



CHEAPR BOARD MEETING

Bureau of Air Management
June 15, 2023

BOARD AGENDA

- 3:00 PM Chair Commissioner Dykes Call to Order
- Welcome
- Approval of March 16, 2023 CHEAPR Board Meeting Minutes
- 3:15 PM CHEAPR Program Update
- Program Metrics
- Budget Update
- Public Act 22-25 Implementation Update
- 4:00 PM Board Discussion
- 4:15 PM Public Comments
- Adjourn

PREVIOUS MINUTES

Approval of the March 16, 2023 Minutes

CHEAPR BUDGET



Budget Summary

January 1, 2023 through April 30, 2023			
	Rebate Funds	Admin Funds	Total Funds
Incentive Payments ^(A)	\$ 1,409,050.00		\$ 1,409,050.00
Incentive Pipeline	\$ 288,650.00		\$ 288,650.00
Administrative ^(B)		\$ 247,816.11	\$ 247,816.11
Total Funds Utilized	\$ 1,697,700.00)	\$ 247,816.11	\$ 1,945,516.11
Estimated Remaining 2023-2025 Funding	\$ 12,100,821.76	\$ 1,740,183.89	\$ 13,841,005.65

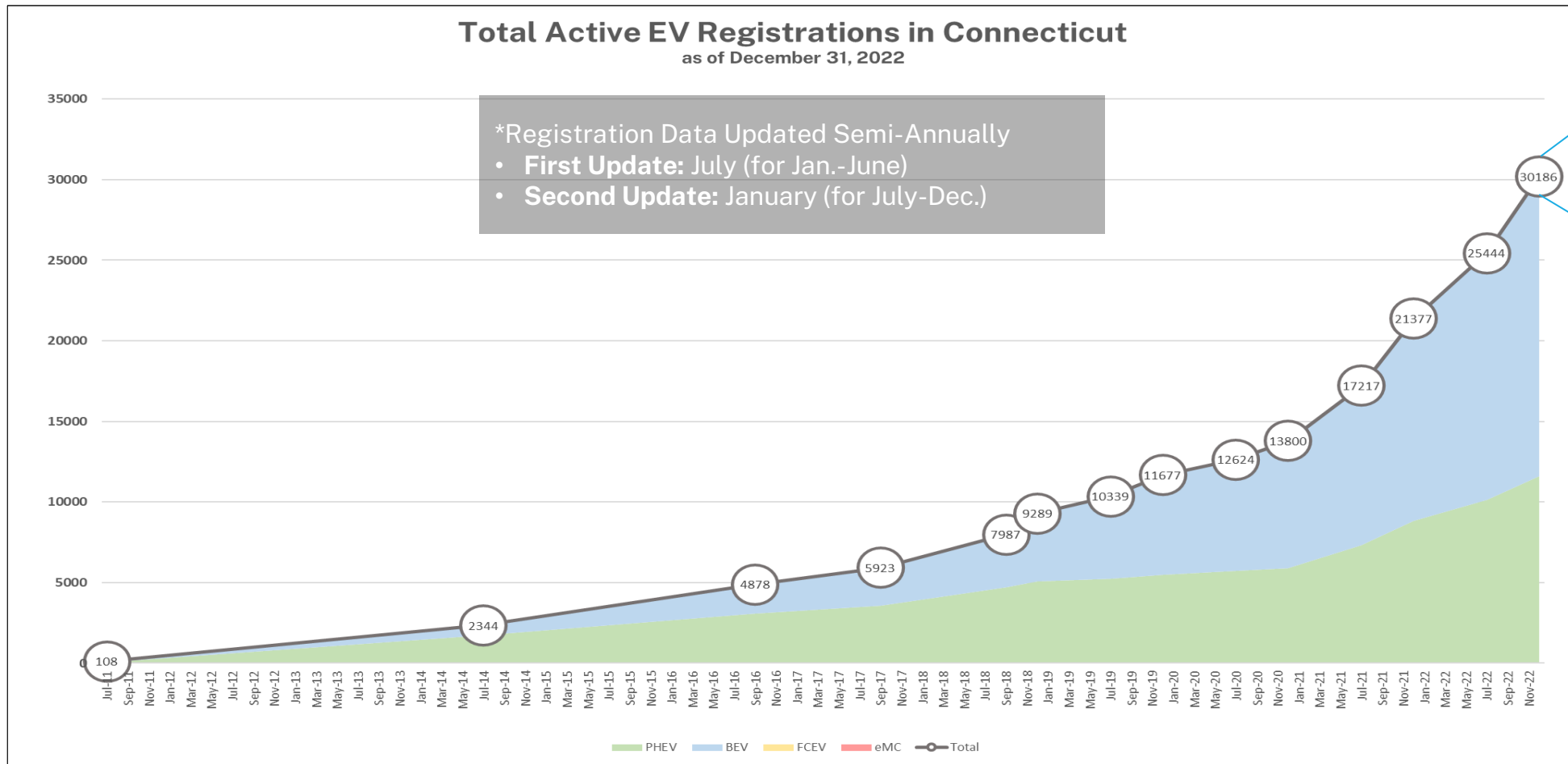
A. Incentives Paid

Type of Incentive	Payments Feb'23-Apr'23		All Payments: Jan'23-Apr'23	
	\$	No.	\$	No.
Vehicle	\$ 942,000	496	\$ 1,327,500	706
Rebate+	\$ 18,500	8	\$ 26,000	12
Dealer	\$ 32,450	306	\$ 55,550	514
Total	\$ 992,950	810	\$ 1,409,050	1,232

B. Administrative Costs

	Costs Incurred Feb'23-Apr'23	Costs Incurred Jan'23-Apr'23
Time and Materials	\$ 136,406.61	\$ 160,946.11
Fixed Fees (Monthly & Annual)	\$ 34,500.00	\$ 81,000.00
Application Volume (Fee/App)	\$ 5,310.00	\$ 5,870.00
Total Administrative Costs	\$ 176,216.61	\$ 247,816.11

