CHEAPR and CT eBike Incentive Program Annual Report

July 2022–June 2023

Center for Sustainable Energy®

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CSE Headquarters
Center for Sustainable Energy
3980 Sherman Street, Suite 170
San Diego, CA 92110
858-244-1177
EnergyCenter.org

Contents

I. Program Overview

The Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) was created as an incentive pilot program in 2015 by the Connecticut Department of Energy and Environmental Protection (CT DEEP). CHEAPR was designed to close the upfront price gap between electric vehicles (EVs) and conventional internal combustion engine (ICE) vehicles to help reach the state's goal of putting 125,000 to 150,000 zero-emission vehicles (ZEVs) on Connecticut roadways by 2025.[1] CHEAPR first operated as a pilot program, funded by environmental settlements from American Electric Power Service Corporation, Eversource Energy and Avangrid from 2015 through 2019. In 2020, Connecticut adopted legislation codifying the CHEAPR program by providing $3 million in funding per year for six years and funding the program through fees on new motor vehicle sales and motor vehicle registration renewals.[2] Center for Sustainable Energy (CSE) has administered the CHEAPR program since its inception in 2015.

On May 10, 2022, Governor Lamont signed Public Act (PA) 22-25, *An Act Concerning the Connecticut Clean Air Act.* The act instituted several significant changes to the CHEAPR program, including an increased focus on, and expanded eligibility for, Rebate+ incentives as well as increasing the manufacturer's suggested retail price (MSRP) cap from $42,000 to $50,000. These changes were implemented over the course of this reporting period and are described in more detail in Section II.

Additionally, PA 22-25 called for creation of an electric bicycle (eBike) incentive program, to provide rebates or vouchers of not less than $500 for eligible eBikes with an MSRP of $3,000 or less, while

[1] EV Roadmap for CT http://www.dpuc.state.ct.us/DEEPEnergy.nsf/c6c6d525f7cdd1168525797d0047c5bf/f7ed4932eec438d0852585520001c81b/$FILE/EV%20Roadmap%20for%20Connecticut.pdf

[2] Section 22a-202 of Connecticut General Statutes

prioritizing providing vouchers to residents of Environmental Justice Communities, residents participating in an income-qualified program, and residents with a household income at or below 300% of the federal poverty level.

An overview of each program, and major changes implemented during the reporting period, is provided below.

i. CHEAPR

The CHEAPR program offers three rebate types for battery electric vehicles (BEVs), plug-in hybrid electric vehicles (PHEVs) and fuel cell electric vehicles (FCEVs):

- **Standard Rebate** – applied as an instant rebate at the point-of-sale for eligible vehicles via participating dealerships and manufacturers. The Standard Rebate is only available for new vehicles.
- **Rebate+ New** – an enhanced rebate for income-qualified CT residents, and residents residing within an Environmental Justice Community and/or Distressed Municipality. The Rebate+ New rebate is stacked on top of the Standard Rebate. Beginning in March 2023, Rebate+ New must be claimed at the point-of-sale, with eligible CT residents pre-qualifying for Rebate+ via an online voucher application process.
- **Rebate+ Used** – Rebate+ qualifying individuals can receive a Rebate+ Used rebate for the purchase or lease of a qualifying used EV. Rebate+ Used can be applied at the point-of-sale, or through a consumer post-purchase application.

The CHEAPR Standard Rebate and Rebate+ levels for new and used BEV, PHEV and FCEV are described in **Table 1**.

Table 1 *CHEAPR rebate levels for eligible vehicles*

	Standard Rebate	Rebate+ New	Total Possible Rebate (New)	Rebate+ Used
Plug-In Hybrid Electric Vehicle (PHEV)	$750	$1,500	$2,250	$1,125
Battery Electric Vehicle (BEV)	$2,250	$2,000	$4,250	$3,000
Fuel Cell Electric Vehicle (FCEV)	$7,500	$2,000	$9,500	$7,500

All CHEAPR applicants receive a survey to gather feedback on the program and their EV purchase decision. Results of these surveys are reported in the CHEAPR Participation Analysis section.

Between July 1, 2022 and June 30, 2023, a total of 6,846 eligible vehicle models were registered in Connecticut, according to the IHS-Markit vehicle registration dataset. This corresponds with 2,316 vehicles purchased in the same time period being either approved for or receiving a CHEAPR rebate, yielding an estimated participation rate of 34%. This represents a more than doubling in program application volume over the period from July 1, 2021 through June 30, 2022 (1,089 rebate applications). Overall, battery electric vehicles (BEVs) constituted approximately 71% of total eligible vehicle registrations (4,829 BEV versus 2,017 PHEV) and approximately 77% of total CHEAPR rebates (1,777 BEV versus 539 PHEV); as shown in Figure 1. This is a significant reversal from the previous reporting period, whereby BEVs represented only 34% of total rebate applications.

This increase in participation and shift to predominantly BEVs is likely due to program changes that went into effect in July 2022, most notably an increase in the MSRP cap from $42,500 to $50,000, allowing popular BEV models to become eligible for the program.

Figure 1. Total Program Year Rebates by Vehicle Type

Figure 2 displays the number of rebates by Standard versus Rebate+ applicants. Currently, Standard Rebates far outnumber Rebate+ rebates. Rebate+ applications began to increase in May and June and have continued that trend through the end of 2023, likely as a result of program changes implemented

in March 2023 that expanded eligibility and made Rebate+ available at the point-of-sale via a pre-qualification voucher process. The next annual report will reflect this increasing Rebate+ participation.

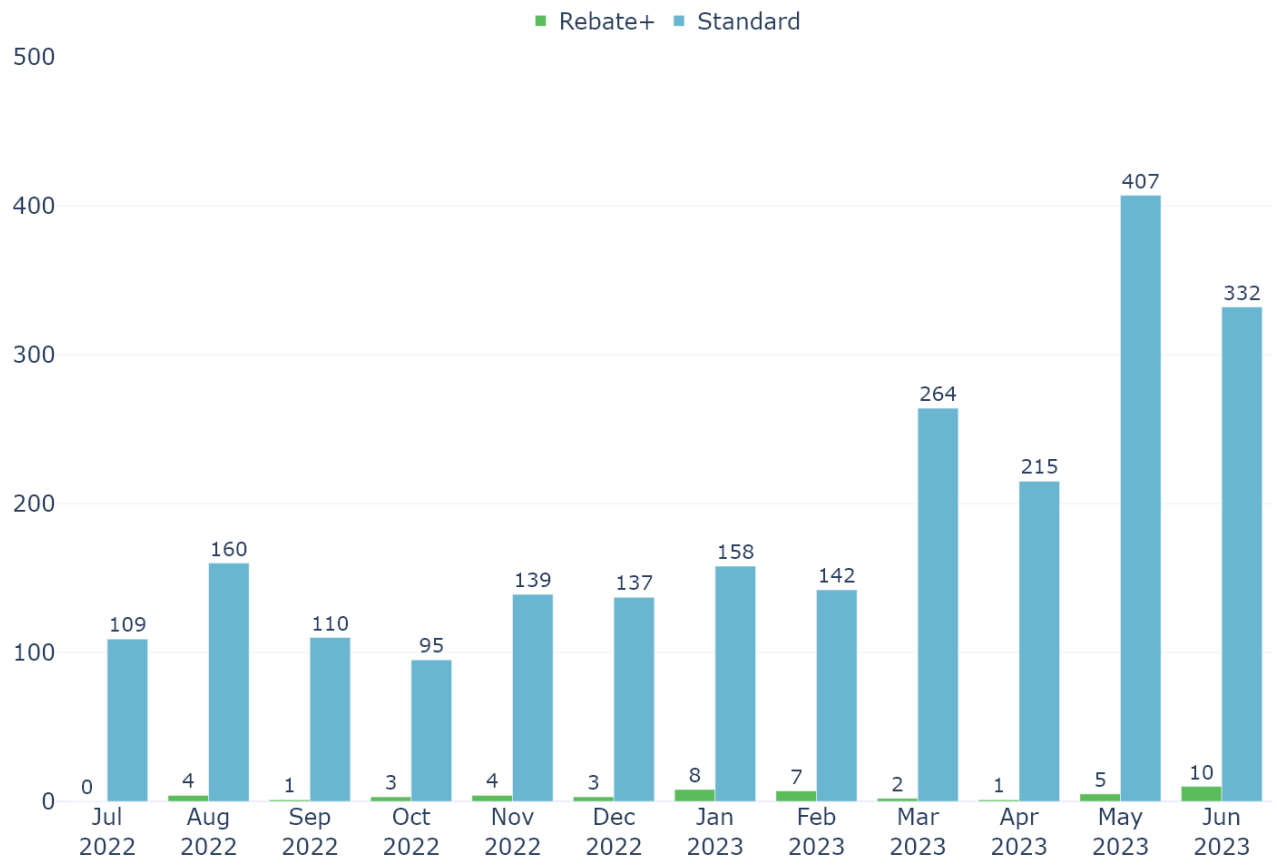


Figure 2. Total Program Year Rebates by Rebate Type and Application Date

Figure 3 displays the percentage of rebates approved or paid by vehicle model between July 1, 2022, and July 1, 2023. The Tesla Model 3, Tesla Model Y, and Chevrolet Bolt were the most rebated vehicle models.

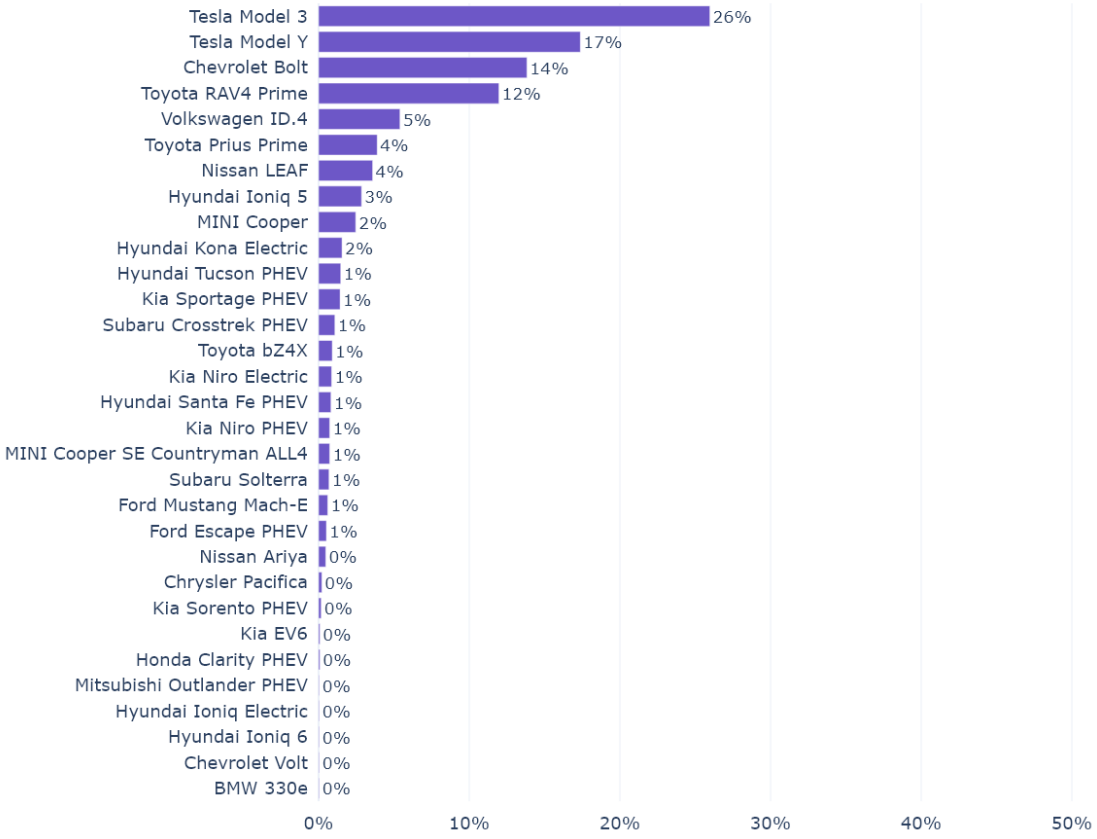


Figure 3. Percent of Rebates by Vehicle Model

Figure 4 shows vehicle model broken out by Standard Rebate and Rebate+. While Rebate+ has a relatively small sample size, the Chevrolet Bolt, a more modestly priced BEV, is the most popular model, whereas the Tesla Model 3 is the most popular model among Standard Rebate recipients.

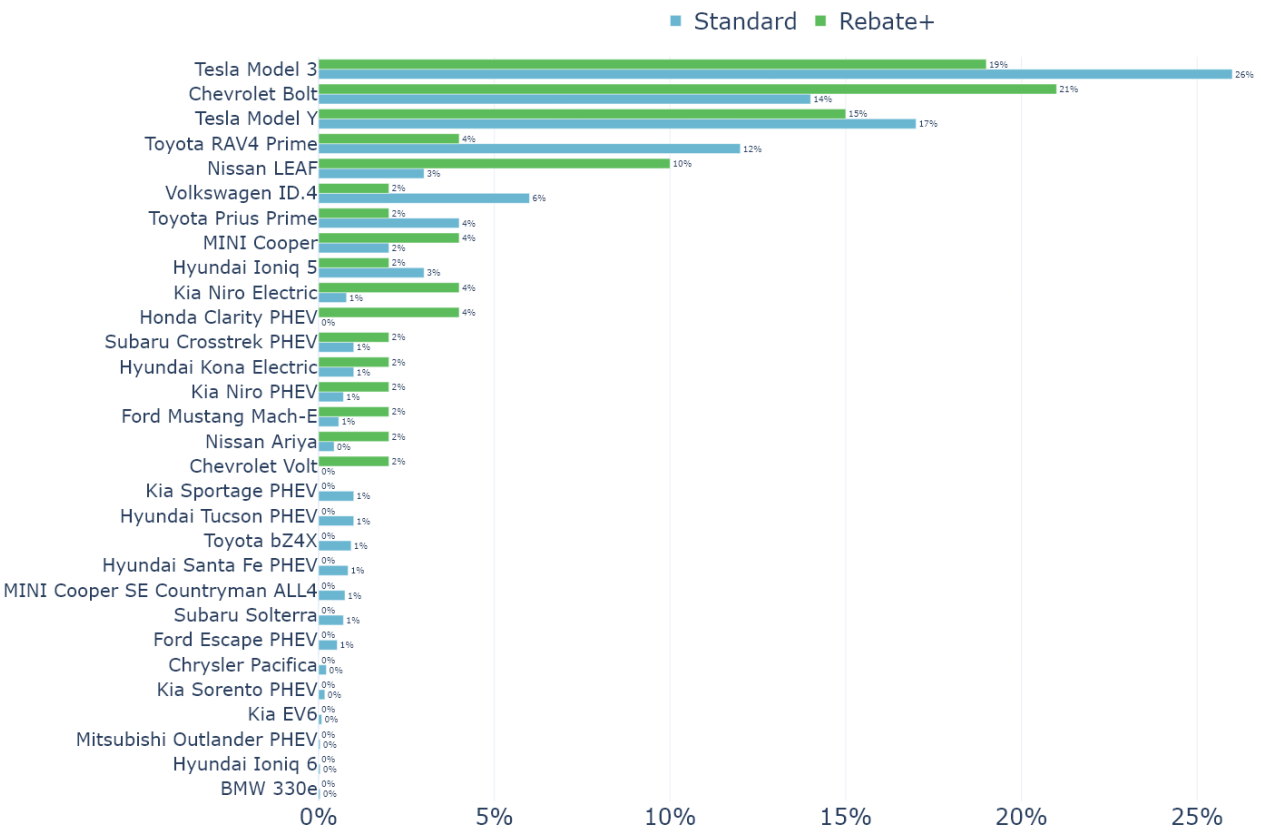


Figure 4. Percent of Rebates by Vehicle Model, by Rebate Type

ii. CT eBike Incentive Program

CSE and DEEP worked with the CHEAPR Advisory Board and interested parties to design and launch an eBike Incentive Program in June 2023. The program offers two types of vouchers for eligible eBikes: a Standard Voucher for $500, and Voucher+ for up to an additional $1,000 for qualifying applicants. CT residents apply for their voucher before purchasing an eligible eBike, and subsequently redeem their voucher at a participating eBike retailer. Residents have 90 days from the date of issuance to redeem their voucher. The voucher amount is deducted from the purchase price of the eligible eBike, and the participating retailer applies for reimbursement after having redeemed the voucher and sold the eligible eBike. Unredeemed vouchers are canceled, and funds are returned to the program for subsequent funding rounds.

