



CHEAPR BOARD MEETING

Bureau of Air Management
June 11, 2026

CHEAPR BOARD MEMBERS ROLL CALL

Current Board Members	
Current Appointing Authority	Board Member
DEEP Commissioner or designee	DEEP Commissioner Designee Emma Cimino
DEEP Commissioner designee	Rebecca Andreucci, CT DOT
DCP Commissioner or designee	DCP Commissioner Bryan Cafferelli
Green Bank President or designee	Kevin Moss
PURA chairperson or designee	Julia Dumaine/Jason Small
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. Harding	Bradley Hoffman
House Chair of TRA	Kate Rozen

AGENDA

3:00 Welcome and Roll Call

3:05 Remarks from Deputy Commissioner Cimino

3:15 Approval of Meeting Minutes

- Sept. 11, 2025
- Dec. 12, 2025
- Mar. 12, 2026

3:30 Program Updates:

- EV Data
- Budget Update
- Other Updates

4:00 PM Board Discussion

4:15 PM Public Comments/Adjourn

APPROVAL OF THE CHEAPR BOARD MEETING MINUTES

- **Quorum**

- **Approval of Meeting Minutes**

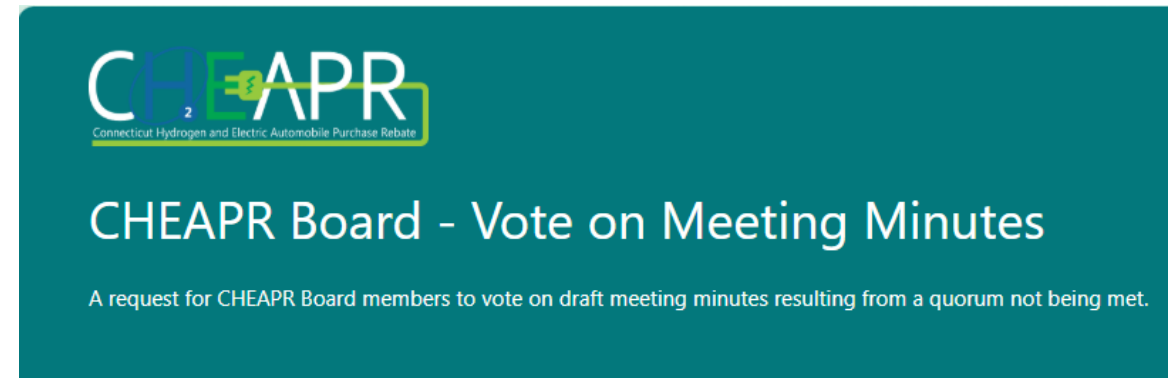
 - [Sept. 11, 2025](#)

 - [Dec. 11, 2025](#)

 - [Mar. 12, 2026](#)

➤ [CHEAPR Board - Vote on Meeting Minutes](#)

➤ Previous Meeting Minutes (with links to meeting recordings) along with presentations and agendas are located on the [CHEAPR Board webpage](#) under the “[Board Activity](#)” section



The background features a stylized landscape with a yellow sun in the top right, green hills in the middle, and light blue water at the bottom. All elements are separated by thick, dark blue outlines. The text 'EV and Program Statistics' is centered in the green hill area.

