



Connecticut Hydrogen and Electric Automobile Purchase Rebate Program
(CHEAPR)

Board Meeting
February 24, 2021
1:00 PM via Zoom
Meeting Minutes

Board Members: DEEP Commissioner Katie Dykes, DOT Deputy Commissioner Garrett Eucallito, Amy McLean, Jim Fleming, Jody Ellant, Matt Macunas, and Anthony Cherolis

DEEP Staff: Tracy Babbidge, Paul Farrell, Lakiesha Christopher, Walter Barozi, Katie Katrichis

Members of public offering comment: Barry Kresch, Charles Rothenberger,

Public Attendees: John Livermore

At 1:00 PM, Commissioner Dykes called the meeting to order and turned the meeting over to Tracy Babbidge and Paul Farrell.

Meeting minutes from the December 18, 2020 were reviewed. After discussion, Matt Macunas moved approval, which was seconded by Garrett Eucallito. The board voted unanimously to adopt the minutes as proposed.

Board Discussion

Paul Farrell presented the following program updates.

Program Update

- Budget carryover 2020 to 2021: \$2.1 million (as of 1/31/2020)
- Number of rebates approved through 12/31/2020: 676
- Number of rebates approved in Jan 2021: 67
- Number of rebates approved through 1/31/2021: 743
- Program admin request to move over next \$3M in program funding is in process



- Carryover funds estimated to support stimulus for all of 2021
- Initially offer stimulus for 6 months; determine whether to extend it to December on August 15th based on the amount of funds that have been utilized
 - < 50% used: extend to December
 - > 75% used: revert to standard rebate

Please see the February [board presentation](#) for the complete list of CHEAPR rebate amounts for 2021 with and without the 50% stimulus increase.

Discussion, Motion, and Board Vote on Implementing the Range Agnostic (\$42K MSRP) Incentive Design Option

- A poll prior to the board meeting indicated a majority of the board supported the program option including the \$42,000 MSRP cap - Range Agnostic design;
- The board discussed the top options and the key differences; and
- A motion was made by Jim Fleming to approve the poll and the motion was seconded by Garrett Eucalitto. The motion carried unanimously.

Paul Farrell then discussed the Low to Moderate Income (LMI) incentive program.

- The LMI rebate for new and used vehicles will be a post-purchase rebate;
- Income verification will be determined through participation in pre-selected state or federal income-qualified programs (i.e., categorical eligibility)
 - Examples include: SNAP Notice of Eligibility, Medicaid Award Letter or Notice of Action, and many more;
- CSE and DEEP are developing education and outreach materials, including program branding, the LMI rebate to make it easy for LMI consumers to identify, understand and apply for the increased incentives;
- Point of sale (POS) workflow
 - Each dealer will need to create an account on the CSE platform to access the multi-functional dashboard that will track applications;
 - Each dealer will use the system to complete and submit applications;
 - CSE's CHEAPR team will review, approve, and pay the dealer or consumer as directed in the application materials.
- New vehicle LMI workflow
 - After POS rebate paid, email sent to all applicants informing them of the additional incentive and it is up the applicant to self-select via the program web interface and file an application
 - CHEAPR team reviews, approves, issues rebate
- Used vehicle workflow
 - Applicant creates account to access their dashboard



- Applicant applies, including all vehicle info
- Applicant uploads supporting documents
- CHEAPR team reviews, approves, issues rebate
- Amy McClean inquired as to how the LMI community will be made aware of the rebate and how will they know if they qualify before making their purchase/lease. Paul Farrell responded that CSE is working on an education and outreach campaign to spread awareness of the program and the eligibility requirements. Additionally, those requirements have been simplified. Participation in identified assistance program will be the main determinant in CHEAPR LMI eligibility making it easier for potential applicants to determine if they qualify for the program.

General Updates/TCI and other Legislative Initiatives

Commissioner Dykes gave updates on the status of the TCI effort and other initiatives as outlined below:

Transportation and Climate Initiative Program (TCI-P)

- MOU signed by Governor Lamont with the goals of reducing CO₂ emissions; improving air quality and public health; promoting local economic opportunity and creating high quality jobs; maximizing the efficiency of the multijurisdictional program to ensure greater benefits; and advancing equity for communities overburdened and underserved by the transportation system
- The other participating jurisdictions include: Massachusetts, Rhode Island, and the District of Columbia.
- GC3 found transportation GHGs must be reduced 29% below 2014 levels by 2030 to meet Global Warming Solutions Act target
- CT, MA, and RI account for 73% of transportation GHGs, 76% of motor vehicles, and 80% of GDP of New England
- Transportation is the largest source of GHGs in CT (38%) and all of the TCI-P jurisdictions (42%)
- Gasoline and diesel are the largest components (92%) of CT Transportation sector emissions
- Light-duty vehicles and medium- and heavy- duty trucks account for 66% of nitrogen oxides, key component of harmful smog.

Public Comments

Barry Kresch commented that the EV Club of CT endorses the TCI-P MOU, but feels that the 2021 CHEAPR Program is lacking in its support for LMI populations.



At 2:00 PM, Commissioner Dykes motioned that the meeting be adjourned. The motion was seconded by Garrett Eucallito