

Transportation Committee JOINT FAVORABLE REPORT

Bill No.: SB-127

Title: AN ACT CONCERNING THE SALE OF ELECTRIC VEHICLES IN THE STATE.

Vote Date: 3/25/2021

Vote Action: Joint Favorable

PH Date: 2/19/2021

File No.: 419

Disclaimer: The following JOINT FAVORABLE Report is prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and does not represent the intent of the General Assembly or either chamber thereof for any purpose.

SPONSORS OF BILL:

Transportation Committee

[Sen. Will Haskell, 26th Dist.](#)

[Rep. Jonathan Steinberg, 136th Dist.](#)

[Rep. Kerry S. Wood, 29th Dist.](#)

[Rep. David Michel, 146th Dist.](#)

[Rep. Terrie E. Wood, 141st Dist.](#)

[Rep. Christopher Rosario, 128th Dist.](#)

[Rep. Josh Elliott, 88th Dist.](#)

[Rep. Aimee Berger-Girvalo, 111th Dist.](#)

REASONS FOR BILL:

To increase opportunities for Citizens in The State of Connecticut to purchase Electric Vehicles (EV) by allowing manufactures who meet certain requirements to participate in the current automobile market, enhancing market opportunities for green technologies.

RESPONSE FROM ADMINISTRATION/AGENCY:

None

NATURE AND SOURCES OF SUPPORT:

[Baker, Benjamin M., Resident-Branford-Pro](#)

This testimony is urging to pass the bill citing, "It is the height of idiocy to not use EVERY imaginable strategy to reduce the emission of greenhouse gases into the atmosphere. Climate change is having devastating impacts on the lives of every human being on the planet and everyone must do their part." In addition, ". Forcing CT consumers who desire the best electric vehicles to

travel to NY State to acquire their vehicles is not only inconvenient but insulting and smacks of market manipulation.”

[Bayley, Steve, Resident-Higganum-Pro](#)

This testimony references support for the bill. Stating, “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Bayley, Steve, Resident-Higganum-Pro](#)

This testimony references support for the bill. Stating, “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Blaney, William, Resident-Pro](#)

This testimony references that “When it comes to taxation, all the teslas seen driving in Connecticut are more than likely paying their sales tax to Massachusetts or New York. We can be sure that this situation will continue if this bill is not passed and turned in to law by the governor.” In addition, “. You have heard from the car dealership owners and franchises for what seems to be a decade now. Where has it led us to? Can you go and test drive an EV at any dealership in the state currently? How about even 1 or 2 dealerships? The answer is no, no you cannot.”

[Bonaldo, Nick, Resident-Pro](#)

“There is no reason to restrict innovative ways to sell direct to consumers specific to auto purchases. In fact we pay property tax on automobiles whereas other states do not. We should have MORE choice when contemplating such a large purchase.”

[Braren, Paul, Founder-TinkerTry.com-Pro](#)

This testimony is in support and states, “It will speed the adoption of EVs here, improve the air we breathe, and maybe even make it possible for our small state to meet the goals of the “Electric Vehicle Roadmap for Connecticut” and “Southern New England’s Transportation and Climate Initiative Program.” In addition, “It’s not a good look for CT, being one of very few states remaining where citizens can’t purchase the far-and-away bestselling EVs in the US, made by Tesla in California. They’re far ahead of the rest of the auto industry in meaningfully accelerating the transition to sustainable energy, have passed sales of 1 million EVs last year, are trending toward lowered prices, and are growing production at a rate of 50% per year on average.”

[Brewster, J. Alan, Chair-Milford Energy Advisory Board-Pro, signed by board](#)

This testimony offers support for the bill and references that, “Electric vehicles are the future of our transportation system. California will require sales of all new passenger vehicles to be zero-emission by 2035, and G.M. recently announced that it will sell only zero-emission vehicles by 2035. Connecticut is already a member of the nine-state Zero Emission Vehicle (ZEV) Program,

which is coordinating efforts to get 3.3 million electric vehicles on the road by 2025.” In addition, “The transportation sector (38%) is the largest source of Connecticut’s greenhouse gas emissions.”