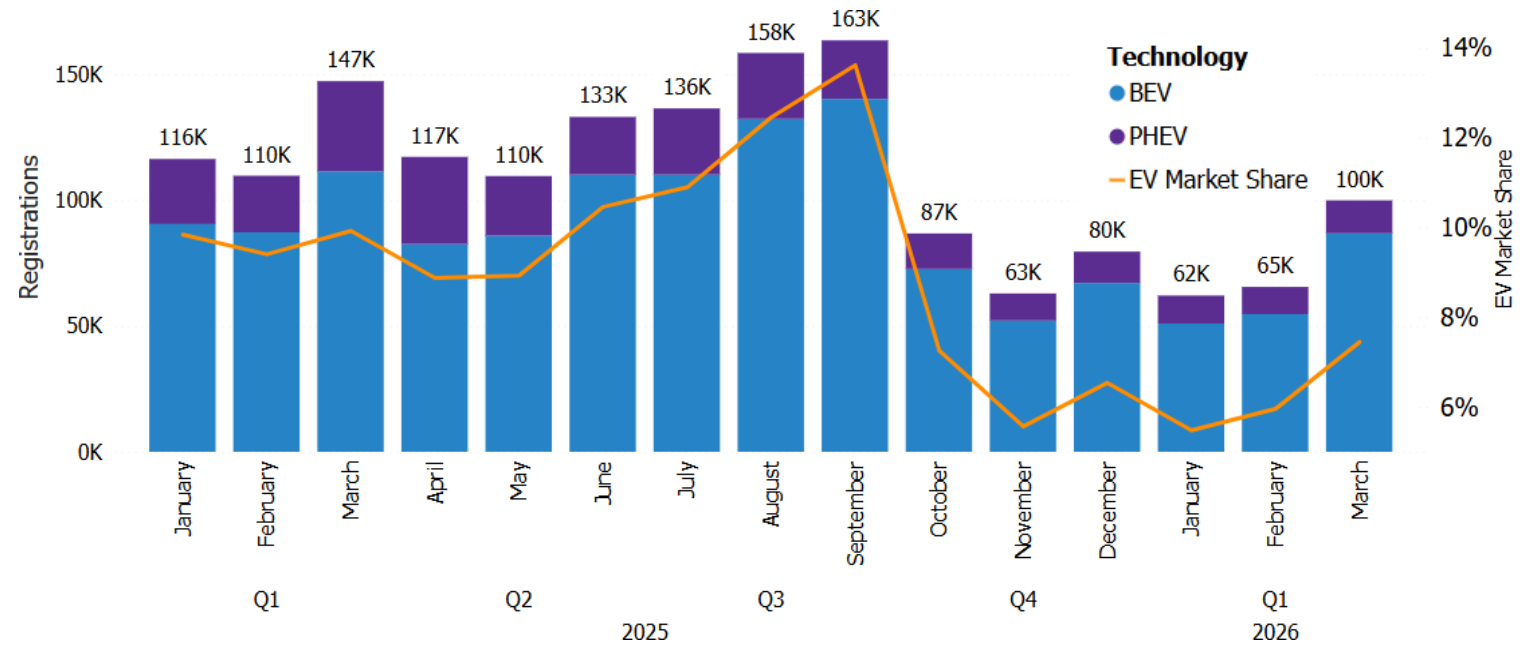
EV and Program Statistics



NATIONAL Q1 EV SALES DATA: ON THE RISE AGAIN?

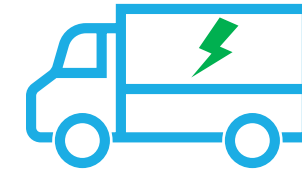
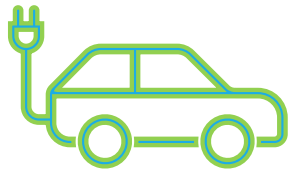
- Atlas Public Policy confirms that EV sales have risen again, seemingly in tandem with the rising gas prices
- Sales dropped to its lowest point in January 2026, but March had the highest level since the expiration of the federal tax credits
 - **Approximately 227,000 EV sales in Q1, down 39% year-over-year**
 - **EV market share at 6.4% in Q1, down 3.3% year-over-year**
- January had the lowest sales ever since 2022 (~62,000) but in March, the 100k mark was achieved, with the most pronounced being BEVs with a 59% increase in sales from Feb. to March
 - **Market share passed 7% in March for the first time since the federal credit expiration**
 - **Feb. to March is also when the largest increase in gasoline prices were, over \$1 / gallon across the US**

National LD EV Sales & Market Share 2025-2026



Sources: [Atlas Public Policy – Biweekly Digest](#)
[Atlas Public Policy – EV Market Dashboard, National Sales](#)

FROM LIGHT-DUTY TO HEAVY-DUTY EVS, THE NEWS ISN'T ALL THAT BAD...



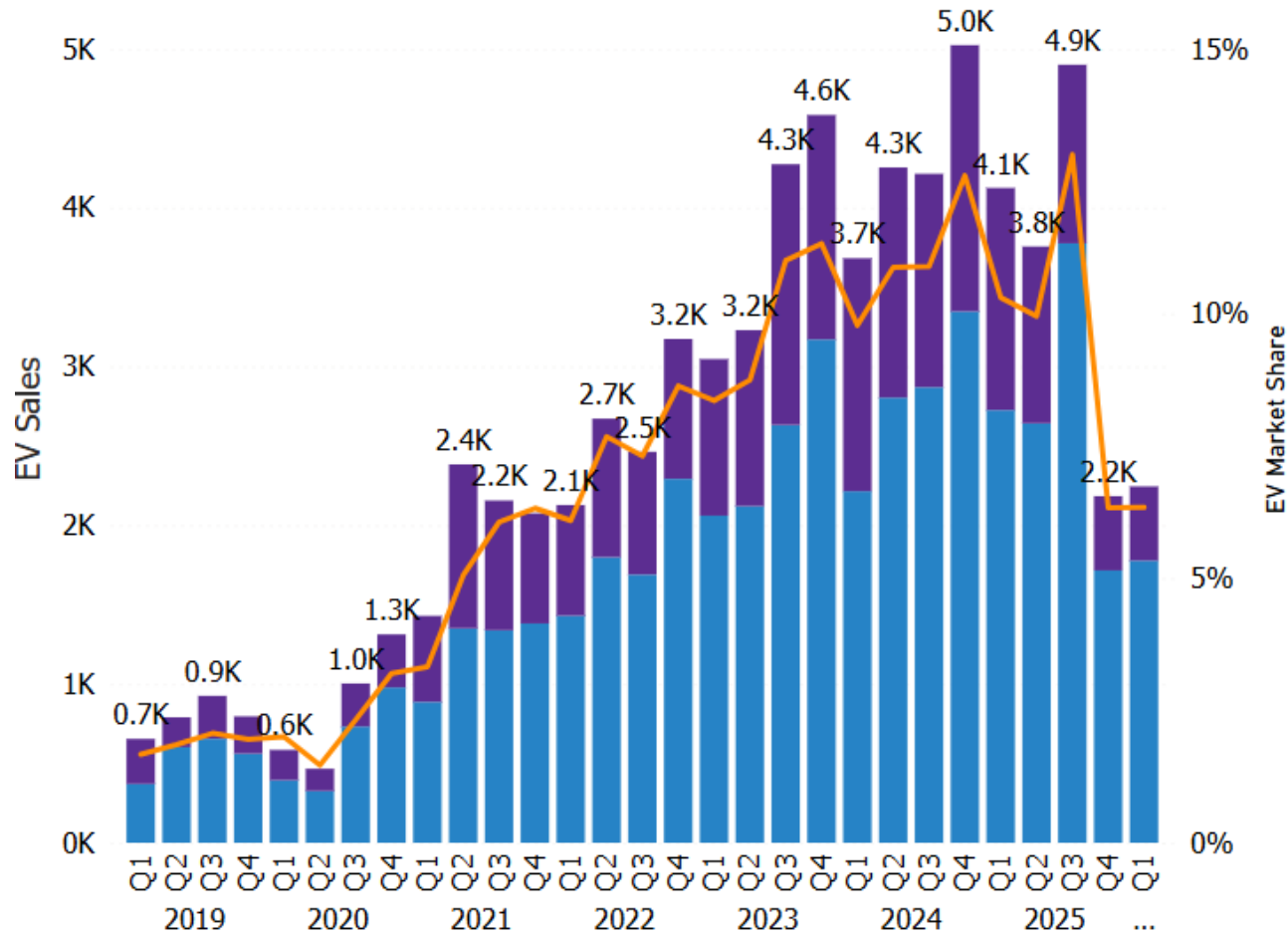
- In April, the NYT reported on the status of the EV market after Q1:
 - Tesla sold 358k+ EVs globally in Q1 2026 compared to 336k+ in Q1 of 2025
 - Hyundai noted Ioniq 5 sales rose 13% from Feb. to March
 - Cadillac had a 20% increase of EV sales while GM sales overall decreased 10%
 - Used EV sales, even with pricing on par to their gasoline counterparts, increased by 29% in Jan. and Feb., before gas prices began rising
 - Auto experts say it usually takes *months* of high fuel prices for the consumer market to shift but 2026 has proven differently, especially since electricity has been cheaper per mile than gasoline for those who can charge at home