The first round of the eBike Incentive Program was highly oversubscribed, with demand for vouchers far outpacing available funds. While the majority of activity in the CT eBike Incentive Program occurred

outside this reporting period (July 1, 2022 – June 30, 2023), CSE has prepared a summary of results from this first round of the program, as well as consumer survey results collected through November 14, 2023, to inform the design of subsequent program funding rounds.

iii. Program Data and Transparency

Program data is available via an interactive dashboard and mapping tools on the CHEAPR Program Statistics webpage. The dashboard is updated monthly. The interactive visualizations on the CHEAPR Program Statistics online dashboard support transparency; inform program monitoring, evaluation, and improvement; and provide free EV market intelligence to stakeholders (dealers, customers, OEMs), empowering them to take strategic actions that support EV market growth. Examples of the CHEAPR Program Statistics online dashboard, rebate distribution maps, and other data are in **Appendix 1**.

II. Program Updates

This section describes specific updates to the CHEAPR program implemented during the reporting period and, for the newly launched CT eBike Incentive Program, a more detailed description of activities leading up to its launch on June 28, 2023.

i. CHEAPR

Throughout the reporting period, CSE and DEEP implemented changes to the CHEAPR program as required by PA 22-25. Specifically:

- The MSRP cap for eligible vehicles was increased from $42,000 to $50,000 (effective July 1, 2022).
- Rebate+ eligibility was expanded to include Connecticut residents with a household income at or below 300% of the federal poverty level and/or that reside in an Environmental Justice Community or Distressed Municipality (launched on March 28, 2023)
- Rebate+ New transitioned from a post-purchase application to a point-of-sale rebate, with a pre-qualification voucher application process, allowing Rebate+ to be applied at the point-of-sale (launched on March 28, 2023).

CHEAPR EV MSRP Cap Increase

Increasing the MSRP cap from $42,000 to $50,000 resulted in a significant increase in BEV and PHEV models eligible for the CHEAPR program.

Additionally, Tesla made significant price cuts to their popular Model 3 and Model Y lineup throughout the year, as well as introducing a lower cost Model Y RWD and Model 3 AWD Long Range in spring 2023. The highly popular Model Y Long Range fluctuated around the $50,000 cap and dipped in and out of CHEAPR eligibility throughout the year.

The confluence of an increased MSRP cap and price competition in the EV marketplace throughout the reporting period resulted in a proliferation of eligible models and trim levels. Eligible BEVs increased from 10 models and 12 trim levels in April 2022 to 22 models and 50 trim levels by November 2023.

Likewise, eligible PHEVs increased from 14 models and 14 trim levels in April 2022 to 19 models and 42 trim levels in 2023.

Fuel-cell electric vehicles did not experience the same expansion, with only one model eligible as of November 2023, down from three eligible models in April 2022, with Honda and Hyundai both discontinuing their FCEV models. OEMs with FCEV models did not make these vehicles available in Connecticut, likely due to limited hydrogen refueling infrastructure. As such, no FCEVs were presented to the program for an incentive.

Rebate+ - Prequalification and Expanded Eligibility

CHEAPR introduced higher Rebate+ rebates in July 2021 for income-qualified Connecticut residents. Eligible applicants would apply for Rebate+ post-purchase after receiving a CHEAPR Standard Rebate at the point-of-sale. Through June 15, 2022, the program had only approved 12 Rebate+ New and 5 Rebate+ Used applications.

To improve Rebate+ utilization, the program expanded eligibility to include the following:

- CT residents with a household income of 300% of the federal poverty level or less
- Those enrolled in an income-qualified program
- Those residing in an Environmental Justice Community or Distressed Municipality

Additionally, the program launched a pre-qualification voucher process that allows qualifying CT residents to receive a Rebate+ voucher that can be redeemed at the point-of-sale, thus making the Rebate+ rebate available as a "cash on hood" reduction of the upfront purchase price of an eligible EV. Prior to the availability of a point-of-sale voucher, Rebate+ applicants had to claim their Rebate+ adder incentive ($2,000 for BEVs and $1,500 for PHEVs) via a post-purchase application that was made available to them after completion of the dealer point-of-sale Standard Rebate application.

These changes to Rebate+ were implemented on March 28, 2023, with updates to the CHEAPR application portal, website, and CHEAPR Implementation Manual. The impact of these changes began to materialize during this reporting period, with a slight increase in Rebate+ applications in May and June. This upward trend has continued through the second half of 2023,[3] and will be reported on in the next annual report. Program statistics can be accessed via the CHEAPR Incentive Statistics dashboard,[4] which is updated monthly.

[3] Over 150 Rebate+ applications were approved between July 1, 2023, and December 31, 2023.
[4] Available at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/CHEAPR/CHEAPR---Program-Statistics

ii. CT eBike Incentive Program

On July 6, 2022, DEEP issued a request for information (RFI) for the development of an eBike rebate and/or voucher program. Additionally, DEEP held a public listening session to solicit feedback on eBike incentive program design on July 21, 2022, prior to the close of the RFI response period. DEEP received 21 responses to the RFI and published a summary of responses on August 22, 2022.[5] RFI responses, the public listening session and input from the CHEAPR Advisory Board all contributed to the final program design.

The CT eBike Incentive Program opened to voucher applications on June 28, 2023 as a voucher program, whereby CT residents apply for a voucher prior to purchasing an eligible eBike, and redeem their voucher at a participating eBike retailer, receiving the incentive at the point of sale. The program received over 6,000 applications in an initial 10-day open period, and ultimately issued 468 vouchers, all to Voucher+ applicants. This resulted in 422 vouchers redeemed at participating eBike retailers. The CT eBike Incentive Program design and results are described in more detail in Sections II and III, respectively. The CTEBIKE Participation Analysis Section includes a detailed description of program and survey results.

III. Outreach, Education & Marketing

Consumer outreach from July 2022–June 2023 was focused on providing program information through collateral available on the CHEAPR website, consumer phone line, email and presentations. CHEAPR program information was made available to consumers on CHEAPR webpages or upon request to CSE and DEEP staff. Consumers could also contact the administrators via email or by phone. CSE staff are available from 11 a.m.–8 p.m. ET to answer questions, with 24-hour voicemail access. Call center staff aim to return all calls within one business day.

During this reporting period, DEEP began the process of hiring a dedicated marketing vendor. As such, CSE's outreach and education were limited to posts to CHEAPR social media accounts, a limited Google Search Ad campaign, periodic updates to information on the CHEAPR website and collateral, and informational webinars on upcoming program changes, such as the launch of Rebate+ pre-qualification in March 2023.

Collateral

All previous collateral such as the implementation manual, consumer and dealership flier and dealership poster were revised to reflect updated rebated amounts. Per client request, the dealership poster was redesigned for both digital and print use and placed on DEEP's program resources page.

[5] Available at: https://portal.ct.gov/-/media/DEEP/air/mobile/eBikes/E-Bike-RFI-Comments-Summary-Final.pdf

Webinar

CSE lead a "CHEAPR Expansion and Dealer Platform Updates" live webinar on March 23, 2023 to ensure participating dealers and manufacturers understood forthcoming program changes and provide a walk-through of how to redeem Rebate+ point-of-sale vouchers. Invitation emails were sent to the list of 177 dealerships on CHEAPR's Marketo software housed internally by CSE. Additionally, the Connecticut Automotive Retailers Association (CARA) collaborated on communication efforts and sent two emails to their list of dealers about the upcoming webinar. The webinar presentation and recording were made available on DEEP's program resource page.

Pre-recorded consumer-focused application walk-through videos were recorded and placed on DEEP's CHEAPR Program Resources page.

***Table 2** CHEAPR webinar attendance*

Title	Date	Registrants	Attendees	Attendance Rate (%)	Q&A Questions Asked
CHEAPR Expansion and Dealer Platform Updates Webinar	3/23/23	95	38	40%	17

Google Paid Keyword Search Ads

After the CHEAPR Expansion and Dealer Platform Updates Webinar in May 2023, a $1,000 Google Search Ad campaign was initiated. It targeted two primary audiences: car shoppers and car dealers. The campaign employed search words and messaging that had demonstrated effectiveness in previous ad campaigns.

This campaign generated approximately 3,000 clicks and 11,000 impressions (Figure 5).

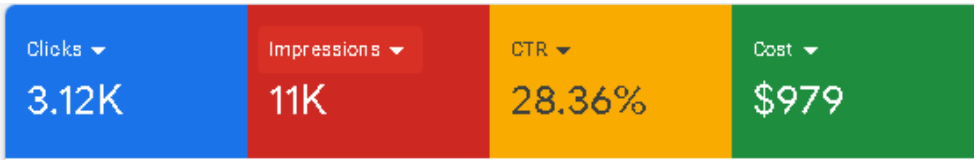


Figure 5. Google Paid Keyword Search Ad campaign results

***Table 3** YouTube Analytics*

Title	Views
CHEAPR Expansion and Dealer Platform Updates	18
How to Submit Point-of-Sale Rebate+ Applications	69
Dealer Enrollment and Account Set Up	53
How to Submit a Standard Rebate	96

This campaign geo-targeted Connecticut residents by ZIP code. As shown in Figure 6, the top performing keywords had an exceptional click-through rate. The campaign keywords were effective in targeting key audiences with a well above industry average of 28.36% click-through rate. For context, the industry average for Google Search Ads is 6.11%. Several key search terms were reused from previous relevant Google campaigns. This greatly increased the reach and success of this specific campaign.

	Cost	Clicks	CTR
Electric car credit	$343.36	997	29.54%
CT EV rebate	$154.65	577	38.72%
Vehicle rebate	$148.70	489	29.40%
Connecticut electric rebate	$57.12	212	40.23%
CT CHEAPR	$51.71	201	31.36%

Figure 6. Keyword term performance

Ads were directed to this URL: https://portal.ct.gov/DEEP/Air/Mobile-Sources/CHEAPR/CHEAPR---Resources?utm_source=Digital&utm_medium=Google&utm_campaign=Car%20Shopper&utm_id=Ads

Organic Social

CSE paused social marketing efforts in early 2023, as DEEP progressed with hiring a dedicated marketing consultant. Prior to this pause, CSE created 34 total posts for the CHEAPR Facebook page that focused on directing potential applicants to the CHEAPR website where they could learn more about saving money on a new or used EV and how to apply for CHEAPR rebates. The CHEAPR Facebook page generated 376 followers.

Connecticut eBike Program

Preparations for the launch of Connecticut's highly anticipated eBike program were made in April 2023. Direct outreach via phone calls and individual emails to storefront eBike retailers were complemented by the following actions:

I. Email Signups

A landing page was created by CSE and placed on DEEP's eBikes page to capture interested individuals wanting to learn more about qualification and rebate amounts. Users were required to provide their contact information including email address, phone number, postal code, and their role related to the program (see Figure A Persona Report). Users were initially notified about this email signup sheet by a state government announcement. To date, the email list contains over 4,600 users (see Figure A).

Figure A. *CT eBike Marketo Persona Report*

CT eBike Persona Role	Total People
Other	29
eBike Manufacturer	12
Connecticut Resident	4450
Connecticut eBike Retailer	52
CHEAPR Program Team	16
Advocate	114
Total	**4673**

II. Collateral

A one-page retailer flyer was created, placed on DEEP's eBike webpage, and sent to the list of eBike retailers generated from the email sign-up efforts to explain how to participate in Connecticut's retailer program and learn which eBikes qualify. This email also gave retailers access to the "eBike Eligibility Application," for completion along with other required documents.

III. Webinar

The Riding Toward Sustainability live webinar in June 2023 covered information about incentive levels, eligibility requirements, and how to apply, and resulted in **over 500** registrants. Additionally, the Q&A segment generated close to **200 questions** (see Figure B). To date, the YouTube video analytics for this webinar show 1,333 total views.

Figure B. *Riding Towards Sustainability Webinar Report*

Title	Date	Registrants	Attendees	Avg. Attendance Rate (%)	Q&A Questions Asked (#)
Riding Towards Sustainability: Connecticut eBike Webinar for Retailers & Residents	06/22/2023	528	239	45%	198

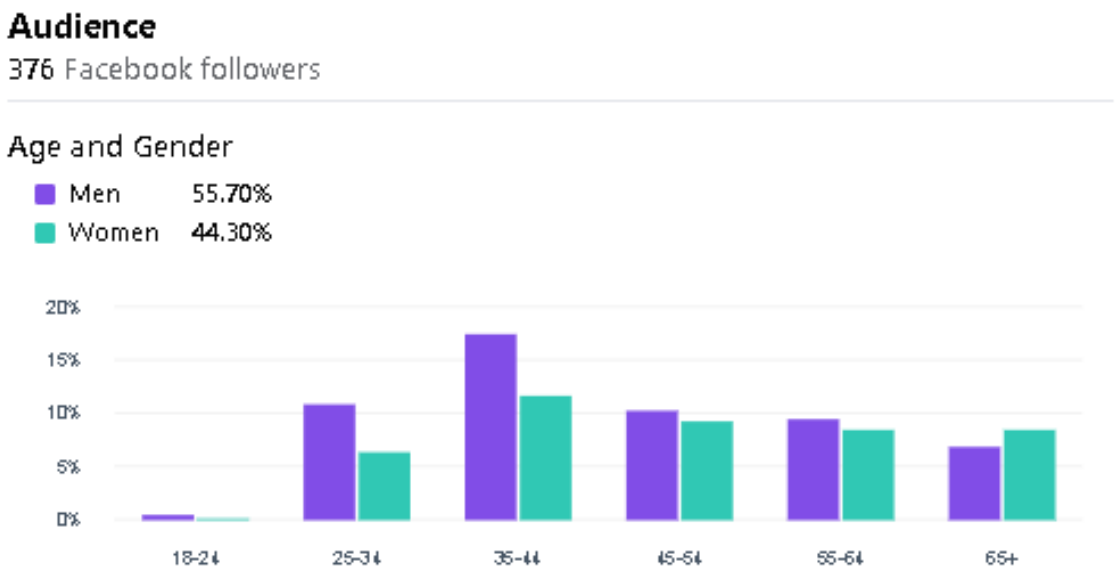


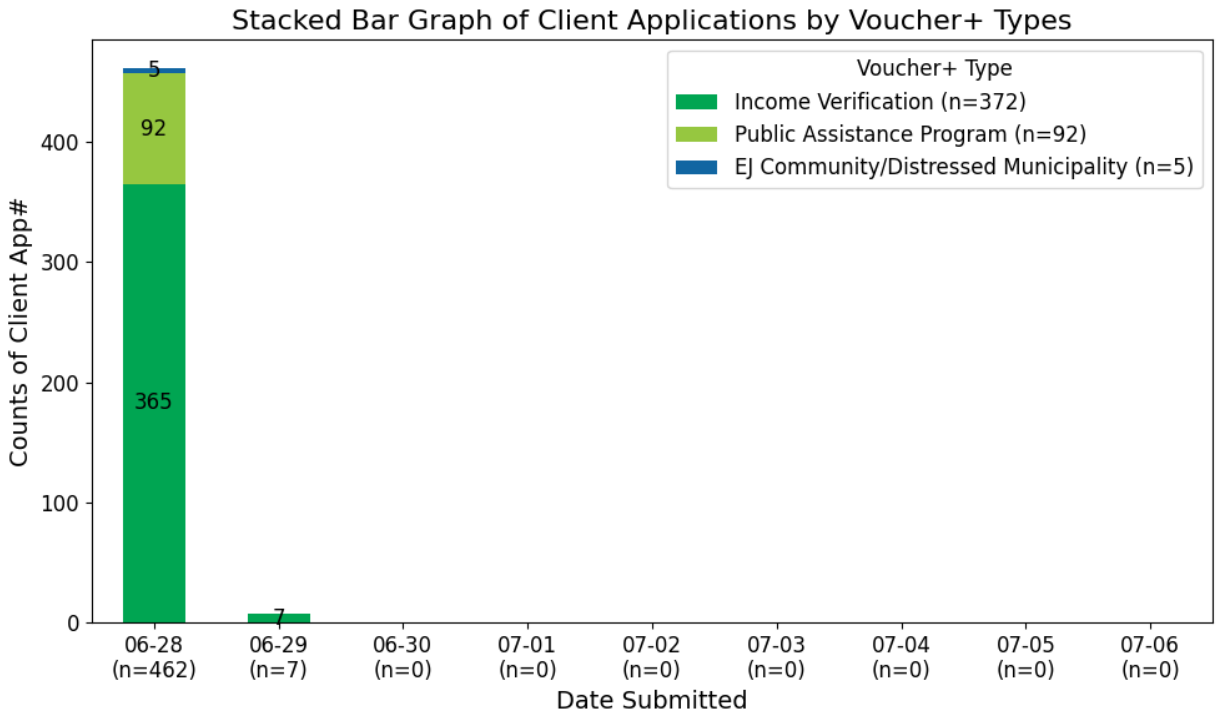
Figure 7. CHEAPR Facebook Page followers

IV. CTeBIKE Participation Analysis

i. Application and Acceptance Data

The CT-eBike program accepted online applications from June 28, 2023, through July 8, 2023. During the application window, 6,394 applications were submitted. Of this number, the total number of applications approved was 469. The majority of these (99%) were submitted on the first day of the program. The count of applications for each of the qualification pathways is shown in Figure 8.