[Brooks, Alan, Resident-Branford-Pro](#)

This testimony offers support and states, “I am very much in favor of allowing manufacturers to set up dealerships for EV in CT. I bought my Tesla online in 2019 and picked it up in Kisco NY. Actually it was a very pleasant experience as handled by Tesla. The time has come to make the experience and the viability of buying and servicing EV in CT.”

[Brown, Lori, Executive Director-CT League of Conservation Voters-Pro](#)

This testimony offers support for the bill and references that electric vehicles are the future of tomorrow that the state should make today. It references that, “Our neighbors in New York and Massachusetts already allow electric vehicles to be sold directly to consumers, driving business—and revenue—away from Connecticut. Given our state’s need for additional revenue as well as the growing appetite for electric vehicles, allowing direct sales is a clear win for both our environment and our economy.” In addition, “From an environmental, clean energy, and economic perspective, anything that makes it easier for consumers to drive, purchase, and maintain an electric vehicle is good for Connecticut. SB 127 would promote consumer choice, reduced greenhouse gas emissions, and improved public health.”

[Buda, Alyssa, Resident-West Haven-Pro](#)

This testimony references support for the bill. Stating, “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Butera, Jeff, N-A-N-A-Pro](#)

This testimony is in support of the bill. Quoting, “I believe it is unfair to force CT residents to travel out of state to buy their vehicles, and preventing this from happening is stifling innovation and future prospects of remaining competitive.”

[Coffey, Elizabeth, Resident-Pawcatuck-Pro](#)

This testimony references support for the bill. Stating, “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Cross, William, Resident-Union-Pro](#)

This testimony is in support and references, “I live in Union, deemed the “quiet corner” of Connecticut. Despite fantastic EVs being in the market for over a decade, our part of the state still

has very few. Why? The answer is simple. The best EVs made by our nation's most innovative companies have been left out from being able to compete in CT."

[Cruikshank, Alice, Resident-Bloomfield-Pro 5419 w amend, pro others](#)

This testimony is in support and references, "Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future."

[Cuddy, William, Resident-Guilford-Pro](#)

This testimony is in support and references through "Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future." Also, the bill "Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state's Zero Emission Vehicle Goals."

[Curran, Gavin, Farmer-Sweet Ring Farm-Pro](#)

This testimony is in support of the bill. Stating, "I believe we need dramatic upgrades and upkeep to our existing infrastructure and by expanding public rail we would be doing a public service to everyone. Freedom of movement is considered a human right by the UN under Article 13 of the Universal Declaration of Human Rights, our state should be treating public transit in the same way."

[Degling, David, Resident-Granby-Pro](#)

This testimony is in support and references through "Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future." Also, the bill "Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state's Zero Emission Vehicle Goals."

[Diamond, Seth, Resident-Glastonbury-Pro](#)

"As a Connecticut voter concerned with our leadership in the area of EV adoption, I respectfully urge the Transportation Committee to vote in favor of SB 127."

[Doyle, Suzanne, Resident-Milford-Pro](#)

This testimony is in support and references through "Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future." Also, the bill "Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state's Zero Emission Vehicle Goals."

[Erman, Robert, Resident-Bridgeport-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Fagan, Alana, Resident-Milford-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Farmelo, John, Resident-Stonington-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Favreau, Marc, Resident-Bridgeport-Pro](#)

“I support SB 127, direct sales of EVs. As a 25 year veteran of the automotive industry, I can tell you that Elon Musk's primary reason for selling directly is unequivocally valid: The dealer model and the men and women who occupy it simply do not know how to sell electric cars.” In addition, “SB 127 will speed adoption of EVs in CT and improve our air quality. CT residents are forced to travel out of state to buy their vehicles. Allowing new forward-looking, environmentally-friendly companies into the state brings investment into the state.”

