



May
2021

Industry Update

*News and Information for
Northwest Automotive Trade Association
Members*

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NATA reports mechanical rate survey data

NATA completed its mechanical shop labor rate survey in April, and published a [4-page report](#) of the findings. More than 75 shops in the greater Portland area participated, as did another 10 shops located elsewhere in the state.



Among the findings: The general shop labor rate in the Portland market is about \$120, up 9% from \$110 when NATA conducted a similar survey four years ago. This is about even with the overall rate of inflation (8.1%) in the United States over that period.

Although the number of participants outside the Portland area were too few to offer much statistical validity, the 10 shops had an average general labor rate of \$107 (low of \$83, high of \$120).

New diesel mechanics training program

Students will have a new source of diesel mechanics training this fall when the new Willamette Career Academy (WCA) opens in a former Toys-R-Us store on Lancaster Drive in Salem. The program will serve students and business partners from across Marion, Polk, and Yamhill counties.



**WILLAMETTE
CAREER ACADEMY**

The WCA is modeled after Salem-Keizer School District's outstanding Career and Technical Education Center and Clark County Washington's highly successful Cascadia Technical Academy. These programs have experienced robust participation and enthusiasm by both students and industry partners alike.

The program is a result of the partnership between Mountain West Investment

Corporation and the Willamette Education Service District. The Willamette ESD, representing the region's 21 school districts, has entered into a memorandum of agreement with Mountain West, and is fully committed to program development and the program's ongoing operations.

[Click here](#) for a 2-page overview of the WCA, and [click here](#) for a job posting for the diesel technologies teaching position for which WCA is seeking applicants.

Northwest legislative update

Washington state lawmakers have passed a bill (HB 1287) that would potentially require all new light-duty vehicles as of model year 2030 to be fully electric or hydrogen powered. The bill now goes to the Governor to be



signed or vetoed. In order to take effect, the bill states, the state must first have enacted "a road usage charge, or equivalent fee or tax based on vehicle miles traveled." This charge must be levied on at least 75 percent of the state's light duty vehicles.

NATA lobbyist Darrell Fuller offers the following update on the Oregon legislative session at about the session's halfway mark:

Broadly speaking, the number of issues has been reduced as lots of legislation failed to get out of its chamber of origin by the April 13 deadline. Now, there will be an increased focus on the budget – which must be done before lawmakers leave town in late June (or early July).

In the first half, there was plenty of bickering between the supermajority Democrats and the much smaller caucuses. House Republicans resorted to an antiquated constitutional provision to force the majority to read aloud every word of every bill before a final vote on the House floor. This tactic, which resulted in Democrats using a computer program to read the bills – some of which took many hours – substantially slowed the pace of the process. And Republicans in both the Senate and House dangled the prospect of a complete walkout in front of Democrats for leverage.

Meanwhile, behind the scenes, party leaders were meeting to broker a deal to smooth the flow of the legislative process. In the end, Republicans agreed to stop the slow-down in exchange for (1) more influence over legislative redistricting (the process of redrawing all legislative seats which only occurs every ten years after the census) and (2) the ability of Republicans to direct the spending of millions of dollars of Federal stimulus money into their district rather than the majority Democrats making all the funding decisions. An [article](#) by OPB's Dirk VanderHart

provides an excellent overview of the deal.

This new détente on the process may not last until the end of the session, but it has served to lower tensions in the building. On the other hand, the move has increased tensions between the GOP and some of their supporters, especially Second Amendment groups who have been demanding the GOP walkout to prevent the Legislature from voting on any bills to restrict the rights of gun owners. After the deal was hatched, Democrats combined their two separate gun controls bills into one and put it on the fast-track to the Governor for her approval.

Here are updates on key legislation for NATA members:

[HB2183](#) – Directs the Environmental Quality Commission to establish list of vehicles most likely to fail test of pollution control equipment. Requires proof of compliance with pollution control requirements for listed vehicles.

