



Meeting Minutes

December 12, 2024, CHEAPR Board Meeting via ZOOM || [View Recording](#) (Passcode: Ou*35!#q)

Present:	Board Members: Air Bureau Chief Tracy Babbidge, Kyle Thaxton (DCP), Kevin Moss (Green Bank), Julia Dumaine (PURA), Paul Wessel, Eric Sandstrom, Kate Rozen, Karen Kitsis CSE Staff: Jae Berg, Sara Stockman CT DEEP Staff: Paul Farrell, Paul Kritzler, Walter Barozi
Not in Attendance:	Jody Ellant, Bradley Hoffman
Next meeting:	March 13, 2025
Prepared by:	Nicole Foertsch, Paul Kritzler

The December 12, 2024, meeting of the CHEAPR Program Board was held and recorded online via Zoom. The purpose of the meeting was to provide program and EV industry metrics through the close of Q3 in 2024. DEEP staff presented updates about program budget, preparations for incentive level changes and additional program implementations of items in Public Act 22-25, including new information on the second round of the CT eBike Incentive Program.

Call to Order and Announcements

- ***Attendance:*** The meeting began at 3:00 p.m. and board member attendance was taken. DEEP Bureau Chief Tracy Babbidge on behalf of Commissioner Dykes, Kyle Thaxton for DCP Commissioner Caferelli, Kevin Moss, Julia Dumaine on behalf of Chairman Gillette of PURA, Paul Wessel, Eric Sandstrom, and Kate Rozen were present and provided quorum. Several seats on the board remain open and DEEP will continue to work with legislative appointing authorities to fill them. Please refer to [CHEAPR Board page](#) on the [CHEAPR website](#) to find information on the open positions. To apply for an open board position, please refer to the [Board & Council Members application page](#) where DEEP can refer applications to the relevant appointing authority as appropriate.
- ***Opening Remarks:*** Tracy Babbidge began the meeting by making opening remarks, going through the agenda, and taking the roll. Eric Sandstrom was introduced as a new Board member and provide his background.
- ***Minutes Approval:*** The minutes from the previous meeting on September 12, 2024, were brought forward for a vote of approval. Paul Wessel made a motion to accept the minutes. Kevin Moss seconded, and the minutes were approved. The minutes from the June 6, 2024, meeting were also brought forward for a vote of approval since there were not enough members present for quorum at the meeting of September 12. Paul Wessel made a motion to accept the minutes. Kevin Moss seconded, and the minutes were approved.

Staff Reports

- ***Budget Update:*** Demand for incentives under the CHEAPR program remains strong this year. Incentive payments, including active applications in the pipeline, amount to approximately \$12.5 million as of the beginning of October. There have been 4,986 rebates awarded this year, over 1,100 more than the total rebates awarded in 2023. Rebate+ numbers are still increasing as well with 453 being awarded so far as of October, a 79% increase from Rebate+ totals from 2023.



- **Data Update:** Updated EV statistics through the close of Q3 of 2024 were presented. CT is remaining steady with a 0.5% increase in Q3 EV demand putting its market share slightly above 10%. Tesla remains the top selling EV brand in the state with the Jeep Wrangler (PHEV), Honda Prologue (BEV) and Kia Sportage (PHEV) also in the top 5. In terms of nationwide sales figures, EV sales were very successful through September. [Atlas Public Policy provided statistics](#) showing BEVs account for a record-breaking 80% of all light-duty EV sales in September with market share reaching 10.4%. Looking at just § 177 states (i.e., states that have adopted California new vehicle emission standards under the federal Clean Air Act), Q3 was strong in market share with most states trending upwards. CT's EV market share increased by 0.5% which is on track with most other § 177 states with only a few seeing small decreases.
 - **CHEAPR Stats:** Highlighted statistics from CHEAPR to the latest update in November were presented. BEV rebates are outpacing PHEV rebates by far. BEVs account for 85.5% of rebates this year which is on track for all EV sales in the state as well, with BEVs accounting for 63% of EVs registered in CT as of July 2024. Rebate+ numbers are increasing this year compared to previous. In 2024, Rebate+ accounts for 9% of all rebates which could be due to the inclusion of the post-purchase platform as well as including used EV sales. For comparison, there were only 33 Rebate+ post-purchase rebates given from 2021-2022, 222 in 2023 and now, 453 so far in 2024. All of this information and more can be found on the [CHEAPR stats page](#) which is updated monthly.

