



CHEAPR BOARD MEETING

Bureau of Air Management
March 13, 2025

AGENDA



3:00 PM	Welcome
3:15 PM	Approval of December 12, 2024, CHEAPR Board Meeting Minutes Budget Update EV Data Update Program Updates: <ul style="list-style-type: none">• Program Metrics• eBikes Round 2
4:00 PM	Board Discussion
4:15 PM	Public Comments Adjourn

ROLL CALL / PREVIOUS MINUTES



Quorum

Approval of the December 12, 2024, Minutes

Current Board Members	
Current Appointing Authority	Board Member
DEEP Commissioner or designee	DEEP Commissioner Designee Emma Cimino
DCP Commissioner or designee	DCP Commissioner Bryan Cafferelli
Green Bank President or designee	Kevin Moss
PURA chairperson or designee	Julia Dumaine
Senate Pro Tempore: Sen. Looney	Paul Wessel
Senate Majority Leader: Sen. Duff	Eric Sandstrom
House Minority Leader: Rep. Candelora	Jody Ellant
Senate Minority Leader: Sen. Kelly*	Bradley Hoffman
House Chair of TRA	Kate Rozen
DEEP Commissioner	DOT Deputy Commissioner Karen Kitsis



Budget Update & Incentive Level Changes

CHEAPR OPERATING BUDGET



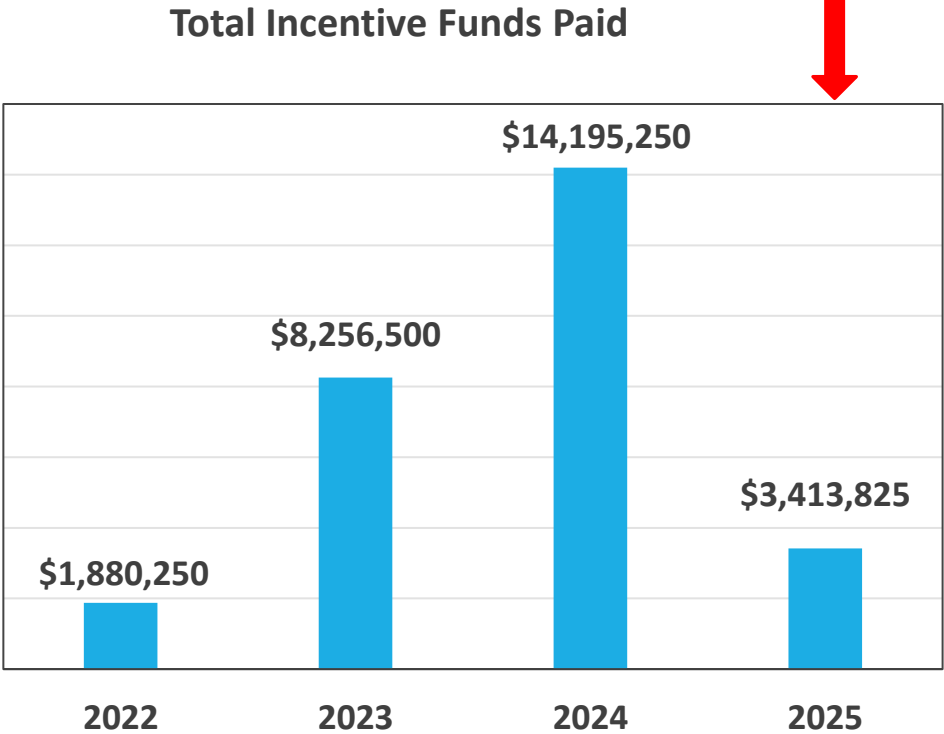
Budget Summary

January 1, 2025, through March 3, 2025

	Rebate Funds
Incentive Payments Year-to-Date	\$3,413,825
Incentive Pipeline of Active Applications	\$1,068,825
Total Funds Utilized	\$4,482,650
Remaining 2025 Funding*	\$282,446

*CSE on-hand available funding

Number of Rebates				
Incentive	2022	2023	2024	2025 YTD
Standard	1,159	3,667	5,929	845
Rebate+New	17	232	523	30
Rebate+Used	3	36	91	14
Total	1,179	3,935	6,543	889



INCENTIVE LEVEL CHANGE IMPLEMENTATION

- Very few to no complaints from consumers or retailers
- Very few to no appeals from consumers or retailers

Overall, implementation strategies and outreach efforts to spread awareness seem to have been successful



CHEAPR INCENTIVE LEVELS - ADJUSTMENTS/TIMING

Previous Incentives

2024 Incentives

Incentives (\$)	
PHEV Standard	750
PHEV Rebate+ New	1,500
PHEV Rebate+ Used	1,125
BEV Standard	2,250
BEV Rebate+ New	2,000
BEV Rebate+ Used	3,000
FCEV Standard	7,500
FCEV Rebate+ New	2,000
FCEV Rebate+ Used	7,500

Current Incentives

January 1, 2025

Incentives (\$)		
PHEV Standard	750	-
PHEV Rebate+ New	1,500	-
PHEV Rebate+ Used	3,000	↑
BEV Standard	1,500	↓
BEV Rebate+ New	3,000	↑
BEV Rebate+ Used	5,000	↑
FCEV Standard	1,500	↓
FCEV Rebate+ New	3,000	↑
FCEV Rebate+ Used	5,000	↓

This change:

- **returned** BEV Standard to \$1,500
- **increased** BEV Rebate+ New to \$3,000
- **increased** Rebate+ Used Incentives to \$3,000

Upcoming Incentives

July 1, 2025

Incentives (\$)		
PHEV Standard	750	-
PHEV Rebate+ New	1,500	-
PHEV Rebate+ Used	3,000	-
BEV Standard	1,000	↓
BEV Rebate+ New	4,000	↑
BEV Rebate+ Used	5,000	-
FCEV Standard	1,500	-
FCEV Rebate+ New	3,000	-
FCEV Rebate+ Used	5,000	-

This scenario:

- **reduces** BEV Standard to \$1,000
- **increases** BEV Rebate+ New to \$4,000

Trigger
When incentives
paid out from
Jan-Apr 2025
exceeds
\$3M total
(\$750,000 monthly)