***** Dead for the 2021 Session *****

[HB2311](#) - Specifies conditions for requiring, issuing, and maintaining in effect surety bond or irrevocable letter of credit for person that creates, attaches, asserts, or claims lien in connection with making, altering, repairing, transporting, storing, performing services, supplying materials or performing labor in connection with motor vehicle. Specifies persons that are exempt from requirement to maintain surety bond or irrevocable letter of credit. Becomes operative on January 1, 2022. Declares emergency, effective on passage.

This bill was drafted at the request of NATA. It passed the House unanimously on March 15. It is currently in the Senate Committee on Labor and Business, where it had a successful Public Hearing on April 20. NATA is working with both the Surety & Fidelity Association (bond writers) and the Trial Lawyers Association on some final amendments before the bill is expected to move forward later in May.

[HB2538](#) - Modifies requirements for motor vehicle exhaust systems.

***** Dead for the 2021 Session *** NATA testified against this bill.**

[HB3324](#) - Establishes Oregon Vehicle Industry Board. Transfers duties, functions and powers of Department of Transportation related to regulation of vehicle dealers and dismantlers to Oregon Vehicle Industry Board. Becomes operative on January 1, 2022. Repeals Oregon Dealer Advisory Committee. Becomes operative on January 1, 2024. Declares emergency, effective on passage.

This bill was introduced to begin a conversation between DMV and vehicle industry stakeholders (including NATA) on whether a different form of licensing and regulation may better protect the public and serve the industry. The conversation will begin later this year.

[HB3372](#) - Authorizes Department of Environmental Quality to require certain information related to history of compliance with environmental quality laws from applicant for license or permit. Modifies authority of department to refuse to issue, modify, suspend, revoke, or refuse to renew permit. Takes effect on 91st day following adjournment sine die.

This bill was introduced by Speaker Tina Kotek in her ongoing response to the fire

at NW Metals in 2018. NATA lobbyist Darrell Fuller has been deeply involved in negotiations with the Speaker and other stakeholders on ensuring the bills provides DEQ with needed authority to go after bad actors without unwarranted heavy-handed regulations on licensees and permittees with a history of good faith compliance. The bill passed the House on April 16 and is currently in the Senate Energy and Environment Committee. It has a public hearing scheduled on May 6.

SB0803 - Prohibits scrap metal business from purchasing or receiving catalytic converters, except from commercial seller or owner of vehicle from which catalytic converter was removed. Modifies record keeping requirements for purchase or receipt of metal property. Modifies the defense that can be used to a charge of unlawfully transporting metal property. Adds certain conduct to offense of purchasing or receiving metal property.

For this bill, "metal property" means catalytic converters. And this bill is a high-profile effort by the Multnomah County District Attorney to stem the growing tide of catalytic converter theft. NATA lobbyist Darrell Fuller is helping lead the industry coalition in negotiating amendments to this bill to ensure responsible parties can continue to buy and sell catalytic converters under some circumstances. Additional paperwork and recordkeeping will be required, and no catalytic converters will be able to be purchased or sold for cash. The bill passed the Senate on April 21 and is now in the House Business and Labor Committee. Negotiations are ongoing.

There are many, many other general business and tax bills which NATA is also tracking because they impact all businesses, including NATA members. [Click here](#) for more information on bills this legislative session, and stay tuned for a comprehensive report on the 2021 Legislative Session once the politicians leave Salem. If you have any questions about any of the information listed above, please contact NATA's lobbyist, Darrell Fuller at (971) 388-1786 or fuller_darrell@yahoo.com.

Webinar focuses on tomorrow's workforce

Building bridges to tomorrow's workforce is the focus of an employer engagement Zoom event on May 12. The event is designed to enhance collaboration between local businesses and schools to support the belief that everyone can work.

This event will highlight some of the successful employment and internship experiences within the community. Businesses will gain insight and knowledge as to the importance of inclusivity to diversify their workforce.

The event will take place from 2 p.m. to 3 p.m. on Wednesday, May 12. [Click here](#) to participate (Zoom meeting ID 964 2452 1951).

Building Bridges to



Tomorrow's Workforce

Some videos worth watching

WrenchWay Roundtable has posted a [13-minute video](#) discussing, "The Importance of Performance Metrics in Repair Shops."