Figure 8. Distribution of Applications by Eligibility Pathway



Considering the exceptionally high interest in the program, DEEP decided to make $750,000 of incentive funds available for the first round of the program, corresponding to 500 Voucher+ applications of $1,500 each. CSE reviewed the first 500 Voucher+ applications on a first-come, first-served basis. The rest of the applicants were sent an email notification stating that their application would not be considered in this round due to insufficient funds but encouraging them to reapply in future funding periods.

The first round of the program did not limit the number of vouchers that could be issued to an individual household, with the rationale that multiple members of a household may benefit from an eBike – especially income-qualified households where eBikes may have the greatest socioeconomic benefit. Table 4 presents data on approved eBike voucher applications per household address. Analyses

indicated that 37 addresses received multiple vouchers. In subsequent program rounds, DEEP may wish to consider limiting vouchers to one per address for the lifetime of the program to ensure that program benefits are spread as widely as possible.

***Table 4**. Multiple Vouchers Sent to Same Addresses*

Vouchers per HH	EJ Community/ Distressed Municipality	Income Verification	Public Assistance Program	Total
2 vouchers per household	32	0	2	**34**
3 vouchers per household	2	0	0	**2**
4 vouchers per household	1	0	0	**1**
All	**35**	**0**	**2**	**37**

ii. Point-of-Sale Data

The data presented in this section are from the online voucher redemption forms completed by the retailers who filed for point-of-sale reimbursements. Figure 9 displays data points representing each purchase of an eBike based on MSRP paid by applicants for each eligibility pathway. The median MSRP of $1,799, which was the same for all three qualification pathway groups, exceeded the maximum Voucher+ amount of $1,500 (as indicated by the dotted red line in Figure 9).

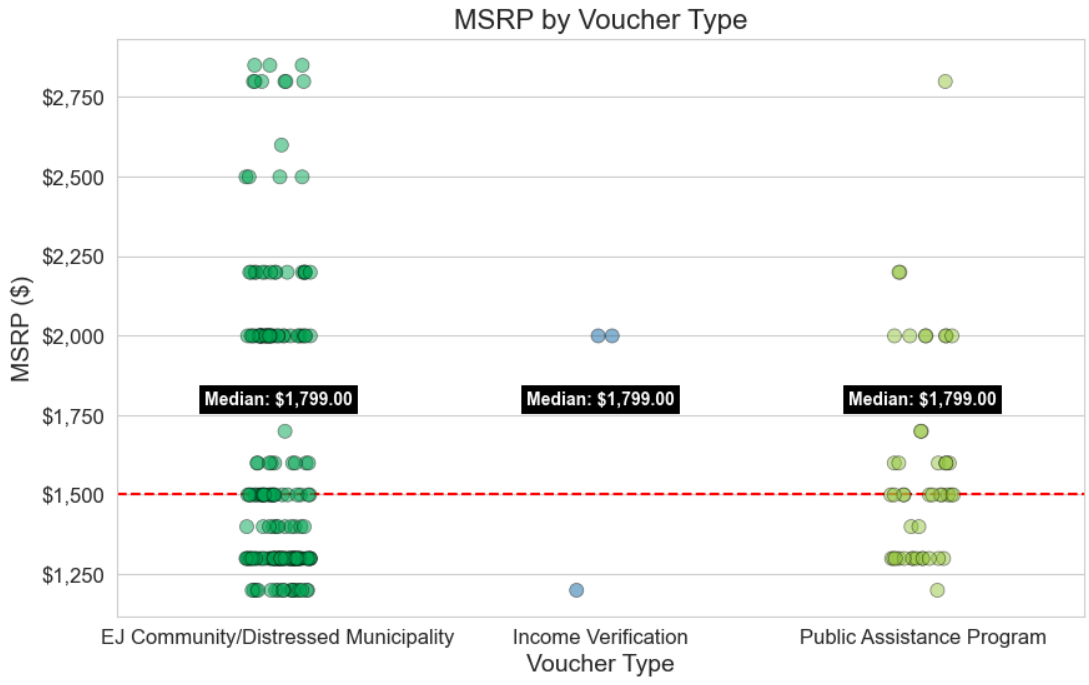


Figure 9. Range of eBike MSRP Values Paid by Eligibility Pathway

During the redemption period between July 26, 2023, and Nov 10, 2023, 32% of applicants purchased eBikes with MSRP values that fell beneath the maximum Voucher+ amount (see Figure 10). An additional 49% had at least 80% of their cost covered. Roughly 92% of voucher recipients had at least 60% of the purchase price covered. MSRP does not include tax or associated purchases such as helmets, storage baskets, locks, etc. These expenses were not an eligible cost and thus not reimbursed by the eBike program.

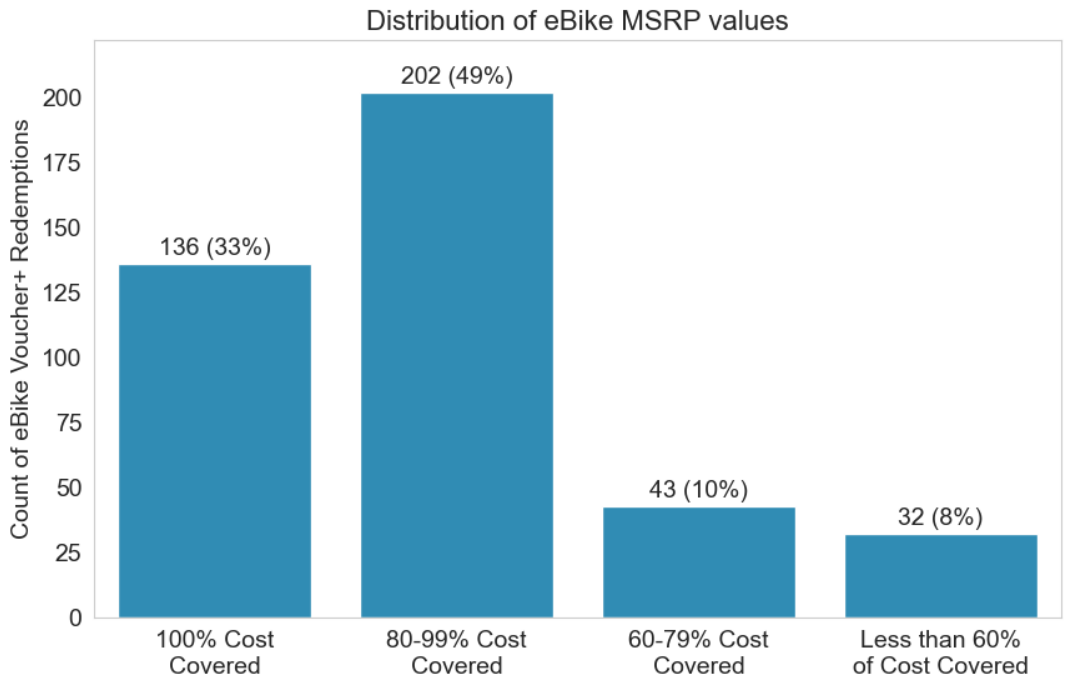


Figure 10. Distribution of Prices Paid

Figure 11 explores MSRP values further by examining costs and distributions for each qualification pathway. Within the EJ Community/Distressed Municipality and Public Assistance pathways, over 40% of recipients (42% and 46% respectively) had at least 80% of the cost covered.

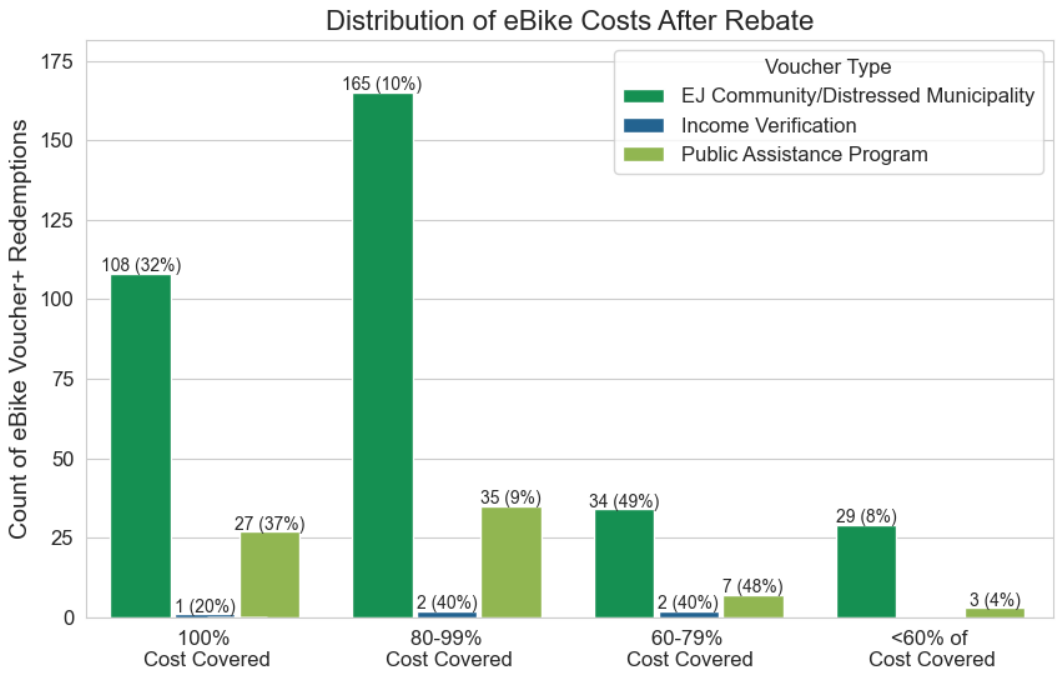


Figure 11. Distribution of Prices Paid by Qualification Pathway

Because Phase I of the program provided exclusively point-of-sale vouchers, participating retailers played an integral role in the redemption process. As of July 6, 2023, CSE had approved 22 retailers that were listed in the online point-of-sale redemption site list. Newly approved retailers and eligible eBikes were added to the lists weekly and will also be used in preparation for the next phase. By the close of this round, the list had increased to 29 approved retailers. These retailers, along with the percentage of vouchers they redeemed, are shown in Figure 12. Results indicate that The Cutting Edge (Berlin, CT) received the largest portion of sales followed by Covered Bridge, LLC (located in Cornwall, CT) and Spark Cycleworks, LLC (Branford, CT).

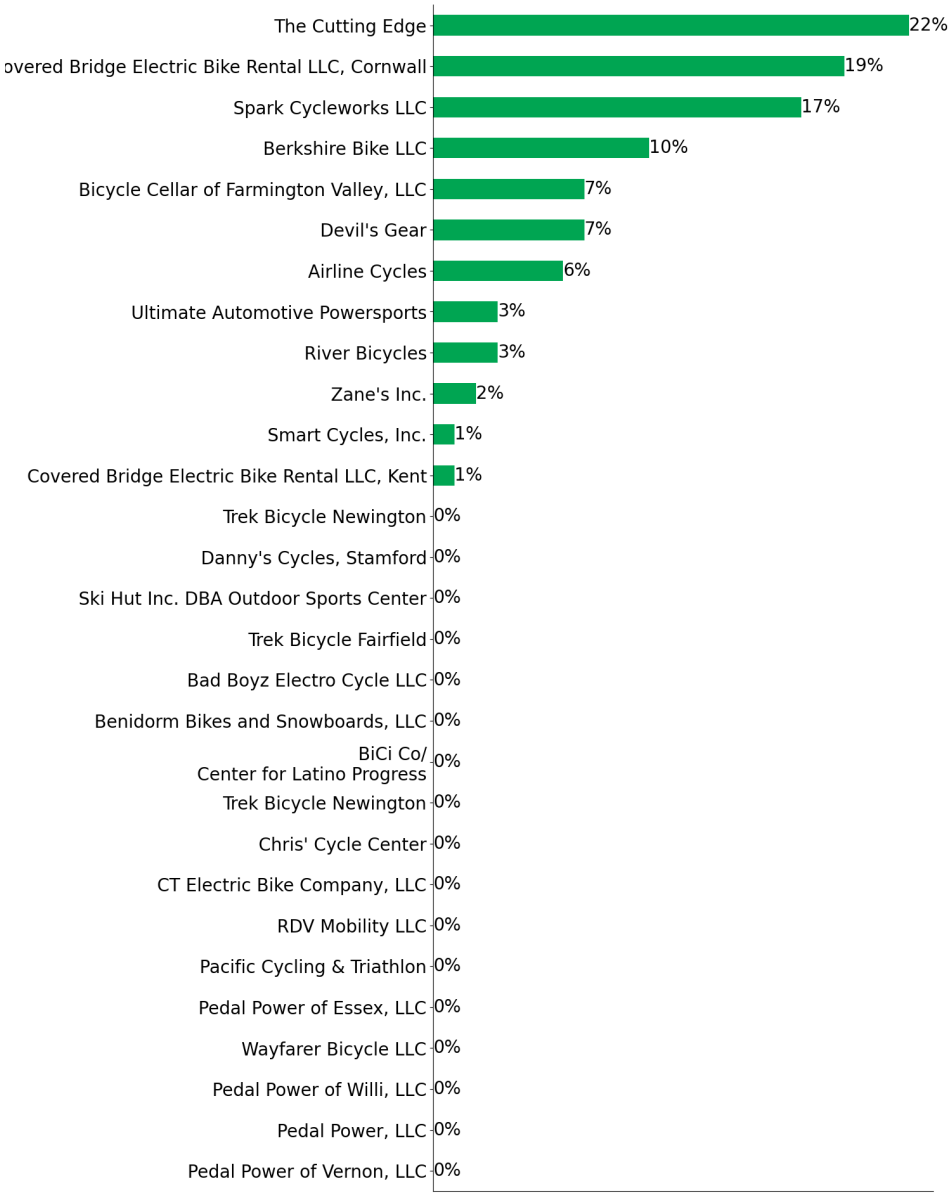


Figure 12. eBike Retailer Participation Rates

At the beginning of the program phase, the list of eligible models contained 40 entries from nine different brands. The last public update to the POS redemption website included a total of 80 models from 16 different brands. Table 5 displays the make and model for all the eBikes purchased through the program.

***Table 5**. Makes and Models of eBikes Purchased*

Make and Model of eBike Purchased	EJ Community/ Distressed Municipality	Income Verification	Public Assistance Program	Total
Aventon	**249**	**5**	**45**	**299**
Abound	15		2	17
Aventure	11		8	19
Aventure.2	20	2	6	28
Aventure.2 Stepthrough	5		3	8
Aventure.2 Step-Through	12		1	13
Level.2	55	1	3	59
Level.2 Step-Through	34	1	7	42
Pace 350.2	1			1
Pace 350.3	4			4
Pace 350.3 Step-Through	2			2
Pace 500.2	7		2	9
Pace 500.3	15		2	17
Pace 500.3 Step-Through	10		2	12
Sinch Step-Through Foldable	3		4	7
Sinch.2	27		2	29
Soltera	16	1		17
Soltera Step-Through	1		1	2
Soltera.2	6		1	7
Soltera.2 Step-Through	5		1	6
Batch	**1**			**1**
Step-Thru E-bike	1			1
Flyer	**1**		**2**	**3**
Folding Cargo	1		2	3
Gazelle	**10**		**2**	**12**
Medeo T9 City HMB	4			4
Medeo T9 HMB	6		1	7
Medio T9 HMB			1	1
Trek	**3**			**3**
Verve+ 2	2			2

Make and Model of eBike Purchased	EJ Community/ Distressed Municipality	Income Verification	Public Assistance Program	Total
Verve+ 2 Lowstep	1			1
Velotric	**78**		**27**	**105**
Discover 1	56		13	69
Go 1	3		3	6
Nomad 1 High-Step	6		2	8
Nomad 1 Step-Thru	11		9	20
Packer 1	2			2
Grand Total	**342**	**5**	**76**	**423**

Figure 13 is a visual representation of the MSRP prices for eBikes, categorized into classes based on their speed and assistance features. The graph shows the median price, which is the price at which half of the eBikes purchased were more expensive and half were less expensive, for each class as follows:

- Class 1 eBikes, which can go up to 20 mph with pedal assistance, had a median MSRP of approximately $2,799. Note some points are covered by the price label in the figure.
- Class 2 eBikes, which can also reach 20 mph but have a throttle and do not require constant peddling, had a median MSRP of $1,799.
- Class 3 eBikes, with the ability to reach 27 mph with pedal assistance, had a median MSRP of $1,799.