[Garcia, Wilmil, Resident-Stratford-Pro](#)

“As a Connecticut voter concerned with our leadership in the area of EV adoption, I respectfully urge the Transportation Committee to vote in favor of SB 127.”

[Garrett, Dan, Resident-Hamden-Pro](#)

This testimony is in support of the bill. “Tesla sales are through the roof with legacy car manufacture sales dropping considerably. Toyota and VW both down double digits for 2020. My Tesla purchase was through their Mt. Kisko location. The process is difficult, but well worth the inconvenience. I traded in my old vehicle to Tesla. They gave me a quote online, which they honored. I drove to New York and completed the sale. The process was very easy with no added charges to the sale such as dealer conveyance fee.” In addition, “Tesla is still in its infancy and its market cap is above Toyota, VW, GM, Ford, Daimler combined. Electric vehicles are the way of the future. EV car makers Rivian and Lucid plan to sell directly to customers. Please consider the EV direct to buyer sales in the State of Connecticut.”

[Gibbons, Richard, Resident-Stonington-Pro](#)

“I live in Stonington and own two Teslas. I had to buy my cars in NY because of CT’s refusal to step into the 21st century and be “Revolutionary “. CT’s law prevents its citizens from being revolutionary and keeps them stuck in the past. Why didn’t I choose to buy an EV from a manufacturer that has a dealership network in CT? It’s simple, their EVs are behind in EV technology including range and access to charging stations. They are not serious about changing or promoting EVs.” “that fit their lifestyles, needs, and budgets to accelerate the adoption of electric vehicles and more rapidly transition to a zero-carbon economy without having to shop out of state. I support SB 127 and manufacturers’ ability to offer direct sales of their EVs to CT consumers. If the State is serious about climate change, air quality, and its push to stimulate adoption of EVs, it is illogical to force CT residents to travel out of state to buy the EV of their choice.”

[Golden, Kent and Christine, Resident-Pro](#)

This testimony is in support of the bill. “Regardless of whether everyone agrees on man made climate change, there is a simple truth that fossil fuel vehicles pollute our environment and make us more reliant on dwindling and foreign sources of oil. Because of this, we decided to purchase a Tesla Model 3 electric car from Tesla Motors. Our chosen electric supply is 100% green and renewable, so we can power this car cleanly and for much less money than a traditional internal combustion vehicle. No gasoline, no oil changes, far fewer moving parts, safer, cleaner, etc. It is also incredibly fun to drive.”

[Grande, Alex, Resident-New Haven-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Griswold, Matthew, Resident-Old Lyme-Pro](#)

This testimony is in support of the bill. “. A direct sales model gives consumers access to many more BEV offerings, and an important alternative to the entrenched and outdated dealership model.” In addition, “Electric cars are the way of the future. They produce zero localized emissions, and when combined with rooftop solar, zero generation emissions as well. BEVs sales in California already top 8% annually, and last year in Norway, over 50% of autos sold were BEVs. Let’s make Connecticut a leader in this transformation, not a laggard.”

[Harris, Sabine, Resident-Guilford-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Henry, Dawn, Member-Electric Vehicle Club of CT-Pro](#)

“I support this bill because it removes a barrier for consumers considering an electric vehicle by making it more convenient to test drive and purchase the best-selling EVs available instead of forcing people to leave the state to do it. If someone is currently on the fence about EVs, or not particularly interested in the models available at current car dealerships, or not motivated enough to drive 1+ hour to go test drive a Tesla (or soon, a Rivian or Lucid) in New York, they may just default to purchasing another gas-powered car.”

[Hu, Lorraine, Resident-Meriden-Pro](#)

“As a Connecticut voter concerned with our leadership in the area of EV adoption, I respectfully urge the Transportation Committee to vote in favor of SB 127.”