"These measurements include efficiency, hours billed, and rework, and look at productivity and costs the same way professional athletes are judged," the WrenchWay website states, but also cautions that a poll found "A majority of technicians felt that performance measurements don't accurately capture their work."

WrenchWay has also posted a [1-hour video](#) on recruiting and retaining technicians.

Chemeketa Community College's Automotive Technology program has posted an excellent [2-minute video](#) featuring students talking about all the positive aspects of the program and work in the industry.

Dealership shop manager killed in car wreck

The long-time director of Dick Hannah Auto Body Shop in Vancouver, Wash., was killed in a roadside crash April 24 on Interstate 5 in Cowlitz County, Wash., the shop reported on Facebook. Rick Stoker, was killed alongside his wife, Karen Stoker, and tow truck driver Arthur Anderson, after the Stokers stopped on the side of the interstate to pick up their son, who'd spun out and needed a tow, according to a television news report. While the son's vehicle was being hoisted onto the tow truck, another driver hit the Stokers' vehicle. The Stokers' son, Travis, was seriously injured.



"[Stoker] embodied the values this company strives for—family, integrity, respect, purpose," the shop wrote on Facebook, noting that Stoker worked there for 26 years.

A [gofundme page](#) was created to support the Stoker family.

Welcome to new NATA associate member

NATA is pleased to welcome Find A Wrench as our newest associate member of NATA. Find A Wrench works with repair shops and dealerships across the country to help them find and acquire top talent. The company helps clients hire technicians by managing job postings on more than 100 job boards, actively recruiting in over 500 social



media groups, performing personalized outreach, and managing all incoming applicants.

Shop equipment for sale

An NATA Associate Member, Eric Larpenteur of SVN – Imbrie Realty, has sent us some photos of used shop equipment he has for sale, including a [Coats tire balancer and Coats tire machine](#), an [Atlas 2-post lift](#), an [engine hoist and oil drain](#), and [Miller welders](#). Contact Eric at (503) 803-9377 or eric.larpenteur@svn.com if you are interested.



June is 'Auto Service Professionals Month'

Join us throughout June 2021 as we celebrate the automotive service professionals who help keep our vehicles on the road, and our friends and family safe. The National Institute for Automotive Service Excellence (ASE) has designated June as Automotive Service Professionals Month.



It's a great opportunity to host automotive service appreciation events, giveaways, and much more!

To commemorate Automotive Service Professionals Month, ASE has developed a special logo that can be used by companies, organizations and individuals to recognize and honor vehicle service professionals during the month of June. The logo can be downloaded free of charge by visiting the ASE Tool Kit at www.asetoolkit.com.

You can also visit ASE.com/ASPM2021 for more information.

In-person SEMA, AAPEX a go, as of now

Organizers say SEMA and AAPEX will take place as scheduled in Las Vegas in early November.



Following Nevada Gov. Steve Sisolak's recent announcement to

reopen the state at 100 percent capacity by June 1, SEMA organizers say more than 1,200 companies are already confirmed to exhibit at the event at the Las

APEX has announced the lineup of [technical and business management training](#) to be offered as the event takes place November 2-4, at the Sands Expo and Caesars Forum Conference Center.

Attendee registration for both events is expected to open this month.

Oregon agencies offer business training

Three Oregon agencies offer regular training for companies within the state.

The Oregon Bureau of Labor and Industry (BOLI) offers training seminars on such topics as wage and hour laws, discipline and discharge, and the latest developments in employment law. Details are available by [clicking here](#).



The Oregon Department of Environmental Quality invites businesses that handle hazardous waste to sign up for a class covering basic management of such waste. Registration is free but on a first-come, first-served basis. [Click here](#) for more details.

The Oregon Occupational Safety and Health Administration (OSHA) offers classroom workshops and online training on such topics as hazard communications, safety meetings, lockout/tagout, personal protective equipment, etc. [Click here](#) for current class description and schedule, call (888) 292-5247 (option 2) or send an email to ed.web@oregon.gov.

EDUCATION

BENEFITS

CONSUMER INFO

SHOP HELP

INSURANCE

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