcommittee to be considered by the Energy and Commerce Committee on a later date.

Bills of Importance:

H.R. 1566 The REPAIR Act would require vehicle manufacturers to provide consumers and independent repair shops with access to motor vehicle-generated data and repair information, helping to ensure consumer choice in vehicle repairs

H.R. 5221 The PART Act would help combat catalytic converter theft by requiring identification numbers, traceable to a vehicle’s VIN, to be stamped onto catalytic converters. If enacted, the bill would also establish a grant program to help repair shops purchase the equipment and materials needed for stamping and dyeing converters

State News

Alaska HB217 would require all autonomous vehicles (AVs) registered in Alaska to meet applicable federal safety standards. It would also prohibit AVs from engaging in the transport of interstate commerce, goods, or passengers unless they are for personal use or have a human operator physically present. The bill is currently in the Transportation Committee.

Californian AB2046 would amend the California Vehicle Code to allow vehicle owners to retrofit their fuel systems to enable the use of alternative fuels such as E85. The bill is scheduled for a committee hearing in March.

Georgia HB1117 would establish new requirements for how auto insurance claims are processed, including timelines for handling claims, allowing claimants to choose repair facilities without pressure from insurers, and defining certain insurer practices as unfair settlement practices. The bill has been read a second time on the House floor.

Georgia HR1371 would create the House Study Committee on Code Revision for Autonomous Vehicles to review existing state law and recommend updates related to AV technologies and regulations.

Illinois SB3392 would create the Autonomous Vehicle Pilot Project Act, authorizing limited autonomous vehicle pilot programs in specified Illinois counties. It would require Department of Transportation approval, set operational and safety standards, and allow for potential statewide deployment after three years if the pilot projects demonstrate safety and operational effectiveness. The bill is currently assigned to the Executive Committee

Illinois SB3308 known as the Automated Driving Systems Development Act, would establish a regulatory framework for automated vehicle pilot projects, including eligibility criteria, compliance with federal and state laws, and the creation of a review committee within the Department of Transportation. It would also require the Secretary of State to develop a driving test to evaluate automated driving system safety. The bill has been assigned to the Executive Committee.

Illinois SB3989 would prohibit the installation or procurement of Light Detection and Ranging (LiDAR) equipment in any autonomous vehicle that was manufactured by or domiciled in a specified “country of concern.”

Maryland SB909 would define autonomous vehicles in state law and establish requirements related to safety standards, data collection, and mandatory insurance coverage. The bill is currently in the Senate Judicial Proceedings Committee

New York A10208 would require the Commissioner of Motor Vehicles to establish a uniform maximum inspection fee to be applied statewide. The bill has been referred to the Transportation Committee.

South Dakota SB227 would prevent insurers from declaring a vehicle a total loss unless the cost to repair it meets or exceeds 75 % of the vehicle's actual cash value before damage. The bill has been referred to House Transportation.

Utah SB292 would limit noneconomic damage liability in accidents involving autonomous vehicles to \$450,000.

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