CT EV REGISTRATIONS*

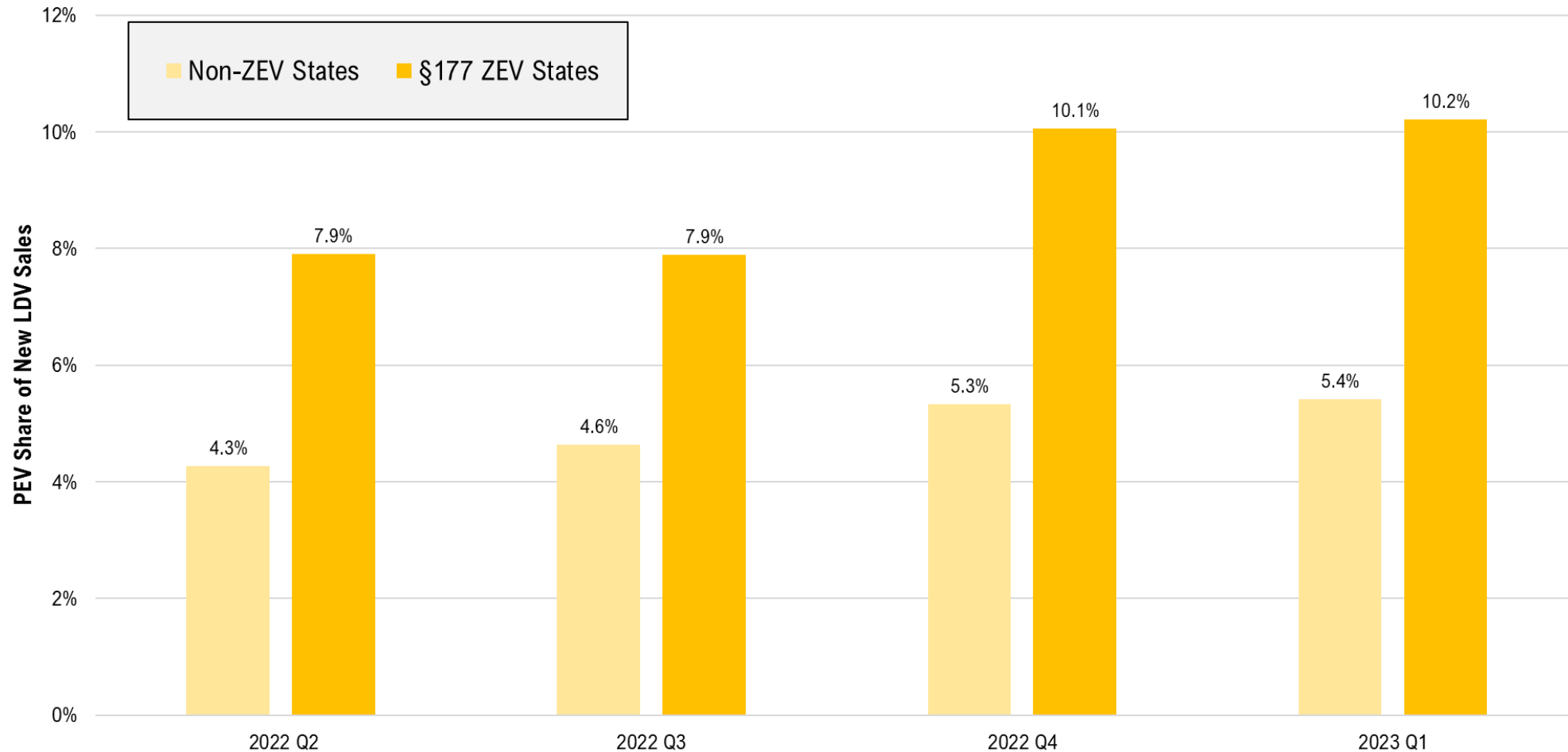


30,186

EV Type	EVs Registered in CT on:													
	7/1/2011	7/1/2014	9/14/2016	9/1/2017	9/24/2018	12/31/2018	7/1/2019	12/31/2019	7/1/2020	12/31/2020	7/1/2021	12/31/2021	7/1/2022	12/31/2022
PHEV	76	1723	3066	3549	4705	5063	5220	5480	5722	5893	7321	8827	10126	11615
BEV	32	621	1811	2371	3280	4208	5099	6172	6874	7880	9861	12513	15268	18509
FCEV	0	0	1	3	2	2	2	3	3	3	3	3	6	5
eMC	ND	ND	ND	ND	ND	16	18	22	25	24	32	34	44	57
Grand Total	108	2344	4878	5923	7987	9289	10339	11677	12624	13800	17217	21377	25444	30186

COMPARING EV SALES (ZEV VS. NON-ZEV)