Surpassed

UPDATING THE PROGRAM SCOPE OF WORK



- Current CSE three-year Scope of Work runs through 12/31/2025
- Budgeted funds in the current Scope of Work will not cover expected demand necessary to pay out incentives through the end of the contract term.
- DEEP is working with CSE to amend and extend the Scope of Work to provide additional funding to cover costs associated with anticipated program demand and to reconfigure the platform to process different incentive levels consistent with section 6 of H.B. 1496.
 - Rebate+ New and Used will be exclusively income-qualified
 - EJ residents will be prioritized over standard incentive recipients – perhaps a new tier with a small adder above the Standard Rebate.
 - Additional analysis on Rebate + voucher redemption rates and expiration dates (currently 1 year)



EV and Program Statistics

10 STATES HIT AMBITIOUS EV DEPLOYMENT TARGET

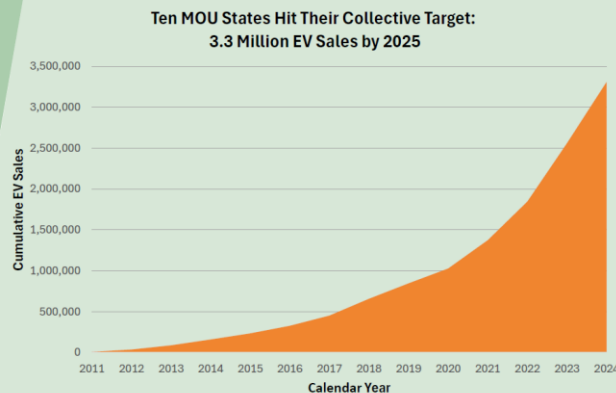
On March 10th, the signatory states of the 2013 ZEV MOU announced they have met their collective goal of putting 3.3 Million EVs on the road by 2025!

“In 2013, Connecticut took the bold step of joining several states in committing to put 3.3 million EVs on the road by 2025,” said Connecticut Governor Ned Lamont, “I’m proud to stand with our partners today, recognizing the benefits of regional collaboration to celebrate how collectively we have met this historic milestone.”



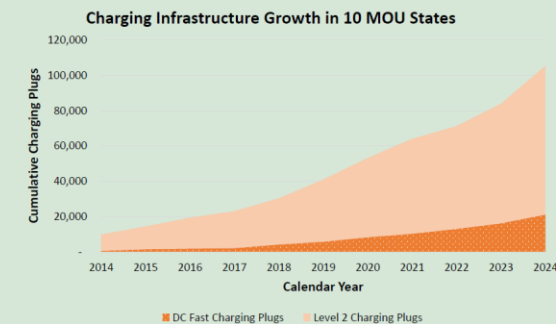
EV SALES GROWTH IN THE MOU STATES

As outlined by the MOU, the ten signatory states worked together to support their zero-emission vehicle (ZEV) programs to meet their collective goal of 3.3 million EVs on their roads by 2025.



CHARGING INFRASTRUCTURE SUPPORTS GROWTH

The MOU recognized that charging stations are a key component to encourage EV sales. Increasing the number of charging stations – both level 2 and fast charging – supported EV sales in the ten MOU states.



Source: US DOE, Alternative Fuels Data Center, <https://afdc.energy.gov/stations/states>. MOU States: CA, CT, MA, MD, ME, MI, NY, OR, RI, VT. EVSE plug figures include public and private Level 2 and DCFC stations active as of January 5, 2025. These figures do not include single-family residential charging plugs.

State Zero-Emission Vehicle Programs Memorandum of Understanding

WHEREAS, the Signatory States have adopted regulations requiring increasing sales of zero-emission vehicles (ZEVs), or are considering doing so; and

WHEREAS, accelerating the ZEV market is a critical strategy for achieving our goals to reduce transportation-related air pollution, including criteria air pollutants, mobile source air toxics and greenhouse gas emissions (GHGs), enhance energy diversity, save consumers money, and promote economic growth; and

WHEREAS, our states are committed to reducing air pollution, including the emission of GHGs and other air pollutants from the mobile source sector; and

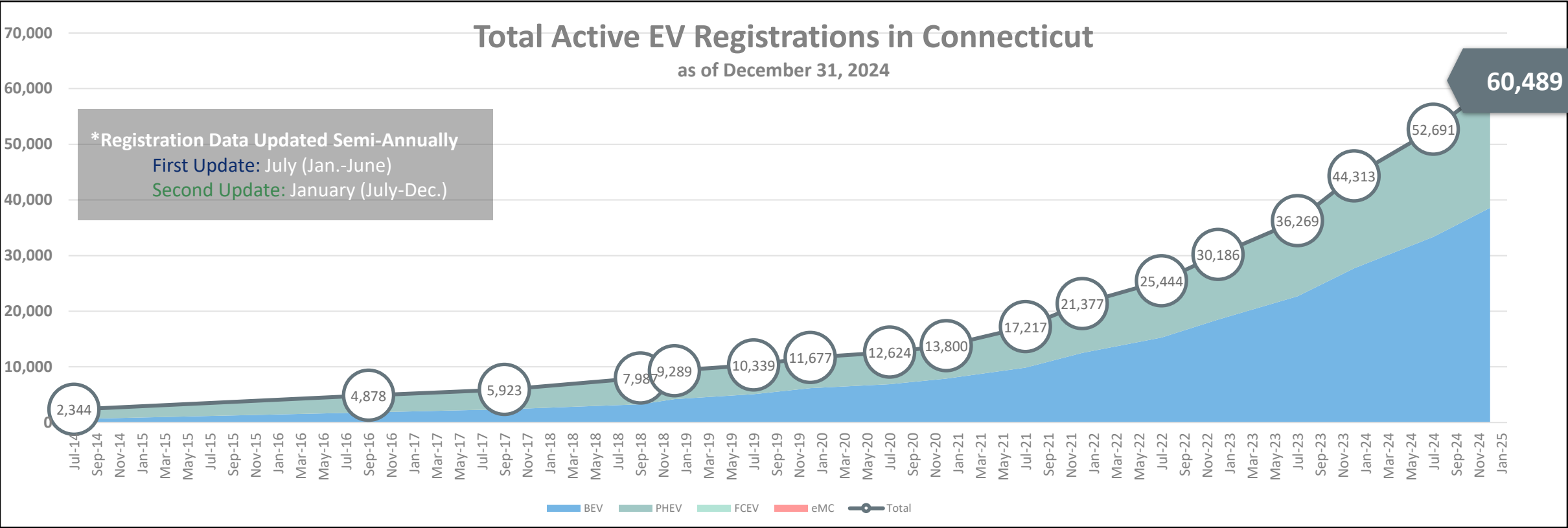
WHEREAS, many of our states have obligations or otherwise seek to reduce GHGs consistent with science-based targets by 2050; and