[Ingellis, Patrick, Resident-Old Saybrook-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Johnson, Jonathan, Resident-Farmington-Pro](#)

“I support SB 127, direct sales of EVs. It will speed adoption of EVs in CT and improve our air quality. It is not fair to force CT residents to travel out of state to buy their vehicles. Allowing new companies into the state brings investment into the state. These are forward-looking, environmentally-friendly businesses.”

[Jones, Peter, Resident-Colchester-Pro](#)

“Not only will CT benefit from increased revenue from additional purchases, but it would support improvement to the environment and help CT achieve its goal of putting up to 150,000 Evs on the road by 2025.”

[Kahn, Zachary, Senior Policy Advisor-Tesla-Pro](#)

“This bill will enable manufacturers of electric vehicles without franchised dealers to sell directly to customers in Connecticut.” In addition, “Despite the ban on direct sales, Tesla has invested significant resources in Connecticut. Tesla has a leasing license that allows us to lease cars to Connecticut residents from our Leasing and Service location in Milford. We have invested heavily in building out our supercharger network in the state. We currently have 23 supercharger locations with more than 200 stalls in Connecticut and are currently developing an additional 5 locations. SB 127 will unlock additional investment by Tesla in sales and service locations in Connecticut.”

[Kresch, Barry, President-Electric Vehicle Club of CT-Pro](#)

This testimony explains that through “Widespread adoption of electric vehicles will be necessary to meet emissions reduction goals set by CT and everywhere else. This has been widely analyzed and reported by the Union of Concerned Scientists and others.” In addition, “CT is falling far short of the goals outlined in the Multi State ZEV Action Plan MOU. There are 13,800 EVs registered in CT as of January 1, 2021. This makes for a steep climb to reach the 2030 goal of 500,000. It would

require a compounded annual growth rate of about 49% to get there. In 2020, the growth was just 18%. We need to use all the tools at our disposal to get as many EVs on the road as possible as quickly as possible.”

[Kuchta, Storm, Resident-Madison-Pro](#)

“This bill ensures that the funding mechanism that Connecticut voters supported for clean air programs goes to its intended purpose.”

[Levieff, Phillip Edward, CEO-TecKnow Smart Living Ecosystems-Pro](#)

This testimony refers to that “Now is the time for Connecticut to rise up and lead where others have not, to take a stand where others will not, to ignite the 4th industrial rEVolution with the Energy Gateway State leading the way Forward.”

[Liebow, Michael, Resident-Weston-Pro](#)

Submitting testimony in support of the bill. Quoted, “Our world is changing fast, yet CT seems anchored to the past. I’m not alone. There are close to 14,000 EVs registered in CT, with the majority Tesla. My neighbors, like myself, had to travel to NY to pick up our new vehicles. It’s not just the inconvenience, it’s the message our State Leaders are sending to our children, our residents and our country. Entrenched interests run our State. In this new world of EVs, the cars require little maintenance, little reason to return to the dealer.”

[Lombardo, Peter, Resident-Higganum-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Lopez, Andrew, Resident-New London-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Lundgren, Tess, Resident-Lebanon-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Lynn, Theodore, Resident-Hamden-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Madigan, Tom, Resident-Pro](#)

“It will speed adoption of EVs in CT and improve our air quality. It is not fair to force CT residents to travel out of state to buy their vehicles. Allowing new companies into the state brings investment into the state. These are forward-looking, environmentally friendly businesses.”

[Manfredonia, Jeffrey, Resident-Pro](#)

“As a Connecticut native, I believe that our great State is in a great position to make the most of technological advancements afforded to us by innovative companies looking to make a positive impact on the world.”

[McCann, Patrick, Resident-Durham-Pro](#)

This testimony is in support of bill 127. “Electric Vehicles are new technologies being brought to the market by new companies working in new ways. However, Connecticut's laws prohibiting these companies from selling their vehicles directly to consumers significantly impedes our ability as a state to do our part to impact the Climate Crisis.”

