

BULLETIN

Monthly Automotive News in Colorado from the Colorado Auto Dealers Association



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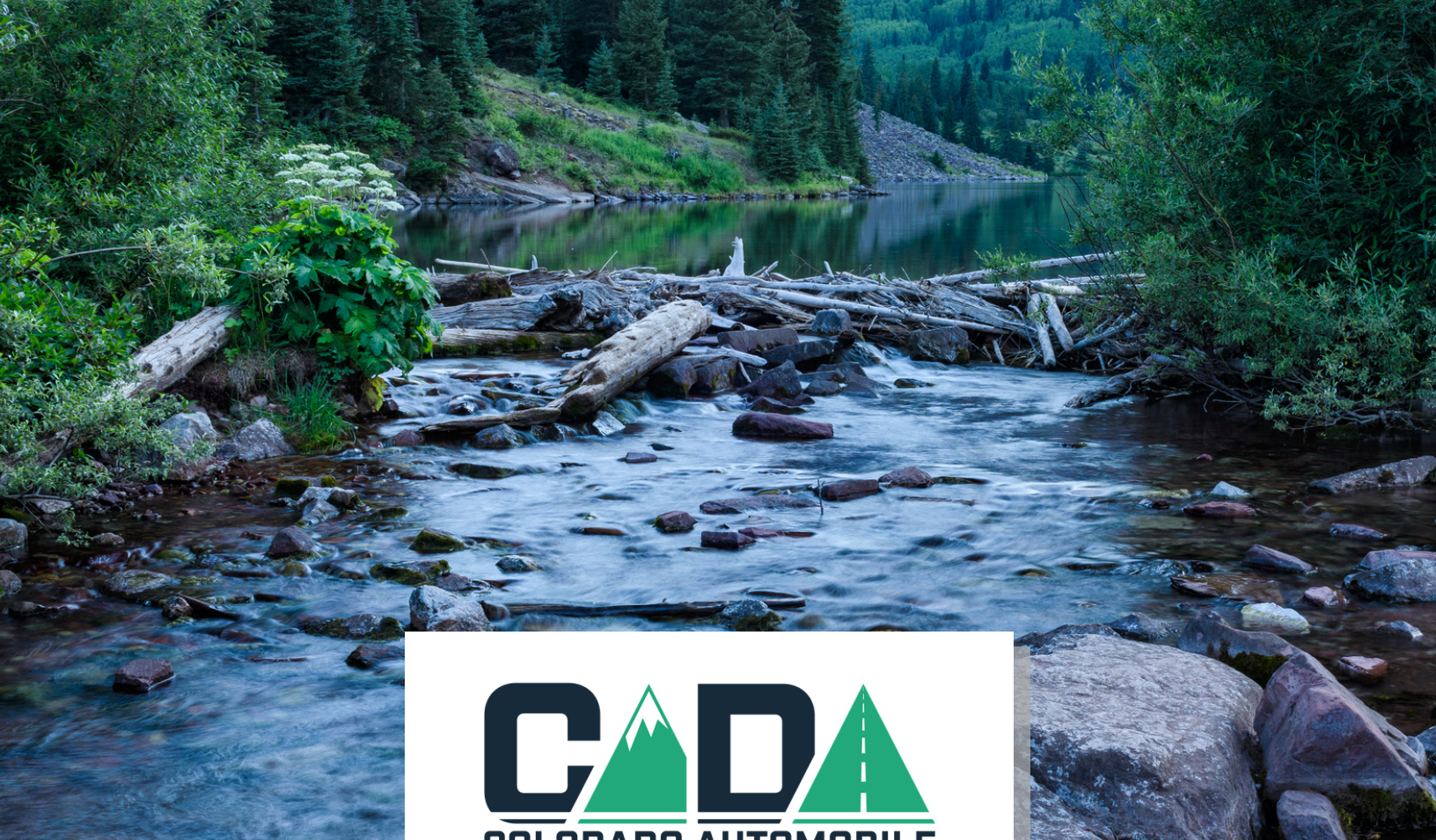


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Matthew Groves
CEO/President

The Connected Vehicle Security Act: What Automotive Dealers Need to Know

The **Connected Vehicle Security Act of 2026** represents an important development in the federal government's approach to automotive cybersecurity and national security. As vehicles become increasingly connected through cellular networks, Bluetooth, Wi-Fi, GPS, software updates and other technologies, they are no longer simply transportation products—they are sophisticated computers on wheels. The federal government is increasingly concerned that connected vehicles and their underlying technology could create opportunities for foreign adversaries to obtain sensitive data or remotely manipulate vehicle systems.

