

Craig Zale

My comments are two part,

1. Removing the safety inspections seems counterproductive for safer highways. More bald tires, poor lighting from non working safety lights,worn wipers causing a loss of visibility during less safe driving conditions. Someone you love might get caught up in this new law Jan 1st 2025.

2. As a automotive technician for over 37 years and a automotive shop business owner for 28 of those 37 years I can tell you for a fact, that our cost have increased 18% over the last 24 Months(2022 to 2025)(just last month our oil cost went up 12%)

Our general service technicians that perform the state inspections now command and hourly of \$20.00 or more an hour plus a "loaded cost" (Benefits,insurance,Futa,Fika etc) of 28% all that goes back to the business. Inspections take longer taking more time away from being able to service and repair other vehicles. As far as state inspections go we operate this part at a break even at best and occasionally at a loss, when the machines do not communicate with the cars correctly and at time cause actual issues to the clients cars.

It was barley tenable as a client convenance and somewhat of a marketing tool for attracting new clients as a meet and greet.

After Jan 1st 2025 we are strongly considering dropping the program. It will free up a working bay to be able to service more vehicles at more than a break even/loss, it will allow us more time to work on the vehicles that are in for their regular services, It will reduce overhead for our general service technicians that cost about \$52,000 a year for each tech and that is an unloaded cost. It will remove the state inspection machine monthly fees for service contracts and other state fees. We are only asking for an overdue increase that has been exacerbated by out of control rising inflation. Thanks you for your consideration and time with this decision.