



Meeting Minutes

September 11, 2025, CHEAPR Board Meeting via ZOOM || [View Recording](#) (Passcode: 8EKv!^V8)

Present:	Board Members: Deputy Commissioner EQ Emma Cimino on behalf of Commissioner Katie Dykes, Kevin Moss (Green Bank), Jason Small (PURA), Paul Wessel and Kate Rozen CSE Staff: Vartan Badalian CT DEEP Staff: Emma Cimino, Tracy Babbidge, Paul Farrell, Paul Kritzer, Walter Barozi, Wade Packer and Nicole Foertsch
Not in Attendance:	Bryan Cafferelli or Kyle Thaxton (DCP), Eric Sandstrom, Jody Ellant and Bradley Hoffman
Next meeting:	December 11, 2025
Prepared by:	Nicole Foertsch, DEEP

The September 11, 2025, meeting of the CHEAPR Program Board was held and recorded online via Zoom. The purpose of the meeting was to review EV program statistics and financial performance, including discussions about federal tax credits and budget projections for 2025 into next year. The board evaluated various program changes and funding options while considering the impacts of various aspects on the program and farther potential adjustments to incentive levels. Additional updates on program implementations of items in Public Act 22-25 were provided as well such as eBike discussions on Round 2 and 3, and updates on different CHEAPR Program reports.

Call to Order and Announcements

- **Attendance:** The meeting began at 3:08 p.m. and board member attendance was taken where DEEP Deputy Commissioner Emma Cimino on behalf of Commissioner Dykes, Kevin Moss, Jason Small, Paul Wessel and Kate Rozen were present and achieved quorum.
- **Opening Remarks:** Tracy Babbidge began the meeting by welcoming everyone and introducing the agenda. EQ Deputy Commissioner Emma Cimino also welcomed everyone and talked about how DEEP is preparing for how CHEAPR will be navigated through the uncertainty ahead when the federal EV credits expire after the end of the month.
- **Minutes Approval:**
 - The minutes from the meeting on [March 13th, 2025](#), were brought forward since not enough board members have been present for quorum at previous meetings, as well as the minutes from the last board meeting on [June 12th, 2025](#), and the minutes from the ad-hoc board briefing on [July 29th, 2025](#), were all brought forward for a vote of approval. Kate Rozen made a motion to approve all three of the minutes and Paul Wessel seconded. All board members were in favor with no oppositions or abstentions so all three of the minutes' documents were approved.

Staff Reports

- **Data Update:** DEEP received the semi-annual vehicle registration update from DMV and as of July 1, 2025, 67,656 EVs are registered in CT. This is an approximate 28% increase from this time last year. DEEP will reach out to DMV for the next update in January 2026. Looking only at CT, EV sales have more than doubled since first quarter data shown in the June meeting and CT seems to be still on pace with the trends normally seen with both EV sales and market share.



Looking at second quarter data from 2024 compared to this year in § 177 states, year-over-year market shares increased in five states while there were declines in thirteen others, including CT with a 0.9% decrease. The biggest increase was observed in DC at +3.5% and the biggest decrease was in CA at -4.5%. When looking at specifics for CT when comparing the first quarter of 2025 to the second, Tesla sales are showing a slight decline in EV market share, dropping to 30.33% from 31.58%. Non-Tesla sales have increased across the board in the second quarter, the largest being GM with an 108% increase, Toyota with 78% and Hyundai with 73%. Tesla sales have only increased by 57% in the second quarter.

- **CHEAPR Stat Highlight:** To see if there has been any noticeable impact from the incentive level changes, a graph was presented that shows the amount of rebate redemptions per month from January 2023 to August 2025. Redemptions for 2024 are the highest overall and 2023 has generally been the lowest out of the data that is shown. For 2025 so far, the number of redemptions per month seem to be falling between 2024 and 2023 levels. And while the graph does not depict any budget information from the showcased years, it shows that Program usage is still at a high level, even with the drops in incentives. This information and more can be found on the [CHEAPR Statistics Dashboard](#) on our [website](#) which is updated monthly.
- **Budget Update:** Incentive payments, including active applications in the pipeline, amount to just over \$10 million so far through September 1, 2025. Incentive payments excluding the pipeline, year-to-date, is approximately \$8.5 million which is surpassing the total spent for all of 2023 by more than \$150K and the total spent for 2022 by more than \$2.2 million. There have been 3,227 rebates redeemed this year as of September 1, 2025, which is approximately 49% of all rebates redeemed in 2024.
 - **End of Funding:** DEEP and CSE have been working closely together to monitor Program budget and spending. Under the existing Statement of Work (SOW), there is a bit under \$3.4 million left in the budget for rebate applications for 2025. There is an anticipated \$5 million in revenue expected in different amounts and at different times through March 2026 to add to the budget. For a sustainable program, CHEAPR needs to function on an \$11 million annual budget which works out to spending \$800K a month on incentives, which we have been surpassing. CSE has been providing weekly End of Funding (EOF) date estimates based on the rate of applications coming in and based on different scenarios. EOF dates range from as early as 11/7/2025 to as late as 5/6/2026. CSE has also provided predictions of how much funding will be needed to run CHEAPR through 12/31/25 based on the different scenarios. Please refer to slides 12 and 13 in [the presentation](#) to view the referenced tables.
 - Kevin Moss asked if the Regional Greenhouse Gas Initiative (RGGI) funding could be explained in more detail and asked when CHEAPR might see those funds. Paul Farrell explained that historically, this period of the year is low on revenue into the Program since DMV registration funding usually drops due to a lull in vehicle purchases. The next big income jump that CHEAPR sees is the leftover funds from the RGGI auction in March after Green Bank gets its entitled funds from the auction first. Then CHEAPR receives most of the RGGI funds that come in June. Tracy also added that DEEP is monitoring this timeline closely along with CSE and are prepared to adjust when needed to keep the cash flow intact.
 - **CHEAPR's Immediate Future:** We need to evaluate the potential to increase incentive levels again after the federal credits sunset to provide a worthy amount to CT residents



