



CHEAPR BOARD MEETING

Bureau of Air Management
June 12, 2025

AGENDA



3:00 PM	Welcome
3:15 PM	Approval of March 13, 2025, CHEAPR Board Meeting Minutes Budget Update EV Data Update Program Updates: <ul style="list-style-type: none">• Changes in Incentive Levels• Program Metrics• E-Bikes Program Updates
4:00 PM	Board Discussion
4:15 PM	Public Comments Adjourn

ROLL CALL / PREVIOUS MINUTES

Quorum

Approval of the March 13,
2025, Minutes

Here is a [link](#) to the March
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

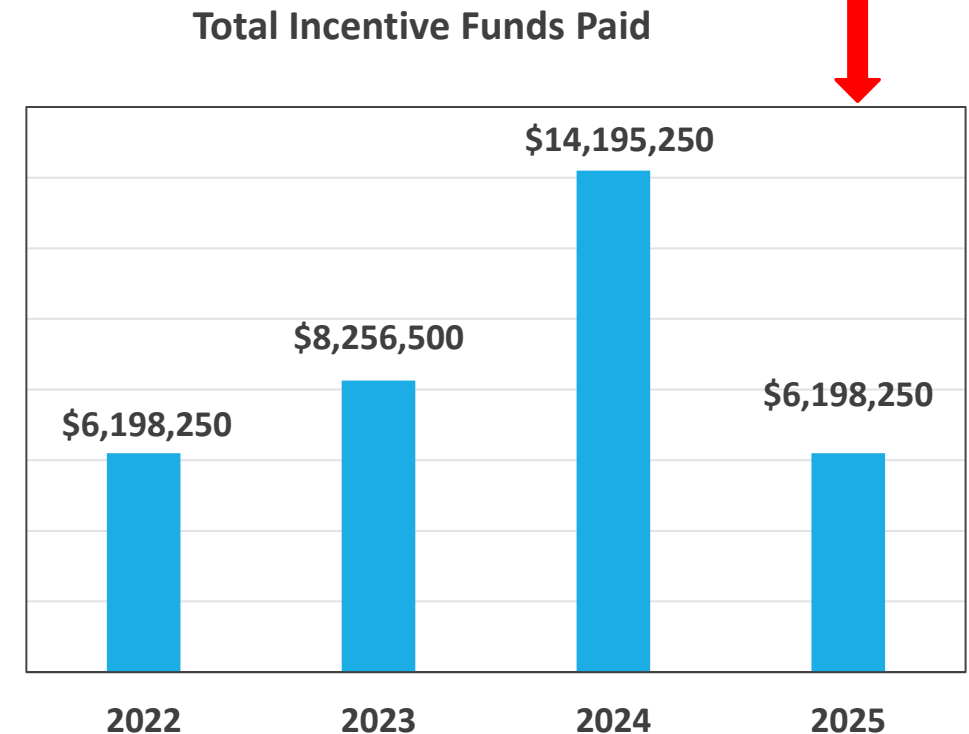
CHEAPR OPERATING BUDGET

Budget Summary

January 1, 2025, through May 31, 2025

	Rebate Funds
Incentive Payments Year-to-Date	\$6,198,250
Incentive Pipeline of Active Applications	\$1,017,800
Total Funds Utilized YTD	\$7,216,050

Number of Rebates				
Incentive	2022	2023	2024	2025 YTD
Standard	1,159	3,667	5,953	2,403
Rebate+New	17	232	578	170
Rebate+Used	3	36	98	79
Total	1,179	3,935	6,629	2,652



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	↓

What changed?

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

Incentive Change Breakpoint

Jan-Apr 2025 incentives exceed **\$3M Total**
(\$750,000 monthly)

Breakpoint Surpassed

incentives exceeded **\$3M Total**
(\$750,000 monthly)

Upcoming Incentives

August 15, 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	-
PHEV Community+ New	1,500	New
BEV Community+ New	2,000	New

What will change?

