



Meeting Minutes

December 11, 2025, CHEAPR Board Meeting via ZOOM || [View Recording](#) (Passcode: zb!x9J%h)

Present:	Board Members: Deputy Commissioner EQ Emma Cimino on behalf of Commissioner Katie Dykes, Kevin Moss (Green Bank), Eric Sandstrom & Rebecca Andreucci (DOT), CSE Staff: Andrew Chesser and Sara Stockman CT DEEP Staff: Tracy Babbidge, Paul Farrell, Paul Kritzler, Walter Barozi, Wade Packer and Nicole Foertsch
Not in Attendance:	Bryan Cafferelli (DCP), Julia Dumaine/Jason Small (PURA), Paul Wessel, Jody Ellant, Kate Rozen & Bradley Hoffman
Next meeting:	March 12, 2026
Prepared by:	Nicole Foertsch, DEEP

The December 11th, 2025, meeting of the CHEAPR Program Board was held and recorded online via Zoom. The purpose of the meeting was to discuss trends in EV sales in the latest quarter after the end of the federal tax credits, including market share data. There were also discussions on the program's future direction and financial status. Additional program implementations of items in Public Act 22-25 were reviewed such as progress on ending Round 2 of the eBike Incentive Program and updates on program formation for Round 3.

Call to Order and Announcements

- **Attendance:** The meeting began at 3:05 p.m. and board member attendance was taken where DEEP Deputy Commissioner Emma Cimino attended on behalf of Commissioner Dykes, Kevin Moss, Eric Sandstrom and Rebecca Andreucci were also present.
- **Opening Remarks:** Tracy Babbidge, Chief of the Bureau of Air Management, began the meeting by welcoming everyone, introducing the agenda and taking roll of the attendees. She then introduced DEEP Deputy Commissioner of Environmental Quality, Emma Cimino, who thanked everyone for joining and making time in their schedules to be present as staff continue to monitor and adjust CHEAPR as needed to keep the program operational amid federal and market changes.
 - **New Board Appointee:** Tracy also introduced Rebecca Andreucci as the newest appointed [board member](#) from the Department of Transportation (DOT), taking one of the three available seats that can be appointed by the DEEP Commissioner.
- **Minutes Approval:** Not enough members were present for quorum to be met, so approval of the [September 11th, 2025, minutes](#) are postponed until the next meeting.

Staff Reports

- **Data Update:** EV market share and sales data were discussed on a national, state and program level for the third quarter (Q3) of 2025. According to [Cox Automotive](#), across the United States, the impacts of the expiration of the federal tax credits were seen as EV sales and market share broke records with almost 440K in sales which equates to about 10.5% of market share. For perspective, EV sales increased by 40.7% from the previous quarter. Top selling EVs included Tesla, Chevy, Hyundai and Honda and even with Tesla being a top selling brand, their market



share dropped from 49% in Q2 to 41% in Q3. When looking only at Connecticut (CT) with [Atlas Public Policy](#), Q3 of 2025 was the second highest record in sales with 4,913 EVs sold, but it was record-breaking in market share, reaching 13% which surpassed 12.6% seen in Q4 of last year. The best-selling brands in the state were Tesla, Honda, Chevy and Kia and Tesla market share did rise to 34.1% compared to 30.4% last quarter. When comparing year-over-year CT PHEV, Tesla BEV and Non-Tesla BEV sales, PHEV sales did decrease by 16% but Tesla BEV sales increased by 19% and non-Tesla BEV sales increased by 45% which indicates a rise in popularity of BEV models throughout the state.