[McGee, Glenn, Resident-West Haven-Pro](#)

This testimony is in support of bill 127. “I am writing to strongly urge you to support SB 127, allowing direct sales of Electric Vehicles. I suspect that literally every consumer of electric vehicles - and every potential consumer of electric vehicles - shares my view that it is ridiculous that Connecticut residents have to drive to New York to buy their vehicles. It is not fair. It is not an open market.”

[Paik, Analiese, Member-Electric Vehicle Club of CT-Pro](#)

This testimony is supporting the bill. Quoted, “Our club of brand agnostic EV enthusiasts evangelizes the rapid and widespread adoption of EVs because they’re fun to drive, easy and half the cost of conventional gas cars to maintain, and are revolutionizing our transformation to zero emissions mobility.”

[Polley, Terry, Resident-Enfield-Pro](#)

Testimony is in support of the bill. “Our world is changing fast, yet CT seems anchored to the past. I’m not alone. There are close to 14,000 EVs registered in CT, with the majority Tesla. My neighbors, like myself, had to travel to NY to pick up our new vehicles. It’s not just the inconvenience, it’s the message our State Leaders are sending to our children, our residents and our country. Entrenched interests run our State. In this new world of EVs, the cars require little maintenance, little reason to return to the dealer. I’ve had my Tesla for over 2 years,. There is no

comparison to the ownership experience. It's incredible. We should want this for all our neighbors.”

[Robinson, Tim, Resident-Fairfield-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Rodriguez, Alex, Resident-West Hartford-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Rothenberger, Charles, Climate and Energy Attorney-Save the Sound-Pro 5419 w amend, pro others](#)

This testimony is in support of the bill. “Connecticut has adopted ambitious, but critical, electric vehicle deployment targets, through its participation in the Multi-State ZEV MOU as well as through the iterative planning process of the Governor’s Council on Climate Change (GC3). Under the terms of the ZEV MOU, Connecticut needs to place approximately 150,000 electric vehicles on the road by 2025, while to meet our greenhouse gas reduction targets Connecticut needs to deploy 500,000 electric vehicles by 2030. As of January 1, 2021 there were only 13,800 EVs registered in Connecticut, less than 3% of our 2030 goal.” In addition, “ EV sales numbers in the state are still far too low. Ramping up EV adoption in the state will require critical action from not just state agencies, but also electric utilities, automakers, and auto dealers. To go from a few thousand, to 500,000 EVs on the road by 2030, Connecticut needs to adopt an all-hands-on deck approach to increasing EV sales. Allowing direct sales of electric vehicles by manufacturers would increase public awareness, encourage build-out of public charging infrastructure, and provide motivation for existing dealerships to promote their electric vehicles more than they already do.”

[Samantha, Dynowski, Member-Sierra Club Connecticut-Pro](#)

Testimony is in support of the bill. “Sierra Club supports SB 127 to permit electric vehicle manufacturers to sell electric vehicles directly to the consumer. Connecticut’s Global Warming Solutions Act requires a reduction of greenhouse gas emissions to at least 45 percent below the level emitted in 2001 by 2030, and to at least 80 percent below the level emitted in 2001 by 2050.” In addition, “Direct sale of electric vehicles by manufacturers is an important strategy to accelerate the adoption of zero emission vehicles to meet these goals.”

[Schaer, Phyllis, Resident-Sherman-Pro](#)

This testimony statement in SUPPORT of S.B. 127. “As a Connecticut voter concerned with our leadership in the area of EV adoption, I respectfully urge the Transportation Committee to vote in favor of SB 127.”

[Schweitzer, Chris, Resident-New Haven-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Scotto, Jamison, Resident-Pro](#)

Testimony is in support of SB127 to allow direct sales of electric vehicles. “Over 30 states in our union have allowed direct EV sales and it has not impacted existing jobs in the automotive sales or service industry in their states. This has been born out over the past 9 years with more data consistently supporting the same result. This bill will create new jobs and help Connecticut move into the next generation of transport. Connecticut residents currently have to travel out of state to purchase an electric vehicle helping subsidize neighboring states tax coffers. Please help redirect money back to Connecticut in the form of jobs here.”