The dotted red line in Figure 13 indicates the $1,500 mark, which provides a reference point illustrating the maximum Voucher+ amount. Approximately 25% of the eBike purchases in the Class 2 range were lower than the maximum Voucher+ amount, meaning that only a portion of the voucher was utilized. In contrast, none of the prices paid in the Class 1 category dipped below the maximum Voucher+ amount. The spread of prices for Class 3 bikes is very small, indicating that all eBikes in that class were fairly similar in terms of price.

The total number of purchases (shown in parentheses below each category) indicates that the largest percentage of eBikes were from Class 2, accounting for 301 of the 413 total recipients (73% of all eBikes purchased). Class 3 eBikes were the next largest group, with 97 recipients or 23% opting for them.

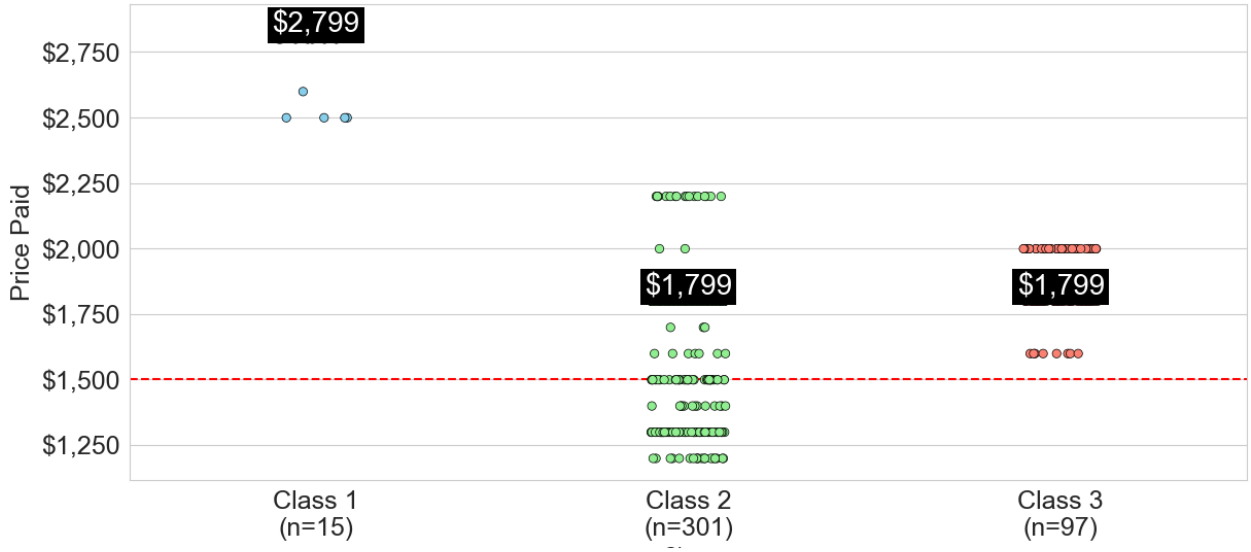


Figure 13. Range of Prices Paid by eBike Class

iii. Survey Data

Methodology

The survey data collected in this analysis spans from August 22, 2023, through November 14, 2023. During this period, a total of 305 Voucher+ recipients were sent an email invitation with a link to the consumer survey. CSE received 209 completed surveys, which reflects a return rate of 69%. Given this high return rate and chi-square analyses showing that the sampled population resembles the full rebated population based on a number of criteria such as location and eBike model, the survey data were not weighted. However, some respondents skipped some survey questions, so many of the following figures contain fewer than 209 responses. The percentages were computed based on the number of answers for each question.

Consumer Survey Results

Respondents were asked if they would have purchased an eBike if the program did not exist. Figure 14 shows that almost all voucher recipients would *not* have purchased an eBike without the program support.

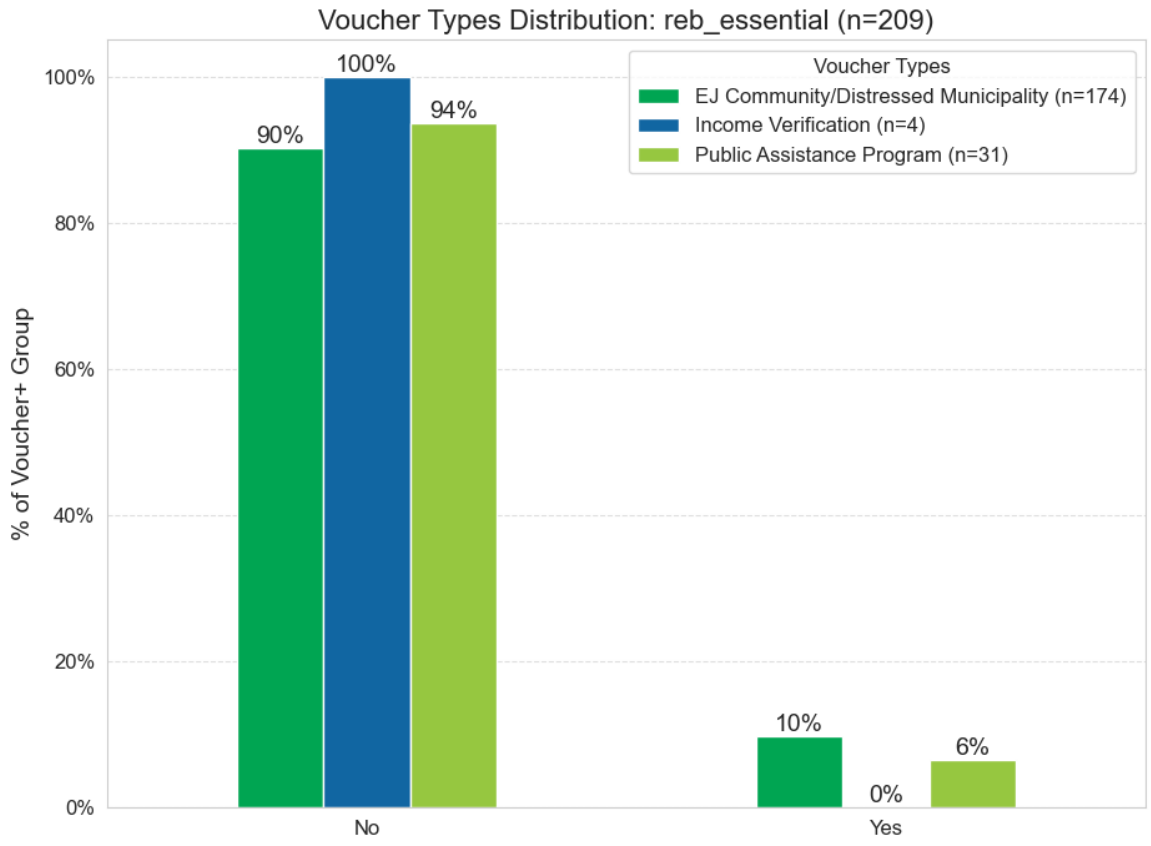


Figure 14. Rebate Essentiality: Would you have purchased an eBike without the incentive?

Respondents were next asked, “If the CT eBike incentive did not exist, what do you think you would have done?” Over 70% of respondents from each eligibility pathway indicated that they would not have purchased an eBike of any kind (see Figure 15). However, some people did consider other alternatives such as purchasing a less expensive eBike, a used eBike or a regular bicycle. Those specifying a particular other course of action are classified in.

Table 6.

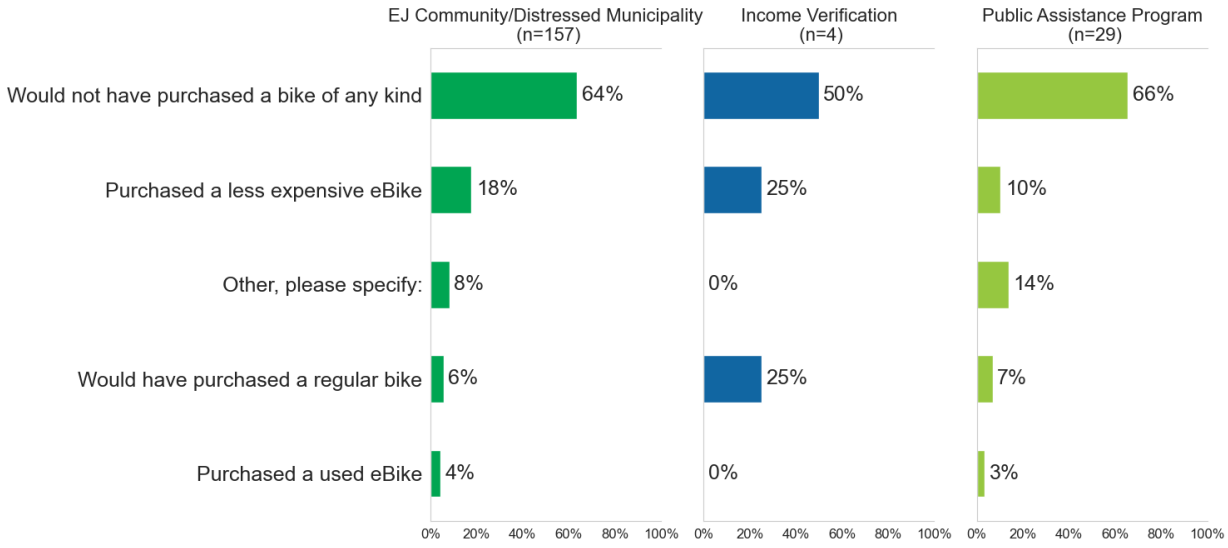


Figure 15. Distribution of Responses Based on Program Not Being Offered

***Table 6**. Responses for “Other, please specify”*

Delayed Purchase
• Would have waited till next year to purchase an eBike from online Ariel Rider. • Delayed buying the same eBike. • Wait and consider purchase at a later time. • Waited for eBike prices to come down, then purchase. • Would have purchased a bike but not at this time.
Used Alternative Transportation

- Continued to walk to work.
- Would have stuck with my road bike only.
- Would continue using Senior Center bus.
- Continued riding my pedal bike.
- Used my regular bike but far less often.
- I already have a non eBike so I would not have purchased an expensive new bike.

Modified and Existing Bike

- I would look into the feasibility and affordability of building one from an old bike, ordering eBike parts online and making modifications.
- Built my own.
- Installed a Bafang Mid drive kit to an analog bike.
- Purchase different product.

One indication of the environmental impact of riding eBikes can be inferred from the types of vehicles that are not driven when eBikes are used. Figure 16 shows that over 89% of all population pathways would have been driving gasoline-powered vehicles if they had not purchased an eBike.

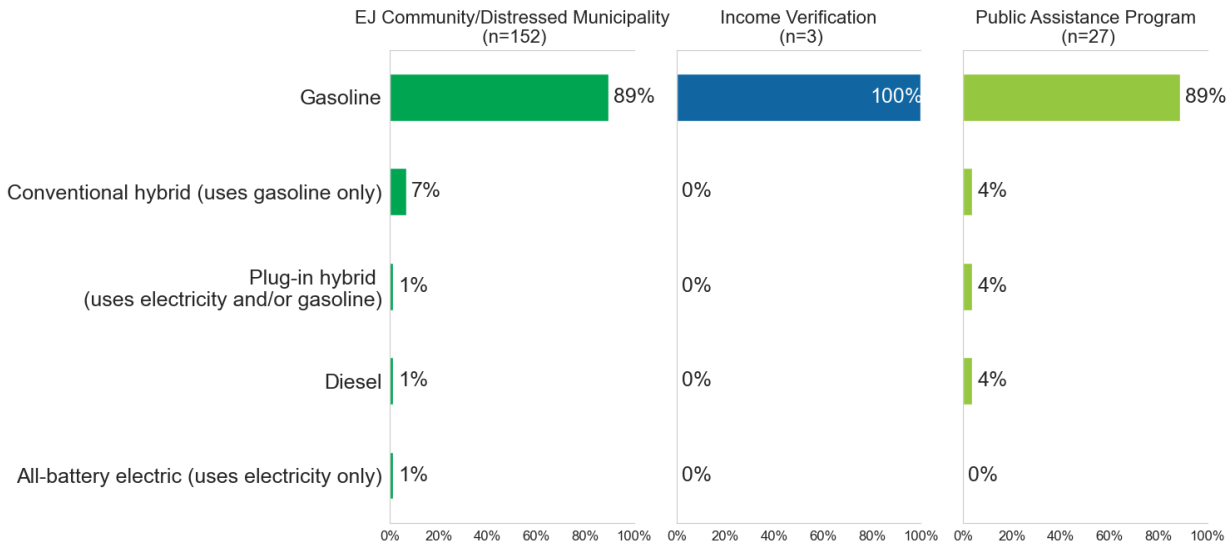


Figure 16. Vehicle Types Not Used When Riding eBike by Eligibility Pathway

To approximate CO_2 savings, respondents were first asked to estimate the total number of miles they travel in a vehicle (including all tasks and all seasons). Following this, they were asked:

> Approximately what percent of the miles you are riding on your incentivized eBike replaces driving in your car/truck/van? If you don't have access to a car/truck/van or are not offsetting any of your vehicle miles with your eBike, please enter 0%.

The average results for this question, along with average total miles reported and percent offset by the eBikes, is shown in Table 7. The average CO_2 emissions for vehicles was based on fuel type data downloaded from fueleconomy.gov for 2022.[6] The final computation of CO_2 grams reflects the product of the first three columns, resulting in a total CO_2 emissions savings of 7,677,952.43 grams of CO_2.

***Table 7**. Estimated GHG Savings Based on eBike Vehicle Miles Traveled (VMT)*

Replaced Vehicle Tech Type	**Total Miles**	**Avg percent of miles offset**	**CO_2 grams/mile**	**CO_2 grams**
Gas	49,158.00	35%	410.49	7,062,542.73
HEV	1,930.00	39%	410.49	308,973.16
PHEV	1,772.00	18%	177.04	57,410.95
Diesel	1,030.00	55%	439.59	249,025.59
BEV	488.00	63%	-	-
TOTALS	54,378.00		1,437.60	7,677,952.43

[6] https://www.fueleconomy.gov/feg/download.shtml.

Respondents were asked to indicate their top three reasons for choosing to purchase an eBike. Numbers in Figure 17 reflect each reason selected and therefore the sum of responses is larger than total number of respondents (n=209) in the survey.

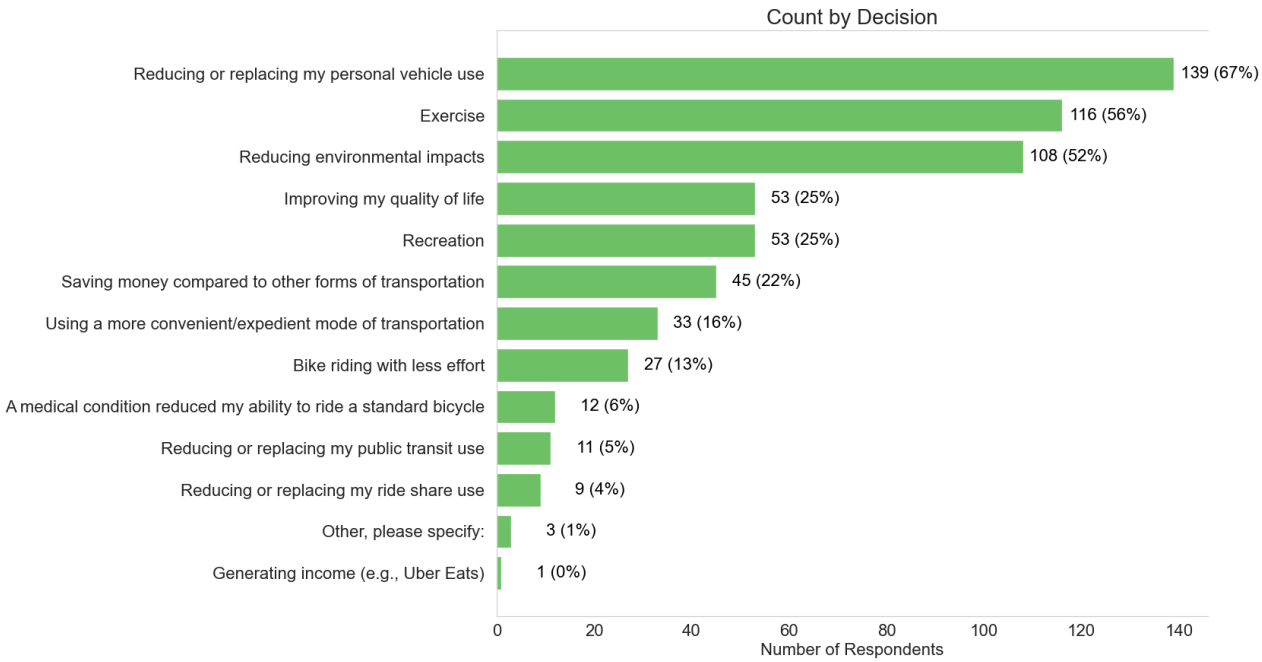


Figure 17. Top Three Reasons for Purchasing an eBike

Figure 18 shows respondents' top three uses of their bikes. "Running errands", "Exercise" were roughly tied as most often cited use, with "Recreation" listed by 60% of the respondents.[7] The use of eBikes for errands is consistent with the large percentage of vouchers that were used to purchase Class 2 eBikes.

