

Testimony of
Elliot Matos
In Opposition to
SB 127
Transportation Committee
February 19, 2021

Good Afternoon, Chairmen Lemar and Cassano, Ranking Members Somers and Carney and members of the Transportation Committee. My name is Elliot Matos, and I am the Service Manager for Hoffman Automotive, a local family-run business with stores located in East Hartford, Waterbury, Avon, and New London. Hoffman Auto is a 3rd generation business with over 300 employees. I have worked for Hoffman for many years, rising up through the ranks of the company. I have a good job as do my co-workers. We have good pay, medical benefits, a pension plan, and paid vacation. I want to keep my job and so do those who work with me at Hoffman.

I am here today to speak in opposition to SB 127: An Act Concerning the Sale of Electric Vehicles in the State. I do so on behalf of my customers who rely on locally owned stores with locally based professionally staffed service facilities that have fully stocked parts departments available for quick and immediate service, repair, maintenance, and warranty work.

The highly skilled technicians that work at our dealerships are trained to work on all different types of cars including all electric vehicles. The 270 Connecticut new car dealers have many thousands of expert technicians, in over 400 local service facilities attached to our dealerships. These facilities have thousands of service bays and locally stocked parts departments on site. They replace parts, fix pieces, do recalls, and get cars safely back on the road again. Dealers do this for the convenience of the hundreds of thousands of your constituents that we serve every day. Our service advisors know our customers personally. We work diligently to make sure the manufacturers provide the right repair protocols and cover the costs on any recalls or warranty issues. We ensure that our customers receive warranty work, lemon law assistance, and the repair service that they are entitled to. The dealers do this well.

Unlike my service facility, direct sell service facilities do not keep parts and inventory immediately on site and do not have service technicians on site. They provide only storefronts where the cars are sold. Consumers will bear the cost and inconveniences of waiting days and weeks to get repairs, parts, maintenance work, and, most critically, safety recall work complete. Numerous press reports tell horror stories of Tesla consumers waiting weeks and sometimes months for even the simplest repair or part. Do not be fooled by the promises of direct sellers when they say they will follow the same laws as dealers.

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. 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.

Thank you for your time.