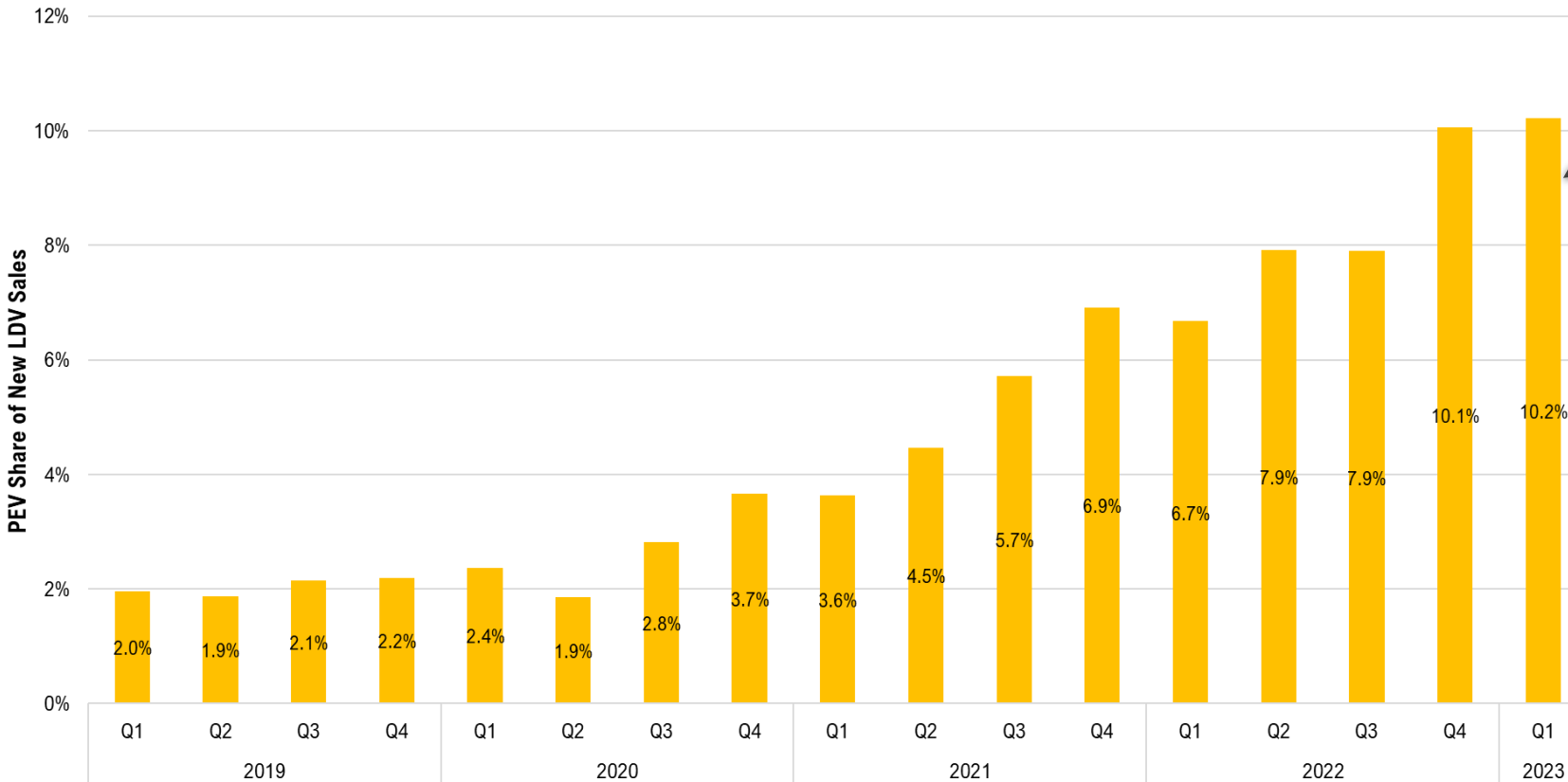
PEV Sales in the Last Four Quarters: ZEV States vs. Non-ZEV States



Section 177 ZEV States include: CO, CT, MA, MD, ME, MN, NJ, NM, NV, NY, OR, RI, VA, VT, WA
Source: IHS Markit / Polk via Atlas Public Policy's EV Hub

COMPARING EV SALES (ZEV STATES)

PEV Sales by Quarter in the Section 177 ZEV States Since 2019



Section 177 ZEV States include: CO, CT, MA, MD, ME, MN, NJ, NM, NV, NY, OR, RI, VA, VT, WA
 Source: IHS Markit / Polk via Atlas Public Policy's EV Hub



State	2023 Q1 PEV Share (± Q4)
CA	24.2% (+0.5%)
CO	12.6% (+1.0%)
CT	9.4% (+0.5%)
MA	10.3% (-0.1%)
MD	10.1% (+0.1%)
ME	5.8% (-0.1%)
MN	5.9% (+1.1%)
NJ	11.8% (+0.9%)
NM	5.0% (+0.3%)
NV	15.3% (+2.3%)
NY	6.9% (+0.3%)
OR	16.5% (+1.1%)
RI	6.1% (0%)
VA	9.8% (+2.6%)
VT	8.7% (-0.8%)
WA	17.2% (-1.7%)

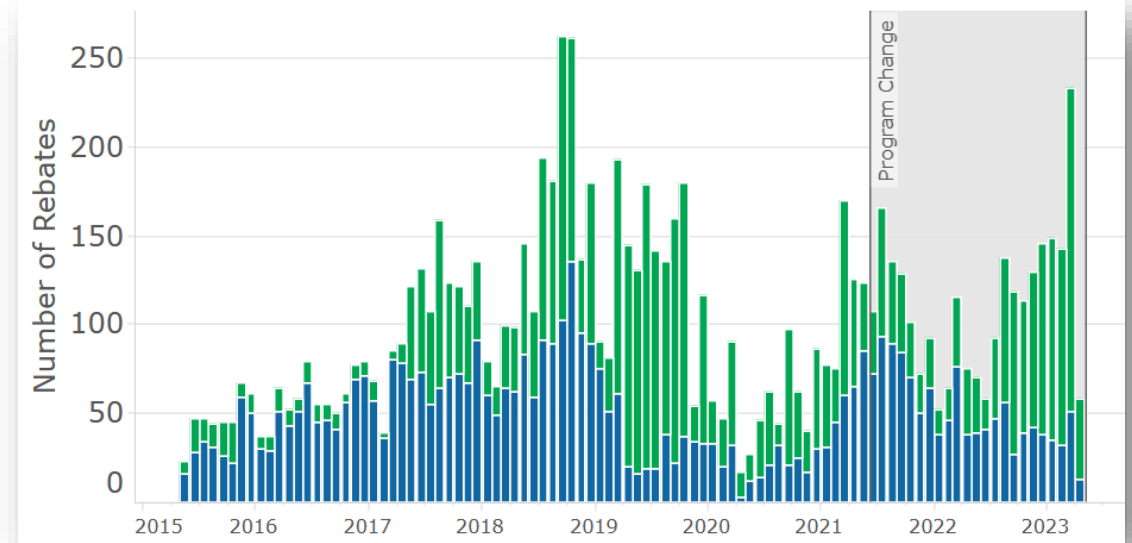
CHEAPR STATS OVERVIEW (2015 to Present)

CHEAPR has issued over **\$16 million** for the purchase or lease of over **9,500 EVs...** since **2015!**