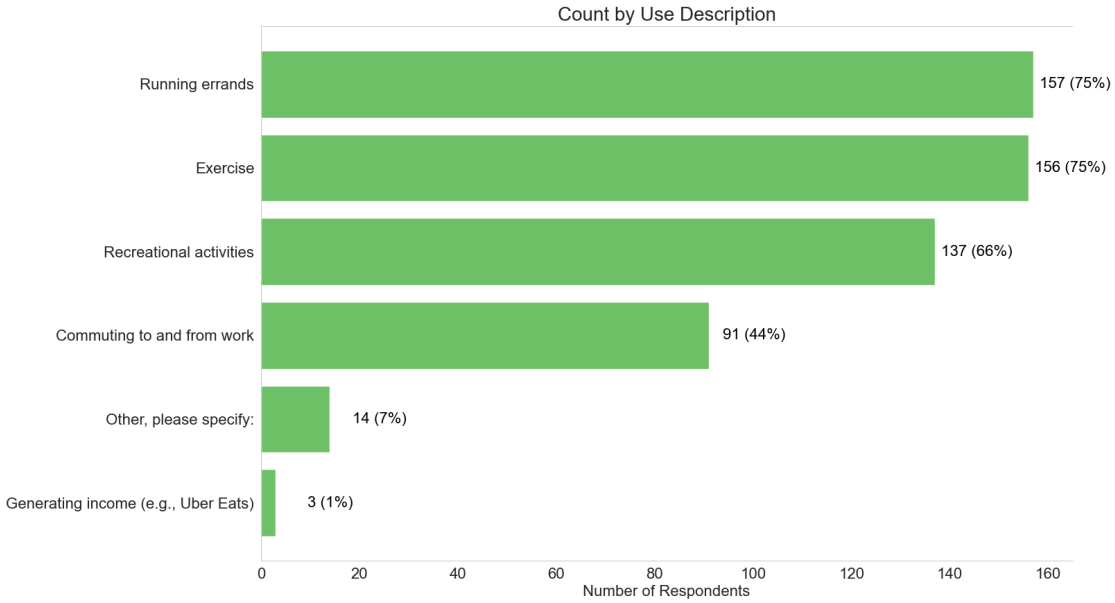


Figure 18. Top Three Uses for an eBike

[7] The program attempted to discourage participation for solely recreational purposes. Results indicate that only two of the 209 respondents answering the question selected "Recreational activities" only.

Over 80% of respondents indicated that, prior to the program, they were either somewhat or very interested in purchasing an eBike (see Figure 19). Nearly twice the number of applicants enrolled in public assistance programs were very interested in eBikes compared to those who only had some interest. In contrast, the number of applicants in EJ/Distressed Communities who were very interested in eBikes was slightly *less* than the percent who had "some interest." The low number of respondents in the Income Verification group makes data interpretation difficult.

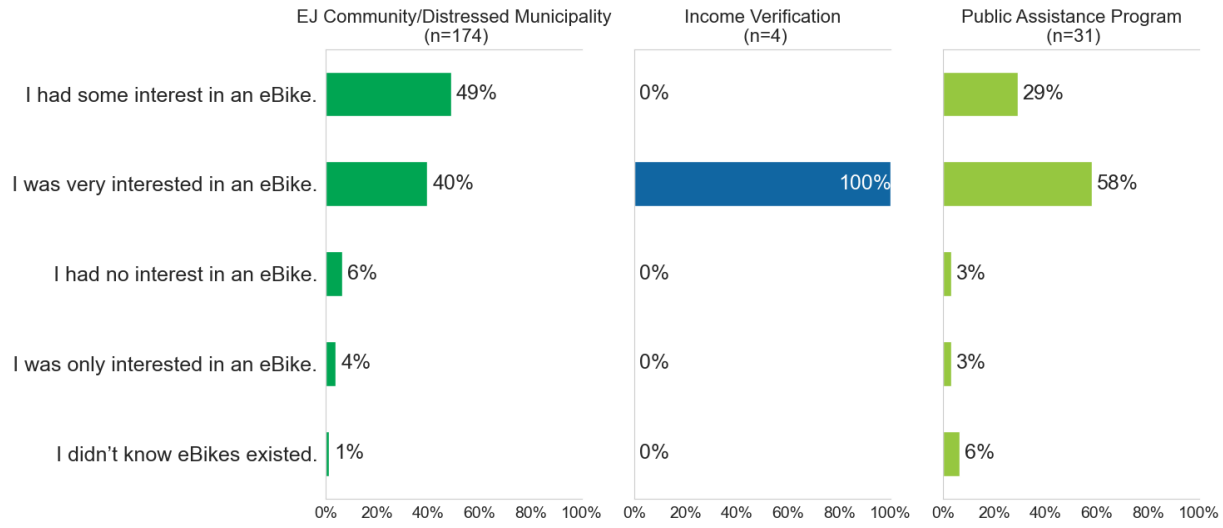


Figure 19. Initial Interest in eBikes by Eligibility Pathway

To support marketing efforts, respondents were asked the following, “How did you hear about the CT eBike program? (select all that apply).” Information sources vary by eligibility pathway (see Figure 20). The top source for those in EJ Communities was “A friend or colleague,” whereas the largest source for those receiving public assistance was the program website, followed closely by social media and the CHEAPR website. Very few respondents indicated that they heard about the program through marketing events, TV or printed news. Note that the respondents were asked to select all that apply and therefore the percentages for each pathway are computed out of a total that is larger than the number of respondents.

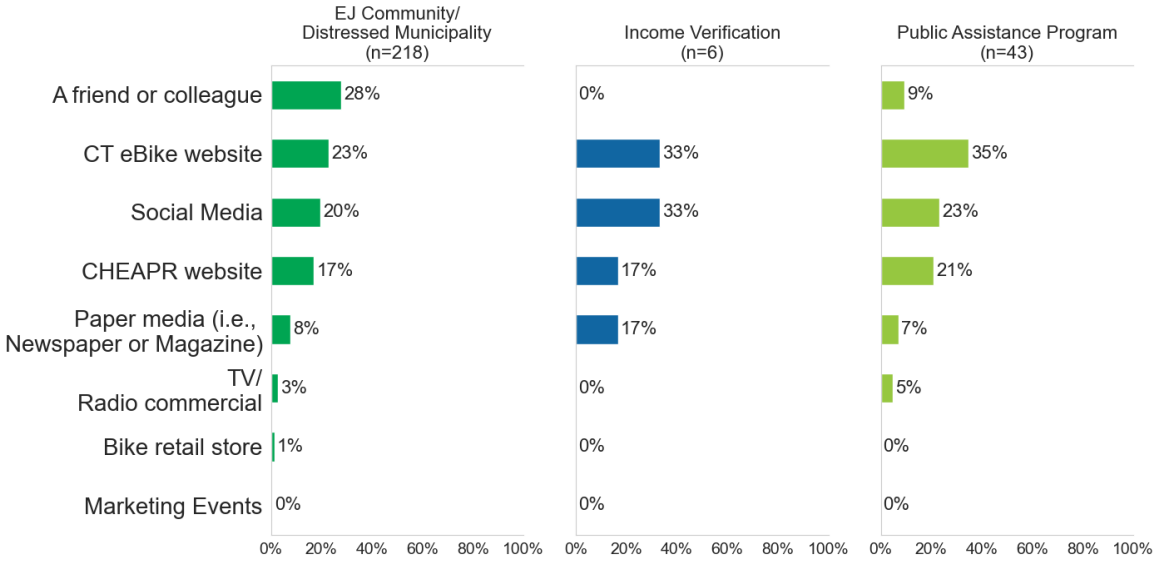


Figure 20. CT eBike Program Awareness by Eligibility Pathway

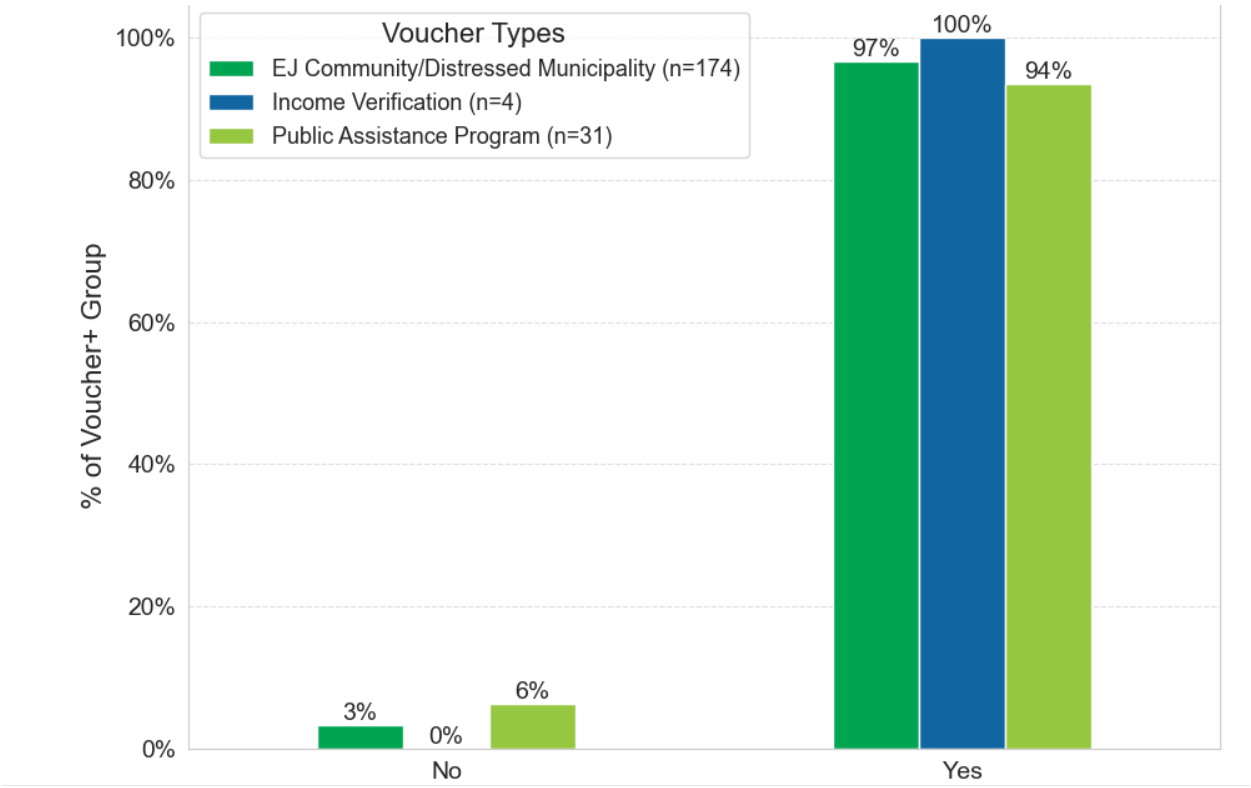


Figure 21. Percentage of Respondents Purchasing First eBike

Figure 21. Percentage of Respondents Purchasing First eBike reflects the percentage of respondents for whom this purchase was their first eBike. The results indicate that the program enabled over 90% of respondents from each pathway to purchase an eBike for the first time.

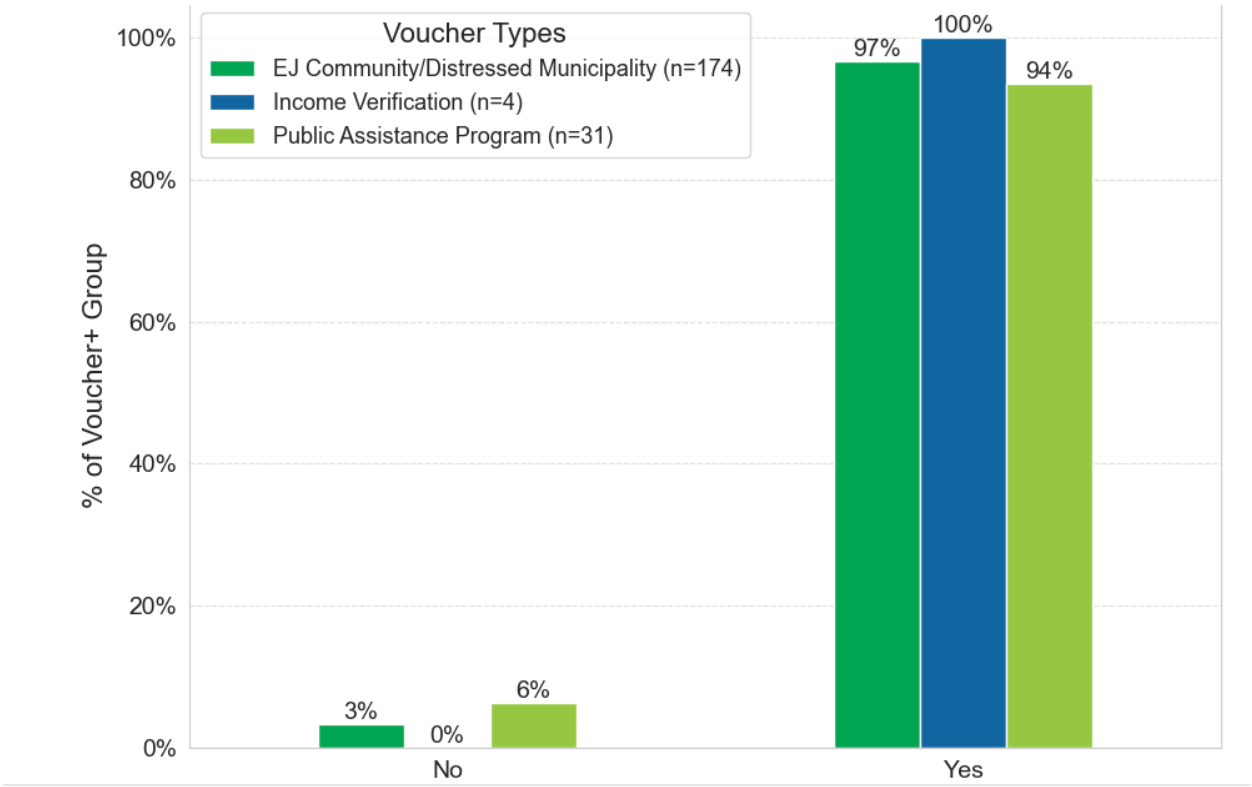


Figure 22. Percentage of Survey Population Purchasing First eBike

Respondents who indicated that this was not their first eBike were then asked to describe their current fleet of eBikes. Respondents within this group had 1 to 3 other eBikes as shown in Figure 22.