WHEREAS, motor vehicles are among the largest sources of GHGs and criteria air pollutants that adversely affect the health and well-being of our citizens in all of our states; and

WHEREAS, providing transportation alternatives such as ZEVs will help improve air quality, reduce the use of petroleum-based fuels in the transportation sector, protect consumers against volatile energy prices, and support the growth of jobs, businesses and services in a clean energy economy; and

WHEREAS, an increasing variety of vehicles that operate on hydrogen and low-cost electricity are commercially available and have the potential to significantly reduce emissions of criteria pollutants and GHGs, enhance consumer choice, and allow for home fueling; and

CT EV REGISTRATIONS*



EVs Registered in CT on:

	Jul-14	Sep-16	Sep-17	Sep-18	Dec-18	Jul-19	Dec-19	Jul-20	Dec-20	Jul-21	Dec-21	Jul-22	Dec-22	Jul-23	Dec-23	Jul-24	Dec-24
BEV	621	1,811	2,371	3,280	4,208	5,099	6,172	6,874	7,880	9,861	12,513	15,268	18,509	22,695	27,709	33,386	38,589
PHEV	1,723	3,066	3,549	4,705	5,063	5,220	5,480	5,722	5,893	7,321	8,827	10,126	11,615	13,510	16,517	19,211	21,584
FCEV	0	1	3	2	2	2	3	3	3	3	3	6	5	3	3	3	3
eMC	ND	ND	ND	ND	16	18	22	25	24	32	34	44	57	61	84	91	313
Grand Total	2,344	4,878	5,923	7,987	9,289	10,339	11,677	12,624	13,800	17,217	21,377	25,444	30,186	36,269	44,313	52,691	60,489

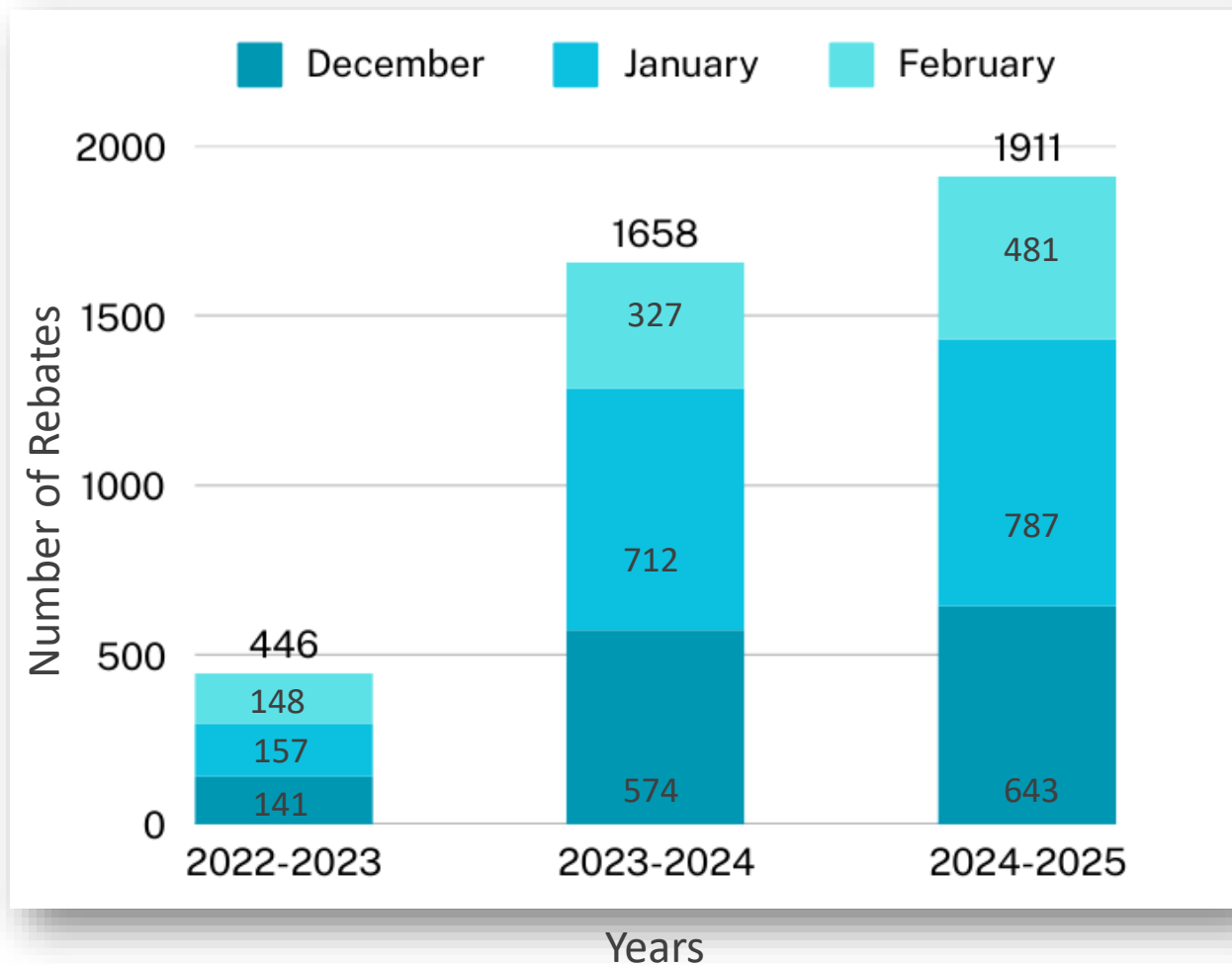
CHEAPR STATS HIGHLIGHT: REBATE POPULARITY IN WINTER

- December through February tend to be the most popular months of the year for rebate uptake
- January 2025 was our most successful month yet of the program with a total of 787 rebates redeemed, beating out January 2024 which had 712 redemptions
 - This is important to note as we are monitoring rebate redemptions if* we hit the \$3 million trigger to further drop incentive levels in July

*From the numbers so far, this is no longer an *if*-scenario, this is a *when*-scenario.