since CHEAPR will be the only EV incentive available soon. It will be important to balance messaging CHEAPR and state support of the EV market with always seeming to walk on the edge of the available program budget. DEEP has already altered incentive levels twice this year in order to control variables of the program we are able to without any legislative changes while still following what is set by statute (such as Rebate+ needing to be 200% more than the standard rebate at minimum).

- ***Paul Farrell asked board members for their opinions***
 - Kate Rozen first asked if the eBike budget is tied somehow to the CHEAPR budget. Tracy explained that the funds for the eBike Incentive Program is entirely separate, so it is not impacted by the CHEAPR budget. Given that, Kate said that she would prefer to wait a bit longer and see more data about what could happen to EV numbers in October before any other changes are made within CHEAPR. When asked if anyone is worried about what could happen to EV numbers in the third quarter, Kate stated that it will be an exciting time to see what EV demand truly looks like in the state and to see how the CT automobile industry will continue to try and move their EV stock.
 - Kevin Moss agrees with Kate, saying that waiting until October will give time for the dust to settle to see how the loss of the federal credits are truly impacting the EV market.
 - Paul Wessel said that he agrees with the sentiment of fellow board members.

Program Design Considerations for CHEAPR 4.0

- ***What's Next:*** DEEP provided a look back at the pathway the incentive levels have taken since 2024. Given what the Program is seeing with uptake and the limitations of the budget, CHEAPR more than likely needs more alterations to keep operating. When talking about current and overall goals for CHEAPR, DEEP would like to see the Program stay a driving factor in maintaining EV momentum. But most importantly, this needs to be done while maintaining a “healthy” budget. After some analysis, it has been determined that about \$800K a month is a sustainable spending rate for CHEAPR incentives. When looking back into the roots of the Program, we would like to continue to see Rebate+ trends increase year-over-year like we have been since a major objective of CHEAPR is to help get EVs into the hands of LMI households and areas overburdened by air pollution. Lastly, Tesla has received 46% of all rebates throughout the lifetime of CHEAPR and 54% of all lifetime funding. Given that, we would like to ensure all OEMs that have eligible vehicles within the Program are getting EV uptake and reduce single OEM effects on the Program.
 - Kate Rozen asked if DEEP is considering proposing legislative changes since legislative drafts are due to the Office of Policy & Management (OPM) office by September. Emma Cimino answered saying we are limited in what we can change without going to the legislature so we most likely will be submitting some. DEEP is still thinking about removing the residency requirement so we can be more targeted with the populations we have in mind. Other farther ideas are still in flux and DEEP plans to bring new ideas back to the board. Kate said she wishes that board members are viewed as a partner in this process, and we can work together on drafting revisions.
 - Kevin Moss suggested a possible legislative change would be looking at including an income maximum so that certain households who make above that amount would not be eligible for the rebate.



- Kate Rozen wished for Eric Sandstrom to be present to provide his feedback as well since he is in the dealership industry and his feedback at past meetings has been extremely helpful to show the potential impacts of certain changes.
- **Policy Options to Consider:** When deciding what changes need to be made to CHEAPR, it is important to consider if the change will require new legislation and the impacts it could have. Some possibilities include adding OEM annual caps, shifting the program to LMI only, creating a “CHEAPR Season” where the program is only available during certain times of the year and more. Please refer to the table in slide 20 in [the presentation](#) to see all the possible options that DEEP has discussed so far. Other states across the nation are preparing for the loss of the federal credits as well. Multiple states are finding ways to improve their EV programs and infrastructure with bills of their own such as fast charging and non-EVs parking in charging spots. States are also working to improve emergency response when it comes to EVs involved in crashes and how first responders should work with an EV battery. Other states such as Massachusetts are pushing for electric Medium- and Heavy-duty incentives and requirements for their state fleets. And to make up somewhat for the loss of the federal tax credit, some are exploring options to exempt EV owners from various kinds of taxes. These are possible options CT can look to as well to find a new path forward for CHEAPR and EV incentives.
- **Summary:** With the way CHEAPR is trending currently, even after the incentive level adjustments, cash flow changes are necessary in the near future of the program, and it will likely be shifting to a forward spending pathway as funds are constrained until spring of next year. The change in federal regulations makes it incredibly difficult to predict both EV supply and demand and therefore, whether CHEAPR will be seeing a dip in rebate uptake or not. Since the federal government is shifting their views of EVs, it is imperative for CT to maintain widespread support of EV adoption to help increase EV penetration throughout the state. Therefore, making changes to keep CHEAPR operational to support residents is crucial.
 - Paul Wessel is intrigued by the thought of CHEAPR being a major factor for what makes a customer purchase an EV instead of an ICE vehicle. He suggests we should talk to dealers and get their thoughts on how CHEAPR can reach that goal.

