



BULLETIN

**Registration is open
for the 2026 CTAF
Golf Tournament**

**Big THANKS to
Congressman Gabe
Evans for his work
on "Right to Repair"**



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2026 EVENTS CALENDAR

January - May

Colorado Legislative Session



May 4

NADA Show Brownstein , CADA, Vitu Event



February 11

Q1 Board Meeting



April 10-12

Colorado Auto Show



June 10

Q2 Board Meeting



June - August

Regional Meetings

September 14-16

Project DC & Q3 Board Meeting

September 28

Golf Event - Clear the Air Foundation

November 12

Colorado Automotive Hall of Fame

December 9

Holiday Luncheon & Q4 Board Meeting

Questions on events and sponsorships? Please reach out to Tiffany Coolidge at tiffany.coolidge@colorado.auto.

303.775.8896

mark.zeigler@colorado.auto



2026 GOLF TOURNAMENT

MONDAY, 28 SEPTEMBER 2026

7:30 AM - 3:30 PM

Flying Horse Resort & Club, Colorado Springs

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REGISTRATION



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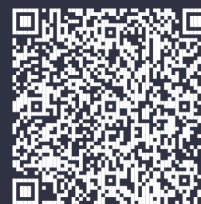
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Matthew Groves
CEO/President

"Right to Repair" in the US House of Representatives

After many years of individual state and federal efforts to resolve the "Right to Repair" issues and disputes, in which many independent shops wish to gain access to the proprietary information of vehicle manufacturers, a recent dispute took place this spring in the U.S. House Energy & Commerce Committee, impacting the momentum of the movement. As the dust settles, we wanted to provide a battle damage assessment and update dealers on where the movement now lies and how we have gotten here.

The earliest efforts for "Right to Repair" emerged in the mid-1990s. However, the first significant legislative victory emerged in Massachusetts in 2012. The legislation required automakers to provide the same diagnostic tools and repair information that was provided to dealers.

Following the success in Massachusetts, advocates ventured to blue states throughout the country in pursuit of passing similar legislation, and in some cases, taking the issue to the ballot for voters to decide. CADA was then introduced to the concept when a local lobbyist informed us that advocates needed representation in the 2019 legislative session.

Through our grassroots outreach program, and with assistance from our team at Brownstein, the bill sponsors of "Right to Repair" bills for consumer electronics and farm equipment declined to include motor vehicles in those pieces of legislation. In fact, in many states, "Right to Repair" advocates were either defeated or faced significant backlash for this suggestion.

It was at that time that they decided to take the issue federally, hoping to pre-empt their state losses with change to federal law. Beginning in 2021, variations of this legislation advocating for electronics for motor vehicles were introduced and have evolved ever since. Congressman Neal Dunn (R-FL) sponsored the REPAIR Act as a standalone bill targeting motor vehicles.

Congress is required to pass the Surface Transportation Bill in 2026; accordingly, a comparable version of the REPAIR Act has been proposed for inclusion in the broader omnibus bill. For reference, the Surface Transportation Bill is a 'once every five years' bill that provides funding for roads, bridges, and other transportation infrastructure. This is viewed as a 'must pass' bill that is an attractive target for amendments that most likely could not succeed on their own as legislation.

Initially, advocates were looking to use the REPAIR Act to place new and expensive mandates on manufacturers, potentially breaking the exclusivity for dealers to perform service on warranty vehicles. Throughout the stakeholder process, CADA was able to engage with Congressman Gabe Evans (CO-08), who has been a long-time ally of franchised motor vehicle dealers. With the REPAIR Act assigned to his subcommittee, he represents 1 of only 25 votes (out of 435 members) that were able to shape how the proposal would look when it arrived on the House floor.

In spite of the multiple attempts by advocates to push REPAIR Act through in its original form, Congressman Evans was able to advocate

Strengthening Legislative Partnerships Ahead of 2027

compromise that essentially codified a long-standing agreement between manufacturers and independent repair shops as law. It additionally made the terms of that agreement enforceable by the Federal Trade Commission (FTC).

Incidentally, the FTC now has a deeper understanding of dealer operations by virtue of their recent enforcement efforts on dealer advertising. This makes them the most well-suited agency to oversee the agreement. Finally, Congressman Evans was able to support issues of consumer privacy, cybersecurity, and safety that were exposed by the initial draft.

At days' end, the bill went from untenable to something that NADA could support. The reality is it could not have gotten there without the efforts of Congressman Evans. We were able to shift from playing in defensive mode to a neutral position and produce a bill that should satisfy those legislators who felt action was necessary on this topic.

The amended REPAIR Act went on to the full Energy & Commerce Committee, where it passed 48-1 (including the support of Representatives Hurd and DeGette). It is now expected that it will be baked into the Chairman's draft of the upcoming Surface Transportation bill, which could be heard as soon as next month. However, it is possible that this 'must pass' bill may not pass until the year's end.

Right to Repair advocates, unhappy with the result, are continuing to lobby the Department of Transportation for further rulemakings where they may make another attempt at getting their preferred language. As such, we will continue to monitor and collaborate with our delegation to ensure there are no surprises moving forward.

Success has only come through the strong relationships we have built with our Colorado state legislators. Additionally, through constant communication with Congressman Evans regarding

our priorities and red lines, he was able to preserve our exclusivity with manufacturers and protect the integrity of state franchise laws. In a session where finding compromise can be a Sissyphean task, he managed to produce an outcome that was near unanimous in his committee's support.