The legislation was introduced in the Senate as **S. 4429** by Sen. Bernie Moreno of Ohio, with Sen. Elissa Slotkin as a cosponsor. A House companion, **H.R. 8730**, was introduced by Rep. John Moolenaar of Michigan, with Rep. Debbie Dingell as a cosponsor. Both bills would restrict the importation, manufacture, sale, resale or introduction into interstate commerce of certain connected vehicles, software and hardware associated with foreign adversaries.

For automobile dealers, the most important point is that the legislation is focused primarily on **connected-vehicle technology and national security**, rather than imposing a general cybersecurity compliance program on dealerships. The legislation addresses concerns such as unauthorized data collection, data exfiltration, remote manipulation of vehicles and risks associated with foreign-controlled technology.

This issue is becoming increasingly important because modern vehicles collect and transmit enormous amounts of information. Connected vehicles can generate information concerning vehicle location, driver behavior, vehicle operation, communications and other data. The Federal Trade Commission and the National Highway Traffic Safety Administration (NHTSA) have previously identified both privacy and cybersecurity concerns associated with connected vehicles.

The legislation also comes against the backdrop of existing federal action. The Commerce Department has already established regulations restricting certain connected-vehicle information and communications technology associated with China and Russia. Those regulations address certain software and hardware that directly enable automated driving systems and vehicle connectivity systems, and they include supply-chain due-diligence requirements.

For dealers, the practical takeaway is that **cybersecurity is becoming an increasingly important part of automotive compliance**. Dealers should understand what connected technologies are present in the vehicles they sell, pay attention to manufacturer cybersecurity requirements, protect customer information, maintain strong internal network security and carefully control access to dealership systems.

NHTSA has emphasized that cybersecurity is directly connected to vehicle safety because modern vehicles depend on interconnected

electronic systems and software.

Its current cybersecurity guidance encourages manufacturers and other automotive participants to use risk-based cybersecurity practices and continuously monitor emerging threats.

This bill will be the primary focus of our conversations during our Board's visit to Washington, D.C. this year. It has many potential paths to success: the Surface Transportation Bill, the National Defense Authorization Act, the end-of-year government funding legislation, or standing on its own.

While we are ambivalent about the path, our goal is to keep the focus on this issue and ensure that it is enacted (one way or another) before the end of the congressional term.

To this end, we were fortunate to have Congressman **Gabe Evans join us at Stapp Interstate Toyota** with members of the Toyota government affairs team to promote the issue. Both Toyota and General Motors have been out front of the issue and have helped considerably with raising its profile in a very busy Senate. We are grateful for their partnership in this instance.

Congressman Gabe Evans visits Stapp Interstate Toyota in Longmont





2026 EVENTS CALENDAR

January - May	Colorado Legislative Session ✓
February 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 D.C. & Q3 Board Meeting
September 28	Clear the Air Foundation Golf Tournament
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.

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2026 GOLF TOURNAMENT

MONDAY, 28 SEPTEMBER 2026

7:30 AM - 3:30 PM

Flying Horse Resort & Club, Colorado Springs

PRICING

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REGISTRATION





Mark Zeigler
Clear the Air
Foundation Director

Register for 2026 CTAF Golf Tournament

The Clear the Air Foundation Golf Tournament has become a favorite CADA tradition. It’s a chance to get out of the office, enjoy a day at Flying Horse and spend time with fellow dealers and industry partners. There’s plenty of friendly competition, but the tournament is also an opportunity to strengthen relationships, make new connections and get some business done on the course.

Join us **September 28** for a day of golf and good company. Golf is complimentary for CADA dealer members, but **registration is required**, so put together your group and reserve your spot today.