- Atlas highlighted major advancements in electric trucking back in May:
 - The Tesla Semi truck came off the production line in late April after the final specs and designs were released in Feb.
 - The long-range electric tractor can drive up to 500 miles on a single charge and add up to 300 miles to the battery with just 30 min. on a MW charger
 - It's 1000 lbs. lighter than previous designs, now comparable to diesel-powered semis
 - Tesla is pricing it at \$290k for the 500-mile Long Range Semi and \$260k for the Standard range, which makes it the lowest-priced Class 8 battery electric semi on the market
 - Orders will begin being filled later this year

CT Q1 2026 EV SALES DATA

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

● BEV ● PHEV — EV Market Share



Source: [Atlas Public Policy EV Market Dashboard](#)

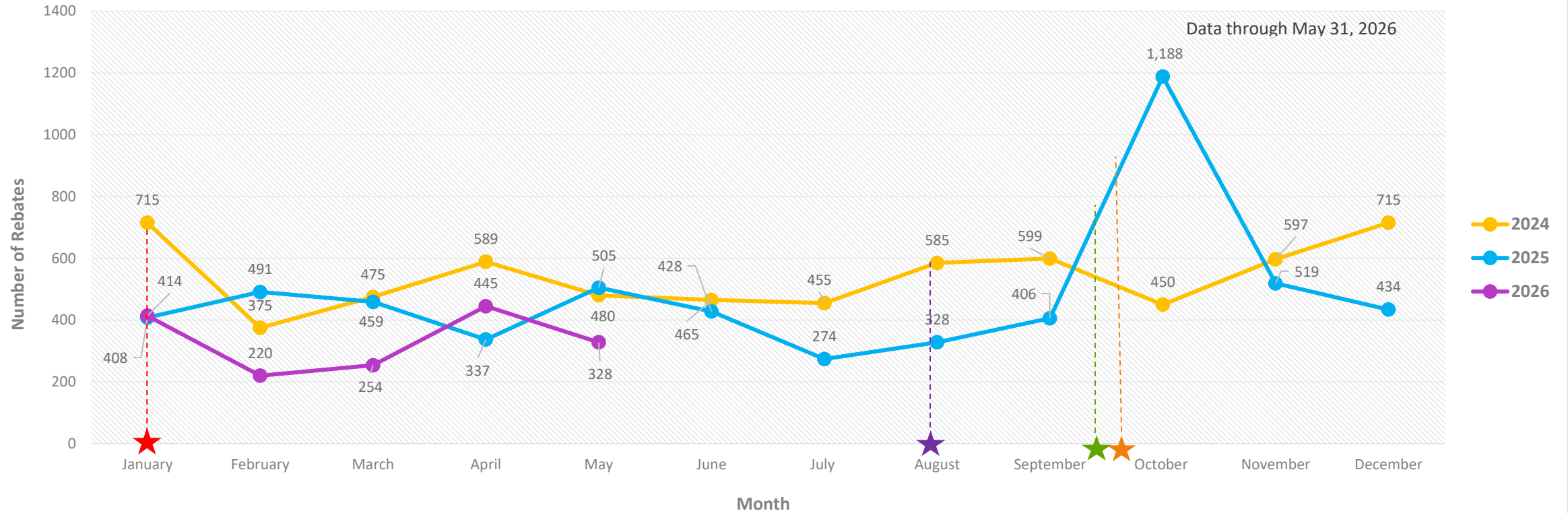
- Market share remained at 6.3% in Q1
 - CT is following the national trend of seeing slight increases in Q1 compared to Q4, though no substantial movement yet
 - When comparing to surrounding states (RI, MA, NY, NJ), CT was the only one to increase in sales from Q4 '25 and keep a stable market share, Everyone else saw decreases in both

