



Meeting Minutes

June 12, 2025, CHEAPR Board Meeting via ZOOM || [View Recording](#) (Passcode: mFU?RM=1)

Present:	Board Members: Deputy Commissioner EQ Emma Cimino on behalf of Commissioner Katie Dykes, Kyle Thaxton (DCP), Julia Dumaine (PURA), Paul Wessel and Kate Rozen CSE Staff: Sara Stockman, and Emma Woolf CT DEEP Staff: Tracy Babbidge, Paul Farrell, Walter Barozi, Wade Packer, and Nicole Foertsch
Not in Attendance:	Kevin Moss (CT Green Bank), Eric Sandstrom, Jody Ellant, Bradley Hoffman and Karen Kitsis
Next meeting:	September 11, 2025
Prepared by:	Nicole Foertsch

The June 12, 2025, meeting of the CHEAPR Program Board was held and recorded online via Zoom. The purpose of the meeting was to provide CHEAPR Program metrics for quarter 1 (Q1) and available quarter 2 (Q2) 2025 data. Electric vehicle (EV) industry metrics through Q1 of 2025 in its entirety were presented as well along with updates on external factors impacting the EV industry. DEEP staff presented updates regarding program budget, upcoming changes such as incentive levels and a new rebate tier, and additional updates on items in Public Act 22-25, including wrapping up the second round of the CT eBike Incentive Program and the upcoming launch of a third round.

Call to Order and Announcements

- **Attendance:** The meeting began at 3:00 p.m. and board member attendance was taken where Deputy Commissioner EQ Emma Cimino on behalf of Commissioner Katie Dykes, Kyle Thaxton (DCP), Julia Dumaine (PURA), Paul Wessel, Kate Rozen were present but quorum was not reached. 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 welcoming everyone and going through the agenda. She then took roll of the board and postponed the approval of the [March 13, 2025 meeting minutes](#) until the next CHEAPR meeting since not enough board members were present for quorum.

Staff Reports

- **Budget Update:** Incentive payments so far in 2025, including active applications in the pipeline, amount to approximately \$7.2 million as of May 31, 2025. There have been 2,197 rebates awarded so far this year. Rebate+ numbers are about 50% higher this year compared to numbers like those reported in June 2024 which could be an explanation for why there is a higher incentive payment year-to-date (YTD) budget this year compared to previous. It was noted that CHEAPR is on track to match 2024 program demand (e.g., \$14.2 million expended on over 6,600 rebates).



- **Incentive Level Changes:** As reported last meeting, CHEAPR has hit the pre-identified breakpoint to revise incentive levels again in 2025. These changes will be implemented on August 15, 2025 or as soon thereafter as possible, along with several other program changes. These changes will impact the BEV Standard amount by dropping it to \$1,000 from \$1,500 and the BEV Rebate+ New amount by increasing it to \$4,000 from \$3,000.
- **New Community+ Tier:** Along with substantially increasing the Rebate+ incentive, DEEP proposed limiting applicability to income qualified individuals or those participating in enumerated public assistance programs. To comply with the EJ residency applicability requirements specified in section 22a-202 of the Connecticut General Statutes (CGS), DEEP proposed to launch a new tier called Community+ which will be exclusively for people who originally qualified for Rebate+ through EJ residency. This tier will only be for the purchase or lease of new EVs at the point of sale (POS) where PHEVs will receive a \$1,500 rebate and BEVs will receive \$2,000. This rebate amount will be more than the Standard but less than Rebate+ levels.
 - Paul Wessel asked for an explanation of what the difference is between Rebate+ and Community+. Paul Farrell replied that Rebate+ is a higher incentive and recipients will need to be income qualified or enrolled in CHEAPR's qualifying state or federal public assistance programs. Separating EJ residency from Rebate+ allows the Program to give higher rebate amounts to those who truly need it.
- **Outreach for August 15th Program Changes:** The outreach plan for the first round of changes earlier this year went very well so staff will be abiding by a similar plan for implementing and preparing the public for these changes to CHEAPR. Dealers will be informed through our partnership with CARA as well as dealer-targeted webinars hosted by CSE. There will also be a series of webpage updates announcing the changes as well as updates to core CHEAPR documents. There will also be updated webinars posted for consumers to inform of the new changes and announcements through various community groups and other partnerships that work closely with CHEAPR to get word out. DEEP staff would appreciate feedback and suggestions from board members of contacts or ideas on how to spread the word better about these updates.
 - Paul Wessel commented that the names for the different tiers of rebates are vague and confusing. Finding better names to make each one clearer could be helpful.
 - Kate Rozen suggested advertising through Facebook and Instagram so ads could be more targeted. Tracy replied that we will work with our Communications team at DEEP to achieve that kind of outreach.
- **Data Update:** DEEP received the semi-annual vehicle registration update from DMV and as of January 1, 2025, there are 60,489 EVs registered in the state, a 37% increase compared to this time last year. Another update will happen in July. This data and more can be found on the [EV Registration Factsheet](#). In Q1 of 2025, CT had about 2.3K EV sales with BEVs being 7.2% and PHEVs being 3.6% of all automobile sales. Popular brands were Tesla, Hyundai, Stellantis, Toyota and General Motors. Tesla sales declined slightly in the state in 2025 (-3.7%) when compared to sales in Q4 of 2024. In states that follow the California standards (§ 177 states), CT was like most others when it comes to EV market share with a 2.1% decrease in Q1 compared to last quarter.