 [Golf Registration](#)

August Dealer Donations Dashboard			
Vehicles Donated (by Dealership)		Scholarship Recipients (by Dealership)	
Spradley Kia	4	Schomp Honda, Colin Townsend	\$2,500
Pueblo Chrysler Dodge Jeep Ram	2	Transwest, Steve Showman	\$2,500
Emich Kia	1	Dellenbach Chevrolet, Alex Bue	\$2,500
Johnson Auto Plaza	1		
Mike Maroone Chevrolet South	1		
Mountain States Toyota	1		
Phil Long Ford of Denver	1		
Spradley Chevrolet	1		

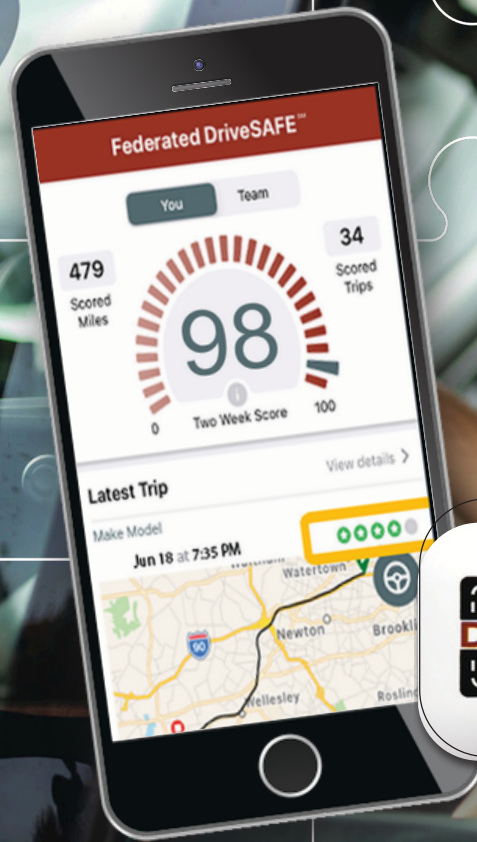
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Christy Fuicelli
Director of Communications

Project D.C. is Around the Corner

In less than a month, CADA staff, Board Members and industry partners will make our annual trek to Washington, D.C., for our three-day Project D.C. event, which includes the NADA Washington Conference and our Q3 Board meeting.

There is no shortage of competing issues on Capitol Hill, and automotive policy can get complicated quickly. Project D.C. gives our delegation an opportunity to cut through some of that noise and speak directly with Colorado's congressional leaders and staff about how federal policy decisions affect dealerships, their employees and, most importantly, the customers they serve.

While members of Congress and their staff are tasked with understanding an enormous range of issues, they do not spend their days running dealerships. Our dealers do. Those candid, face-to-face conversations allow our delegation to provide the real-world context behind proposed legislation and help lawmakers understand the practical consequences, intended or otherwise, of decisions made in Washington.

There will be plenty to talk about this year. Issues involving vehicle repair, consumer privacy and security, vehicle affordability and catalytic converter theft are all making their way through Congress. Some of the proposals sound relatively straightforward on the surface, but the details matter. Our time in D.C. gives Colorado dealers an opportunity to explain what those details could mean for the people buying, owning and repairing vehicles every day.

Here is a quick look at NADA's top legislative priorities:

REPAIR Act

The House Energy and Commerce Committee approved amended Right to Repair language earlier this year that

codifies the existing 2014 agreement providing independent repair facilities access to repair information and tools. The current language leaves out several controversial provisions contained in the original REPAIR Act. We will be asking Congress to preserve the committee-passed language and oppose efforts to expand it.

Connected Vehicle Security Act (CVSA)

The bipartisan CVSA seeks to address the national security, consumer privacy and economic risks posed by connected vehicles and technology linked to China and other foreign adversaries. The legislation advanced unanimously through the Senate Commerce Committee in July, but details remain under discussion as lawmakers consider its potential impact on manufacturers, dealers and American jobs.

PART Act

Catalytic converter theft remains a costly and dangerous problem for dealerships and vehicle owners across the country. The bipartisan PART Act would require catalytic converters on new vehicles to be traceable and establish federal penalties for stealing, trafficking, selling or knowingly purchasing stolen converters. NADA is advocating for the PART Act over a competing proposal that does not include the same tracing and recordkeeping requirements.

These are complicated issues, and a one-page legislative summary can only tell part of the story. The conversations in Washington give us the opportunity to fill in the rest: what we are seeing in Colorado dealerships, what customers are asking for and where collaboration can have the greatest impact.

We'll share an update after we return in September.



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Taylor

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April

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Avery

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Riley

RECALL RECOVERY

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Quinn

SERVICE-TO-SALES

Turns service lane into trade-ins



Katie

CSI FOLLOW-UP

Catches unhappy customers pre-survey



Donovan

PARTS ORDER UPDATES

Keeps customers posted, order to install



Maria

SPANISH-LANGUAGE

Full conversations en español



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