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

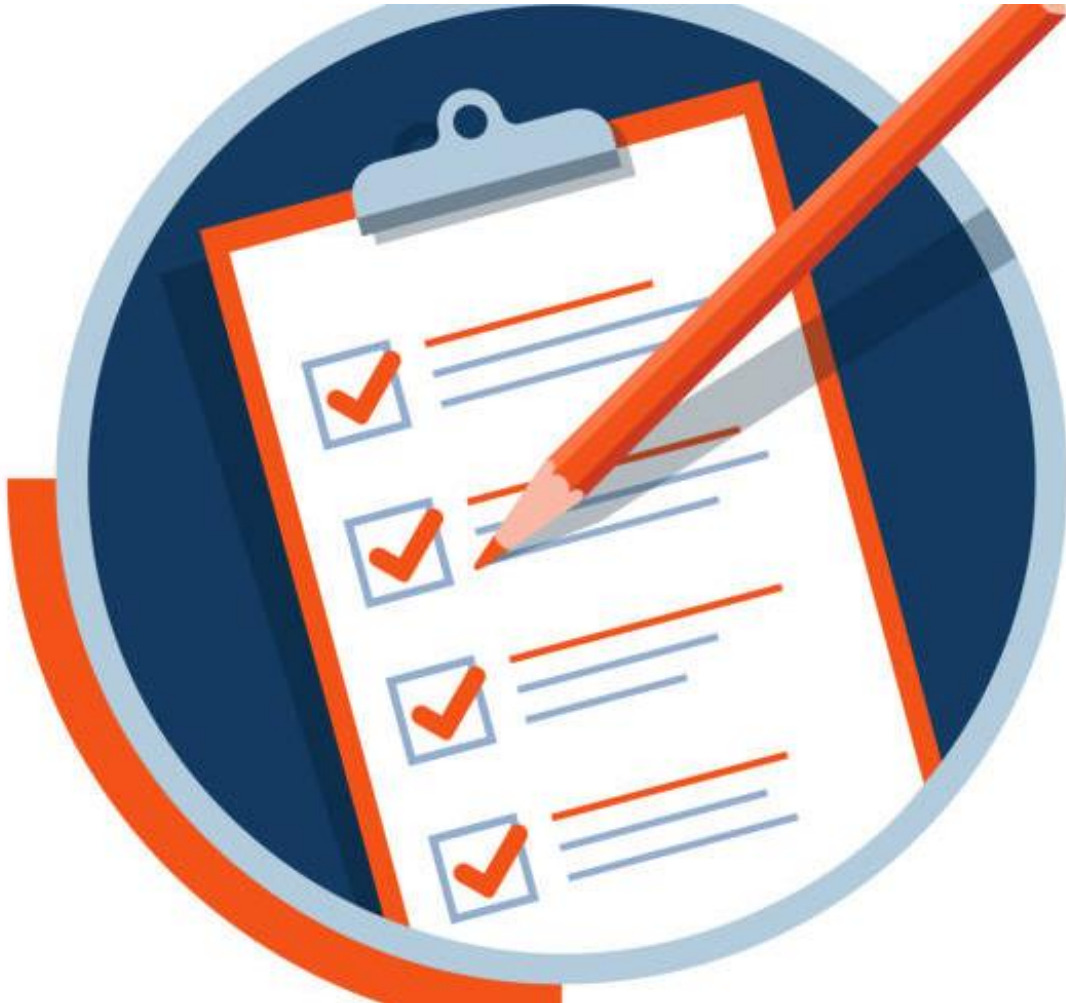
COMMUNITY+ TIER FOR EJ RESIDENCY



- H.B. 1496 section 6 did not pass during the legislative session
 - **Rebate+ New and Used** will be **exclusively income-qualified**
 - **Community+** - EJ residents will be prioritized over standard incentive recipients
 - CGS § 22a-202(d) specifies that rebates or vouchers awarded to a resident of an environmental justice community shall be in an amount not less than two hundred per cent more than the standard rebate level or voucher amount.
 - Creates a new tier with an incentive at 200% of the Standard Rebate. Proposing
 - New BEV incentive of \$2,000
 - New PHEV incentive of \$1,500

INCENTIVE LEVEL CHANGE IMPLEMENTATION

NEW DATE! **AUGUST 15, 2025**



- Upcoming changes are:
- **Reducing** BEV Standard from \$1,500 to \$1,000
- **Increasing** BEV Rebate+ New from \$3,000 to \$4,000
 - PHEV Community+ NEW: Total \$1,500
 - BEV Community+ NEW: Total \$2,000

INCENTIVE LEVEL CHANGE IMPLEMENTATION

NEW DATE! **AUGUST 15, 2025**

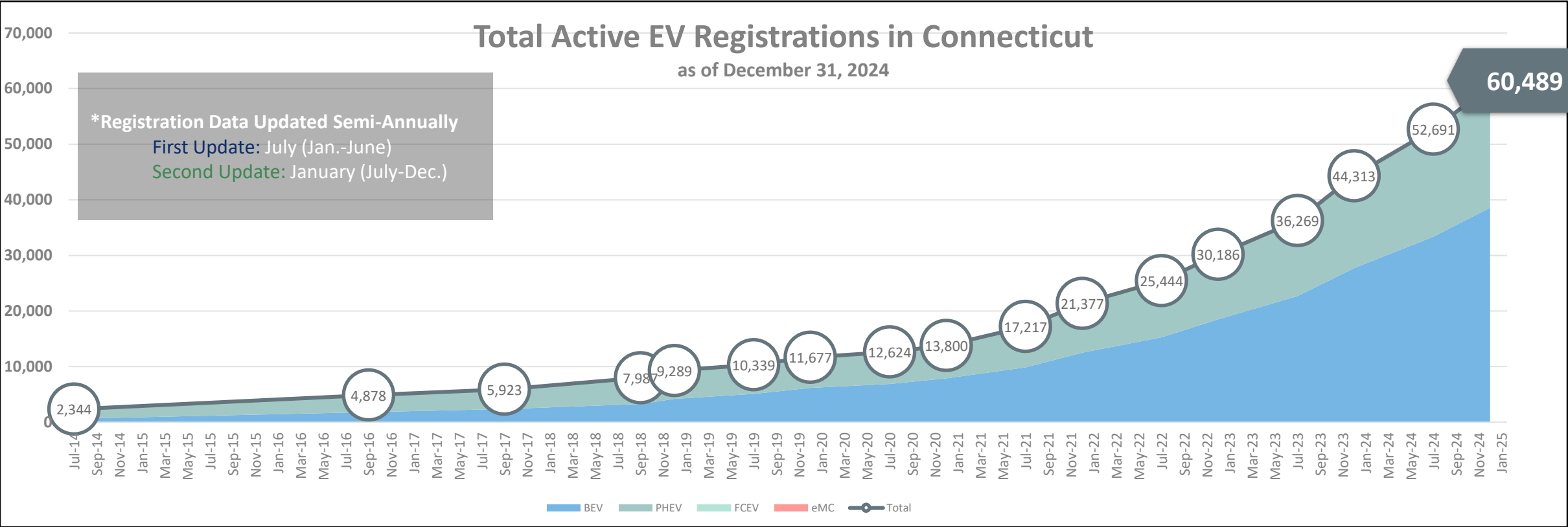
- Outreach preparation and next steps:
 - Informing dealers through CARA and webinars with CSE
 - Webpage updates
 - Updates to core documents (Terms & Conditions, Implementation Manual, etc.)
 - Updating posted webinars for consumers and dealers
 - Working with community groups and other partners to conduct outreach.