Update on Public Act 22-25 and Public Act 24-81

- **Incentive Level Changes:** As presented at the previous board meeting, beginning on January 1st, 2025, the incentive level for the BEV Standard Rebate returns to \$1,500 (currently \$2,250) and BEV Rebate+ New will be increased to \$3,000 (currently \$2,000). From January through April, rebate utilization will be monitored closely and if \$3 million is spent in that time, that will be a trigger to further reduce incentives. If that happens, on July 1, 2025, the BEV Standard Rebate will be reduced to \$1,000 and the BEV Rebate+ New will be increased to \$4,000. If that trigger doesn't occur, then incentives will remain as set in January. Also, on January 1st and remaining through 2025, Rebate+ Used levels will be increased, going from \$3,000 to \$5,000 for BEVs and \$1,125 to \$3,000 for PHEVs.
 - **Outreach Efforts:** DEEP staff has attended several events in the past few months to advertise CHEAPR and to promote awareness for the upcoming incentive level changes. For these events, DEEP created several different types of materials such as new flyers, posters, and handouts to advertise CHEAPR and inform about the incentive changes. DEEP also contributed to CARA's monthly newsletter to inform dealers of the upcoming change and has made edits throughout the CHEAPR website to promote the incentive changes. Also, with CSE, webinars have been hosted and posted on the website for consumers and dealers with updated information on the incentive levels.
- **Additions to Rebate+ Qualifying Programs:** Two programs are being added to the list of Rebate+ Qualifying State and Federal Programs. First is the [Winter Protection Program \(WPP\)](#) which is a state-run program that prevents utilities from being shut off for participants in the wintertime based on financial hardship or medical protection. Second is [Home Energy Solutions](#) which is a utility-run program that provides home weatherization services to help save money on utility bills for those who qualify.
- **eBikes:** A total of 3,566 applications were received for Round 2 with 2,729 (or ~48%) falling in Tier 1 eligibility. 600 Tier 1 applications were selected by lottery with 108 eligible by personal



income and 492 eligible by public assistance program participation. About 47% of applications have been approved and issued their vouchers so far. CSE is working diligently with applicants to make sure all proper documentation has been submitted correctly so vouchers can be issued. There is a high rate of cancellations in this round and DEEP and CSE are looking into possible causes. There are 700 applications on standby to fill the 600 available vouchers in this round.

- Kate Rozen asked for clarification on why the cancellations were happening. Tracy answered that it was failure to provide documents necessary to verify eligibility. Kate also asked if there was going to be a new statistics page for the second round and Paul Farrell confirmed that CSE is working on it.
- **EECBG Grant Funding:** DEEP is currently working with the U.S. Department of Energy to receive funding through the [Energy Efficiency Conservation Block Program](#) that would help municipalities acquire EVs. DEEP is expecting to receive approximately \$2 million and per the rules and guidelines of the EECBG Program, 19 priority districts will be able to apply to receive funds in the form of vouchers to purchase eligible EVs from licensed Connecticut dealerships. If the funds are not exhausted in the first round, a second round will open for other municipalities with EJ communities to apply as well.
 - Kevin Moss asked if DEEP envisioned this program working with the PURA light duty charging program to cover some costs of infrastructure for the municipalities and Paul Farrell anticipated that the availability of that funding would be provided with DEEPs outreach materials.
- **New Federal Administration and Federal EV Policy:** Potential changes at the federal level and possible policy changes that could affect EV policy were discussed. The slide lists several federal policies that could be changing such as rollbacks on various EPA rules and changes in Federal tax credits for EVs.
- **CGB Clean School Bus Program:** Kevin Moss gave an update on the efforts of Connecticut Green Bank to make sure federal funding was secured and used for projects in Connecticut. [CGB announced an RFP](#) on Friday December 6, with proposals due by January 7, 2025. DEEP is planning on providing a Notice of Funding availability for use of Bond funding shortly.