[Stevens, Mary, Resident-Guilford-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Thompson, Larry, Resident-Fairfield-Pro](#)

My support is for the bill. “SB127 allows CT residents the freedom to purchase the electric vehicle of their choice in the State. These are vehicles from American manufacturers Tesla, Rivian and Lordstown with more to come. It is plain unfair and illogical to discriminate against these manufactures simply because they aim to change the fossil fuel based transportation industry which is polluting our State resulting in unnecessary health risks and medical issues for our residents.” In addition, “Many other States are forward thinking on this issue and CT should as well for the sake of its residents.”

[Tremaine, Sally, Resident-Pro](#)

Testimony in support of S.B. No. 127. It is stated, “ In my neighborhood in Wallingford alone, there are 6 Teslas, and I see quite a few others around town. We all had to travel to New York to pick up our vehicles. While this might be considered a minor inconvenience, it does send a message to state residents that we don't care about global change or conservation of energy.” In addition, “This issue has been brought up a number of times, but the dealerships seem to have had the upper hand. But there are many different ways to purchase cars on-line these days, so the argument that you must use a dealer is out-of date. Now is the time to say no to the dealer lobby.”

[Urgo, Mike, First Selectman-North Stonington-Pro](#)

Testimony in support of S.B. No. 127. “Connecticut needs to be more proactive in this migration to EV vehicles sales and this bill will help us move in that direction.”

[Vachon, Clifton, Resident-Tolland-Pro](#)

“As a Connecticut voter concerned with our leadership in the area of EV adoption, I respectfully urge the Transportation Committee to vote in favor of SB 127.”

[Wagner, Peter, Resident-Pro](#)

This testimony is in support of the bill. It references and explains that “It will speed adoption of EVs in CT. It is not fair to force CT residents to travel out of state to buy their vehicles, like I had to do. I had to cross state lines into New York to pick up my Tesla Model 3 from Mount Kisco Tesla. We plan on replacing my wife’s vehicle with a Tesla in the next year or two, regardless if we have to go to New York or Connecticut – we of course would prefer to stay in Connecticut.”

[Wall, Bob, Chair-Sustainable Fairfield Task Force-Pro](#)

This testimony is in support of the bill. “It is clear that we must broaden our scope and ramp up our infrastructure in order to foster EV adoption. Opening up the state to allow Electric Vehicle sales directly to consumers would aid in this.”

[Wallace, Michael, Resident-Monroe-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Warzocha, Andrew, Resident-Willimantic-Pro](#)

This testimony is in support of the bill. “As a Connecticut voter concerned with our leadership in the area of EV adoption, I respectfully urge the Transportation Committee to vote in favor of SB 127. With the latest federal administration’s push for greener alternatives to energy, a rise in the popularity of greener technology and a worldwide push for adoption of greener technology, it would be wise for Connecticut to stay ahead of the trend in adoption of EV technology by making acquisition and maintenance of EVs easier to its residents.”

[Wasserman, Svetlana, Resident-Greenwich-Pro](#)

This testimony is in support of the bill. “I urge you to visit your local auto dealer and ask to see and test drive an electric vehicle, so you can experience first hand how difficult it is for a consumer to buy one. I hope that you will pass SB 127 to allow electric vehicles to compete on a level playing field for sales in CT.”

[West, Dan, Director of Public Policy-Rivian Automotive-Pro](#)

This testimony is in support of the bill. “The importance of direct sales to the state cannot be overstated. Connecticut has a long way to go to achieve its EV adoption goal of 500,000 registered EVs in the state by 2030. As of right now, the state is less than 3 percent on its way toward achieving that goal. So the state must do all it can to accelerate EV adoption, and allowing direct sales of EVs is the most effective, budget-neutral and market-friendly way to do this.”