- **CHEAPR Data Highlight:** Attempting to see the impacts of the 2025 incentive level changes, data was pulled to look at rebate redemption numbers from January through April over the past few years. Standard rebates have dropped in 2025 when looking from but Rebate+ numbers remain steady. Rebate+ redemptions have increased this year compared to past. This data and more can be found on the [CHEAPR Statistics Dashboard](#).

Update on Public Act 22-25

- **Eligible Vehicle Lists:** Both the [New Eligible Vehicles List](#) and [Used Eligible Vehicles Lists](#) have been updated and more 2025 model year (MY) vehicles are added on a rolling basis. The list is currently containing the largest number of eligible trims and models in the Program's history with 132 total eligible new EVs and 160 eligible used EVs. While there is a process to ensure vehicles are added to this list in a timely manner, but it can be challenging to get all necessary information from Original Equipment Manufacturers (OEMs) and ensure newer vehicles are eligible.
- **Attendance at Events:** DEEP staff has attended multiple events over the past couple of months to represent and showcase CHEAPR. There was an event in May at the Mashantucket Pequot Museum where CHEAPR was involved in a discussion on the significance of EVs in EJ Communities. Staff also attended the Annual CARA Membership Symposium to interact with dealers and inform them of new and upcoming changes. CHEAPR will also be at the Winsted EV Ride & Drive event on June 14th.
- **CHEAPR EV & eBike Annual Report:** CSE's 2024 annual report is in the process of being completed and will be available on the [CHEAPR Resources page](#) with past reports. The reporting period of the report is shifting from fiscal year to calendar year to better align with the reporting period of the CHEAPR Legislative Report.
- **Federal Uncertainty Continues:** Trump signed resolutions under the Congressional Review Act (CRA) on June 12, 2025. These resolutions impact the ability of states to implement California's Advanced Clean Cars II, Advanced Clean Trucks, and other clean transportation programs by revoking several waivers issued by EPA to California. California is responding with a lawsuit, but this creates uncertainty for states that have adopted California's programs. On May 12, 2025, a bill was introduced to the US House that would 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 meaning Ford, GM, Tesla and many more would not be eligible since they are over the cap. The proposal also adds more stringency to EV battery qualifications, particularly involving any involvement with Chinese companies.
 - **Importance of Federal EV Credit:** Atlas Public Policy published an analysis on the domestic benefits of the federal EV credits and they determined that many sectors would be negatively impacted if the credits went away. The federal tax credit is boosting the supply of domestic EVs and supporting manufacturing jobs here 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.
- **eBikes:** The [Year 2 Statistics Dashboard](#) is up on the website which shows updated data on vouchers approved, redeemed and the total funds redeemed so far. Users can toggle between data from the different rounds by clicking on the "Program Summary", "Vouchers by Location" and "Vouchers by Retailer" buttons and selecting either "Year 1" or "Year 2". There have been



558 vouchers approved as of April 30th, 2025, with about 17% going to income qualified applicants and the remaining 83% going to public assistance qualified applicants. 335 vouchers have been redeemed as of May 31st, 2025 (70 being income qualified and 265 being public assistance) at one of the 24 [Participating Retailers](#) for one of the 139 eligible models on the [Eligible eBike List](#) which is constantly being updated. Due to application cancellations, which have largely been due to applicants not responding to requests from CSE for additional documentation, CSE has been diligently working through a reserve list to ensure all Round 2 funding is allocated to vouchers. Significant milestones are being reached for Round 2 completion though since ~98% of vouchers have been approved and June 11th, 2025 was 240 days past the first day vouchers went out. The redemption period is very well in progress.