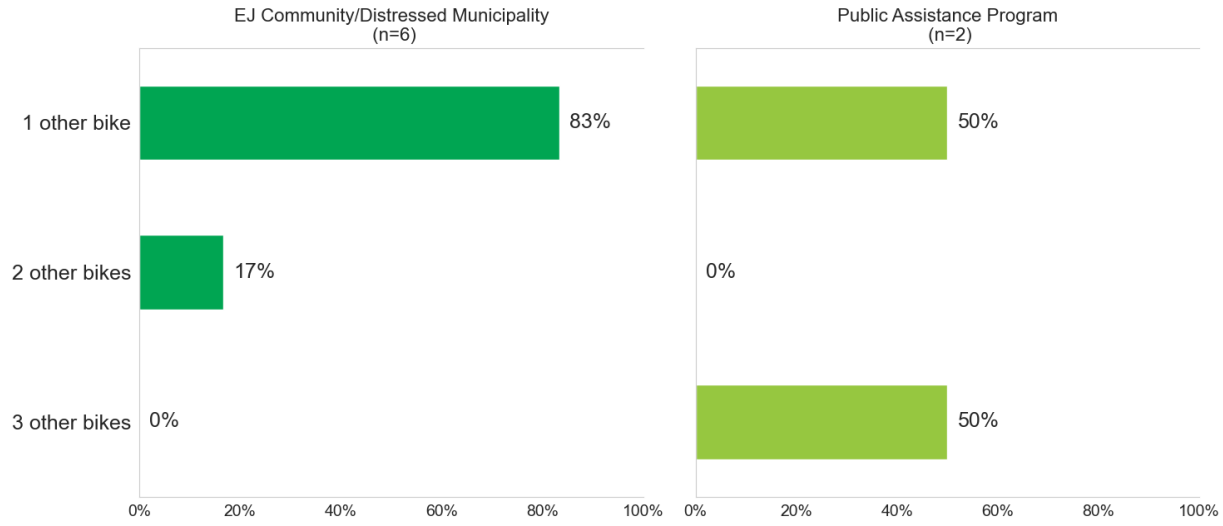


Figure 23. Percentage of Owners who had More than One eBike in Fleet

Respondents were asked to rate their satisfaction with several aspects of the CT eBike program. The rating scale was 1 to 4 reflecting “Not at all satisfied,” “Slightly satisfied,” “Satisfied,” and “Very satisfied,” respectively. Mean weighted results are shown in decreasing order in Figure 24. Overall, participants were satisfied with the program, particularly with the website, application process, and dealer knowledge. Applicants were least satisfied with the wait time to receive their vouchers – likely due to delays in a decision on how much funding to make available for this first round of applications, considering the exceedingly high application volume. The voucher application window opened June 28, 2023, the initial 10-day application period closed July 8, 2023, and voucher approvals were issued beginning July 25, 2023.

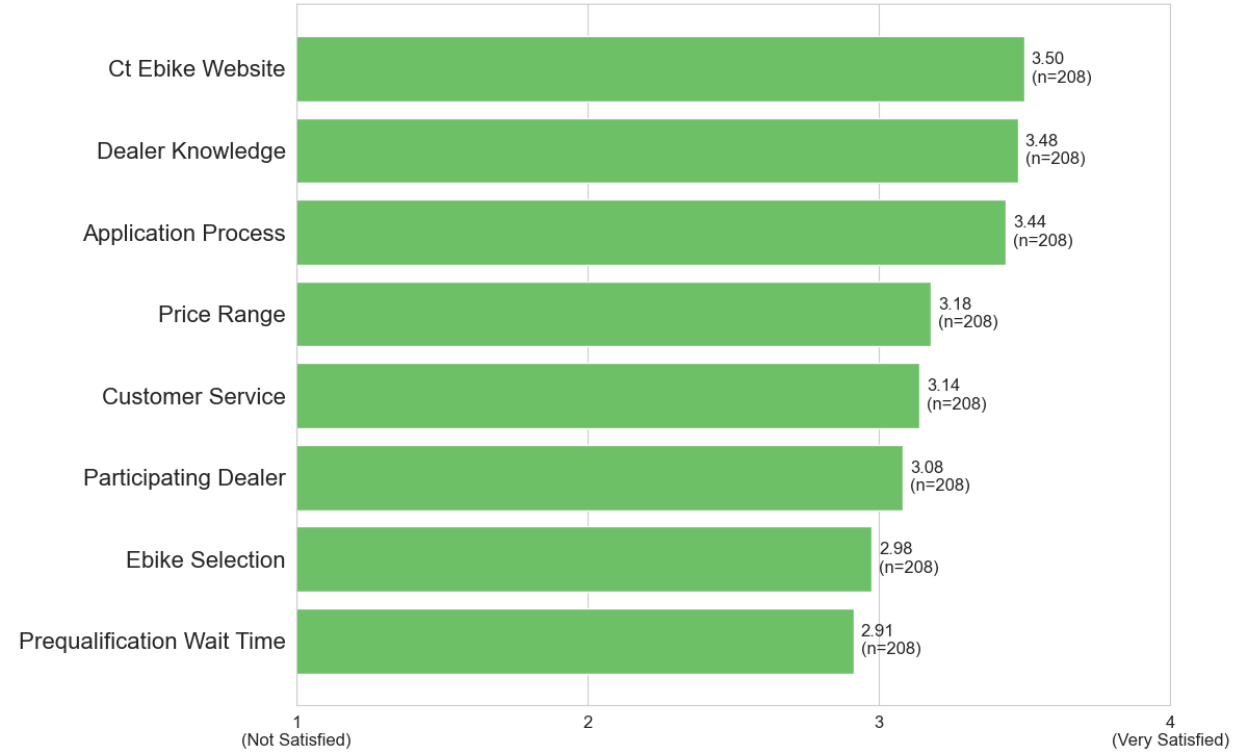


Figure 24. Program Satisfaction Ratings

Demographic Data

Figure 25 illustrates the distribution of household sizes across the three eligibility pathways. For the EJ Community/Distressed Municipality pathway, the most common household size reported was two persons, accounting for 39% of the group. In contrast, the most common household size for the Income Verification group was three persons, and the most common household size for the Public Assistance Program group was a single person household.

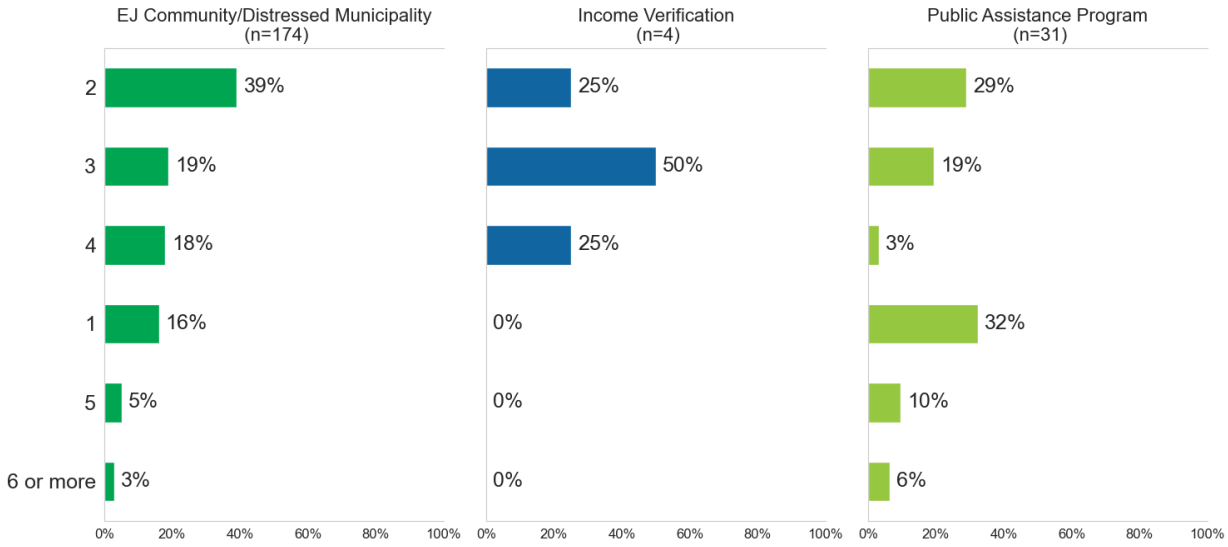


Figure 25. Household Size by Eligibility Pathway

Figure 26 indicates that a minimum of 50% of respondents in each pathway live in a detached house. A slightly larger percentage of Public Assistance Program pathway recipients live in apartments or "Other" than those choosing the EJ Community/Distressed Municipality pathway.

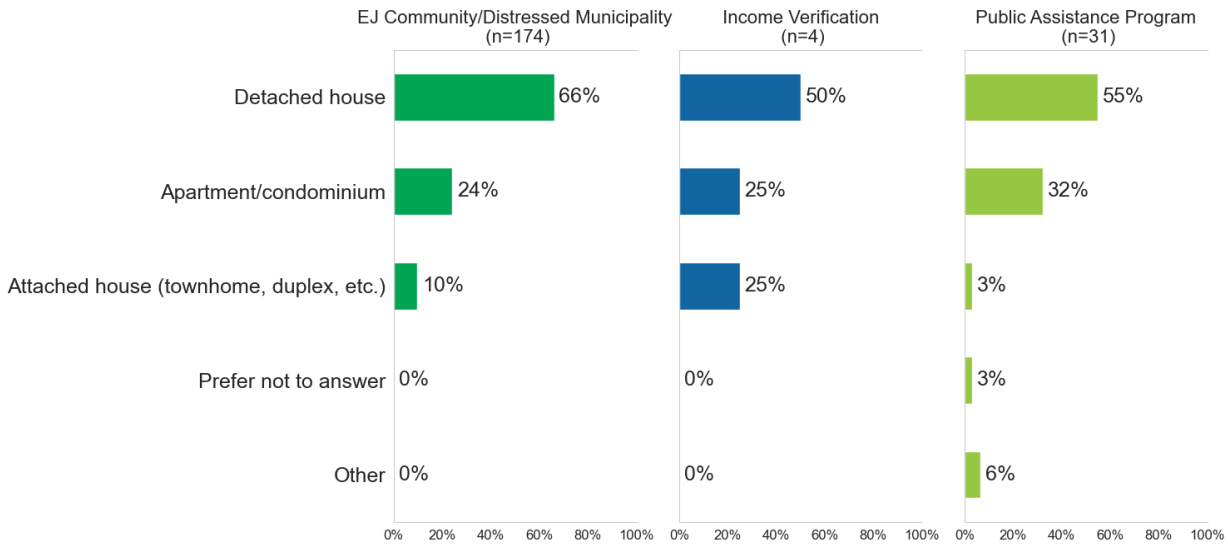


Figure 26. Household Type by Eligibility Pathway

Respondents were asked, “Are you the only one in your household who uses your incentivized eBike?” The results, shown in Figure 27, indicate that just over three quarters of respondents in all three pathways were the sole riders of their eBikes. Respondents who indicated that they were *not* the sole eBike user were then asked how many other users live in the household. Results are shown in Figure 28.

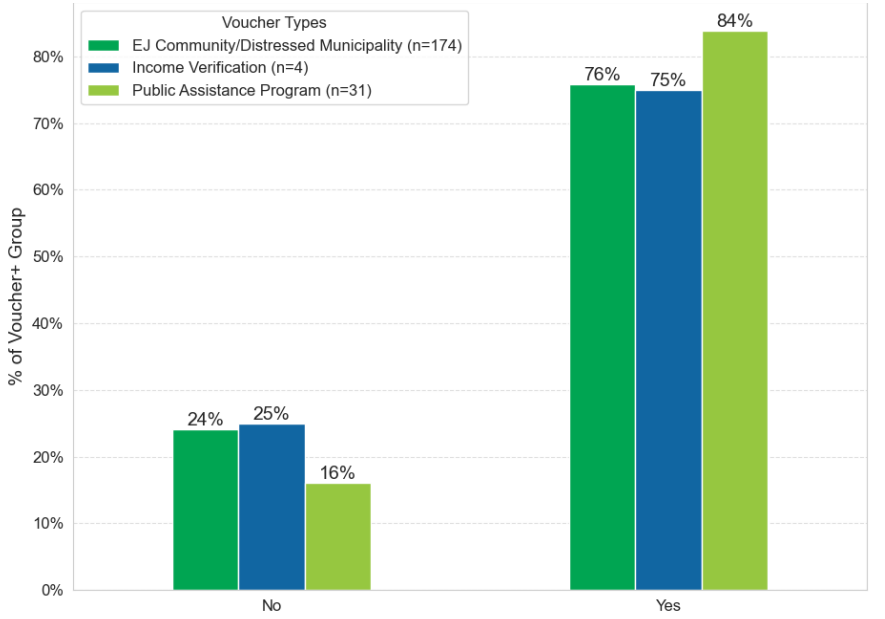


Figure 27. Answer to “Are you the sole eBike user?

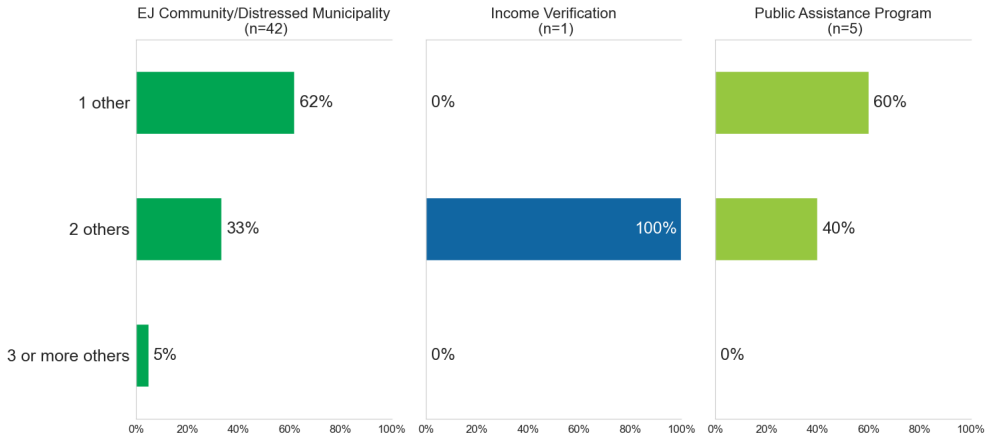


Figure 28. Number of Additional Riders

The final section of the survey focused on personal demographics. Respondents were asked to indicate their adjusted gross income (AGI) using the categories shown in Figure 29. Persons choosing the Public Assistance Program and Income Verification pathways indicated that they had an AGI of less than $75,000. In contrast, the EJ Community/Distressed Municipality group were somewhat more evenly distributed after $75,000 with 25% reporting income of over $100,000.

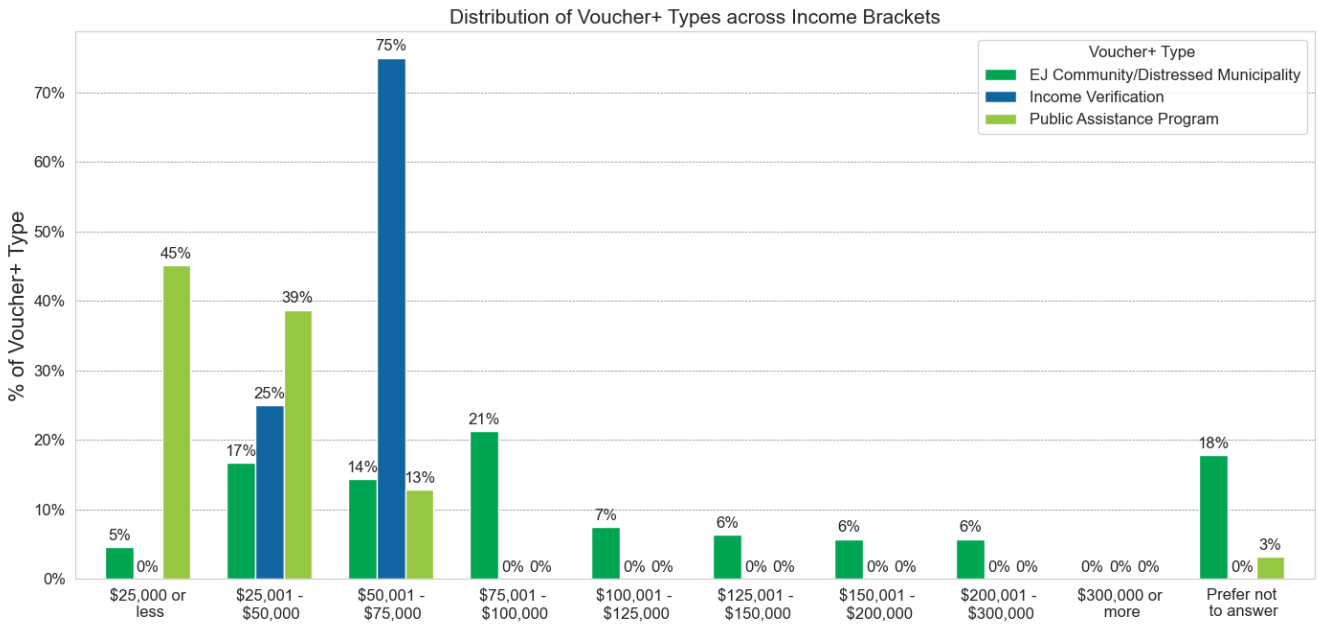


Figure 29. Income Distribution by Pathway

Figure 30 displays the distribution of respondents' gender identification. The two larger pathways (EJ Community/Distressed Municipality and Public Assistance Program) were roughly two thirds male and one-third female, with a very small percentage preferring not to respond. Two other choices, "Non-binary" and "Prefer not to self-describe" were included on the survey but were not chosen by any respondents.