467 PHEV sales | 1,777 BEV sales
 -1 from Q4 '25 | +62 from Q4 '25

- Best selling EVs were:
 1. Tesla Model Y: 551 sales
 2. Tesla Model 3: 129 sales
 3. Chevy Equinox EV: 109 sales
 4. Toyota BZ: 90 sales
 5. Honda Prologue: 88 sales

CHEAPR - REBATE REDEMPTIONS PER MONTH

Rebate Redemptions Approved Per Month



Dates of Significance in 2025:

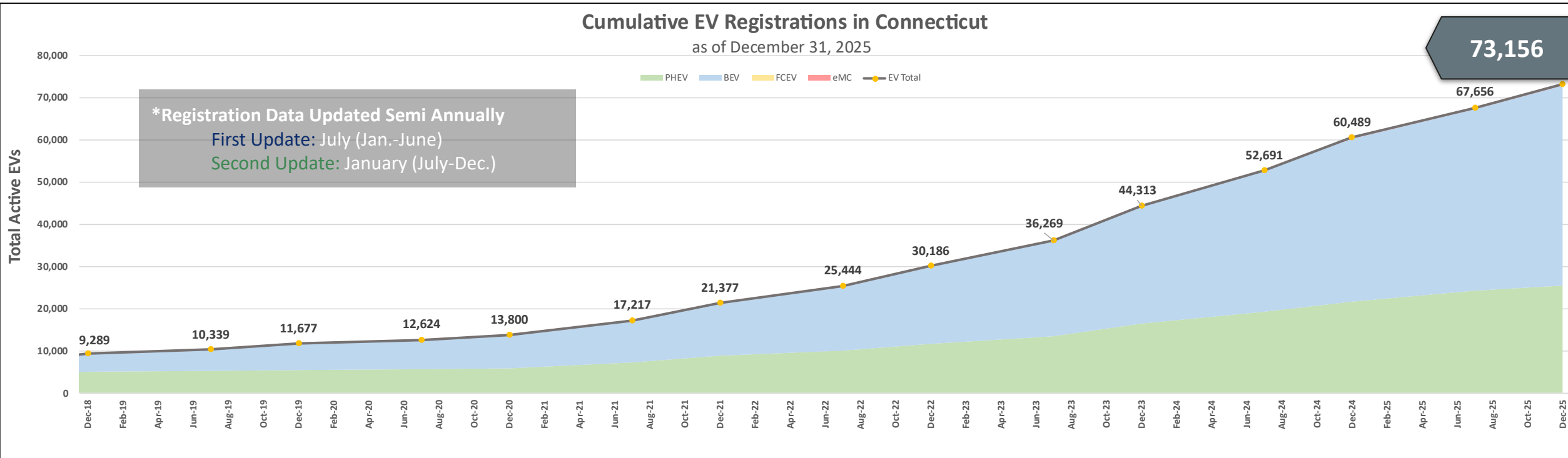
- ★ **January 1:** BEV Standard decreased to \$1,500, BEV Rebate+ New & Used increased to \$3,000
- ★ **August 1:** Standard Rebate decreased to \$500 for BEVs & PHEVs
- ★ **September 30:** End of the Federal EV Tax Credits
- ★ **October 1:** BEV Standard Increased to \$1,000

CT EV REGISTRATIONS



Cumulative EV Registrations in Connecticut

as of December 31, 2025



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	Jul-25	Dec-25
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	43,141	47,441
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	24,195	25,416
FCEV	0	1	3	2	2	2	3	3	3	3	3	6	5	3	3	3	3	3	3
eMC	ND	ND	ND	ND	16	18	22	25	24	32	34	44	57	61	84	91	313	317	296
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	67,656	73,156