Board Roundtable

- **Kate Rozen** wanted DEEP to contact the appointing authorities for Board members who have not attended board meetings. She also noted that CT DOT Deputy Commissioner Karen Kitsis usually attends CHEAPR meetings but is not marked in roll call since DOT does not have a board position and her attendance should be acknowledged. DEEP agreed to look into the details and report back at the next meeting.
- **Eric Sandstrom** said that GM is planning that the federal EV tax incentives will be going away. CT is a high lease penetration state. The tax incentives reduce the lease price and make it cost competitive. These changes will impact uptake in the state. Eric also said that used EV incentives are largely not rebate essential as most buyers are ready to buy without it. Eric also commented on the IRS program and how efficient it is, noting that it takes only three days for the IRS program to reimburse the dealer after a customer applies the federal tax credit to the purchase or lease of their EV, and that the CHEAPR program will take 6 weeks or more. Paul Farrell said that payment delays can happen during funding transfers or during periods of exceptional program demand but that 6 weeks was abnormal and DEEP will look into it.
- **Kevin Moss** asked Eric if this will be all the tax incentives, including the commercial vehicle credit. Eric thinks that both will be removed. Kevin followed up with a question about



environmental justice outreach programs and Tracy answered that DEEP is working internally with the Environmental Justice office to help spread word about CHEAPR and what's changing through community-based organizations and partnerships. Kevin also asked about CHEAPR Fleets and whether that was going to be coming. Tracy said that there is still \$2 million set aside for that program and DEEP is working on it internally with more to come in 2025.

- **Paul Wessel** said that it was good to have the perspective of an active dealer participating in the meeting.

Public Comments

- **Barry Kresch** asked about the fleet program and whether the sourcing of vehicles could be from outside dealers. Paul Farrell answered that the program would run through the CHEAPR platform with the same eligibility for dealers.
- **Dr Mark Mitchell** talked about the EJ Clean Vehicle Collaborative. He asked for the EECBG program why those towns were identified. DEEP's answer is that it is DOE that sets the towns and their criteria is whether the town could apply for EE funding, with a key point for municipalities being identified as priority is [based on population](#) (information under "How is eligibility determined?") among other requirements. He has also suggested for program collateral that half page flyers are easier to handle for community groups. Communicating the incentives is more effective when the total incentive is communicated and it doesn't require the reader to "stack" the incentives themselves when it comes to Rebate+.

Regarding eBikes and the cancellations, he said that for many low-income individual's internet access can be periodic due to the need to go to where the internet is, such as a library or otherwise. He suggested a posted letter be the first line of communication or a text message.

Adjournment

The meeting was closed by Tracy Babbidge at 4:20

The next Board Meeting will be held on March 13, 2025.



Attachment A: Attendee Report

1.	Walter Barozi
2.	Paul Kritzler (CT DEEP)
3.	Eric
4.	Tracy Babbidge, CTDEEP
5.	Marcus Y.
6.	Kate Rozen
7.	Barry Kresch
8.	Julia Dumaine
9.	Paul Farrell# CTDEEP (Paul Farrell)
10.	Paul Wessel
11.	iPhone (199)
12.	Kevin Moss, CT Green Bank (he/him)
13.	Wade Packer (CT DEEP)
14.	Sara Harari CT Green Bank
15.	Jay Stange
16.	Sara Stockman
17.	Call-Out User_1
18.	Kyle Thaxton DCP (Kyle Thaxton)
19.	TB
20.	Mark Mitchell MD (NMA)
21.	Edith Pestana
22.	Karen
23.	Sarah Huang# CT DEEP (Edith Pestana)
24.	Sarah Fryxell
25.	Tom B
26.	Jae Berg