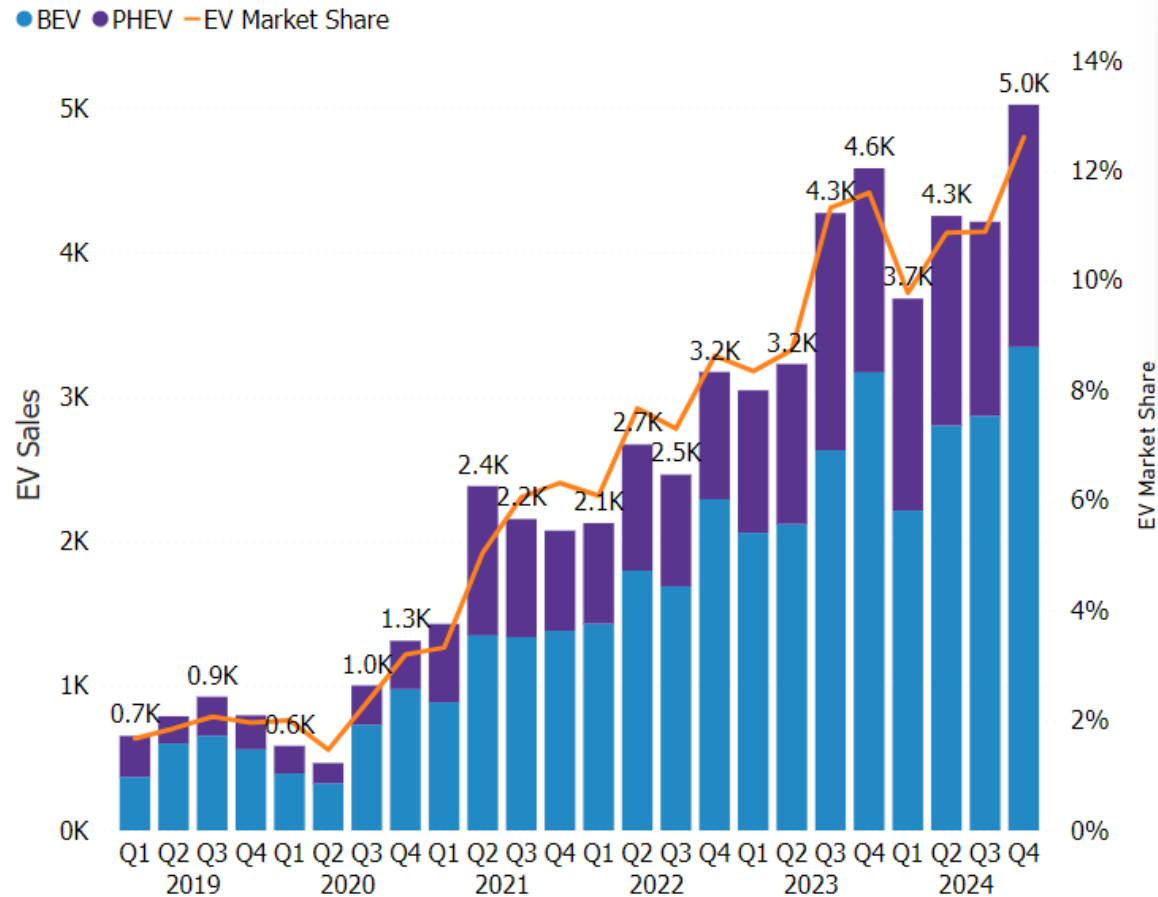
Update: We have hit \$3 million in rebates.

Rebate Uptake in Winter Months



EV DATA - CONNECTICUT

EV Sales and EV Market Share by Year, Quarter and Technology



Source: Atlas Public Policy EV Hub Market Dashboard

CT EV Summary for 2024 Q4 – Top 5

Image	Vehicle Name	Technology	Vehicle Subtype	GVWR Class	Estimated Price	Fuel Economy (MPGe)	Registrations
	TESLA MODEL Y	BEV	SUV/MPV	1	\$54,299	118.7	10,840
	TESLA MODEL 3	BEV	Car	1	\$49,264	126.4	8,492
	TOYOTA RAV4 PRIME	PHEV	SUV/MPV	1	\$41,292	65.0	3,075
	JEEP WRANGLER	PHEV	SUV/MPV	2A	\$51,373	28.0	3,061
	TOYOTA PRIUS PRIME	PHEV	Car	1	\$29,618	79.4	1,842