EV and Program Statistics

CT EV REGISTRATIONS*



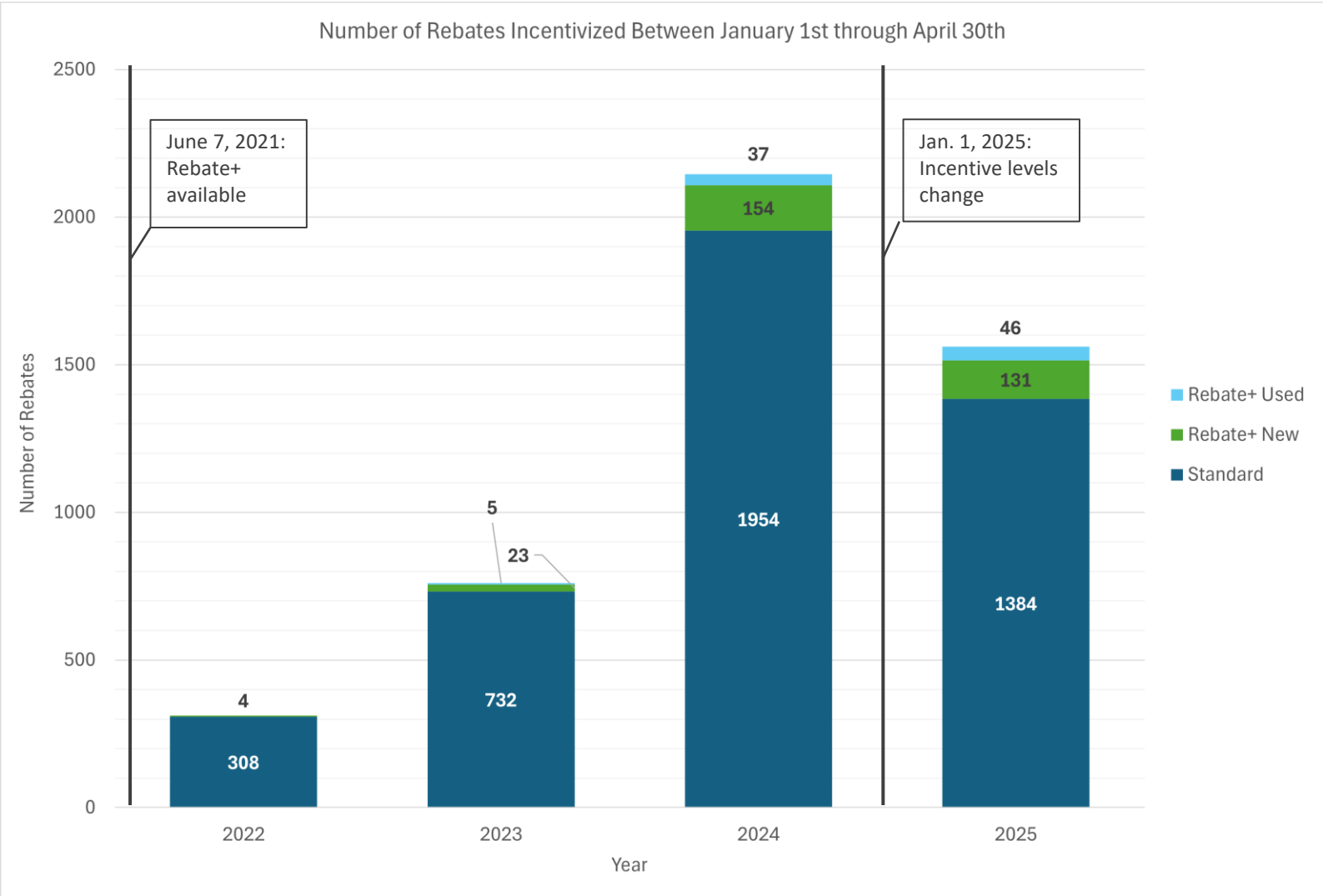
EVs Registered in CT on:

	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: INCENTIVE CHANGES AND REBATE+: Q1 COMPARISONS

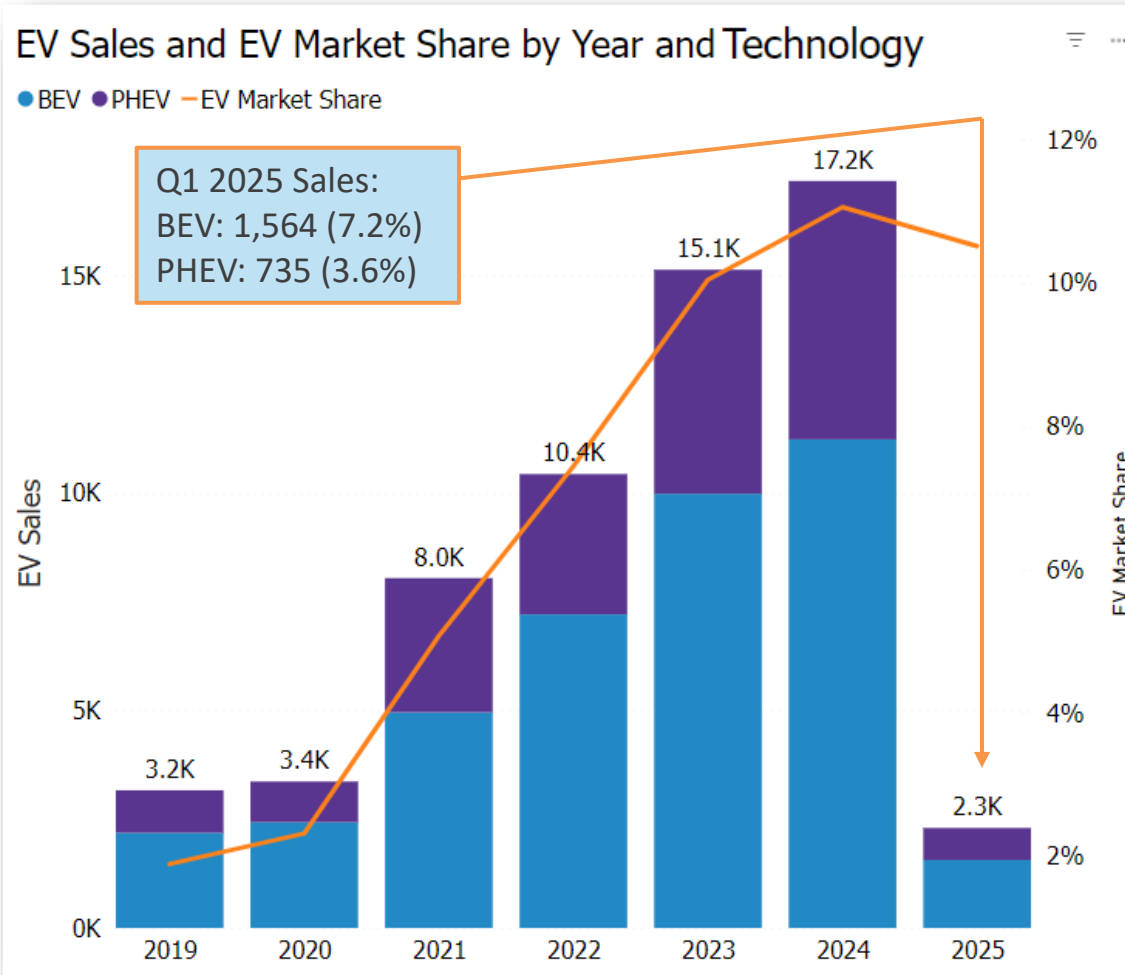
Still early on to see major impacts of incentive changes but:

- Standard rebates have dropped over the same period of time year over year.
- However, Rebate+ numbers still seem to remain steady after incentive level changes
- Rebate+ Used numbers even **increased** this year compared to the stats of the same period in the past several years



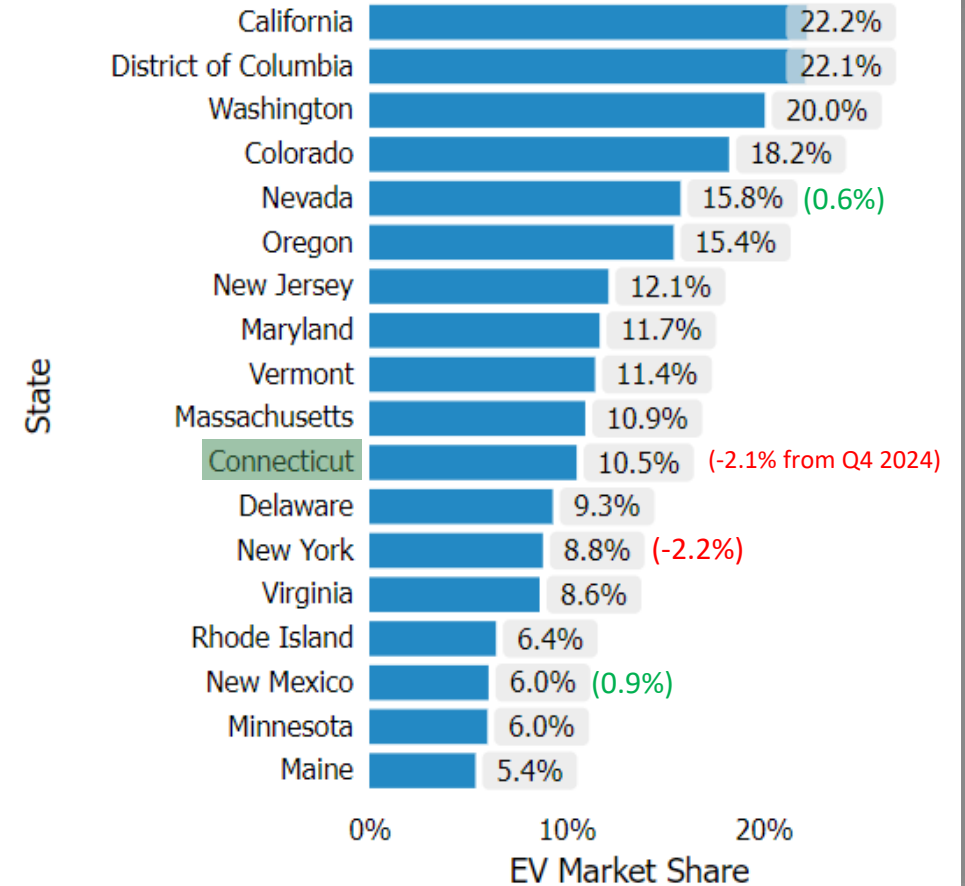
Source: CHEAPR Statistics Page

EV DATA - CONNECTICUT



Source: Atlas Public Policy EV Hub Market Dashboard

EV Market Share Comparison in Q1 2025 (Partial) of § 177 States



EV SALES DATA - CONNECTICUT



COMPETITIVE LANDSCAPE OF CT MARKET SHARE COMPARISON

Top 5 of Q4 of 2024

VS.