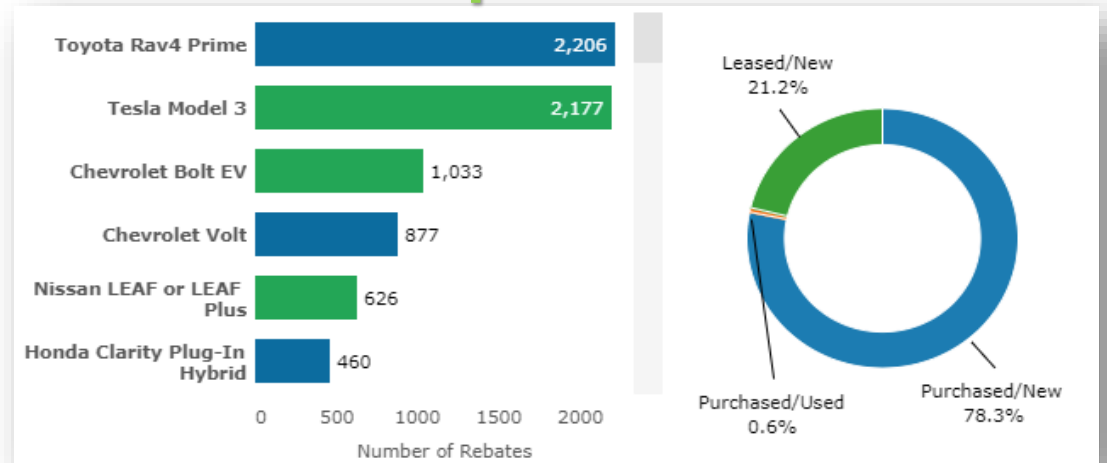
Program Summary

Select vehicle category to filter visuals by vehicle category.	Total Amount		CountD_App.. [CountD_App]			
	New	Used	New	Used	New	Used
PHEV	\$5,674,250	\$4,500	4,804	2	50.2%	14.3%
BEV	\$10,593,750	\$36,000	4,764	12	49.8%	85.7%
Total	\$16,268,000	\$40,500	9,568	14	100.0%	100.0%

Rebates Over Time



Top Models

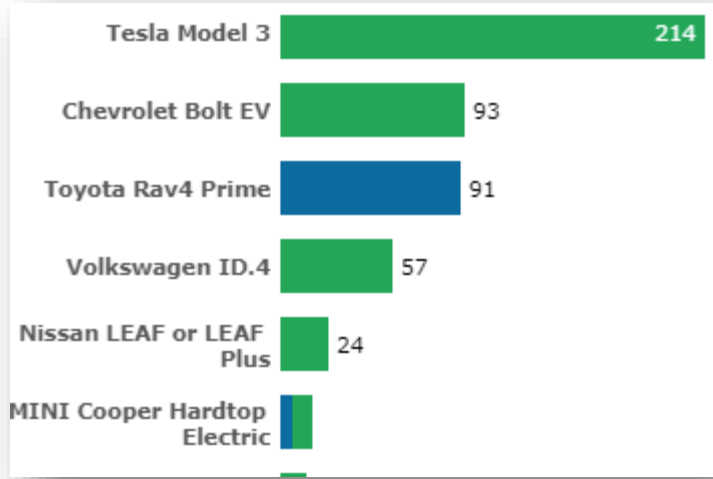


CHEAPR STATS (2023: JAN 1 – APR 13)