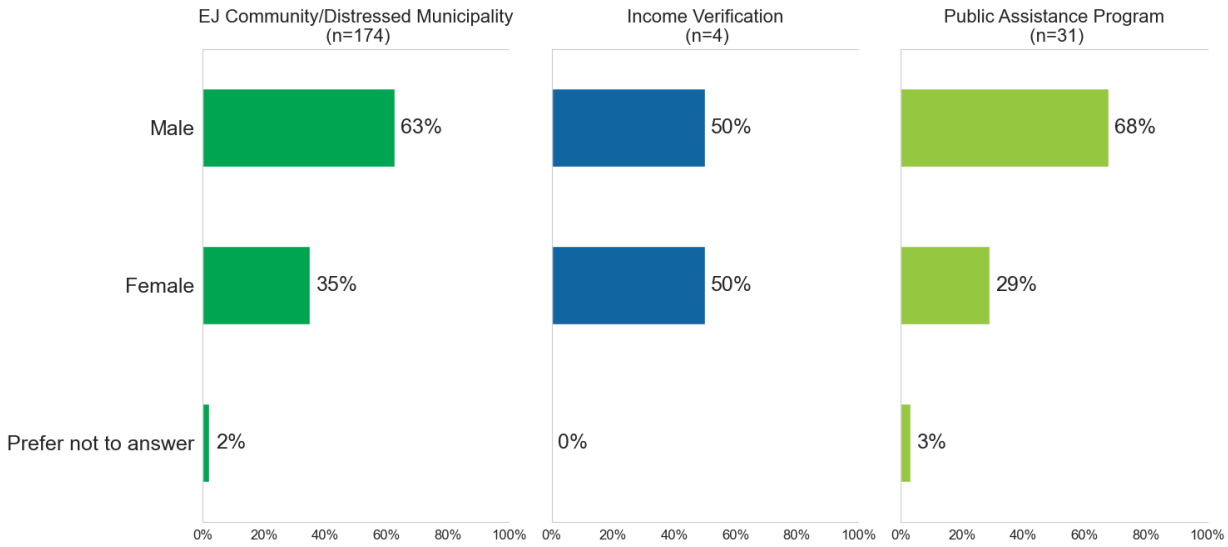


Figure 30. Respondent Gender by Pathway

Respondent age groups are shown in Figure 31. Data indicate that more than half of respondents in the EJ Community/Distressed Municipality pathway were younger than 40, whereas 64% of those in the Public Assistance Program group were 40 years old or older.

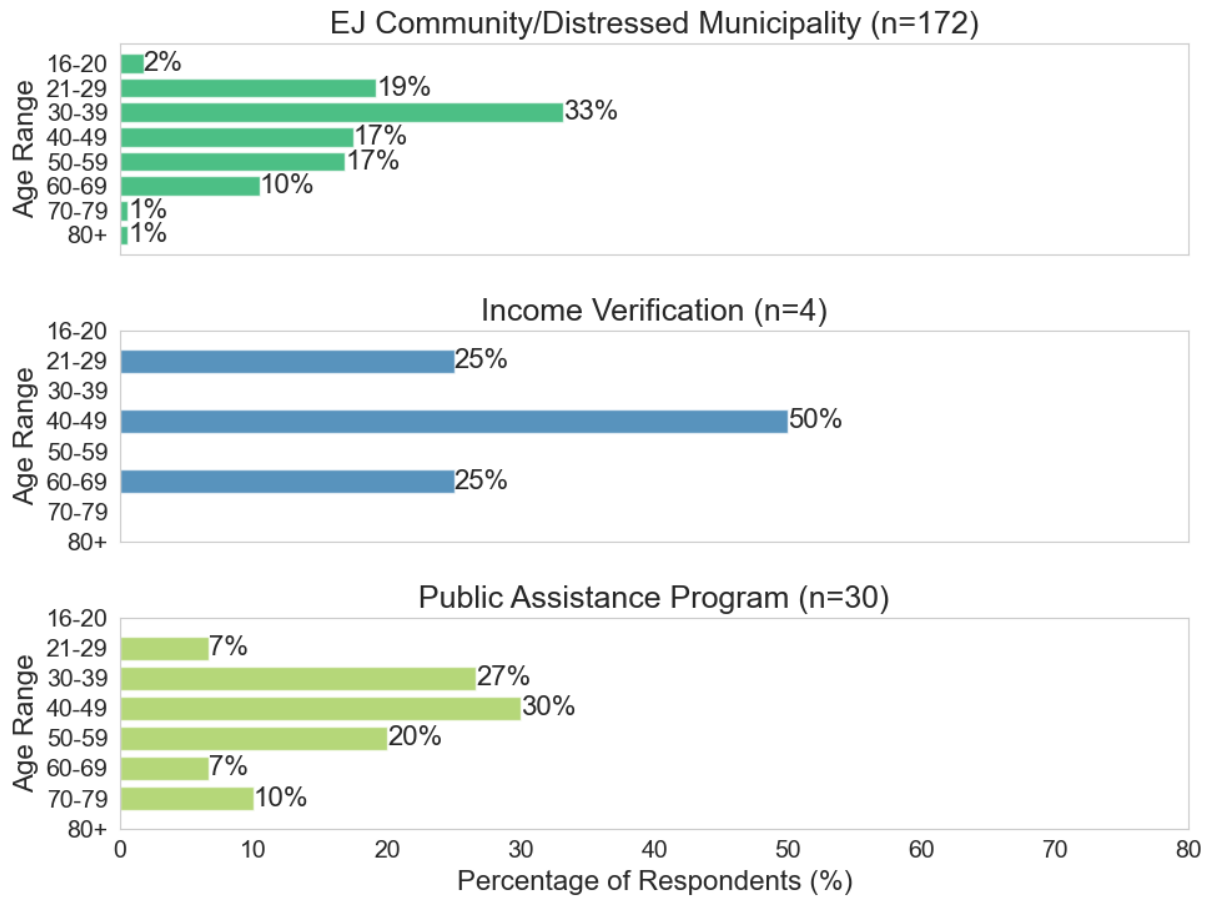


Figure 31. Respondent Age Range

Figure 32 displays respondents' descriptions of their racial identities (and invited to select all that apply). Based on 2020 census data, the population of Connecticut identified as: White alone 61.6%; Black alone 12.4%; Hispanic 18.7%; Asian alone 6%; American Indian and Alaska Native alone 1.1%; Native Hawaiian and Other Pacific Islander alone 0.2%; Some Other Race alone 8.4%; Two or More Races 10.2%.[8] Results from the eBike population in the first round of applications indicate that the program population skewed a bit more toward White or Caucasian than statewide overall racial identities.

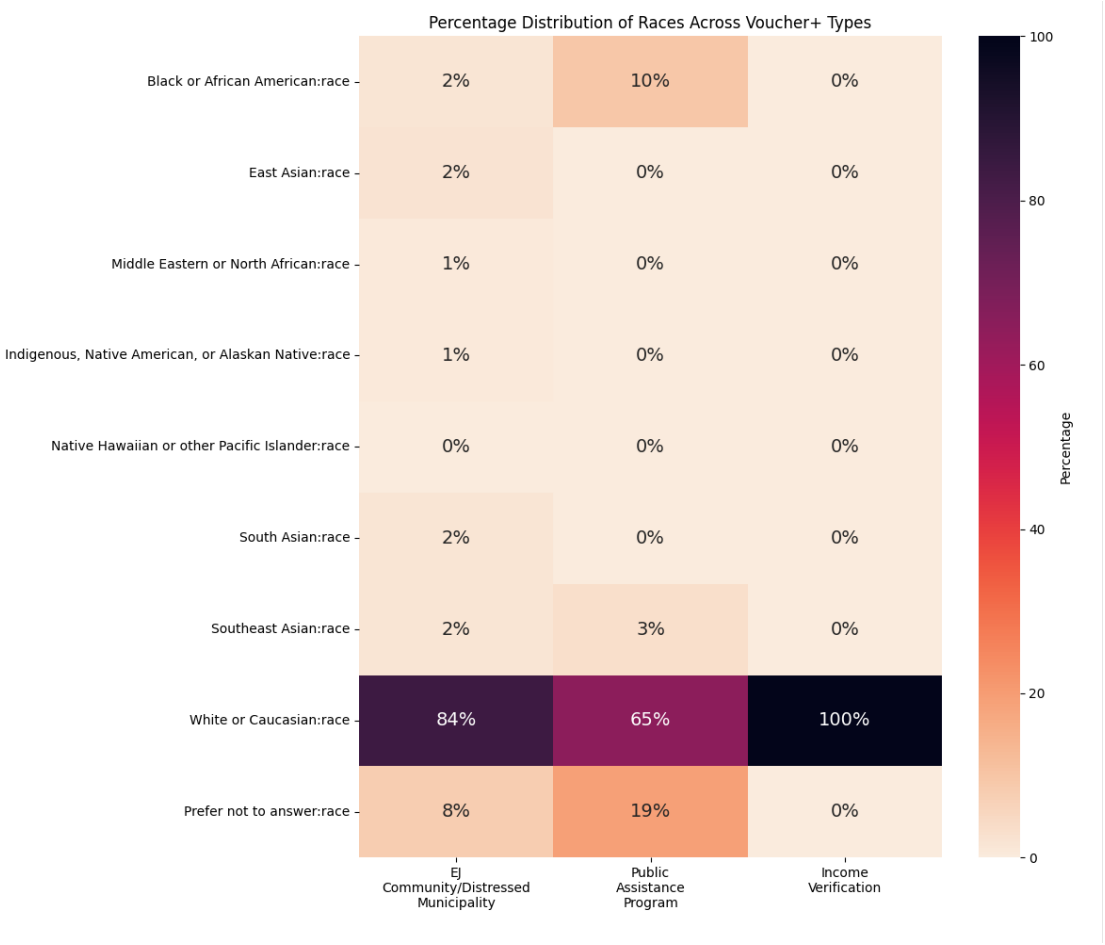


Figure 32. Distribution of Races Represented in Program

[8] https://www.census.gov/library/stories/state-by-state/connecticut-population-change-between-census-decade.html.

Following the lead of the census, CSE asks respondents to describe their ethnicity in a question separate from the race question. According to the 2020 census, 17% of the CT population identifies as Hispanic. The overall CT eBike program composition indicates that just over 10% of the participants identify as Hispanic. The distribution of ethnic identification by pathway is shown in Figure 33. Respondents in the Public Assistance program had more than double the number of Hispanic-identifying participants than the EJ Community/Distressed Municipality group.

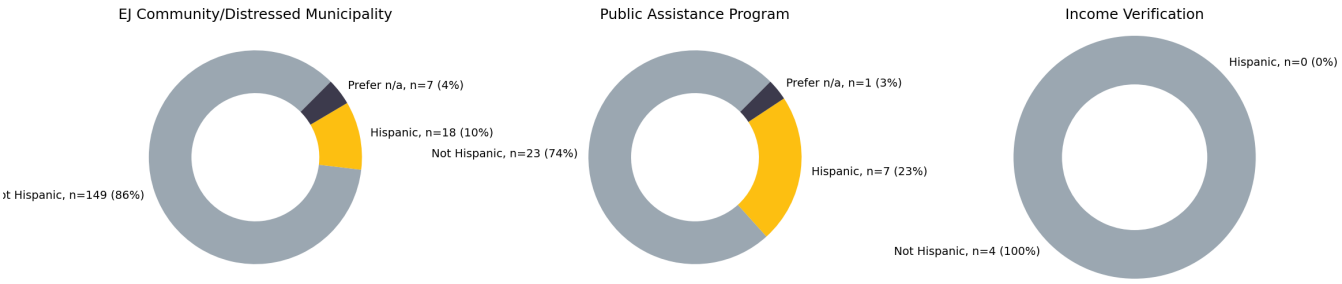


Figure 33. Distribution of Ethnicities in Program

V. CHEAPR Participation Analysis

i. Program Participation

To measure program participation and how the CHEAPR program is utilized, CSE calculated the percentage of newly registered eligible vehicles in Connecticut that received a rebate between July 2022 and June 2023. To accomplish this, we compared IHS Markit vehicle registration data[9] to program rebate data during the same period, dividing the number of rebates in the time period by the number of eligible vehicles registered in that period.[10]

I. Participation by Vehicle Model

Between July 2022 and June 2023, 6,845 eligible vehicle models were registered in Connecticut, according to the IHS dataset. This corresponds with 2,316 vehicles purchased in the same period being either approved for or receiving a rebate, yielding an estimated CHEAPR program participation rate of 34%. See Figure 34 for percentage of program participation among model types between July 2022 and

[9] IHS-Markit data was filtered to include only eligible models below the MSRP cap of $50,000.
[10] Note that vehicle registration date and vehicle purchase date are not necessarily identical.

June 2023. The top five models with highest participation were Hyundai Ioniq Electric, MINI Cooper, Hyundai Ioniq 5, MINI Cooper SE Countryman ALL4 and Chevrolet Bolt.[11]

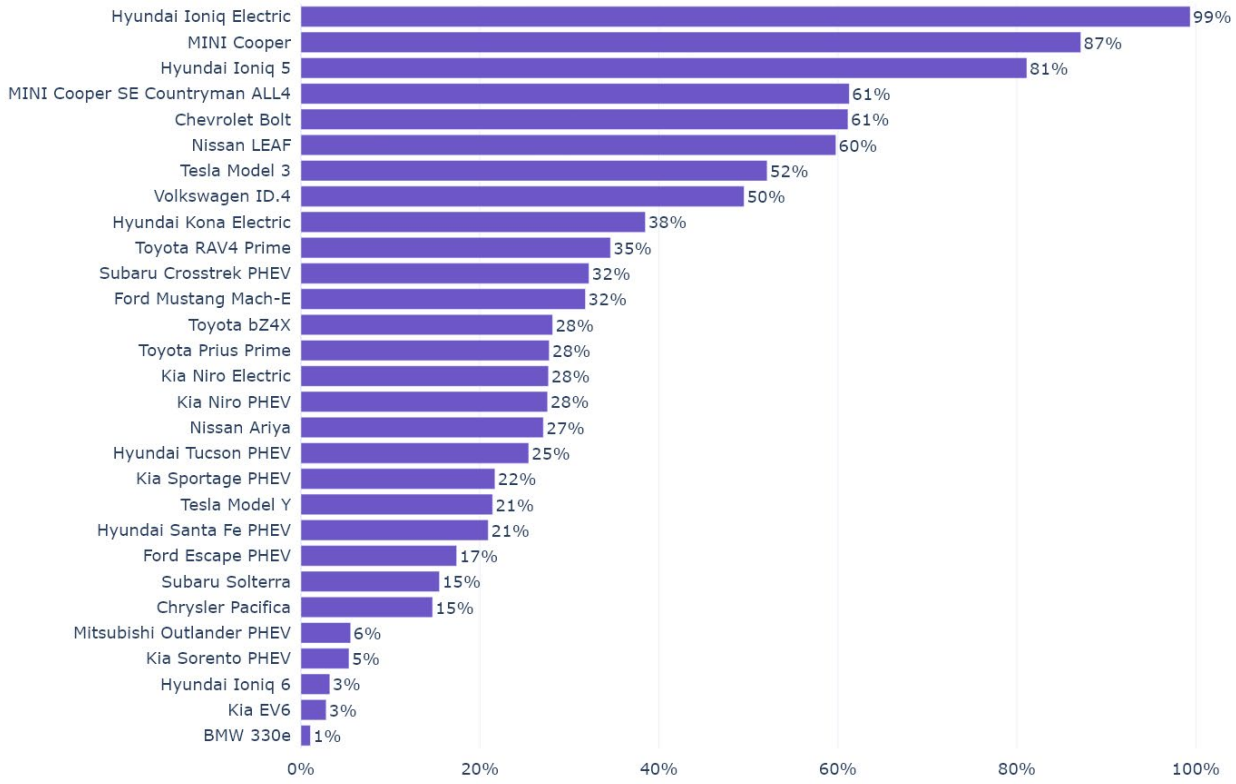


Figure 34. Participation Rate by Vehicle Models Eligible for CHEAPR Rebate

Participation by Vehicle Type

There were more BEV registrations (2,017 PHEV vs 4,829 BEV) and rebates (539 PHEV vs 1,777 BEV). Figure 35 shows that the participation rate[12] was also around 10% higher for BEVs compared to PHEVs.