[Whitin, Phyllis, Resident-Branford-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Witt, Daniel, Head of Public Policy-Lucid Motors-Pro](#)

This testimony is in support and references that “Lucid is a new electric vehicle company focused on bringing the next generation of EV technology to the masses. Our first vehicle will have remarkable range, exceeding 500 miles per charge, and will be able to recharge 300 miles in 20 minutes. Our industry leading efficiency, when paired with lowering battery costs, will unlock a much wider market for electric vehicles in the coming decade.” In addition, “Electric vehicle sales in the state are still under 2% with over 80 percent being sold directly through the manufacturer last year... This will change as manufacturers begin to produce additional EVs in the coming years, but the State must look at this holistically and support all possible means to enable electrification of the transportation sector in order to meet its stated goals.”

[Woolsey, Mary, Resident-New Haven-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

[Zod, Katherine, Resident-Mystic-Pro](#)

“I support letting car manufacturers sell their cars directly to the public. I should not have to pay extra costs to a middle man/ dealership. I’d rather buy a car from a car company’s salaried salesperson, who still gets paid the same no matter what price I pay, and doesn’t have to inflate car prices to put food on his family’s table. Dealerships should not have a corner on the car market any more than any other business. If I want to open a privately owned store selling something I make, I can. A car store should be the same. This is called competition, which is how a free market economy is supposed to work. Dealerships should not be afforded special protections against competition.”

[Zyla, Alison, Resident-Clinton-Pro](#)

This testimony is in support and references through “Expanding electric vehicle adoption, as well as directing Clean Air Act fees to fund green projects, and expanding train and ground

transportation services in eastern Connecticut will ensure our residents a clean, safe, and mobile future.” Also, the bill “Advances Equity - Advances Economic Recovery - Responds to the COVID-19 Pandemic - Addresses the Global Climate Crisis - Meets the state’s Zero Emission Vehicle Goals.”

NATURE AND SOURCES OF OPPOSITION:

Aiosa, [Jeff, Legislative, Co-Chair-CT Automotive Retailers Association-Anti](#)

This testimony is in opposition of Bill 127. “Connecticut new car dealers have quickly adapted to the promotion of a greener future. Most dealerships utilize solar energy and offer electric vehicle charging stations. We make purchasing, servicing, and charging electric vehicles easily accessible to our consumers. CARA has also partnered with Connecticut’s own CHEAPR program which provides consumers with incentives to purchase electric vehicles.” In addition, “Senate Bill 127 harms Connecticut consumers. Consumers will no longer have our dealerships to advocate for them, and they will lose access to local and reliable repair services. Senate Bill 127 jeopardizes the jobs of over 14,000 Connecticut employees. Finally, Senate Bill 127 is unnecessary because Connecticut consumers have access to electric vehicles, and that access continues to grow.”

[Garavel, Paul, President-Garavel Chrysler Jeep Dodge Ram in Norwalk-Anti](#)

“ Senate Bill 127 will effectively dismantle Connecticut’s franchise system resulting in significant harm to car buyers in our state. Connecticut new car dealers serve as advocates for their consumers by enforcing lemon laws, servicing recalls, and ensuring fair access to lending options. We provide local access to parts and repair.” In addition, “If the intended purpose of Senate Bill 127 is to expand the use of electric vehicles in Connecticut, this is the wrong way to achieve that goal. New car dealers in Connecticut are committed to selling electric vehicles. There are over 40 electric vehicles on the market today. Further, several car manufacturers have committed to going 100% electric in the next ten to twenty years. New car dealers have the means to provide local, reliable, and affordable access to electric vehicles.”