- **CHEAPR Stat Highlight:** A graph comparing the amount of rebate redemptions per month over the last three years was presented to help show any impacts of incentive level changes and to show program utilization. With the expiration of the federal EV tax credits on September 30th and an increase of the BEV Standard rebate from \$500 to \$1,000 as of October 1st, rebate redemption increased 192.6% from September (406 rebate redemptions) to October in 2025 (1,188 rebate redemptions) and decreased 56.3% from October to November (519 rebate redemptions). Data such as this and more can be found on the [CHEAPR Statistics webpage](#).
 - Barry Kresch asked via chat if the 519 redemptions plotted for November 2025 is a final number. Nicole Foertsch replied via chat saying there is a small backlog as applications are submitted and processed by program administration, but the current backlog is small so 519 should be relatively correct. Paul Farrell added that that is the data through November 30th and there might be a few in the pipeline, but the data shown accounts for what is currently paid out.
- **Budget Update:** DEEP staff provided an update on the program budget. Incentive payments and incentives currently in the pipeline as of November 30th, 2025, have amounted to ~\$12.8 million. This is equivalent to 4,462 Standard, 707 Rebate+ New and 171 Rebate+ Used rebates paid out so far this year, with the latter two significantly surpassing 2024 amounts. Important to note, the total funds utilized so far this year is still less than 2024, a record spending year, because of the incentive level changes made to keep CHEAPR operational. The anticipated budget for 2026 was also presented with a timeline and an approximation of income from DMV and RGGI funds, totaling to \$13.1 million. This will be split between the payout of incentives which DEEP approximates to be ~\$9-10 million and program administration which will be about \$3.2 million or less than 10% of the budget. DEEP is working with CSE to extend the CHEAPR Scope of Work (SOW) through June 2026 to keep CHEAPR running as the Mobile Sources Master Contract is posted and renewed, so the budget will be split accordingly for the two contracts.
 - **Master Contract & SOW Update:** DEEP is working with the Department of Administrative Services (DAS) to issue a new Master Contract for Mobile Source Program as the current one expires this year. It will cover a variety of topics such as vehicle incentive programs, low emission vehicles (LEV) & zero emission vehicles (ZEV), fuels & fueling infrastructure and many more. It is expected to be finalized in Q1 of 2026. Until then, to keep CHEAPR running as usual, DEEP and CSE are extending the current SOW through June 2026 as DAS goes through Requests for Proposals (RFPs) and evaluations.
- **Program Considerations for CHEAPR 4.0:** Since there will be a gap of time as a Request for Proposals (RFP) is posted for CHEAPR administration as part of the Mobile Sources Master Contract renewal, this allows DEEP and the Board to take time to look at the future goals of CHEAPR and think of any reformation that might want to be done. Current program objectives are equity, widespread EV adoption & affordability, greenhouse gas (GHG) reductions, etc., and



CHEAPR currently tries to achieve these by having strong low-moderate income (LMI) incentives, conducting outreach on EV benefits, incentivizing affordable EVs and more. DEEP is asking the Board if there is anything that could be missing from the list or if there are other issues that should be prioritized as CHEAPR moves forward in 2026 (please refer to [slides 17 & 18](#)). Some proposed CHEAPR changes would require legislative approval and have been discussed in prior meetings. These potential changes include establishing a Community+ Incentive tier for residents of Environmental Justice (EJ) communities and implementing an Original Equipment Manufacturer (OEM) cap similar to the initial federal EV tax credit structure.

- **Affordable Vehicles:** Sales data and recent studies, including one by [Atlas Public Policy](#), indicate growing affordability challenges in the U.S. vehicle market for both gasoline and electric models. The average price of a new vehicle exceeded \$50,000 for the first time in September 2025 and continues to rise. As a result, affordability has become a central focus in EV marketing, as highlighted [in the referenced study](#) and on [slide 21](#).

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Update on Public Act 22-25

- **eBikes:** As previously reported, the reserved application lists were fully processed as of May 31, 2025, and all vouchers for this round have been approved. DEEP and CSE issued 447 vouchers out of the 600 allotted under the \$750,000 budget. With a 240-day redemption period, the latest possible redemption date is January 10, 2026, so achieving a full redemption rate may take additional time. As of November 30, 2025, 436 vouchers have been redeemed, leaving 11 outstanding. If all 447 vouchers are redeemed by the end of January 2026, approximately \$191,250 in remaining Round 2 funds could be returned to the program for future use. Program statistics are updated monthly on the [eBike Program Statistics page](#).
 - **Next Steps for eBikes:** Consistent with the update provided at the September 2025 CHEAPR Board meeting, planning for the third round of the eBike Incentive Program is underway, with an anticipated launch in mid-2026. The proposed budget, incentive levels, program structure, and timeline remain aligned with prior discussions; however, DEEP is now considering a summer launch instead of spring. This adjustment would allow sufficient time to complete the Mobile Sources Master Contract renewal and to implement new legislative requirements under [P.A. 25-65](#), which designate persons with disabilities as a priority group and exempt them from the MSRP cap for eligible bikes. DEEP is coordinating with DMV and DAS to determine appropriate documentation and processes for incorporating this group into the program.