It was a great benefit that he served for two years in the Colorado State Legislature and had a strong understanding of how our state franchise law operated to protect dealers in the dealer/manufacturer relationship. We would like to express our deepest gratitude to Congressman Gabe Evans for going well beyond his legislative duties to ensure that dealers were protected in one of NADA's biggest battles of the year.





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Rule 34 Update: Four Changes Dealers Should Know

The Division of Motor Vehicles recently updated Rule 34 governing dealer-issued temporary registration permits. While the changes are not expected to significantly alter dealership operations, there are four key updates that title clerks, office managers, and dealership personnel should be aware of.

*Read a full summary of Rule 34 changes on the following page

Four Key Changes



Only issue temporary tags on vehicles **YOUR DEALERSHIP** sells



Do not issue temp tags while bonding for title



Cancel permits when unwinding a deal. **DO NOT** reverse them



If reverting to analog temp tags due to system outage, you must now retain a copy and submit a photo to the Division

Rule 34: Dealer Issued Temporary Registration Permits

Summary: [Rule 34](#) establishes the criteria for the issuance of a Temporary Registration Permit or Analog Temporary Registration Permit by Licensed Colorado Motor Vehicle Dealers. These requirements are supported in [C.R.S. 2-4-108\(2\)](#), [42-1-204](#), and [42-3-203\(3\)\(b\)](#).

June 12, 2026, the Division of Motor Vehicles within the Colorado Department of Revenue added several new requirements and clarified existing ones. The following sections have been updated to include the additions and modifications described below:

2.0 – Requirements

- **2.2(NEW):** The issuance of a Temporary Registration Permit is only authorized if the vehicle is sold by the dealership issuing the permit.
- **2.3(NEW):** Forbids a dealer from issuing a Temporary Registration Permit in the Dealer's name or to the vehicle owner at any time during the application for Bonding or Assigned Vehicle Identification Number processes.
- **2.9(NEW):** Requires a Dealer to input complete purchaser(s) and vehicle information
 - Purchaser information includes full first and last name
 - Vehicle information includes vehicle identification number (VIN), color, model year, make, and body
- **2.16(NEW):** A Dealer should not reverse a Temporary Registration Permit after a vehicle has left the dealer's premises, unless a vehicle sale is voided or unwound. In that instance, a dealer should cancel a Temporary Registration Permit.

3.0 – Analog Temporary Registration Permit Issuance

- **3.1(MODIFIED):** If a system outage occurs during Department business hours and is expected to last 24 hours or more, dealers may issue an Analog Temporary Registration Permit after receiving Department authorization for the period covered by that authorized outage.
- **3.3(MODIFIED):** An Analog Temporary Registration Permit shall be completed on forms provided by the Department and must contain:
 - Dealer number (preceded by zeros if less than six digits) and VIN;
 - Month, Day, and Year of Issuance;
 - Time of Issuance
 - Vehicle color, model year, make, and body.
- **3.5(MODIFIED):** Dealer must provide vehicle owner with completed Analog Temporary Registration Permit affixed to a Mounting Board. The Dealer must advise the owner that the Dealer Bill of Sale must remain in vehicle presentation to law enforcement during the Analog Temporary Registration Permit validity period.
- **3.6(MODIFIED):** Dealer must retain a copy of the Analog Temporary Registration Permit and Dealer Bill of Sale and send an image of those copies to the following Department emails:
 - dor_lecc@state.co.us (NEW), and
 - dor_vehicleportal@state.co.us





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Mark Zeigler
Clear the Air
Foundation Director

2026 CTAF Golf Tournament | REGISTER NOW!!

Registration is now open for the Clear the Air Foundation's Annual Golf Tournament. This year the event will be held in Colorado Springs at the Flying Horse Resort & Club and is scheduled for Monday, September 28.

The CTAF Golf Tournament is a complimentary benefit to all Dealer Members of the Colorado Automobile Dealers Association (CADA).

Players may register as a single, double, or threesome. As in years past, we are focused on pairing sponsors with foursomes, so **registrations are limited to three players per dealership.** This event fills quickly, so I encourage you to reserve your spot as soon as possible.

I'm also pleased to welcome back some of our favorite on-course contests and activities. The popular Beat the LPGA Pro long drive and par 3 contests are back, along with the \$25,000 hole-in-one. These contests give you multiple opportunities to compete for prizes while supporting a great cause.

Whether you're a serious golfer or simply looking to enjoy a day with fellow dealers and industry partners, the tournament offers a fun, relaxed opportunity to connect while supporting the Foundation's mission: removing high-polluting vehicles from our roads and turning those dollars into scholarships for automotive technician students.

Since its inception, the Clear the Air Foundation has recycled more than 11,000 vehicles and awarded over \$1 million in scholarships to Colorado students pursuing careers in the automotive industry. Your participation in the tournament helps with workforce development while simultaneously *clearing the air.*

Thank you for your continued support of the Foundation. I look forward to seeing many of you on the course this September.

DONATE A VEHICLE TODAY!! Click [HERE](#)





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Colorado Division of Motor Vehicles

<https://dmv.colorado.gov/>

Find your County Motor Vehicle Office [HERE](#)

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Department of Revenue
Division of Motor Vehicles

Colorado Auto Industry Division

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