

# Transportation Committee

## JOINT FAVORABLE REPORT

**Bill No.:** SB-214

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

**Vote Date:** 3/24/2022

**Vote Action:** Joint Favorable Substitute

**PH Date:** 3/14/2022

**File No.:**

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### SPONSORS OF BILL:

[Rep. Travis Simms, 140th Dist.](#)

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

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

[Rep. Tony J Scott, 112th Dist.](#)

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

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

### REASONS FOR BILL:

To allow the direct sale of electric vehicles by electric vehicle manufacturers in the state. Substitute language adds a definition for "battery electric vehicle." It also clarifies that manufacturers who wish to sell directly must only manufacture "battery electric vehicles" to avoid confusion regarding what manufacturers would have access to direct sale should the bill pass.

### RESPONSE FROM ADMINISTRATION/AGENCY:

Simmons, Caroline - Mayor - City of Stamford

- Mayor Simmons' testimony focuses on the importance of electric vehicle sales in combating climate change and pollution. Mayor Simmons draws attention to efforts her administration has made towards this goal, including becoming carbon neutral, electrifying their municipal fleet, and transitioning to renewable energy sources among others. Mayor Simmons states that allowing direct sales by manufacturers of electric vehicles will allow consumers to access cleaner modes of transportation with ease.

### NATURE AND SOURCES OF SUPPORT:

Brown, Lori - Executive Director - CT League of Conservation Voters:

- Writes in support of the bill, stating that it would remove arbitrary obstacles that prevent the market from expanding as it would otherwise. Stresses the importance of allowing direct sales in transitioning towards electric trucks. States that passage will give customers additional options which will aid in increasing air quality and mitigating climate change.

Caviness, Deborah - Founder - Southern CT Black Chamber of Commerce:

- Writes in support of the bill, stating that it will help address historical inequalities in car sales. Claims that allowing direct sale of electric vehicles will create an inclusive market, protecting customers who may otherwise fall prey to dealership tactics.

Dynowski, Samantha - State Director - Sierra Club:

- Writes in support of the bill. Cites DEEP's greenhouse gas inventory as a sign that the state must adopt more aggressive maneuvers to curb climate change. States that the bill would allow for faster adoption of electric vehicles, thus mitigating pollution and climate change generated by the state.

Houel, Adrienne - President and CEO - Greater Bridgeport Community Enterprises, INC.:

- Supports the bill, stating that it would assist in lifting health and economic barriers in environmentally challenged communities. Additionally, states that encouraging early adoption of electric vehicles in the state will further drive development of the technologies as well as lower the price of acquiring a vehicle. Finally, cites DEEP data concerning Connecticut's current failure at meeting climate goals as a reason to encourage passage of the bill.

Fedeli, Josh - President - Catalyst for Connecticut:

- Writes in support of the bill, stating that it is the only way to reestablish fairness in the consumer vehicle market. Believes that exclusion of large electric vehicle manufacturers from the state's market facilitates ongoing unhealthy competition, allowing legacy manufacturers and their dealerships to maintain a near-monopoly.

Gillingham, Kenneth - Professor of Economics - Yale University:

- Offers support for the bill, citing a number of reasons direct sale would benefit the state. Speaks on Connecticut's poor air quality, claiming increased adoption of electric vehicles would reduce pollution thus improving air quality and mitigating climate change. Additionally, claims that concerns over lost jobs are unfounded, as states that have adopted the direct sale model have not seen significant job losses.

Khan, Zachary - Senior Policy Advisor, Northeast - Tesla:

- Supports the bill, stating that direct sale will benefit the state through additional tax revenue and job creation.

Lohr, Jim - Deputy Director - North Atlantic States Carpenters Labor-Management Program:

- Supports the bill, stating that allowing direct sales will assist in Connecticut's transition to clean energy while creating thousands of jobs throughout the state. Additionally, direct sales will lead to new sale locations and electric infrastructure, allowing local economies to build further around these developments. Believes that the climate crisis presents an opportunity to develop thriving, sustainable, just and equitable local economies.

Lynch, Cary - Climate and Policy Manager - The Nature Conservancy:

- Supports the bill, claiming that it will enhance market access and consumer choice. State that electrification of the transportation sector is a critical step in climate change mitigation. Current legislation shifts jobs and investment to neighboring states by preventing residents from purchasing the vehicles they wish for in state.

McDiarmid, Jeremy - VP, Policy/Government Affairs - NECEC:

- Writes in support of the bill, stating that decarbonization of the transportation sector is of paramount importance should the state wish to meet its clean energy goals.

## **NATURE AND SOURCES OF OPPOSITION:**

Aiosa, Jeff - Legislative Co-Chair - CARA

- Writes in opposition to the bill, stating that dealerships currently act as an important protection to consumers. States that the current dealership model ensures that state and federal laws, concerning safety and lending, are upheld.

Fryxell, Sara - President - CARA:

- Writes in opposition to the bill, stating that Connecticut's car dealerships are already committed to selling electric vehicles. Claim that the bill would create an unnecessary loophole for the benefit of select corporations. Additionally, states that the current dealership model serves as an important facet in protecting automotive consumers.

Garavel, Paul - President - Garavel Chrysler Jeep Dodge RAM:

- Writes in opposition of the bill, claiming that current franchise law protects consumers and that the dismantling of the current system will cause considerable harm to automotive customers in the state. Additionally, claims that the passage of the bill would come at the cost of jobs through the current dealership model.

Gengras, Chip - President - Gengras Motor Cars:

- Writes in opposition to the bill, stating that the bill undermines the current franchise law and would create an uneven playing field to the benefit of electric vehicle manufacturers.

Lynch, Mike - Lynch Toyota:

- Writes in opposition to the bill, claiming that allowing direct sales for electric vehicle manufacturers would undermine the strong consumer protections currently upheld through the dealership model.

**Reported by: Trenton Kapij**

**Date: 4/1/2022**