- **eBikes Round 3:** Preparations are beginning to launch a third round of the eBike Incentive Program later this summer in August. The budget for this round would be \$750,000, same as Round 2, except \$50,000 would be coming from New Haven from an EPA grant specifically for eBikes, which would account for approximately 40 vouchers going to New Haven residents. Voucher amounts would remain the same as in Round 2: \$500 for a Standard voucher and \$1,250 (Standard + \$750) for a Voucher+ for applicants who qualify. Program set up would also remain like Round 2 where applicants would be selected by a lottery system and LMI and EJ Community-residing applicants would be prioritized and tiered over standard applicants. Qualifications for Participating Retailers and Eligible eBike models will also remain the same. The only change we are looking to make would be reducing the redemption period from 240 days to 180. [The eBike Incentive Program page](#) has this information and more if a program refresher is needed.
 - Kate Rozen expressed her excitement for a third round of the eBike Program. She said that the changes between Round 1 and Round 2 were excellent at improving the program but was wondering if there will be changes to help overcome the communication challenges with applicants seen in Round 2. She suggested that if the ability to text applicants were available, that could be a helpful option. She also asked what the data collection process is within the eBike Program for getting information from participants regarding their experience and any barriers.
 - Paul Farrell answered that DEEP and CSE are still actively discussing how to enhance communication and what options are available so there isn't such a high cancellation rate. And in terms of data collection, it would be helpful to look at the first CHEAPR annual report that included the eBike Program to see what results are in there from Round 1 applicants.
 - Kate also said she is hoping that there will be a point eBike retailers can provide feedback from what they have seen in Round 2 because from what she has gathered, retailers were very happy with the changes made to the Program that allowed them to get eBikes to people who truly need it due to the added income verification that was implemented.
 - Paul Wessel asked if DEEP can let the board know whether texting can be an option for communications for Round 3 or not once it is worked out.



Closing Comments

- DEEP Deputy Commissioner of Environmental Quality Emma Cimino thanked everyone for joining the meeting. She highlighted that there is clearly a lot going on in CHEAPR and in the EV world in general and having the CHEAPR board is important in navigating through these changes. She also pointed out that there have been a couple of people on the CHEAPR board who have not been present at the last handful of board meetings. Deputy Commissioner Cimino said that DEEP staff will start reaching out to those individuals to discuss what being a board member entails and whether they would like to remain on the board. If not, DEEP will reach out to the various appointing authorities to request new board members.

Board Roundtable

- Julia Dumaine introduced Jason Small who is a new supervisor at PURA with the Clean and Affordable Energy Unit and may be joining future CHEAPR board meetings.

Public Comments

- Jason Small added a suggestion in the chat for naming conventions for the different tiers of CHEAPR rebates: Statewide Rebate, Community Rebate and Income Rebate, saying that they are simple and descriptive.
 - Paul Wessel and Craig Peters agreed.

Adjournment

The meeting was closed by Tracy Babbidge at 3:53 p.m.

The next Board Meeting will be held on September 11, 2025.

Make sure you register for each individual CHEAPR Board meeting at [this link](#) or on the [CHEAPR Board webpage](#)



Attachment A: Attendee Report

1.	Walter Barozi
2.	Paul Farrell
3.	Wade Packer
4.	Nicole Foertsch
5.	Tracy Babbidge
6.	Emma Cimino
7.	Sara Stockman
8.	Emma Woolf
9.	Julia Dumaine
10.	Paul Wessel
11.	Kate Rozen
12.	Sarah Huang
13.	Jason Small
14.	Kyle Thaxton
15.	Paul Aresta
16.	Craig Peters
17.	Claire Abate
18.	Charles Rothenberger