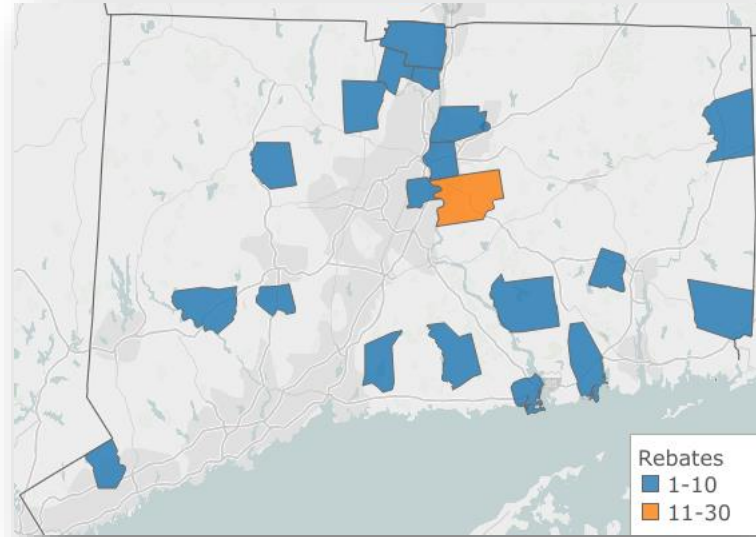
Available on CHEAPR Stats Page



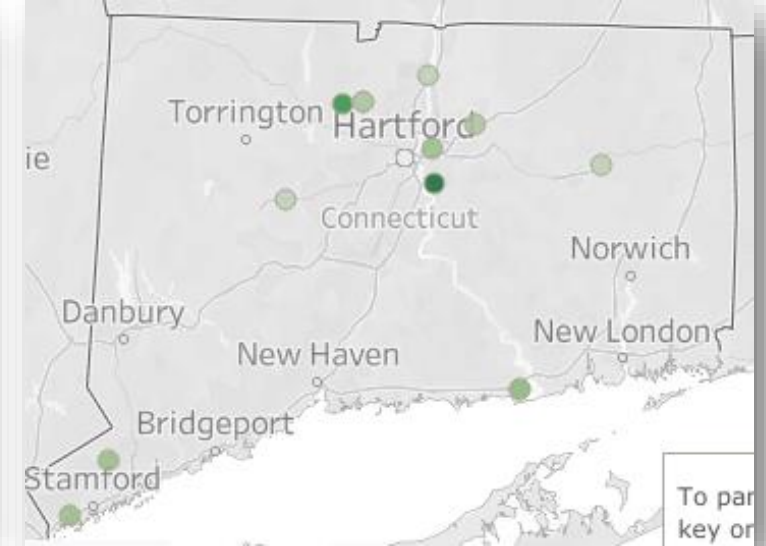
Most Popular EVs



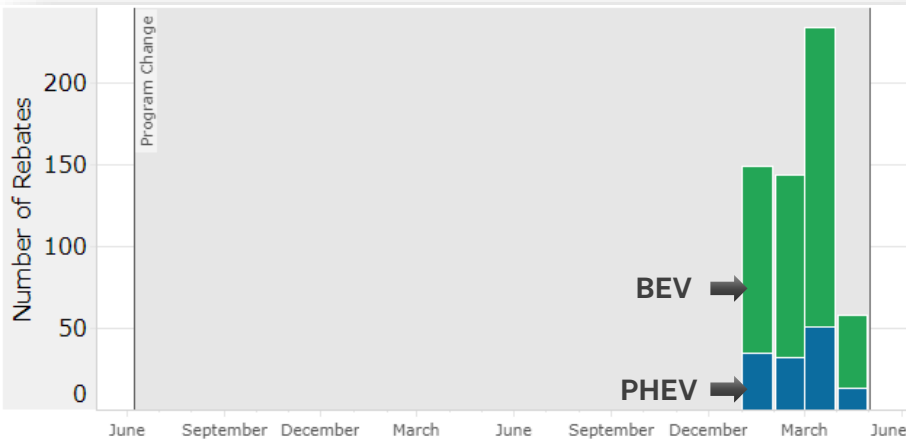
Rebates by City



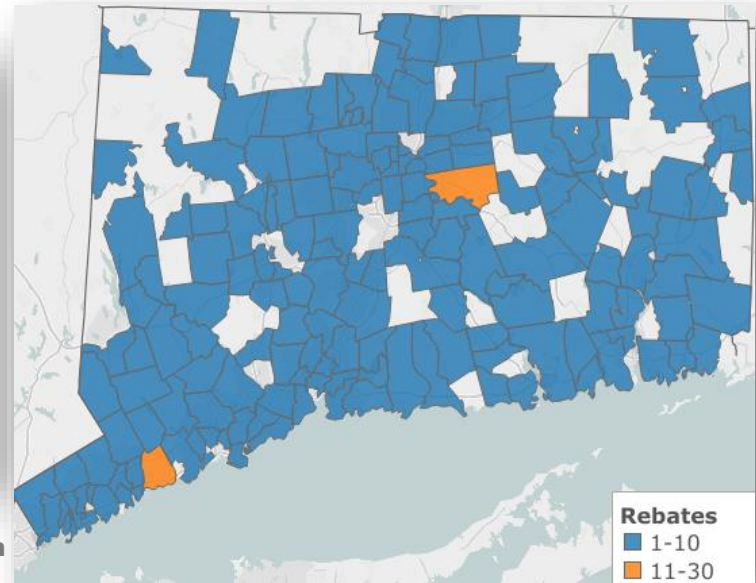
Rebated Dealerships by Location



EVs by Category



Rebates by Zip



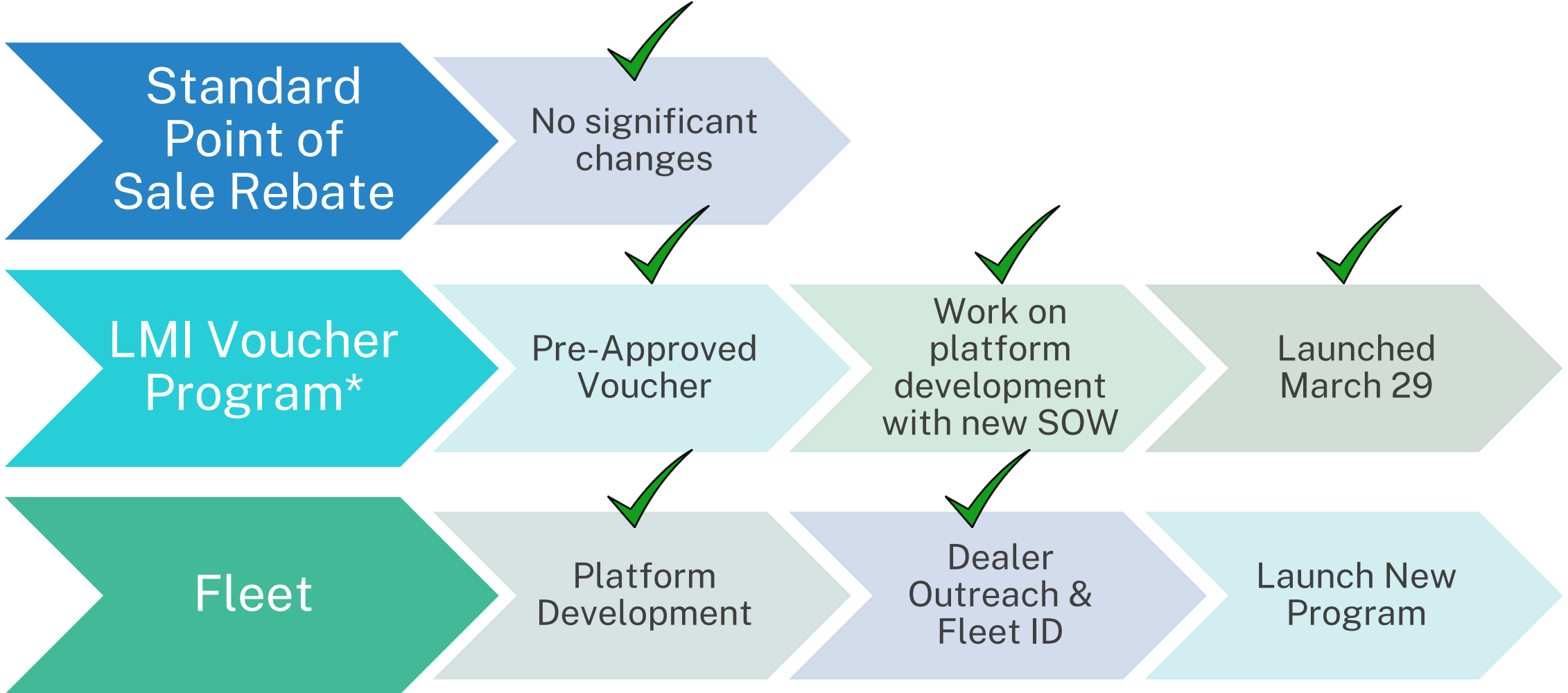
Top Rebated Dealerships

Tesla, Inc.	213
Maritime Chevrolet	19
Dave McDermott Chevrolet	14
Gene Langan VW	13
Lynch Toyota	13
Crabtree Toyota	11
Executive Volkswagen of North Hav..	11
Westbrook Toyota	11
Hamden Chevrolet	10
New Country Toyota of Westport	10
Executive Kia	9
Meriden Hyundai	9
Prestige VW of Stamford	9
Hoffman Toyota	8
Mini of Fairfield County	8
New Country Motors Inc	8
Toyota of Wallingford	8

A stylized, colorful landscape illustration. The top right corner features a bright yellow sun. Below it is a large green hill with a dark blue outline. The bottom of the image shows a light blue area representing water, also with a dark blue outline. The text "Implementing Public Act 22-25" is centered on the green hill.