Top 5 of Q1 of 2025

Parent Company	EV Sales	Total Sales	Share of EV Market	Share of Total Market
Tesla	1,533	1,533	30.52%	3.85%
Stellantis	542	2,458	10.79%	6.17%
Hyundai	500	4,430	9.95%	11.12%
General Motors	354	4,058	7.05%	10.19%
Toyota	334	5,849	6.65%	14.68%

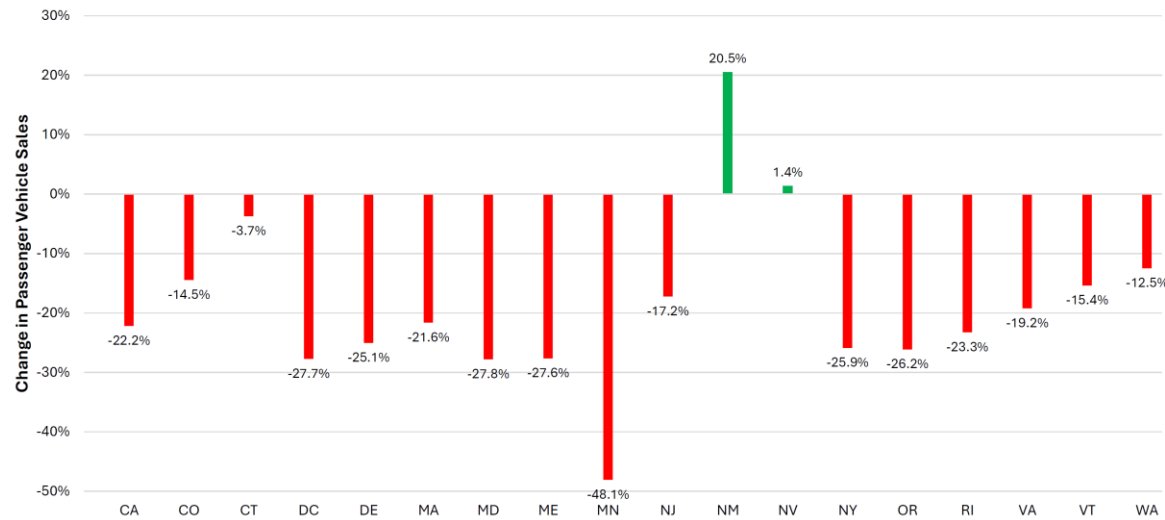
Parent Company	EV Sales	Total Sales	Share of EV Market	Share of Total Market
Tesla	726	726	31.58%	3.32%
Hyundai	231	2,513	10.05%	11.49%
Stellantis	212	1,333	9.22%	6.10%
Toyota	188	3,228	8.18%	14.76%
General Motors	165	2,335	7.18%	10.68%

- Tesla has declined in sales this past quarter when comparing to Q4 2024
 - Evidenced by Tesla sales declining by 9% year-over-year
- National EV sales are up 11.4% year-over-year
 - GM EV sales doubled from Q1 of 2024
 - Honda/Acura sold 14,000 EVs in Q1 2025, up from 0 in 2024

Source: Atlas Public Policy EV Hub Market Dashboard

RELATIVE CHANGES IN TESLA AND NON-TESLA BEV SALES IN ZEV STATES

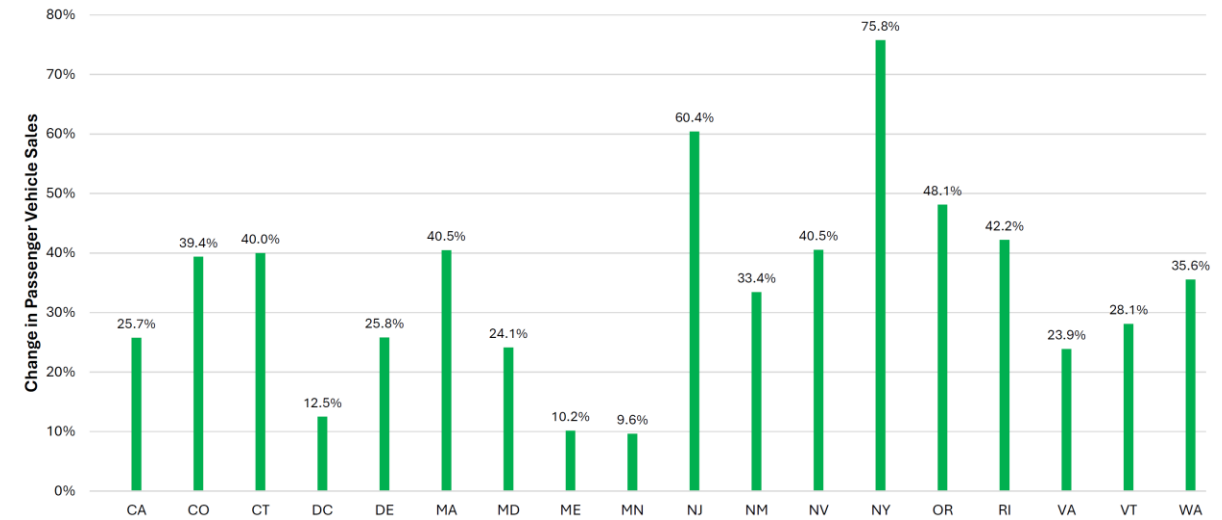
**Year-Over-Year Change in Tesla Sales in the ZEV States:
2024 Q1 and 2025 Q1**