[Gengras, Chip, President-Gengras Automotive-Anti](#)

This testimony is in opposition of the bill. Referencing, “This bill undermines our state franchise laws that regulate auto retailers and manufacturers, while providing an unfair advantage to out of state and out of country companies. This bill will not only allow for an unlevel playing field to sell cars in our state, but also will extend that privilege to hundreds of foreign electric vehicle manufacturers, exporting jobs overseas.” In addition, “All Connecticut auto dealers are fully committed to selling EVs. We invite legislators to visit our dealerships and see the many different kinds of vehicles we have on our lots. In fact, there are over 40 options of EVs available for Connecticut consumers. These are EVs, ZEVs, and fuel cell vehicles in a wide choice of styles, prices, and functions to meet the needs of consumers.” “Nearly all manufacturers now produce EVs. Some manufacturers, like Volvo, a brand that I sell, will be all electric in a few short years. Connecticut dealers are able and ready to meet the demands of EV consumers.”

[Lynch, Mike, Owner-Lynch Toyota-Anti](#)

This testimony is in opposition of the bill. “Senate Bill 127 would allow electric car manufacturers to sell direct to customers, eliminating strong consumer protections that have been developed for decades in Connecticut. Connecticut’s current franchise model allows Connecticut new car dealers

to serve as advocates for buyers. Our current model works, and passage of SB 127 diminishes these protections.”

[Matos, Elliot, Service Manager-Hoffman Automotive-Anti](#)

Speaking in opposition to SB 127. “The dealerships provide chargers for electric vehicles. Several Connecticut new car dealers have EV charging stations available to the public, most without a cost, regardless of car brand. These charging stations supplied by the dealers encourage more EVs and reduce range anxiety.” In addition, “The CT Auto Retailers Association, CT DEEP, the EPA, and numerous environmental groups have been working together for years to reduce range anxiety, providing universally available charging stations for free to all drivers, including Tesla drivers. With Connecticut's clean air goals; the way to accomplish this is to sell more electric vehicles.” “Dealers do this and know how to do this. This bill is absolutely unnecessary, I encourage this committee and our legislature to vote no on SB 127. Please allow me, and so many other employees just like me, to keep our jobs.”

[Monaco, Chrissy, Co-Owner-Monaco Ford-Anti](#)

This testimony is in opposition of the bill. Stated, “Senate Bill 127 significantly weakens consumer protections by creating a loophole in Connecticut’s franchise laws. This loophole benefits large out-of state corporations at the expense of local businesses in Connecticut. Franchise laws are in place to ensure that adequate protections are provided to buyers purchasing motor vehicles. New car dealers are important advocates for their customers and this bill eliminates that support system.” In addition, “Electric vehicles are available throughout Connecticut at our local new car dealerships. This bill is unnecessary and harmful to our economy.”

[Reynolds, Hayden and Kathryn, Owners-Reynolds Subaru-Anti](#)

Testimony is in opposition of the bill. “Senate Bill 127 undermines these protections by providing a corporate loophole in Connecticut law at the expense of not only the consumer, but also the 270 locally owned new car dealers in Connecticut and their 14,000 employees. Small locally owned dealerships rely on the franchise laws to provide a level playing field with large corporations.”

[Sanchez, Yvette, Comptroller-Gengras Motor Cars-Anti](#)

In opposition to Senate Bill 127: An Act Concerning the Sale of Electric Vehicles in the State. “By contrast, the direct sale model could result in significant losses in property tax revenue for Connecticut cities and towns because there would be no requirement that qualifying vehicles be sold from a physical facility nor is there a requirement that repair facilities be available. In addition to tax considerations, service facilities are vitally critical for safety recalls, warranty work, and locally sourced parts and services.” In addition, “We ask that you not allow for a carve out in our state law for the benefit of large out-of-state corporations. Connecticut’s current law protects consumers and supports Connecticut’s economy.”

[Weikel, Wayne, Senior Director, State Affairs-Alliance for Automotive Innovation-Anti](#)

This testimony is in opposition of the bill. “To be clear, our members do not shrink from added competition; competition is good for the industry and consumers. Our automaker members have developed modern vehicles that are safer, cleaner, and more advanced than ever and they welcome new competitors to try and keep up. Our members simply believe that state laws that govern the sale of vehicles should provide a fair and level playing field for all, and not grant special privileges to new market entrants.”

Reported by: Philip N Mainiero

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