Budget and Administrative Updates

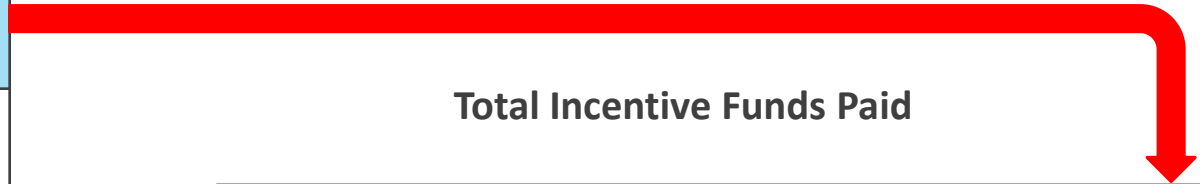
CHEAPR OPERATING BUDGET



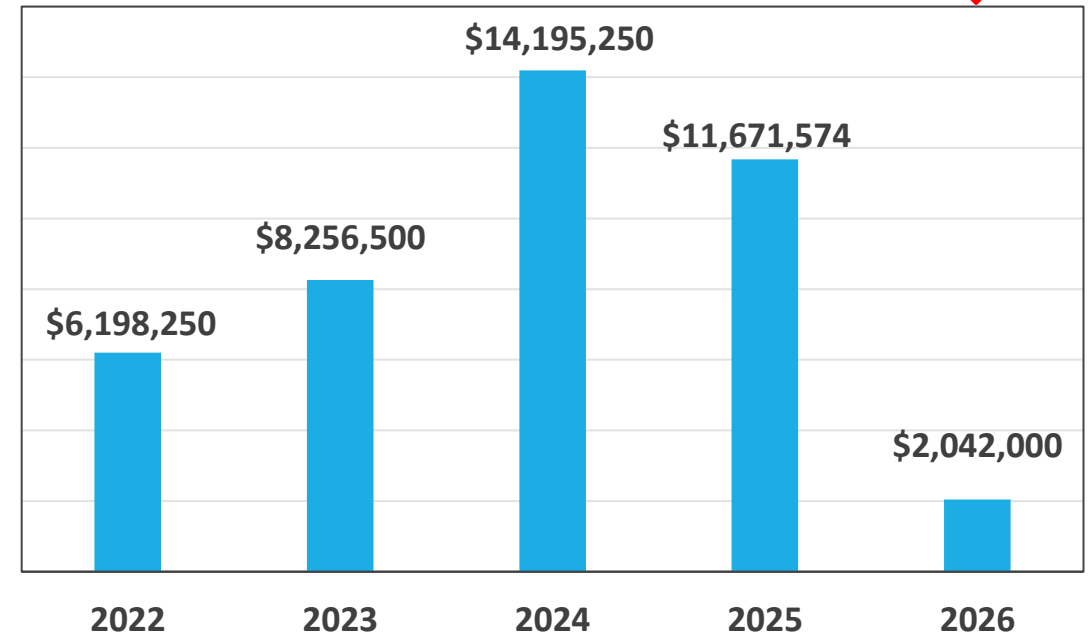
Budget Summary

January 1, 2026, through May 31, 2026

	Rebate Funds
Incentive Payments Year-to-Date	\$2,042,000
Incentive Pipeline of Active Applications	\$2,957,850
Total Funds Utilized YTD	\$4,999,850



Total Incentive Funds Paid



Number of Rebates

Incentive	2022	2023	2024	2025	2026
Standard	1,159	3,667	5,953	4,847	1,111
Rebate+New	17	232	578	741	152
Rebate+Used	3	36	98	186	85
Total	1,179	3,935	6,629	5,774	1,348

COMPARING YEAR TO YEAR INCENTIVES

June 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

June 2026

	Rebate Funds
Incentive Payments Year-to-Date	\$2,042,000
Incentive Pipeline of Active Applications	\$2,957,850
Total Funds Utilized YTD	\$4,999,850



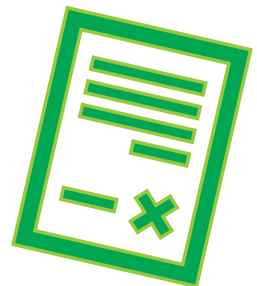
Number of Rebates				
Incentive	2022	2023	2024	2025 YTD
Standard	1,159	3,667	5,953	2,403
Rebate+New	17	232	578	170
Rebate+Used	3	36	98	79
Total	1,179	3,935	6,629	2,652

Number of Rebates					
Incentive	2022	2023	2024	2025	2026
Standard	1,159	3,667	5,953	4,847	1,111
Rebate+New	17	232	578	741	152
Rebate+Used	3	36	98	186	85
Total	1,179	3,935	6,629	5,774	1,348

While the number of overall rebates remains lower than at this time last year, the pace of rebates picked up in March and April.

ADMINISTRATIVE PROGRAM UPDATES

- DAS Master Contract for Mobile Source Programs expired as of December 31, 2025
- Current Scope of Work (SOW) ensures adequate funding through mid-year or until a new DAS contract is in place, at which time program administration services will be re-bid
- DAS, on behalf of DEEP, issued a new RFP that covered these sectors-
 - ❖ Heavy Duty (HD) Truck Sector
 - ❖ Idle Reduction
 - ❖ Construction Sector
 - ❖ Transit Sector
 - ❖ Nonroad, Freight Movement, Locomotives and Ports Sector
 - ❖ Fuels and Fueling Infrastructure
 - ❖ Mobile Source Modeling/Inventory, including MOVES
 - ❖ Inspection & Maintenance
 - ❖ Vehicle Incentive Programs
 - ❖ Federal and State Grant Administration
 - ❖ Low Emission Vehicles (LEV) & Zero Emission Vehicles (ZEV) Sector
 - ❖ Emerging Mobile Sources Issues
 - ❖ Fleet Evaluation w/ Marketing and VIN Decoding



MASTER CONTRACT AND SOW TIMELINE





CHEAPR eBikes

EBIKES - ROUND 3

Expected Late Q3



Anticipated Incentive Budget: \$700,000

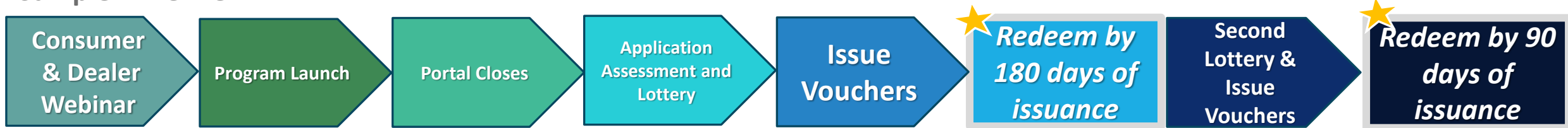
New Program Requirements: [P.A. 25-65](#) (CT DOT Minor Revisions Bill) - Persons with physical disabilities are now defined as a priority group and adaptive eBikes are not subject to statutory \$3,000 MSRP cap

