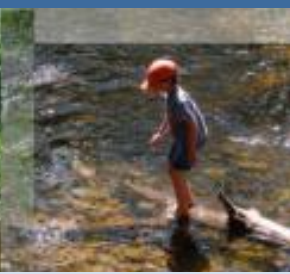




Connecticut Department of Energy and Environmental Protection



Connecticut Department of
**ENERGY &
ENVIRONMENTAL
PROTECTION**

Board Agenda



9:00 am Chair Commissioner Dykes Call to Order

- Introductions
- Purpose of today's meeting
- Revised Minutes from January 30th (vote)
- Minutes from the July 17th Board meeting (vote)

9:15 am Overview of Documents Circulated for Public Comment

9:45 am Overview of Public Comments Received

10:15 am Discussion

10:45 am Public Comments

11:00 am Next Steps for Board Action



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Approval of Minutes from January 30th and July 17th Meeting (vote)



Overview of Documents

Review Program design discussion Following the July meeting, DEEP posted public notice on July 29th requesting input on three issues:

- Whether the CHEAPR program design elements for used EVs are appropriately limited to Low-moderate income (LMI) applicants.
- Whether the proposed rebate level for Fuel Cell Electric Vehicles (FCEVs) is appropriate.
- Whether DEEP's statutory interpretation regarding the eligibility of electric bicycles under the CHEAPR Program is supported by the public comments received and if so, whether or how electric bicycles should be incentivized.

Public comments on program design were due by August 12. DEEP received 100+ comments from auto dealers, manufacturers, non-governmental groups, advocacy groups and private citizens

Documents for Public Review



- CHEAPR Proposal for public comment

New Vehicle Program Design		
Type	Base Rebate	Supplemental LMI Rebate
Fuel Cell EVs (FCEV)	\$5,000	\$2,000
All-Battery EVs >200 e-miles (BEV)	\$1,500	\$2,000
All-Battery EVs <200 e-miles (BEV)	\$500	\$1,500
Plug-in Hybrid EVs (PHEV)	\$500	\$1,500
MSRP Cap: \$42,000		

Used Vehicle Program Design	
Type	LMI Rebate
Fuel Cell EVs (FCEV)	\$5,000
All-Battery EVs (BEV)	\$2,000
Plug-in Hybrid EVs (PHEV)	\$750
MSRP Cap: None	

Requested comment on three topics:

1. Limiting used EV incentives to LMI applicants
2. Appropriateness of FCEV incentive level
3. DEEP's statutory interpretation that electric bicycles are not eligible

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Summary of comments

Extensive comments were submitted on all topics, including:

- Incentive levels
- MSRP Cap
- LMI
- Dealer incentives
- Seeding additional funding beyond \$3M annual allocation
- Eligibility for EVs purchased outside Connecticut
- FCEVs



Extensive comments were submitted on all topics.

- E-bikes
 - Several comments supported DEEP's interpretation that e-bikes are not CHEAPR-eligible vehicles, although an e-bike incentive may be worth exploring further.
 - Many comments supported including e-bikes though none provided compelling statutory interpretations or legislative history suggesting the General Assembly contemplated the inclusion of e-bikes into the CHEAPR program.



Program eligibility: Many good suggestions submitted. Based on a review of the comments DEEP recommends the following responses to each of the questions posed:

- **E-Bike Eligibility:** The statute does not allow for the inclusion of e-bikes in CHEAPR under the current statute. The Board should discuss whether it would be appropriate for the Board to pursue a statutory change or the creation of legislation for rebating e-bikes and secure additional funding to implement a pilot.
- **Fuel Cell Vehicle Incentives:** FCEV should continue to be rebated under the program as required by the statute, the Board could consider offering lower rebate level .
- **Income Level Restrictions for Used Electric Vehicles:** The used vehicle incentive should, as proposed be limited to LMI applicants and the maximum eligibility income cap should also remain as proposed.

Board Considerations

Program design discussion Many good suggestions submitted. DEEP staff suggest developing three scenarios and tasking CSE to provide analytics surrounding funding distribution rates with an eye towards maximizing numbers of rebates (no program shut downs) and reducing consumer confusion.

Scenario 1 Changing the MSRP cap from \$42,000 to \$50,000

Scenario 2 Increasing the base rebate levels

Scenario 3 Changing the LMI incentive levels for new EVs

Next step: Share analytics and as part of the Board Meeting and Program design discussion on Thursday, September 10th 1:00-3:00 PM via ZOOM



Public Comment



Board Discussion

- Question 1: Whether the CHEAPR program design elements for used EVs are appropriately limited to Low-moderate income (LMI) applicants.
- Question 2: Whether the proposed rebate level for Fuel Cell Electric Vehicles (FCEVs) is appropriate.
- Question 3: Whether DEEP's statutory interpretation regarding the eligibility of electric bicycles under the CHEAPR Program is supported by the public comments received.





Board Meeting and Program design discussion

Thursday, September 10th 1:00-3:00 PM via ZOOM

