

Dealers Hit The Brakes On EVs

Proposed EPA Rules

Amidst the current contretemps over Connecticut's stalled efforts to adopt phase 2 of the California emissions standards, known as ACC II/ACT, which stand for Advanced Clean Cars II and Advanced Clean Truck, flying a little less noticeably on the radar screen is a proposed federal EPA rule that could result in roughly two-thirds of vehicles sold by 2032 being electric.

These rules become the default for states not following the California rules and it is good that the gap between the two will be narrower if these rules go into effect. Of course, this being a federal regulatory action, a future administration that is EV-unfriendly could roll them back or loosen them. They can't do the same to the California rules.

The rules proposed in CT and at the federal level would yield huge reductions in greenhouse gas emissions and provide enormous benefits in public health due to greatly reduced emissions of particulate matter and nitrogen oxides.

The fossil fuel and automotive industries are doing their best to undercut these. We've seen the efforts of the Yankee Institute, Heritage Foundation and the misleadingly-named Alliance for Automotive Innovation (lobbying group for the legacy auto manufacturers) to torpedo more stringent emissions standards. While on the one hand, companies such as General Motors and Ford issue press releases promoting how they are aggressively pivoting to electric vehicles, they work behind the scenes to throw sand in the gears. Toyota and Stellantis previously participated in a legal challenge to the waiver California was granted to establish tighter emissions standards that other states could opt-in to follow. (That

lawsuit was dropped in 2022.)

4,700 Dealers Send Letter to Biden Administration Against Proposed New EPA EV Rules

One thing that seems a little different at the federal level is that the auto dealerships are playing a more prominent role. Over 4700 dealers have sent a [second letter](#) to the Biden administration in January, following an earlier letter in November, that seeks to get the administration to back away from the new standards.

Over 50 Dealers in CT Have Signed The Letter

We have found over 50 dealerships in Connecticut that have signed the letter. They are listed below. These are our neighbors who are actively working against the electrification of transportation to mitigate climate change and improve our air quality. The list is sorted alphabetically by ownership.

Dealership	Group Owner
Antonino Acura	Antonino Auto Group
BMW of New London	Antonino Auto Group
Charles Toyota	Antonino Auto Group
Girard Ford	Antonino Auto Group
Girard Nissan	Antonino Auto Group
Girard Toyota	Antonino Auto Group
Nissan of Norwich	Antonino Auto Group
Toyota of Colchester	Antonino Auto Group
Balise Hyundai of Fairfield	Balise Auto Group
Genesis of Fairfield	Balise Auto Group
Bolles Motors- Chrysler Jeep Dodge Ram	Bolles Motors
BMW of Waterbury	Bradley Hoffman
Hoffman Audi of East Hartford	Bradley Hoffman
Hoffman Audi of New London	Bradley Hoffman
Hoffman Ford	Bradley Hoffman
Hoffman Honda	Bradley Hoffman
Hoffman Lexus	Bradley Hoffman
Hoffman Lincoln	Bradley Hoffman
Hoffman Motorsports	Bradley Hoffman
Hoffman Nissan	Bradley Hoffman
Hoffman Porsche	Bradley Hoffman
Hoffman Toyota	Bradley Hoffman
Colonial Toyota	Crabtree Motor Group
Crabtree Nissan	Crabtree Motor Group
Crabtree Toyota	Crabtree Motor Group

Kia of East Hartford	Dobbs Family Automotive
Papa's Dodge	Dobbs Family Automotive
Garavel CJDR	Garavel Motors
Garavel Subaru	Garavel Motors
Middletown Toyota	Klimas Enterprises Inc.
Lia Honda Enfield	Lia Auto Group
Lia Hyundai Enfield	Lia Auto Group
Lia Hyundai Hartford	Lia Auto Group
Lia Nissan Enfield	Lia Auto Group
Lia Volkswagen	Lia Auto Group
Audi Greenwich	Michael Cantanucci
New Country BMW	Michael Cantanucci
New Country Lexus of Westport	Michael Cantanucci
New Country Mercedes-Benz	Michael Cantanucci
New Country Mini	Michael Cantanucci
New Country Porsche Greenwich	Michael Cantanucci
New Country Toyota of Westport	Michael Cantanucci
Lynch Toyota	Michael Lynch
Hartford Toyota	Richard McAllister
WOW Toyota	Steve Zion
Bob Valenti Volkswagen of Mystic	Valenti Auto Group
Valenti CDJR	Valenti Auto Group
Valenti Chevrolet	Valenti Auto Group
Valenti Ford	Valenti Auto Group
Volkswagen of Old Saybrook	Valenti Auto Group
Toyota of Stamford	William McKale/Leon Gjoni

As can be seen from the ownership field, the signers are mostly large, multi-dealership owners, in some cases operating in multiple states (though only CT stores are listed here). These are well-resourced entities that seek to forestall EV adoption. It is also a snapshot of an industry that has

changed considerably from what once was predominantly a mom and pop business model.

One of the owners on the list, Bradley Hoffman, is a member of the CHEAPR board. CHEAPR is the state's EV purchase incentive program. Presumably, he has no cognitive dissonance over this.

Sign The Electric Vehicle Association Petition – Dealers Don't Represent Us

The EVA has fielded a [petition](#) for consumers to tell auto dealers, car manufacturers, the EPA, and the Biden administration that **dealers don't represent customers**, that drivers support the EPA rules to speed the transition to an all-electric future.