- These new requirements will be addressed under the next program SOW

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

Sample Timeline:



Program Parameters remaining similar:

- 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



Legislative & Other Program Updates

LEGISLATIVE CHANGES TO CHEAPR PROGRAM



House Bill 5153/Public Act 26-124:

- Eliminates the requirement that rebates be prioritized for residents of environmental justice communities at the same level as income qualified vouchers.
- Requires the rebate or voucher amounts for income-qualified residents be at minimum 200% the standard voucher amount.
- Allows the DEEP Commissioner, (in consultation with the CHEAPR advisory board) to prioritize granting rebates or vouchers to non-income qualified residents of EJ communities over other non-income-qualified residents (aka standard rebate recipients).

ADDITIONAL MINOR CHANGES

Senate Bill 413/P.A. 26-24

- Made minor revisions to DOT statutes regarding light electric vehicles, E-bikes & E-Scooters. The bill made a minor adjustment to the maximum allowable motor wattage for E-bikes from 749 watts to 750.



2026 CT LEGISLATIVE TRACKING UPDATE

Senate Bill 416, AN ACT CONCERNING TRANSPORTATION SYSTEM MODERNIZATION

- Section 1 proposed changes to Rebate+ Used:
 - Eligible vehicles expand to include models up to 7 years old (instead of the current 3-year limit)
 - Use a “selling price” at “point of sale” of up to \$35,000 (instead of the current \$50,000 MSRP cap when vehicle was new)
- Federal program set “selling price” at \$25,000
- DEEP believes these changes could be handled administratively in the Fall 2026 SOW

Final Bill result: Non-CHEAPR related sections were incorporated into House Bill 5464/P.A. 26-63



SCHOOL BUS ALTERNATIVE FUELS WORKING GROUP



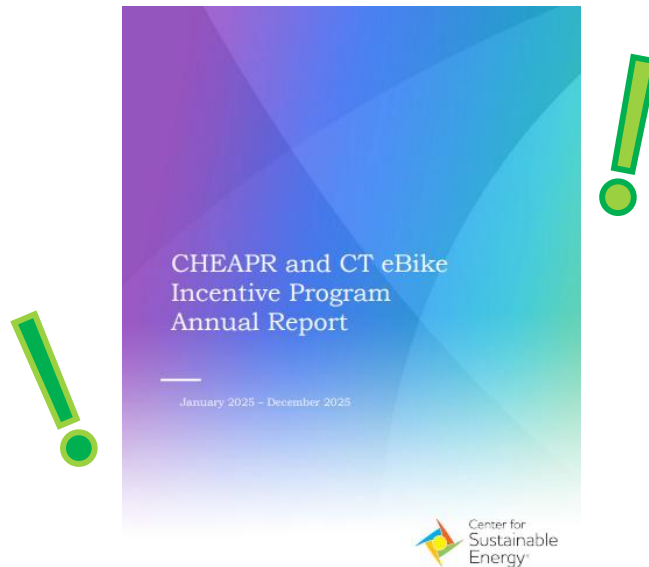
Public Act 26-63:

- Establishes an interagency working group to evaluate and develop recommendations on the expanded use of alternative fuels in school bus fleets
- Workgroup members include DEEP (Chair), DPH, DOT, DOE, CGB, School Transportation Provider, Municipal representative, member of the Alternative Fuels Industry, Environmental Organization, Member of a Statewide Coalition of Clean Transportation
- Legislative Report due on February 1, 2027