Board Roundtable

- Eric Sandstrom noted that the CHEAPR rebate redemption figures reported during Board meetings often lag behind real-time market conditions. Based on activity at his Fairfield County dealerships—an area his manufacturer considers a leading EV market—current EV sales are very low; for example, he has not sold a Chevy Equinox EV in the past two months. He expressed the view that manufacturers are unlikely to lower prices in the near term due to limited profitability and the elimination of CAFE Standard fees. He also referenced the upcoming release of the new Chevy Bolt in January, consistent with earlier DEEP observations that advancements in battery technology are beginning to reduce EV costs. However, he added that without federal incentives, EVs are less price-competitive with gasoline vehicles, which may contribute to CHEAPR rebate levels stabilizing. He further noted recent EV-related plant closures and increased manufacturer



investment in gasoline vehicle production. Lastly, he requested clarification regarding a prior slide indicating that CHEAPR administration costs total \$3.2 million of the overall \$13 million budget, commenting that this appears high.

- Paul Farrell clarified that the \$3.2 million in administration costs reflects the total amount over the full multi-year contract, not an annual expense.
- Paul Kritzler asked whether EV leasing activity has increased or decreased since the expiration of the federal EV tax credits. Eric responded that he is seeing fewer leases and fewer sales overall, though the relative rate of each has remained consistent. He also noted that General Motors launched a new program this month that provides sales managers with a \$1,000 incentive for each EV sold—an approach he has not seen before in his 33 years in the industry.
- Rebecca Andreucci asked whether the [EvaluateCT Dashboard](#) (developed in partnership between Atlas Public Policy and DEEP) is still being updated, noting that it appears unchanged since December 2024 despite DEEP releasing updated EV registration data in July 2025.
 - Walter Barozzi responded that he had submitted the July 2025 registration data to Atlas and will follow up to ensure the dashboard is updated accordingly. He added that, as of July, Connecticut’s EV registrations exceeded 67,000.
- Rebecca also asked whether the CHEAPR FAQs are up to date regarding utility charging rebate programs, noting that Eversource has announced it will phase out its program by the end of the year.
 - Paul Kritzler responded that DEEP is currently updating several CHEAPR webpages, particularly in light of recent federal EV-related changes. Regarding utility charging rebate programs specifically, he noted that PURA has made numerous updates, and as the utilities work through those changes, DEEP will incorporate the latest information and ensure the CHEAPR webpages reflect it accurately.
- Kevin Moss commented that it is encouraging to hear the program remains financially stable. In response to Rebecca’s question about home-charging programs, he suggested reconnecting with the electric distribution companies (EDCs) this spring to ensure alignment with CHEAPR strategy given the recent income-eligibility changes. He also noted, in relation to Eric’s comments about EV leasing, that the program could consider adding leasing support as a potential policy option, as it may help offset the loss of federal tax credits for consumers who typically lease before purchasing an EV.

Public Comments

- Craig Peters commented that affordability is likely to become a significant issue for EVs heading into 2026, noting that with the elimination of CAFE Standards, manufacturers face less pressure to prioritize EV sales. He also shared that, through a partnership with Live Green Connecticut and Voltpost, a project has been completed that will install 50 charging stations with 100 total charging ports in areas that previously lacked access. Craig added that while CHEAPR incentives likely cannot be increased at this time, a tax deduction could be another way to help improve EV affordability for consumers.

Adjournment

The meeting was closed by Tracy Babbidge at 4:00 p.m.



The next Board Meeting will be held on March 12th, 2026. Please register for each individual, upcoming board meeting in 2026 on the [CHEAPR Board page](#) on the [CHEAPR website](#) or at the link provided [here](#).

Attachment A: Attendee Report

1.	Walter Barozi
2.	Paul Farrell
3.	Wade Packer
4.	Nicole Foertsch
5.	Tracy Babbidge
6.	Emma Cimino
7.	Paul Kritzler
8.	Rebecca Andreucci
9.	Kevin Moss
10.	Eric Sandstrom
11.	Andrew Chesser
12.	Sara Stockman
13.	Sarah Huang
14.	Eliza Heins
15.	Barry Kresch
16.	Craig Peters
17.	Linda Kowalski