Implementing Public Act 22-25

REBATE PROCESS CHANGES



*DEEP is retaining the post-sale rebate for LMI Individuals for continuity.

REBATE + CHANGES

NEW Prequalification (Launched March 29, 2023). Customers will come into the dealership preapproved for a larger rebate.

NEW Eligibility Options

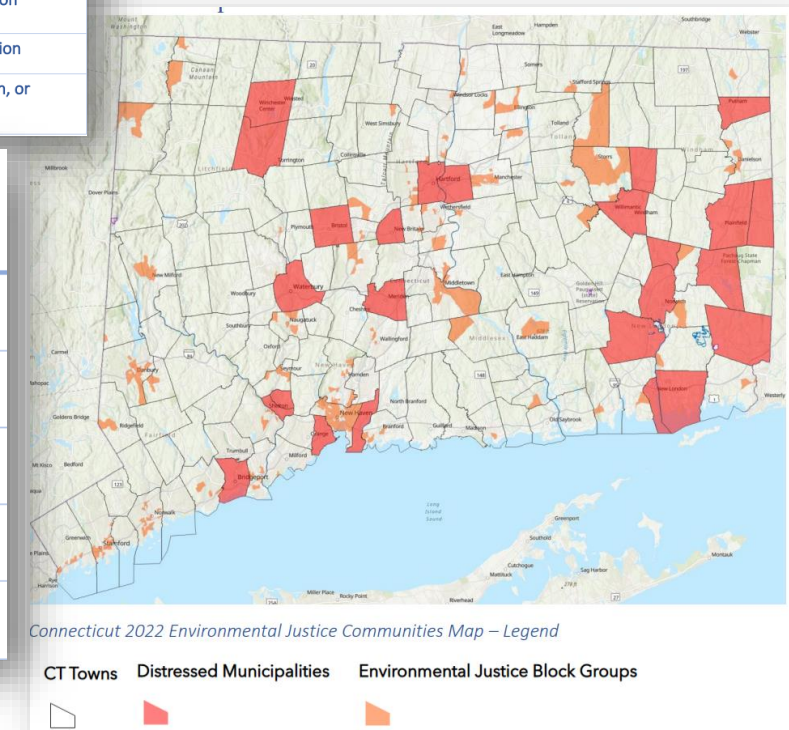
- Qualified Programs
- Household income at or below 300% of the federal poverty level (2022)
- A household address within an EJ neighborhood or Distressed Municipality

Before March 29
Rebate+: **<20**

After March 29
Rebate+: **>50**

Program	Acceptable Documentation
Energy Assistance Program (CEAP)	CEAP Eligibility Confirmation Letter
Weatherization Assistance Program (WAP)	CT- WAP Participation Card (or similar form by the Community Action Agency)
Supplemental Nutrition Assistance Program (SNAP)	SNAP Notice of Eligibility
Temporary Assistance for Needy Families (TANF), Temporary Family Assistance (TFA) or Tribal TANF	Award letter or Notice of Action
Head Start Income Eligible	Award letter, Notice of Action, Approved Head Start application, or Proof Enrollment in Head Start
Supplemental Security Income (SSI)	Benefits Verification Letter
National School Breakfast and Lunch Program (NSLP)	Notice of Application Approval. Must be dated within current school year
Bureau of Indian Affairs General Assistance	Award letter or Notice of Action
Medicaid	Award Letter or Notice of Action
HUD Housing Choice Voucher Program ("Section 8")	Award Letter, Notice of Action, or Housing Voucher

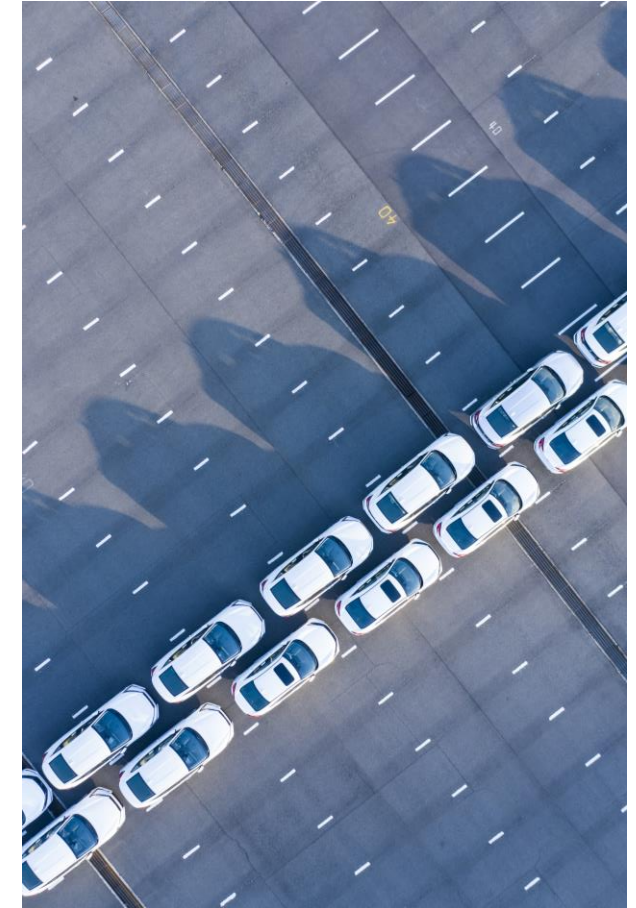
Household/ Family Size	300%
1	\$43,740
2	\$59,160
3	\$74,580
4	\$90,000
5	\$105,420



CHEAPR FLEETS

Coming Soon! CHEAPR will be expanded to:

- Businesses, Municipalities, Non-Profits, and Tribal Entities.
- Only New EVs will be eligible
- Must be on CHEAPR eligible vehicle list (\leq \$50K MSRP)
- Standard Rebate: \$2,250 (BEVs) | \$750 (PHEVs)
- Non-government entities must provide Certificate of Legal Existence (Good Standing)
- FLEETs eligible for up to 10 rebate per year and 20 total
- Next steps – identifying high use (VMT) fleets for outreach and connecting with fleet sales



UPDATES & NEXT STEPS...