ANNUAL CHEAPR REPORTS

CHEAPR Annual Report

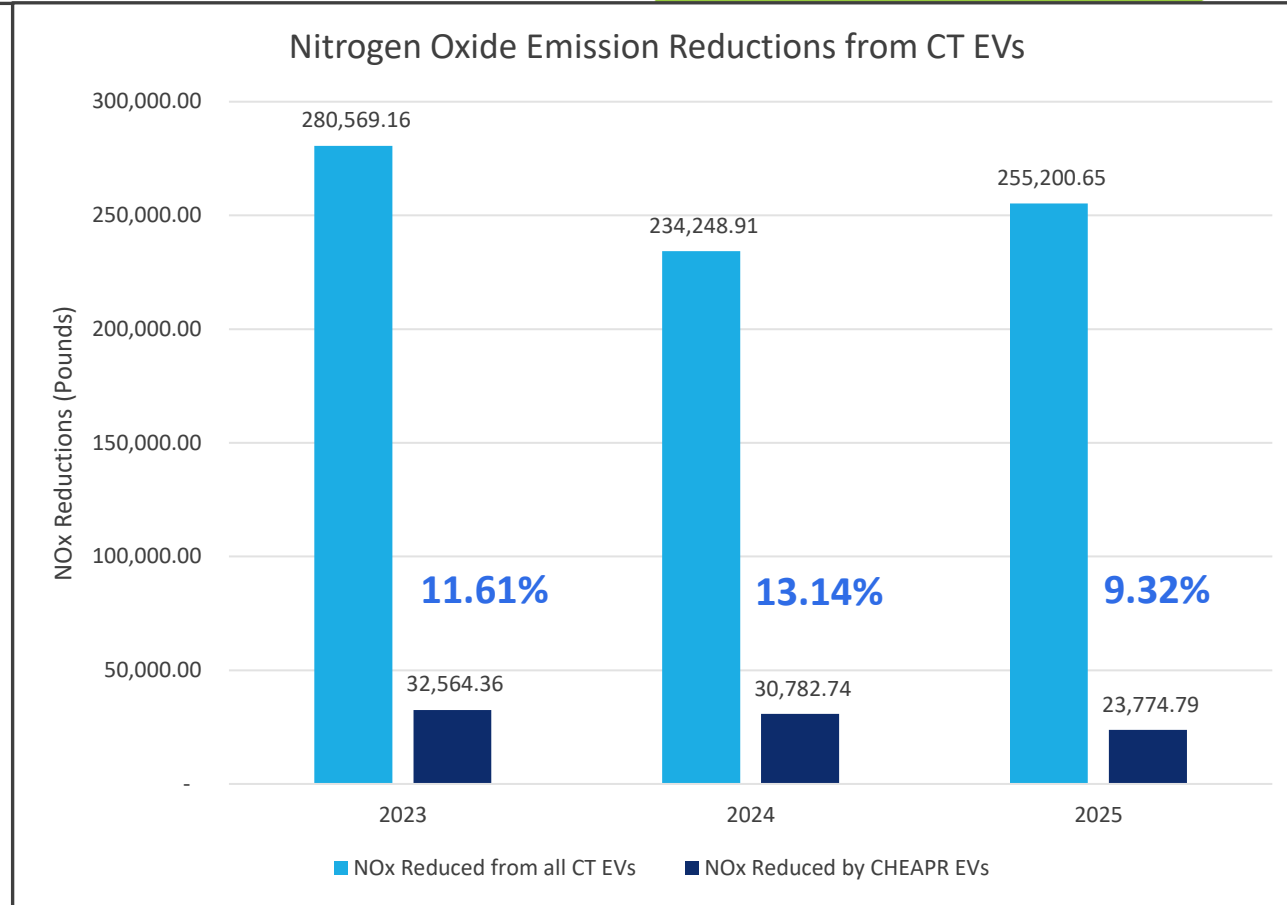
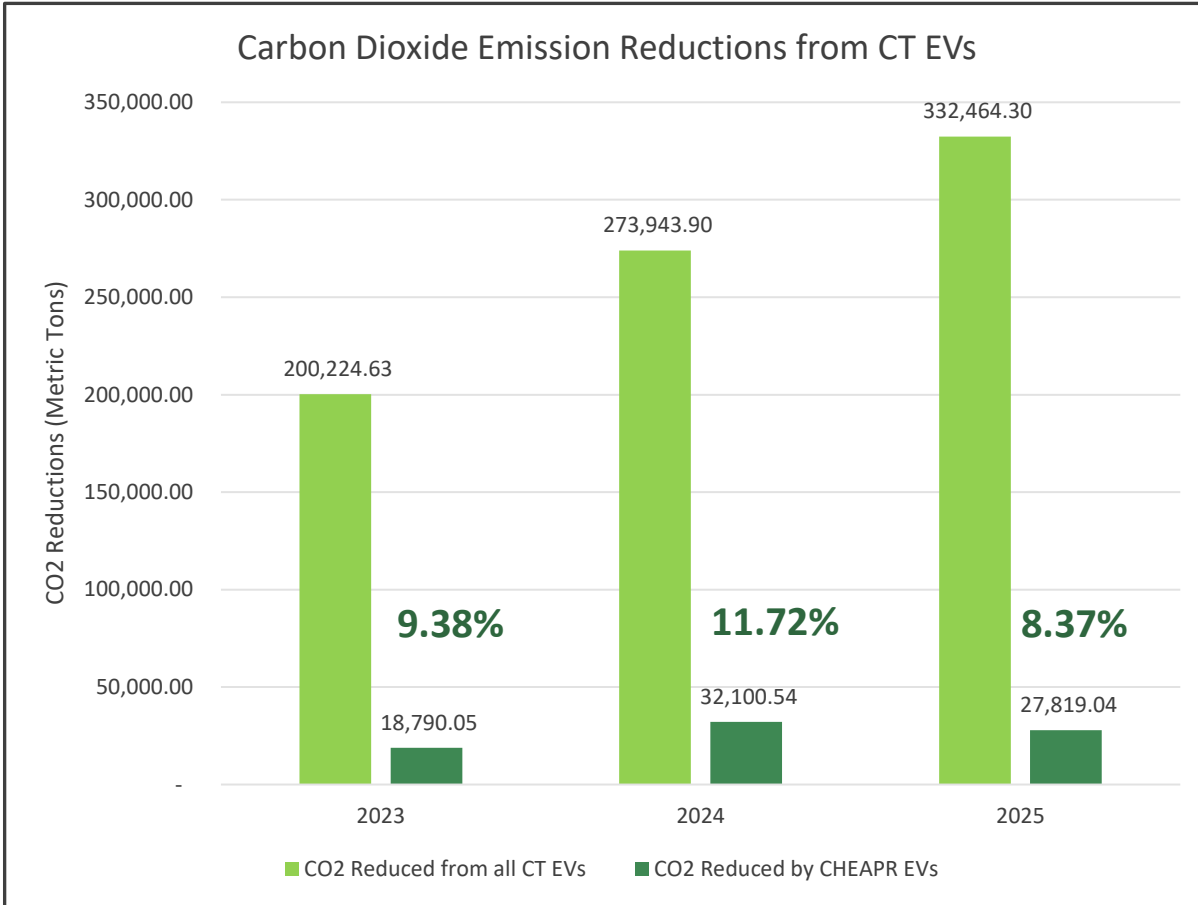
- “[Provides] a status overview of the incentive programs through analysis of program specific data gathered throughout a reporting period.”
- In final review stages and will be available soon!