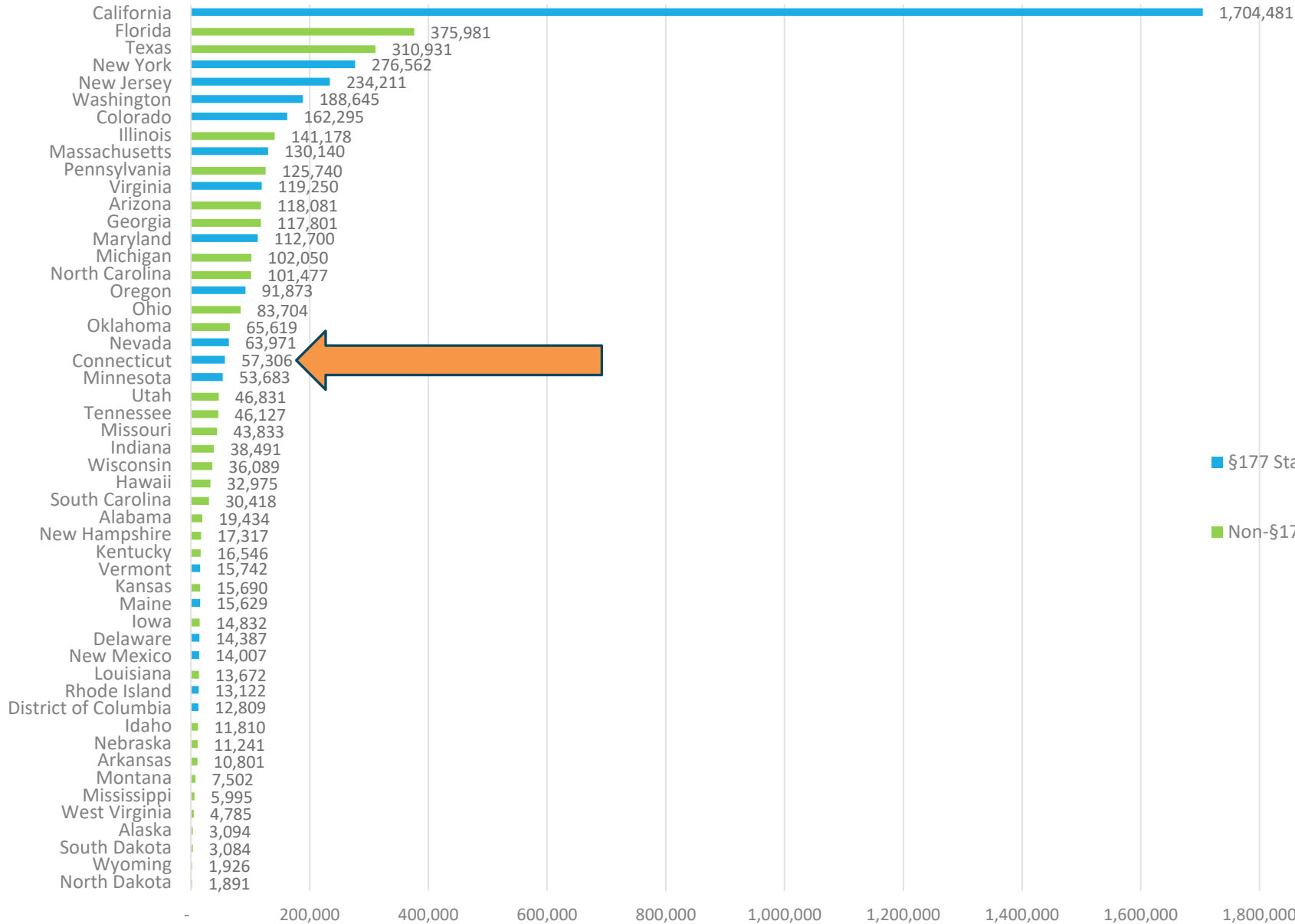
- Went from 4.2K sales in Q3 to 5.0K in Q4, an approximate 20% increase
- Jeep Wrangler fell from 3rd to 4th place, with the Toyota RAV4 rising from 6th place
- Toyota Prius Prime rose up from 13th place

EV Sales in §177 States vs. Non-§177 States through 2024



EV DATA – SALES IN §177 STATES VS. NON- §177 STATES

State




■ §177 States

■ Non-§177 States

Data from: Atlas Public Policy EV Hub Market Dashboard

Number of Sales

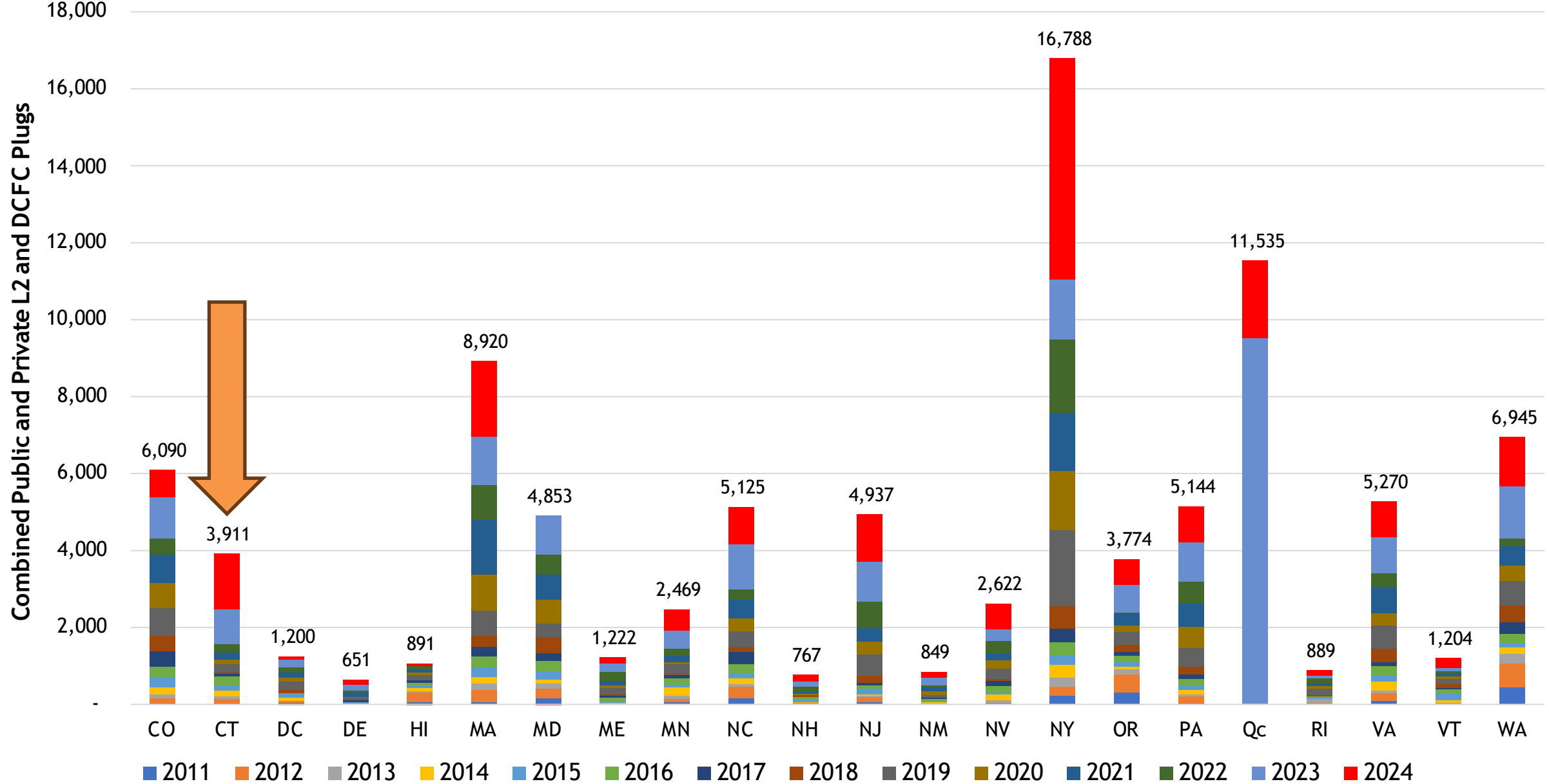
EVSE DEPLOYMENT IN THE ZEV TASK FORCE JURISDICTIONS