THE LAST SIX MONTHS

- ✓ Develop and implement new workflows.
- ✓ Revise program implementation SOW with CSE for period of January 1, 2023 through December 31, 2025.
- ✓ Issue Outreach & Marketing Program Design SOW and evaluate proposals.
- ✓ CHEAPR Expansion and Dealer Platform Updates Webinar Thursday, March 23, 2023 @1:00 pm.
- ✓ Present at CARA - 2023 Dealer Symposium Tuesday, May 23, 2023.

THE NEXT SIX MONTHS

- Track Rebate+ draw-downs due to new eligibility requirements to maintain program health.
- Roll out eBikes and CHEAPR Fleets, develop new tracking metrics to track.
- Continue to improve CHEAPR utilization rate.
- Conduct additional outreach with Bike shops, Fleets, and LMI to improve awareness of the program
- Continue to work with marketing firm to build marketing campaign.
- Participate in the Connecticut Auto Show in November.



**Connecticut
Electric Bicycle**
INCENTIVE PROGRAM

**eBike Incentive Program
Development Update**

eBike INCENTIVE PROGRAM

NEW Phase 1 - Point of Sale Voucher

- Launch June 28, 2023!
- CT Brick and Mortar retailers

Phase 2 - Post Purchase Rebate

- Launch after Phase 1
- Online retailers

Incentive levels:

- Standard Voucher: **\$500**
- PreQual Voucher: **\$1,000** (Eligibility determined both categorically and via income verification)
- Vouchers will be stackable: Total Voucher **\$1,500**

Other program parameters:

- eBike MSRP ≤ \$3,000

NEW • Safety Standards:

- Underwriters Laboratories (UL) standard 2849 or EN 15194
- One year manufacturer's warranty for the parts and components
- Maximize air quality benefits
- Prioritize EJ communities and low-moderate income households



eBike SAFETY UPDATE

Ensuring eBike Battery & Electrical Component Safety

- DEEP is at the forefront by considering eBike safety standards as part of program requirements

What are the industry standards DEEP is considering?

- UL 2849 Standard for Safety for Electrical Systems for eBikes
- EN 15194 (European Standard)

Pros and Cons

- Increased safety, Higher quality, More reliable eBikes
- Fewer models/brands, Higher price point, Less accessible, Fewer retailers

The U.S. Consumer Product Safety Commission (CPSC) only recommends voluntary standards from organizations including ASTM, ANSI, and UL, but not EN standards.

The CPSC is aware of EN 15194 and ISO 4210, but their engagement is limited to UL standards.

The New York City Council
City Hall
New York, NY 10007

Legislation Text

File #: Int 0663-2022, Version: A

Int. No. 663-A

By Council Members Feliz, Brewer, Abreu, Ariola, Salamanca, Williams, Joseph, Menin, Riley, Ung, Holden, Stevens, Velazquez, Farias, Powers, Yeager, Gennaro, Brannan, Botcher, Narcisse, Dinowitz, Hanks, Ayala, Moya, Schulman, Barron, Rivera, Kagan, Paladino, Borelli, Vernikov and Carr

A Local Law to amend the administrative code of the city of New York, in relation to the sale, lease, and rental of powered bicycles, powered mobility devices and storage batteries

Be it enacted by the Council as follows:

Section 1. Chapter 4 of title 20 of the administrative code of the city of New York is amended by adding a new subchapter 2 to read as follows:

SUBCHAPTER 2
POWERED MOBILITY DEVICES

§ 20-609 Definitions. For purposes of this subchapter, the following terms have the following meanings:

Powered bicycle. The term "powered bicycle" means a bicycle with electric assist as defined in section 102-c of the vehicle and traffic law.

Powered mobility device. The term "powered mobility device" means an electric scooter as defined in section 114-e of the vehicle and traffic law or an electric skateboard or other personal mobility device designed for use by person with the New York State Department of Motor Vehicles.

Stock keeping unit. The term "stock keeping unit" means a unit of product identification that identifies a specific quantity of contents, retail price and other characteristics of a product.

The New York City Council

peopleforbikes

Commissioner Katie Dyles
Chairperson of the Connecticut Hydrogen and Electric Automobile Purchase Rebate Board
Connecticut Department of Energy & Environmental Protection
79 Elm St
Hartford, CT 06106

Dear Commissioner Dyles,

I am writing to you on behalf of the PeopleForBikes Coalition to recommend that your department consider amending the proposed battery safety language in your recent release of information about the E-Bike Incentive Program. The current language risks including unsafe electric components and employs vague guidance that may confuse manufacturers. We suggest that you instead adopt the preferred language: "A qualified e-bike must have an electrical drive system certified by an accredited testing laboratory for compliance with UL 2849 or the electrical system requirements of EN 15194". Further background and rationale are below.

The PeopleForBikes Coalition is the national advocacy group that works for better policies for bike riding. We are the sole national trade association, representing over 320 manufacturers, suppliers, and distributors of bicycle products and representing over 1.4 million riders in the U.S. We work to make bike riding a safer and more inclusive activity for everyone, including those who ride e-bikes.

The current Connecticut E-Bike Program language reads that e-bikes must meet the criteria of having an "active (or pending) UL certification for battery and electrical components." First, we are

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CPSC Calls on Manufacturers to Comply with Safety Standards for Battery-Powered Products to Reduce the Risk of Injury and Death

Share: Facebook, Twitter, LinkedIn, Email, Print

Release Date: December 20, 2022

WASHINGTON, D.C. – The U.S. Consumer Product Safety Commission (CPSC) has called on manufacturers of e-scooters, self-balancing scooters (often referred to as hoverboards), e-bicycles and e-unicycles to review their product lines and ensure they comply with established voluntary safety standards or face possible enforcement action.

In a [letter](#), to more than 2,000 manufacturers and importers, CPSC states that failure to adhere to applicable UL safety standards (ANSI/CAN/UL 2272 – Standard for Electrical Systems for Personal E-Mobility Devices dated February 26, 2019, and ANSI/CAN/UL 2849 – Standard for Safety for Electrical Systems for eBikes dated June 17, 2022, and standards they incorporate by reference) may pose an unreasonable risk to consumers of fire and serious injury or death; and that compliance with the relevant UL standards "significantly reduces the risk of injuries and deaths from micromobility device fires."