CHEAPR Annual Legislative Report

- “[Provides] an overview of continued status and effectiveness of the program. By providing information on the geographic participation in the incentive program, estimates of community air emission benefits, and growth of electric vehicle adoption in Connecticut.”
- Drafted after CSE’s Annual Report with a few added sections that fulfill legislative requirements. Will be available soon!

SNEAK PEEK: EMISSIONS REDUCTIONS



Important to note:

- 2024 was the “wild” year for CHEAPR rebates, hence why CHEAPR had a larger impact in reductions in 2024
- Average NOx emissions from all vehicles notably improve year-over-year according to figures from [US DOT](#) which is why more decreases are seen compared to CO2

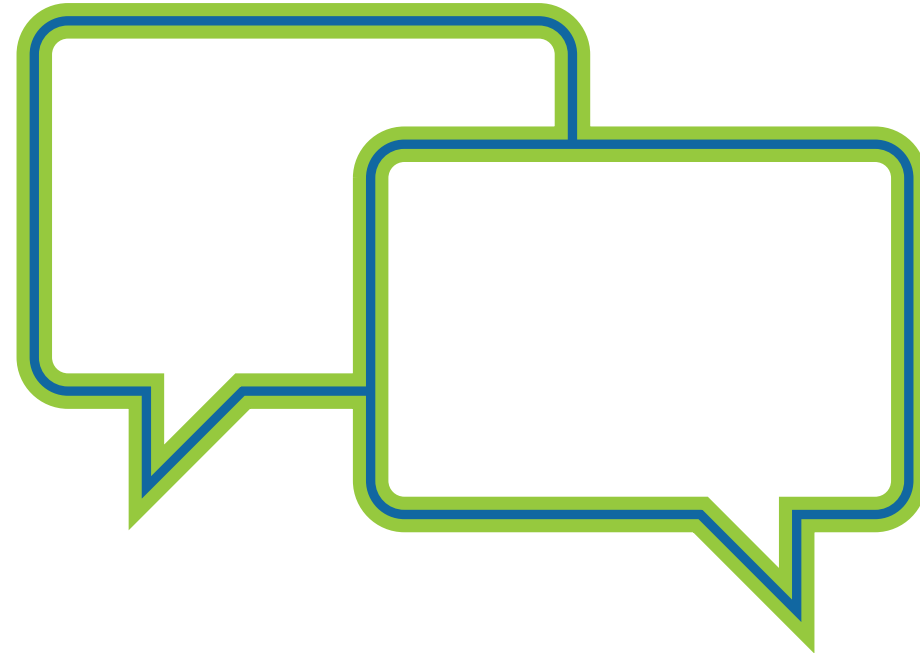
BOARD QUESTIONS AND DISCUSSION



Open for Board Member questions and discussion.

PUBLIC COMMENTS

Please raise your hand in the chat.



UPDATE FROM COMMISSIONER DYKES

CHEAPR Program Accomplishments

- First legislatively established, non-lapsing program budget, subsequently increased in 2022
- Established CHEAPR Board
- Increased MSRP Cap to \$50K and created increased incentives for EJ residents and LMI (CHEAPR Rebate+ New) and centered the program to accelerate uptake within the LMI community.
- Expanded CHEAPR to include Used EVs (CHEAPR Rebate+ Used)
- Extended CHEAPR to Electric Bicycles (eBikes)
- Ensured program stability in the face of unprecedented EV demand and continued federal uncertainty
- Increased CT EV registrations by almost **690%** between 2019-2025

CHEAPR Program Accomplishments 2019-2025

Number of CHEAPR Rebates			Rebates per EV Type			Incentive Funding Distributed		Increase in Eligible Makes		Increase in Eligible Models	
Standard	Rebate+ New	Rebate+ Used	BEVs	PHEVs	eBikes	EVs	eBikes	EVs	eBikes	EVs	eBikes
20,422	1,726	430	18,100	4,478	854	\$41,555,874	\$1,158,568	+3	+13	+50	+75

CHEAPR BOARD MEETING SCHEDULE




2026 CHEAPR Board Meeting

- ✓ March 12, 2026
- ✓ June 11, 2026
- September 10, 2026
- ★ Board Appointment Refresh
- December 10, 2026

- 2026 CHEAPR Board [meeting registration](#) is now live!
- Join the [CHEAPR e-mail list](#) to be notified of program related information!

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

2026 Meeting Dates

March 12 th	Agenda 	Register
June 11 th	Agenda 	
September 10 th	Agenda 	
December 10 th	Agenda 