State	Total Stations	Total L2 Plugs	New L2 Plugs Reported in 2024	% Increase in 2024	Total DCFC Plugs	New DCFC Plugs Reported in 2024	% Increase in 2024	Total Combined L2 s DCFC Plugs	New L2 s DCFC Plugs Reported in 2024	% Increase in 2024
CA	17,819	45,453	7,439	19.6%	13,398	2,890	27.5%	58,851	10,329	21.3%
CO	2,453	4,977	530	11.9%	1,113	181	19.4%	6,090	711	13.2%
CT	1,350	3,340	1,284	62.5%	570	154	37.0%	3,G10	1,438	58.2%
DC	372	1,140	59	5.5%	60	10	20.0%	1,200	69	6.1%
DE	251	392	68	21.0%	259	67	34.9%	651	135	26.2%
HI	384	773	11	1.4%	118	49	71.0%	891	60	7.2%
MA	3,633	7,848	1,558	24.8%	1,072	413	62.7%	8,G20	1,G71	28.4%
MD	1,705	3,848	(126)	-3.2%	1,005	78	8.4%	4,853	(48)	-1.0%
ME	543	G38	GG	11.8%	284	64	2G.1%	1,222	163	15.4%
MN	953	1,790	303	20.4%	679	240	54.7%	2,469	543	28.2%
NC	1,837	3,791	604	19.0%	1,334	362	37.2%	5,125	966	23.2%
NH	313	508	G7	23.6%	25G	83	47.2%	767	180	30.7%
NJ	1,58G	3,505	7G7	2G.4%	1,432	430	42.G%	4,G37	1,227	33.1%
NM	348	501	48	10.6%	348	102	41.5%	849	150	21.5%
NV	673	1,765	430	32.2%	857	233	37.3%	2,622	663	33.8%
NY	4,780	14,751	5,055	52.1%	2,037	688	51.0%	16,788	5,743	52.0%
OR	1,550	2,788	464	20.0%	986	199	25.3%	3,774	663	21.3%
PA	2,021	3,880	642	19.8%	1,264	280	28.5%	5,144	922	21.8%
Qc	4,645	9,720	1,692	21.1%	1,815	333	22.5%	11,535	2,025	21.3%
RI	36G	76G	116	17.8%	120	2G	31.G%	88G	145	1G.5%
VA	1,904	3,938	698	21.5%	1,332	227	20.5%	5,270	925	21.3%
VT	466	1,001	164	1G.6%	203	87	75.0%	1,204	251	26.3%
WA	2,555	5,477	881	19.2%	1,468	395	36.8%	6,945	1,276	22.5%

Source: US DOE, Alternative Fuels Data Center
 EVSE plug figures include public and private Level 2 and DCFC stations active as of January 5, 2025.

CUMULATIVE EVSE BUILDOUT IN THE ZEV TASK FORCE STATES



Source: US DOE, Alternative Fuels Data Center
EVSE plug figures include public and private Level 2 and DCFC stations active as of January 5, 2025.

CHARGING INFRASTRUCTURE IMPROVEMENTS IN ZEV TASK FORCE JURISDICTIONS

National Renewable Energy Laboratory (NREL) recommends a ratio of:

For Level 2 Charging:

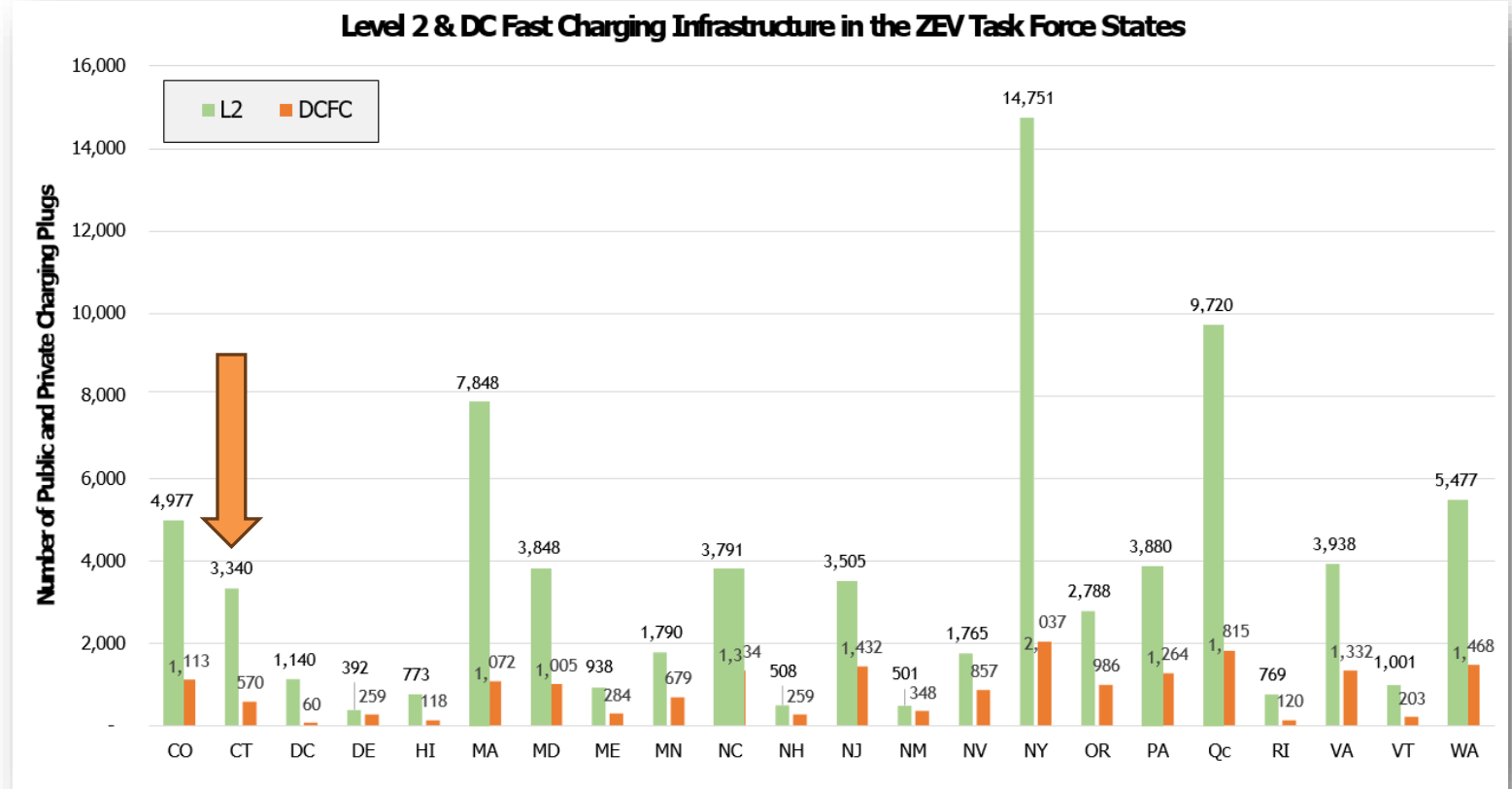
- 40 Level 2 plugs per 1,000 EVs

⌈ This puts CT in 6th place among the Jurisdictions ⌋

For DC Fast Charging:

- 3.4 DCFC plugs per 1,000 EVs

⌈ This puts CT in 11th place among the Jurisdictions ⌋



Source: US DOE, Alternative Fuels Data Center, NESCAUM

EVSE plug figures include public and private Level 2 and DCFC stations active as of January 5, 2025.

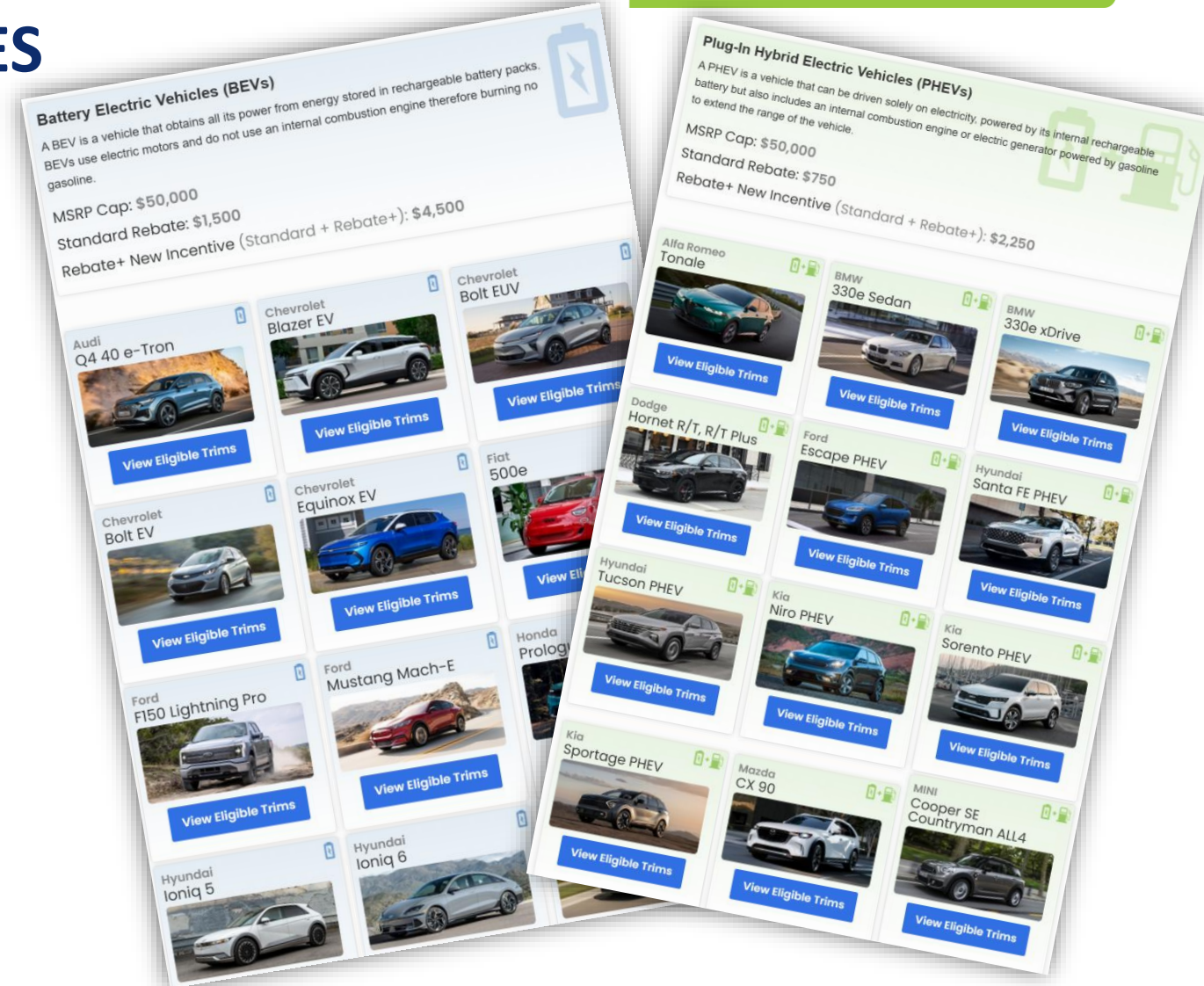


Program Updates

ELIGIBLE VEHICLE LISTS UPDATES

	NEW	USED
BEV	84	97
PHEV	36	49
FCEV	-	1
Total Eligible EVs	120	146

- Largest number of eligible models/trim in program history!
- More 2025MY EVs being added on a rolling basis.
- Challenges: Speed at which new models become available, lack of updates on DOE websites



STATE LEGISLATIVE PROPOSALS & CHEAPR

Bills scheduled for, or have had a public hearing

- Agency Proposal before the Environment Committee

- [H.B. No. 1496](#) (RAISED) AN ACT CONCERNING MINOR REVISIONS TO DEEP STATUTES. (PH 3/17)

Section 6 of H.B. 1496 is a DEEP proposal to prioritize income qualified CHEAPR applicants who intend to purchase a new or used electric vehicle over all other applicants.

