



**Meeting Minutes**

December 15, 2022 CHEAPR Board Meeting via ZOOM || [View Recording](#)

Present: See [Attachment A](#)  
 Next meeting: March 16, 2023  
 Prepared by: Katie Katrichis, DEEP

**I. Call to Order and Announcements**

Meeting started at **3:04 pm**.

In the absence of CHEAPR Board Chair and DEEP Commissioner Katie Dykes, DEEP Air Bureau Chief Tracy Babbidge called the meeting to order and provided opening remarks alongside DEEP.

Call of attendance for Board Members. There is a quorum.

Approval of 9/15/22 meeting minutes.

**II. Committee Reports**

1. Budget Update: There have been 2,766 rebates paid out this year to date
  - Most popular vehicles this year are the Toyota Rav4 Prime, Prius Prime, Chevy Bolt, and rear-wheel drive Tesla Model 3
  - Remaining balance > \$4M plus next year’s funding coming in
  - MSRP is locked in legislatively – would have to change the statute to raise it again
2. Outreach update: CT International Auto Show, Nov. 11, 2022
  - Awarded A-1 Toyota in New Haven the “2022 CHEAPR EV Champion” – sold 113 EVs in-state
  - DEEP staffed a table and chatted with folks on the floor of the auto show about the CHEAPR program

3. DEEP’s Work Plan to Implement Public Act 22-25

	Short term, including current scope of work	Mid-term	Long term
CHEAPR	Increase current MSRP cap Changes to the Board New funding	Scope new program Determine voucher structure and eligibility ot maximize access Determine technology needs and capabilities for ease of consumer access	Marketing outreach Add LMI voucher program Adjusting LMI eligibility Eligibility expansion
eBikes	Research on existing programs Stakeholder informational session 7/21/22	Scope program Develop SOW Issue SOW	Program launch Outreach materlals

4. Board Changes
  - Five new positions on the Board available:



- PURA chairperson or designee
  - Transportation Committee – 4 members appointed by
    - House chairperson: must be representative of an organization promoting walking or biking
    - Senate chairperson: person with knowledge of transportation matters
    - House ranking member: representative of an association representing EV manufacturers
    - Senate ranking member: person with knowledge of transportation members
5. Updates on LMI support
- Scope of Work Developed, aiming to issue it toward the beginning of 2023
  - Next: assess responses for program design and select vendor
6. E-Bike Work Plan
- Program Design
    - Both point of sale via voucher and post-purchase rebate
      - Two workflows due to unknowns: number of retailers, participation rates, prevalence of online sales
      - Post purchase process: not ideal for LMI purchasers; will work well for online sales and non-participating retailers
    - Incentive Levels
      - Standard and locational incentives: \$500
      - Income-based incentive (means tested): \$1000
      - Incentives are stackable – up to \$1500 total
    - Other Program Parameters
      - E-bike MSRP maximum of \$3000
      - Maximize air quality benefits
      - Prioritize EJ communities and LMI households
  - Development status update
    - DEEP met with other government entities that have incentive programs: Vermont, Denver, CALSTART.
    - One proposal in response to the SOW issued on 12/9/22
    - DEEP is evaluating the proposal with the goal of finalizing the SOW by the end of the month.
    - Target implementation date based on contractor response is late Q1 / mid Q2 2023

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### III. Board Roundtable

1. *Sara Harari – on the topic of the five vacant Board positions. The CT Green Bank has experience with providing the CT legislature with a list of suggestions for their task forces to make staffing positions that must be legislatively appointed quicker and easier for everyone.*
2. *Stefanie Keohane: Why is there a deadline for processing the CHEAPR rebates – what is the significance of this? Paul Farrell answered that this is to reduce the potential for funding lags or gaps when processing post-purchase rebates.*
3. *Sara Harari asked if DEEP is tracking where benefits are occurring / how we are tracking the progress of the CHEAPR program. DEEP response - There is a heat map available on DEEP's website that displays the air quality and number of registered electric vehicles across the state.*
4. *Sara Harari brought up the potential to co-market CHEAPR incentives with other rebates offered by the electric utilities and advertising a "suite of incentives" in public spaces like the Hartford Courant.*



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#### IV. Public Comments

1. *Gannon Long asked for clarification about the timeline chart included in the presentation and whether there was any kind of sign-up sheet during the auto show outreach to be included in an email list.*
  - a. *2025 deployment goals are not reflected in the chart in question, just EV registrations.*
  - b. *DEEP did not take down a list of individuals for an email list because we don't have that level of outreach right now, but we did pass out information to the people who came to our booth.*
2. *Barry Kresch commented the \$50k MSRP cap is still pretty limiting, and will be politically more difficult to raise it above where the luxury tax threshold kicks in. Could we define "MSRP" differently to avoid having to change the statute? In some other states, if a vehicle has one trim level that is below the MSRP cap, then all trim levels of that vehicle are eligible for the state's incentive. In addition, there's potential for disconnect in the current reporting template for Rebate+ between the number of rebates that are reported and the number of people who actually receive the rebates.*
3. *Jay Stange: There are bike industry trade shows in the winter season that go until the end of March. Doing outreach at these events could help bike retailers to know what to stock in the spring. Additionally, is there any opportunity to raise the MSRP cap for E-bikes from \$3000 without changing the statute?*
  - a. *No, there is no way to change the MSRP cap without directly changing the legislation.*
4. *Alex Slatky: AAA Northeast would be happy to work with anyone for press early in the year. When the federal rebate requirements kick in, they will be a lot more restrictive than the ones at the state level; maybe there's an opportunity to make a focal point of outreach "how many CHEAPR rebates that were disbursed last year would have been eligible for federal money?" to highlight that Connecticut's rebates will be more generous than the federal incentives (in a way that translates simply to the consumer)*
5. *Charles Rothenberger emphasized that there is a great opportunity to co-market CHEAPR with the electric utilities' charging station incentives.*

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#### V. Adjournment

The meeting was closed by Tracy Babbidge.

The next Board Meeting will be held on March 16, 2023 at 3PM

Q2 meeting: June 15, 2023

Q3 meeting: September 14, 2023

Q4 meeting: December 14, 2023

Meeting adjourned at **4:09 pm**.