Source: Experian via Atlas Public Policy's EV Hub



**Year-Over-Year Change in Non-Tesla BEV Sales in the ZEV States:
2024 Q1 and 2025 Q1**



Source: Experian via Atlas Public Policy's EV Hub



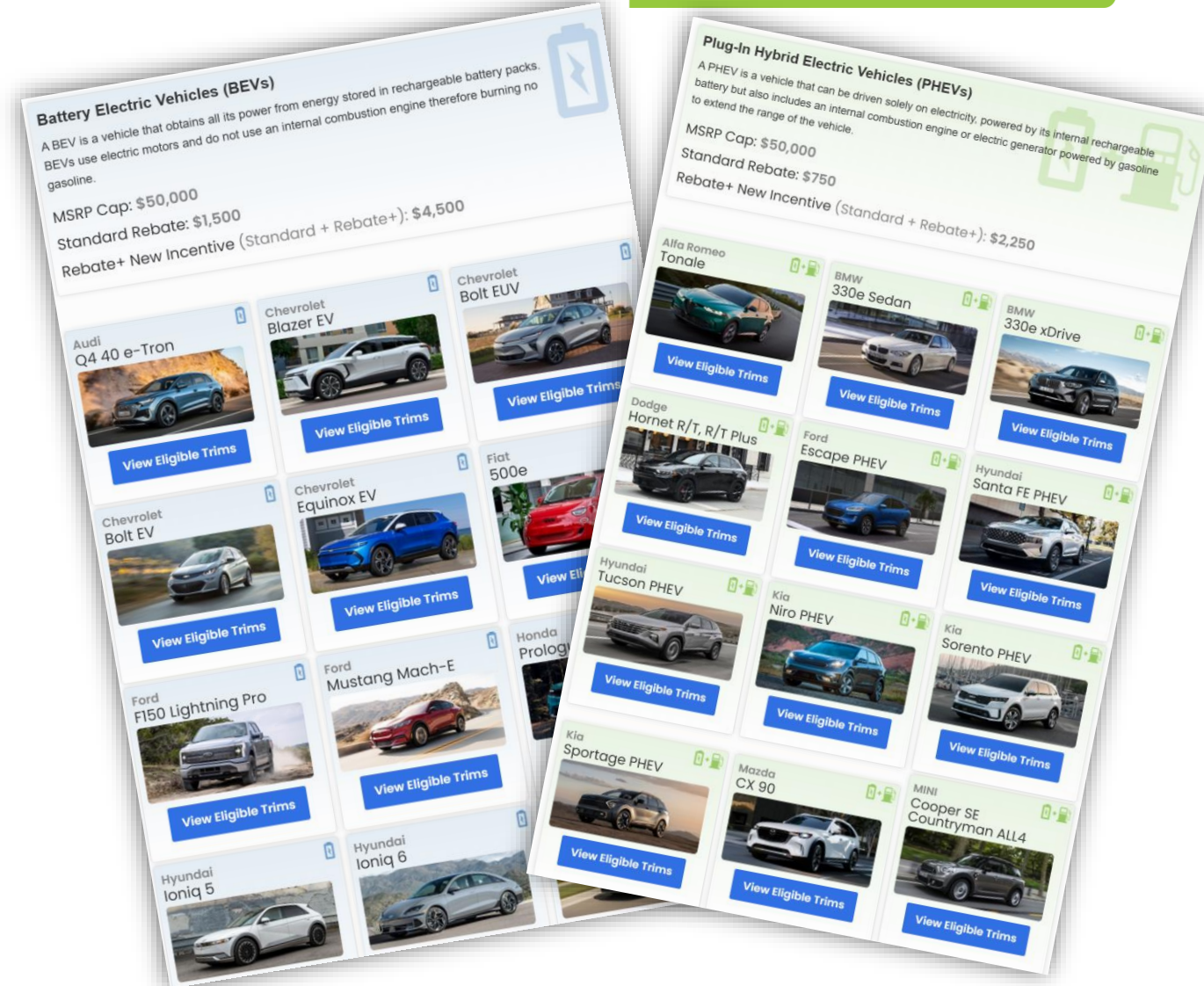


Program Updates

ELIGIBLE VEHICLE LISTS UPDATES

	NEW	USED
BEV	94	107
PHEV	38	52
FCEV	-	1
Total Eligible EVs	132	160
Added Since Last Meeting	12	14

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





RECENT EVENTS ATTENDED

MPTN EV Drive & Ride Event

- On May 3rd, DEEP attended an EV Ride and Drive event and participated in an informational session on EVs and their significance in EJ Communities hosted by the Mashantucket Pequot Museum



CARA 2025 Membership Symposium

- On May 20th, DEEP attended the CARA Annual meeting to interact with dealers about CHEAPR and inform them of upcoming Program changes such as new incentive levels and the new Community+ Tier for residency qualification



ANNUAL REPORT

- CHEAPR EV & eBike Annual Report covering 2024 is in the process of being completed and will be available after final edits on the CHEAPR Resources webpage
- Reporting period is shifting to calendar year instead of fiscal year to align with the reporting period for the CHEAPR Legislative Report



Early Takeaways:

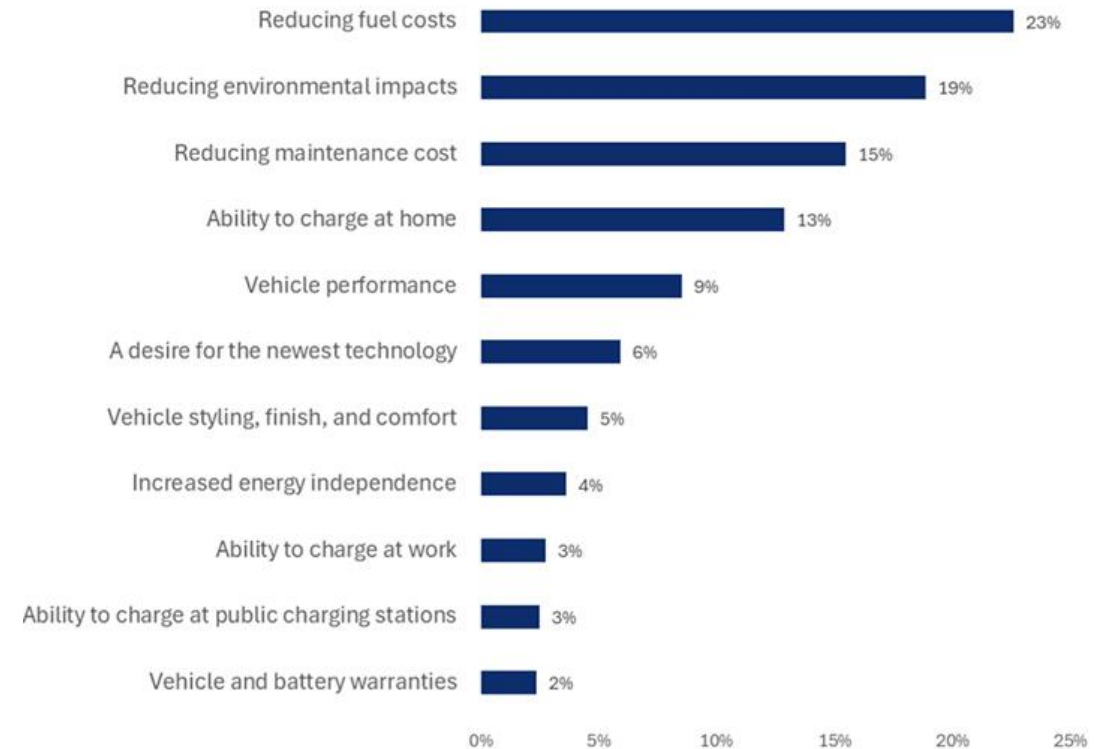
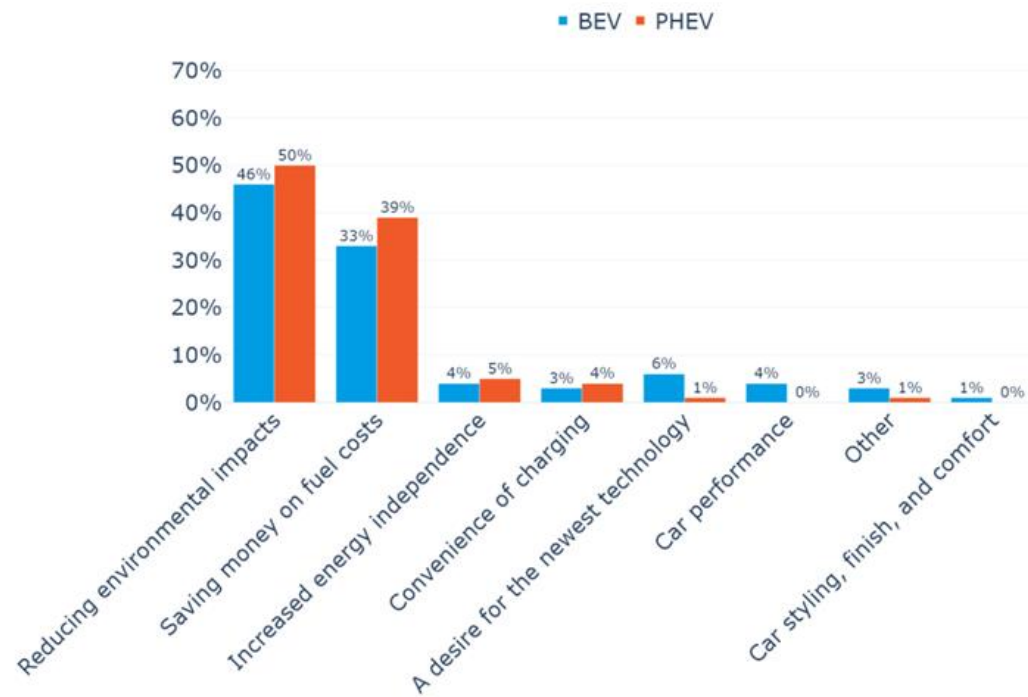
- CHEAPR had a 57% participation rate of registered eligible vehicles in the state between July 2023 and June 2024
- 100% of the Chevrolet Equinox, Hyundai Ioniq 5 and Tesla Model 3 vehicles purchased during that time were rebated CHEAPR
- Survey respondents' top reasonings for acquiring an EV has changed this year compared to last, with reducing fuel costs taking the top spot from reducing environmental impacts
- Opposite to the last report, households with higher annual household incomes are acquiring PHEVs at a higher rate while lower income households are acquiring BEVs

ANNUAL REPORT HIGHLIGHT: SURVEY RESPONSE REGARDING MOTIVATION FOR ACQUIRING AN EV

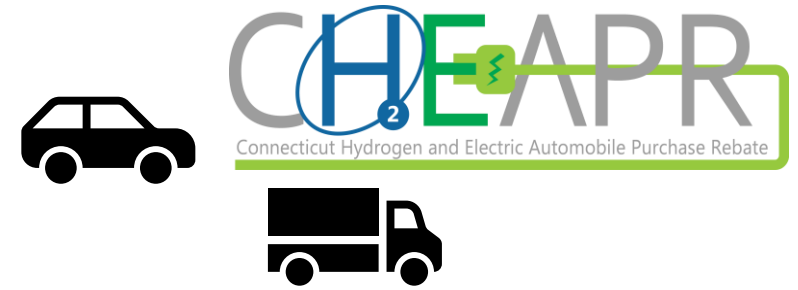
July 2022 – June 2023 Report

vs.