- Bills before the Energy and Technology Committee

- [S.B. No. 1353](#) (RAISED) AN ACT CONCERNING SUBSIDIES FOR NEW ELECTRICITY DEMAND. (PH 2/27)
 - [S.B. No. 647](#) (COMM) ENERGY AND TECHNOLOGY. 'AN ACT CONCERNING PROTECTIONS FOR CONSUMER ACCESS TO AFFORDABLE ELECTRICITY' (PH 3/6)

Both Senate Bill 647 and 1353 remove the clause that shifts RGGI proceeds above \$5.2 million to the CHEAPR program. The funding would still be allowed to be utilized for other DEEP environmental engagement programs under the changes. The language for both bills is identical for the identified sections. Generally, both bills limit state financial support for EVSE projects.

FEDERAL UNCERTAINTY CONTINUES



EPA Rules for Cars/medium-duty trucks-In March of 2024, EPA finalized its multi-pollutant rule that applies to passenger cars, pickups and commercial vans for MY 2027-2032.



Heavy-Duty (HD)Trucks-(Phase 3 GHG Standards) EPA issued a final rule in March of 2024 to revise the GHG emission standards for HD vehicles for MY 2027-32.



California Waivers for Mobile Source Programs (Cars, trucks, fleets, locomotives). EPA has proposed making waiver decisions subject to the Congressional Review Act.



Federal Tax Credits for EVs - Tracing to determine changes to CHEAPR in 2025. Proposals have been made to eliminate EV tax credits.



Federal Funding for EV charging-funded through IRA (CFI) and IIJA (NEVI). NEVI funding has been shut down.



EPA Announced intention to review the Endangerment Finding, among 31 other actions



Energy Efficiency Conservation Block Grant (ECBG) and Charging and Fueling Infrastructure (CFI) FI Funding

CHEAPR LEGISLATIVE REPORT

An Annual Assessment of Connecticut's Hydrogen and Electric Automobile Purchase Rebate Program

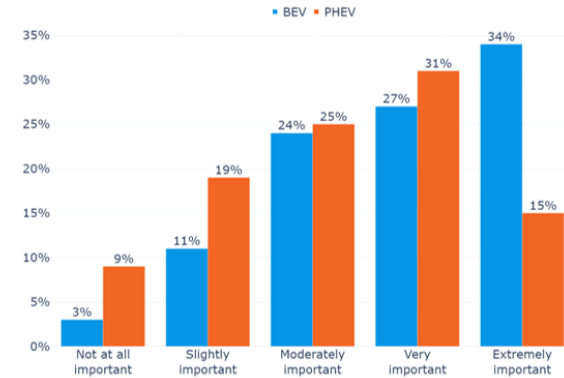
March 2025

Pursuant to C.G.S. sec. 22a-202(f)

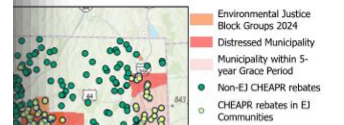
Connecticut Department of Energy and Environmental Protection



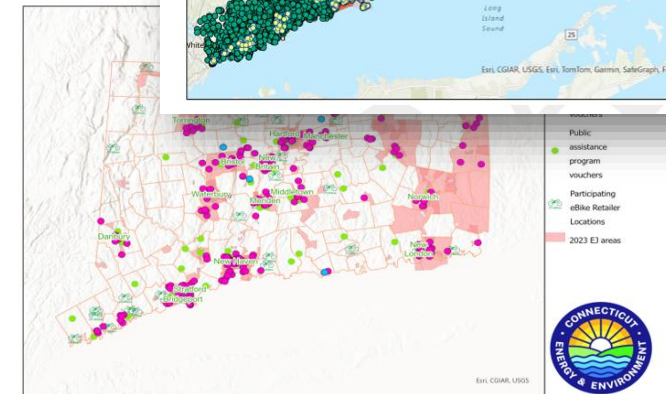
Figure 5: Significance of Rebate Availability in Purchasing an EV



2021-Jan 2025



CHEAPR



Map Version July, 2024



Other CHEAPR Initiatives

EBIKES ROUND 2 UPDATE



- 24 Participating eBike Retailers
- 139 eligible bike models

There is a process available to request the addition of eligible eBikes. This would allow the addition of adaptive eBikes that meet the MSRP requirements.

Eligible eBikes must have a warranty and safety certification. The list of eligible eBikes continues to grow and be updated as manufacturers release new models.

If you are an eBike manufacturer and would like to request the addition of an eBike that meets the eligibility requirements listed below, please complete the [eBike Eligibility Application](#) and email it to the Center for Sustainable Energy (CSE) cheapr@energycenter.org. An eBike must be approved prior to inclusion on the [Eligible eBike List](#).

- The Year 2 [Statistics Dashboard](#) is up!
 - To access the different years, simply click on the “Program Summary”, “Vouchers by Location” or “Vouchers by Retailer” buttons at the top of the dashboard and select which year’s data you wish to view.
- Due to cancellations, CSE is working through a reserve list to make sure all funding is allocated to vouchers.

Total Vouchers Approved 561		Total Vouchers Redeemed 201		Total Funds Redeemed \$249,703	
	Funds Approved	Vouchers Approved	Vouchers Redeemed	Funds Redeemed	
<div></div>	Income Qualification	\$54,858	95	44	\$54,858
<div></div>	Public Assistance Program	\$194,845	466	157	\$194,845

Year 1 data shown through 12/1/2023. Year 2 data shown through 2/14/2025. Updated Monthly. **Updated:** Mar 5, 2025

All applications have been approved as of 8/17/23. Data shown includes all approved applications that have not yet purchased an eBike as well as those who have redeemed their voucher as of 2/14/2025.

- Cancellations largely due to applicants not responding to requests from CSE for additional documentation.

BOARD QUESTIONS AND DISCUSSION

Open for Board Member questions and discussion.

PUBLIC COMMENTS





Please raise your hand in the chat.

CHEAPR BOARD MEETING SCHEDULE

2025 CHEAPR Board Meetings

- ✓ March 13, 2025
- June 12, 2025
- September 11, 2025
- December 11, 2025

Remember to register for the meetings in advance!
Register on the [CHEAPR Board webpage](#)!

2025 Meeting Dates		
March 13 th	Agenda 	Register
June 12 th	Agenda 	
September 11 th	Agenda 	
December 11 th	Agenda 	

Join the [CHEAPR e-mail list](#) to be notified of program related information!