Update on Public Act 22-25

- **CHEAPR Reports:** The [CHEAPR & CT eBike Incentive Program 2023- 2024 Annual Report](#) created in collaboration with CSE is now posted to our website and available for all to read. Also, the first [CHEAPR Legislative Report covering 2023-2024](#) that was submitted to the state legislature back in March 2025 to fulfill program statutory requirements is also posted to our website and available for all to read. They are located on our [Program Resources page](#) with previous annual reports or at the links provided above.
- **eBikes:**
 - **Round 2 Update:** As reported previously, all the reserved lists of applications have been worked through as of May 31, 2025, and all vouchers for this round have been approved. With the 240-day redemption period, the latest a voucher can be redeemed is January 10, 2026, so it could take some time to reach a 100% redemption rate. As of September 1, 2025, 423 of 600 vouchers have been redeemed which is about \$529,000 in funds. This means that approximately 70% of vouchers from this round have been redeemed for an eBike so far. Program statistics are updated monthly on the [eBike Program Statistics page](#).



- **eBikes Round 3:** The third round of the CT eBike Incentive Program is still in the works with some alterations to the plan that was reported previously. Originally, the budget for the round was intended to be \$750,000, with \$50K coming from the city of New Haven with about 40 vouchers being designated to city residents. Unfortunately, New Haven had to step out until further notice due to federal funding issues. This has made the budget for this round now set for \$700,000. Also, a new statutory requirement was passed this previous legislative session in [P.A. 25-65](#) which states that persons with physical disabilities are now considered a priority group, and adaptive bikes are now not subjects to MSRP caps. Given that DEEP and CSE need to prepare for this change in the program within the platform, marketing, outreach, etc., it has been decided to postpone the launch of Round 3 until spring of 2026. This will allow for adequate time to properly implement the new statute into the program and work with the Department of Social Services (DSS) to find the best way of meeting these new standards as well.

Board Roundtable

- Kate Rozen expressed that postponing the launch of Round 3 can definitely be positive. Given her experience talking to retailers about the past rounds of the program for her capstone, she found that they struggled a bit with unpredictable timing. She suggested setting time aside before the launch of the next round to meet with retailers and have thorough conversations on their thoughts and how DEEP can best help them prepare for the next launch. Kate also asked about how voucher recipients are surveyed given anecdotal data will be helpful in showing how impactful this program is and suggested the creation of a workgroup that is specifically focused on the eBike Incentive Program and striving to improve it farther.
 - Tracy responded saying that the suggestion of taking this time to meet with retailers to gather their feedback is very helpful. DEEP is prepared to take steps to do that as well as work with CSE to find the best steps on surveying program participants.
- Paul Wessel stated that as of October 1, 2025, eBikes over 3,500 watts will need to be registered. He asked if bikes like that are considered eligible within the eBike Incentive Program.
 - DEEP staff replied that eBikes of those qualifications are not eligible for vouchers from our program.
- Kevin Moss asked if there is data available regarding what eBike recipients are using their bikes for as that can be helpful for creating a narrative about emissions and air quality improvements resulting from the program. He also expressed that he has talked to the New Haven parking authority about infrastructure needs for eBikes and is happy to be a part of that conversation with DEEP about solutions around the state.

Public Comments

- Barry Kresch asked if there would need to be a legislative change in order to implement Community+ into CHEAPR. Paul Farrell and Tracy Babbidge answered that there is some flexibility to make a change along the lines of that without needing to go to the legislature, but it is not much. The parameters to make a change such as that without legislative intervention are small.
- Barry also asked if the incentive levels for dealers through the CHEAPR program have been altered at all and if it needs to be. Paul Farrell answered that it still exists and it is important to keep because the dealers are the ones doing the work to apply on behalf of the applicant.



Adjournment

The meeting was closed by Tracy Babbidge at 4:20 p.m.

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

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.	Jason Small
9.	Paul Wessel
10.	Kate Rozen
11.	Sarah Huang
12.	Vartan Badalian
13.	Kevin Moss
14.	Paul Aresta
15.	Craig Peters
16.	Barry Kresch
17.	Aine Pennello