2024 Calendar Year Report



FEDERAL UNCERTAINTIES: CA VEHICLE RULES



- Congress has used the Congressional Review Act (CRA) to disapprove the waivers of preemption for the CA: Advanced Clean Cars II, Advanced Clean Trucks, Heavy-duty Low NOx Omnibus programs.
 - ★ President Trump signed the CRA into law today... And California's response: 'Assault on California continues': Governor Newsom sues Trump over illegal attempt to revoke state's clean air policies | Governor of California
- Creates uncertainty for states that adopted CA's programs and who rely on these reductions for the future.
- If the waiver disapprovals hold, states will be pre-empted from adopting CA's clean vehicle programs and instead must default to weaker federal standards.
- EPA has also indicated it plans to reconsider recent federal light-duty vehicle standards
- Over 60% of ozone-forming emissions in the NYC nonattainment area are from mobile sources under federal authority and is also significant for GHG emissions.

FEDERAL UNCERTAINTY— EV FEDERAL TAX CREDIT: IMPLICATIONS OF REPEAL



May 12, 2025: US House Ways and Means Committee introduced a bill to repeal the used and new EV federal tax credits after December 31st, 2025.



After 2025, the credit would only apply to manufacturers who have not sold over 200,000 EVs yet. Ford, GM, Tesla and many more would not be eligible since they are over the cap.



The proposal leaves key battery manufacturing requirements but bars credit for batteries with components made by China.



Atlas Public Policy published an analysis on the domestic benefits of the federal EV credits in early May 2025 and outlined the negative impacts of rescinding the credits.



An estimated \$42 billion has been announced in investments and 72,300 jobs are currently tied to facilities that are making EVs or batteries for the tax credit in the US.



\$20 billion in investments and 19,600 jobs have been announced at US facilities that are being formed and plan to make EVs or batteries that will qualify for the tax credit in the future.



The federal tax credit is boosting the supply of domestic EVs and supporting manufacturing jobs in the US. Eliminating the credit could potentially end 130,000 jobs in the manufacturing sector by 2030 and another 310,000 jobs that are indirectly involved.

Source: Atlas Public Policy: [How the Clean Vehicle Tax Credit Builds Domestic Manufacturing](#)

Source: Inside EVs: [Congress Just Took a Step Toward Killing the \\$7,500 EV Tax Credit](#)

Source: Reuters: [US House Republicans seek to kill EV tax credit, loan program](#)
Connecticut Department of Energy & Environmental Protection

PROPOSED BUDGET CHANGES TO EV FEDERAL TAX CREDITS



Section	Credit Name	Phase Out Date	Key Notes from the Text
25E	Previously-Owned Clean Vehicle Credit (Used EV Credit)	Ends for vehicles acquired after 12/31/2025	Terminates 6 years earlier than IRA schedule
30D	New Clean Vehicle Credit (Consumer EV Credit)	Ends for vehicles placed in service after 12/31/2026	Revives a pre-IRA manufacturer cap; if a manufacturer delivered > 200k units by 12/31/2025, vehicle credit ends in 2025
45W	Qualified Commercial Clean Vehicle Credit	Ends for vehicles acquired after 12/31/2025	Applicable if under binding contract signed before 5/12/2025 and placed in service by 12/31/2023
30C	Alternative-Fuel Refueling Property Credit (EV chargers)	Ends for property places in service after 12/31/2025	Credit to be sunset early: End date of 12/31/2032 amended to 12/31/2025
45X	Advanced Manufacturing Production Credit	Phases out to 0% for all components after 12/31/2031; wind components end after 12/31/2027	Disallows the credit if a component or taxpayer has $\geq 10\%$ foreign entity ownership / $\geq 5\%$ payments to a “prohibited foreign entity,” potentially blocking most China-linked supply chains

Source: Atlas Public Policy: [Big EV cuts proposed in federal budget text – here’s what to know](#)



Other CHEAPR Initiatives

E-BIKES ROUND 2 UPDATE



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. Updated monthly!
- ~98% of vouchers have been approved and ~56% have been redeemed!
 - Vouchers are redeemable for 240 days of issuance so closing in on 100% redemption rate could take time
- All approved applications have been processed through May 31st.
- The latest a voucher can be redeemed is January 10, 2026.

Total Vouchers Approved		Total Vouchers Redeemed		Total Funds Redeemed	
588		297		\$369,296	
	Funds Approved	Vouchers Approved	Vouchers Redeemed	Funds Redeemed	
 Income Qualification	\$84,858	103	68	\$84,858	
 Public Assistance Program	\$285,688	485	229	\$284,438	

Data available on Stats page through April 30, 2025

- Currently, there are:
 - 24 Participating eBike Retailers
 - 149 eligible bike models (10 added since last meeting)

E-BIKE ROUND 3 CONSIDERATIONS



Budget: \$750,000

- Incorporate EPA funding to New Haven-\$50,000 (approximately 40 vouchers utilizing CSE's platform)

Incentive levels:

- **Standard Voucher: \$500** (remaining the same)
- **Voucher+: \$1,250** (Standard + \$750)
 - This is lowered slightly to allow for more program participation, especially from LMI households and EJ communities

Timeline:



▪ **Participating Retailers must:**

- Have a physical storefront
- Be in good standing
- Offer at least one eligible eBike model

▪ **Eligible eBikes must:**

- Have MSRP \leq \$3,000
- Have an electrical drive system certified by an accredited testing laboratory for compliance with UL 28493 or EN 15194.
- Have a manufacturer's warranty for frame and components for a period of not less than one (1) year

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!