The letter points to the rise in fires and other hazardous thermal events involving micromobility products in urging manufacturers to ensure that these consumer devices – when manufactured, imported, distributed or sold in the United States – are designed, manufactured and certified for compliance in accordance with UL safety standards.

From January 1, 2021 through November 28, 2022, CPSC received reports of at least 208 micromobility fire or overheating incidents from 39 states, resulting in at least 19 fatalities, including five associated with e-scooters, 11 with hoverboards and three with e-bikes. CPSC also received reports of at least 22 injuries treated in hospital emergency departments, with 12 involving e-scooters and 10 involving e-bikes over that same period of time.

The UL safety standards were developed to reduce the serious risk of dangerous fires with battery-powered micromobility products. The letter further calls on manufacturers to demonstrate compliance with the standards through certification from an accredited testing laboratory.

Individual Commissioners may have statements related to this topic. Please visit www.cpsc.gov/commissioners to search for statements related to this or other topics.

Release Number
23-074

Goals Met

A stylized, colorful landscape illustration. The top right corner features a bright yellow sun. Below it is a large green hill with a dark blue outline. The bottom of the image shows a light blue area representing water, also with a dark blue outline. The text "Marketing Program Update" is centered on the green hill.

Marketing Program Update

LMI MARKETING & OUTREACH

Expanded outreach to LMI communities requires a new contracting process

Vendor Onboarding

CHEAPR MARKETING PROCESS

DEEP has divided the marketing initiative into 2 phases.



Phase 1) Strategic Marketing and Outreach Discovery and Planning

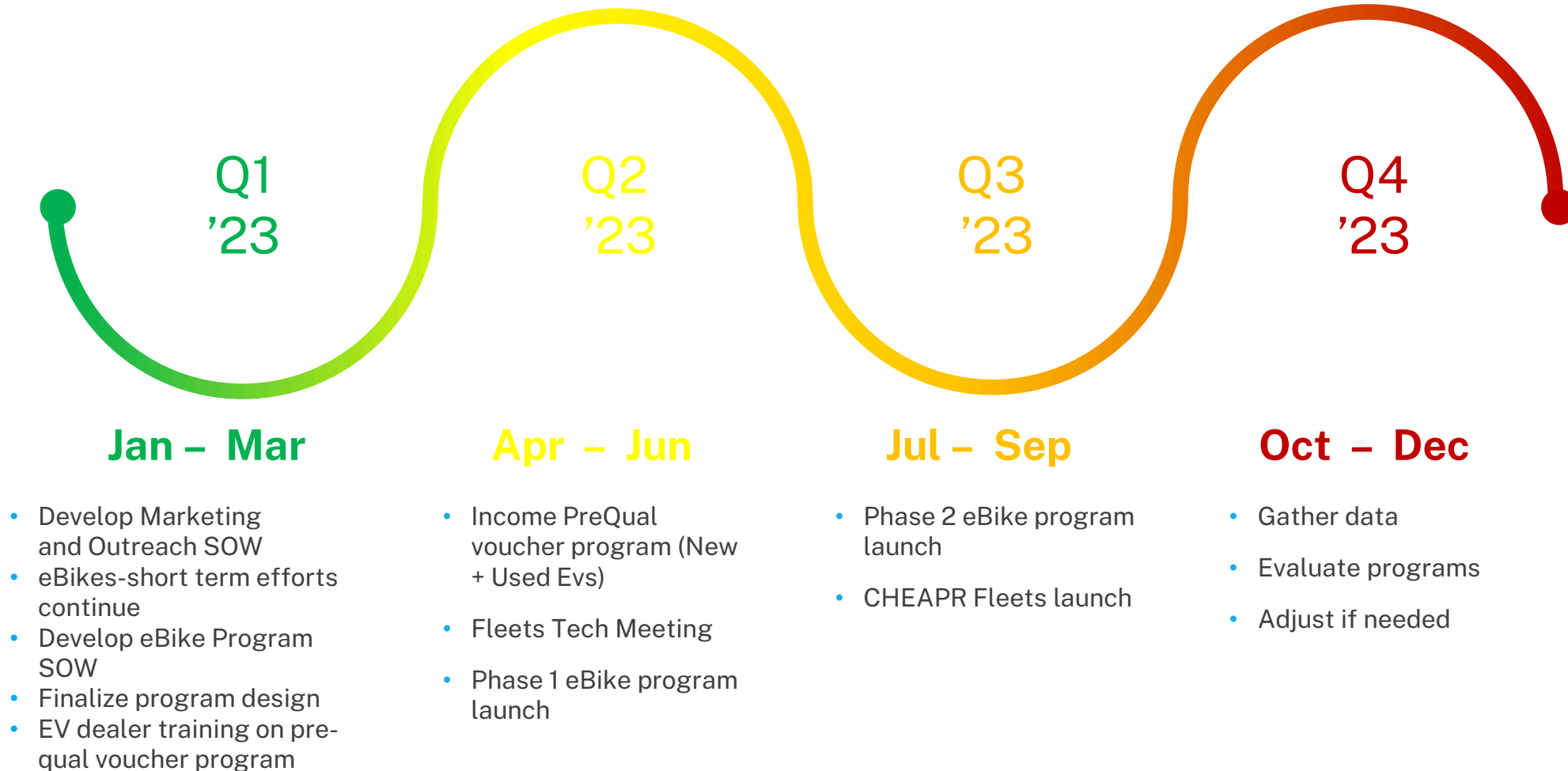
- Develop a comprehensive marketing strategy and messaging for different sectors/consumer groups.
- Develop a digital marketing plan.
- Develop an outreach plan.
- Demonstrate how each component of the scope of work contributes to the overall marketing lifecycle for CHEAPR



Phase 2) Creative Development and Launch Marketing and Outreach Campaign

- The strategic roadmap to inform the development and implementation the next CHEAPR campaign will be produced and implemented in Phase 2.

UPDATED TIMELINE



BOARD QUESTIONS AND DISCUSSION

Open for Board Member questions and discussion.

PUBLIC COMMENTS

Please raise your hand in the chat.

CHEAPR BOARD MEETING SCHEDULE

Upcoming CHEAPR Board Meetings

- **September 13, 2023*** (moved up a day to Wednesday)
- **December 14, 2023**