[11] Some vehicles were present in the program were not available in the IHS data. These were the Chevrolet Volt, Ford F-150 Lightning, Ford Fusion Energi, Honda Clarity PHEV and the Kia Soul EV. As such these models are not represented in the figure

[12] Participation rate is defined as the number of rebated vehicles divided by total number of registered vehicles, in a given time period or vehicle class.

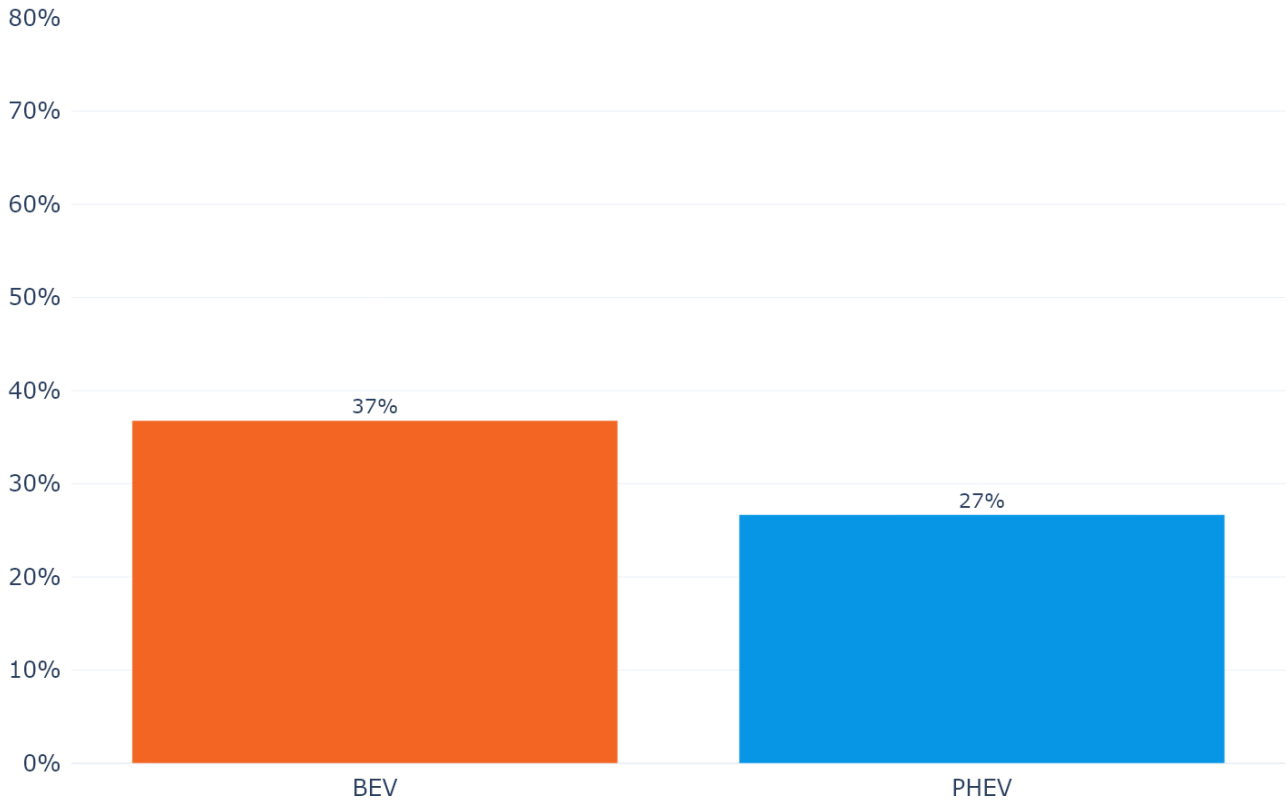


Figure 35. Participation Rate by Vehicle Type

Participation by Geography

Program participation varied across Connecticut, as depicted in Figure 36, which depicts ZIP codes of participant vehicle registration. ZIP codes with no shading indicate that the data was not available.

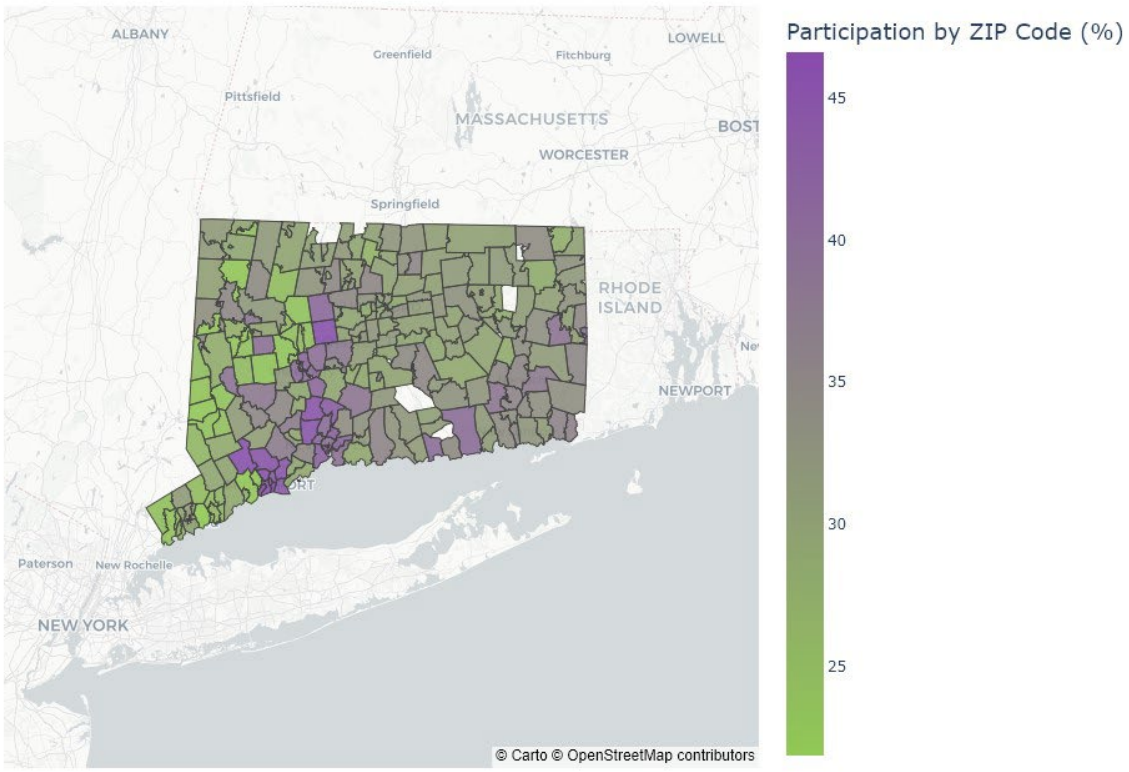


Figure 36. Participation Rate by Registration ZIP Code

Participation Over Time

Program participation varied over time as well (see Figure 37). Note that vehicle registration is not perfectly related to vehicle purchase date as vehicle registration can take some time to complete. For this reason, Figure 36 should be viewed as approximate and not a perfect representation of monthly program participation rate. After several more months of data are collected, we will be able to identify how the March 2023 program changes influenced program participation.

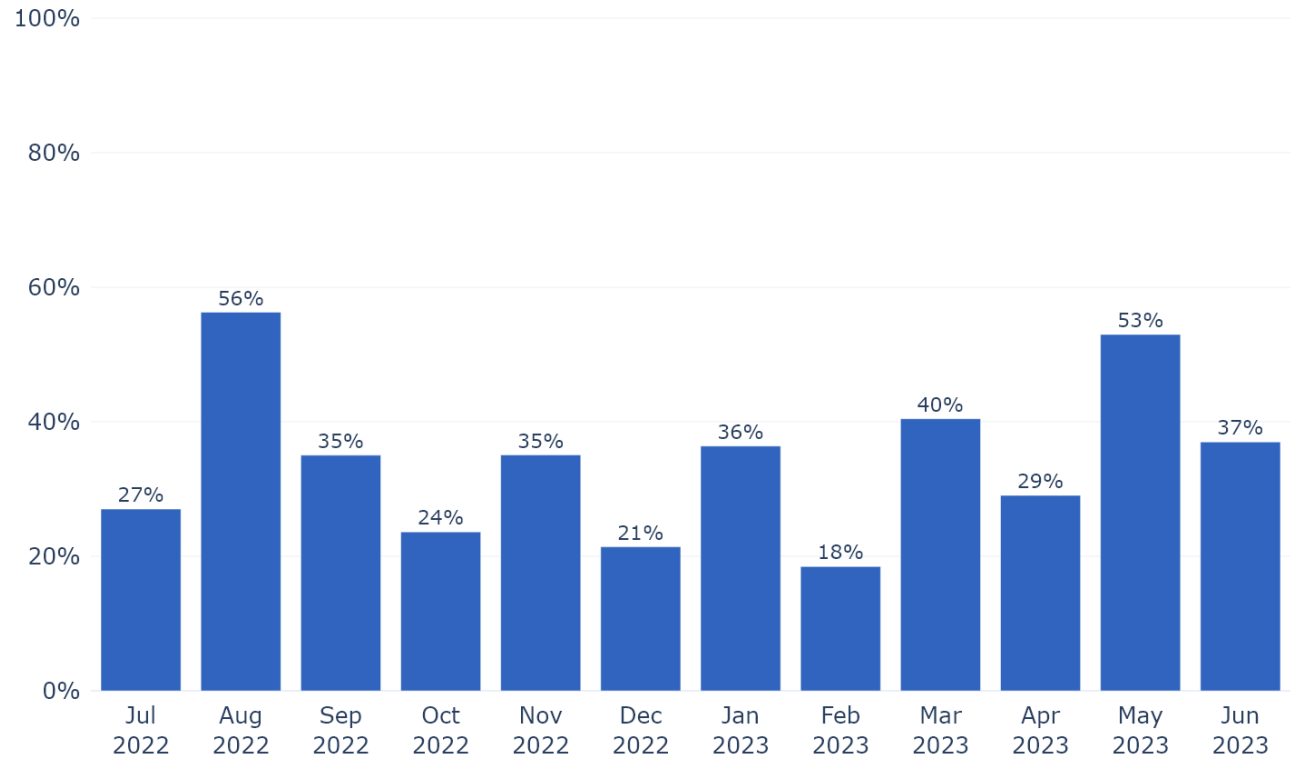


Figure 37. Participation Rate by Month

Limitations

This analysis suggests that participation in the CHEAPR program between July 2022 and June 2023 averaged about 34% among all eligible vehicles when compared to IHS-Markit registration data. One limitation of this analysis, mentioned above, is that registration and vehicle purchase date do not perfectly overlap. This leads to some uncertainty in the participation numbers, which primarily applies to the vehicle model participation rates and the monthly participation rate, due to their granularity. An additional limitation of this analysis is the coverage of the MSRP information in the IHS data. Around 12% of records were missing MSRP information, and in these cases the average MSRP was used, as that can give an indication if the vehicle is possibly eligible or not. Furthermore, the IHS data is not entirely comprehensive, as suggested by the vehicle models that were not present in that data but were present in the program. Despite these limitations, the IHS dataset is the most complete dataset available with the granularity required for the present analysis.

ii. Survey Results and Analysis

Methodology

CSE issues a survey to all rebate recipients to receive feedback on the program and its effectiveness. CSE analyzed the responses of survey participants and determined if sentiments varied by demographics.[13] The survey covered various topics, including demographics, motivations, importance of the CHEAPR rebate, and dealership experience. To ensure that the survey results were representative of general program participants, the survey data was weighted via the raking method by vehicle model, purchase/lease status, and county. Of the 2,316 rebated vehicles purchased or leased in the report time period, 958 applicants completed the survey, yielding a 42% response rate.

Consumer Survey Results

The following graphs detail consumer survey findings. Note that these results do not represent the entire Connecticut ZEV market because the survey is voluntary and not all ZEV customers participate in the CHEAPR program. However, these findings are important indications of the demographics and perspectives of those that participate in the CHEAPR program. Survey results displayed below are those of vehicles purchased or leased between July 1, 2022, and June 30, 2023. Responses were collected between July 8, 2022, and November 1, 2023.

Demographic Findings

As demonstrated in Figure 38, CHEAPR survey respondents tend to be male. When asked if they were male or female, BEV respondents were more likely to identify as male, though both BEV and PHEV respondents were majority male.

[13] Applicants are invited to participate in online surveys when their applications are approved and again when their rebate payments have been authorized. To reduce duplicates, only the first response per applicant is analyzed.

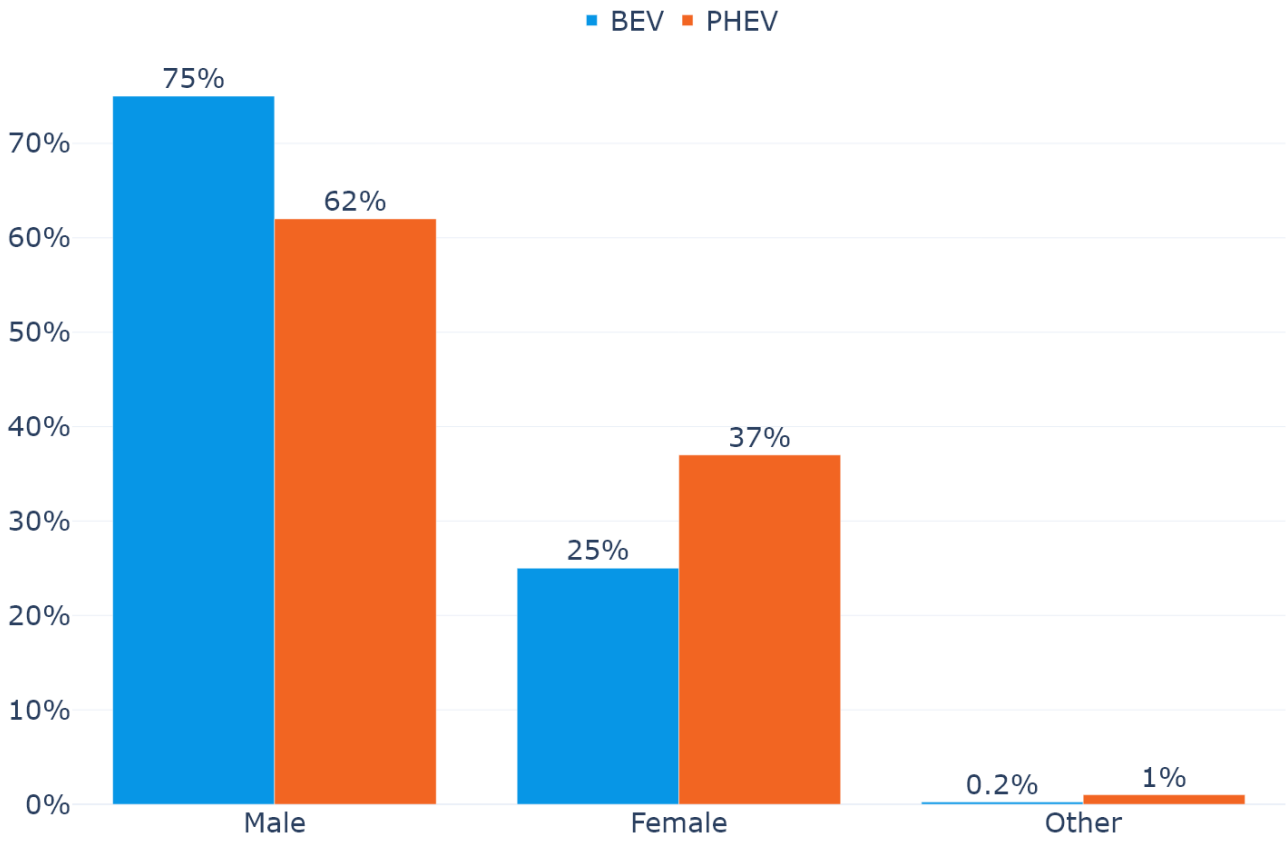


Figure 38. Gender of Survey Respondents by Vehicle Type

Responses from between groups are significantly different (chi-squared test: $\chi 2 < 14$, $p = 0.01$, $n = 912$).

Respondents that purchased or leased BEVs tended to be younger than those that purchased or leased PHEVs (See Figure 39). For example, 56% of respondents with BEVs were between 16 and 49, whereas 39% of PHEV respondents were within that age range. Conversely, 24% of respondents with BEVs were older than 60 compared to 35% of PHEV respondents.

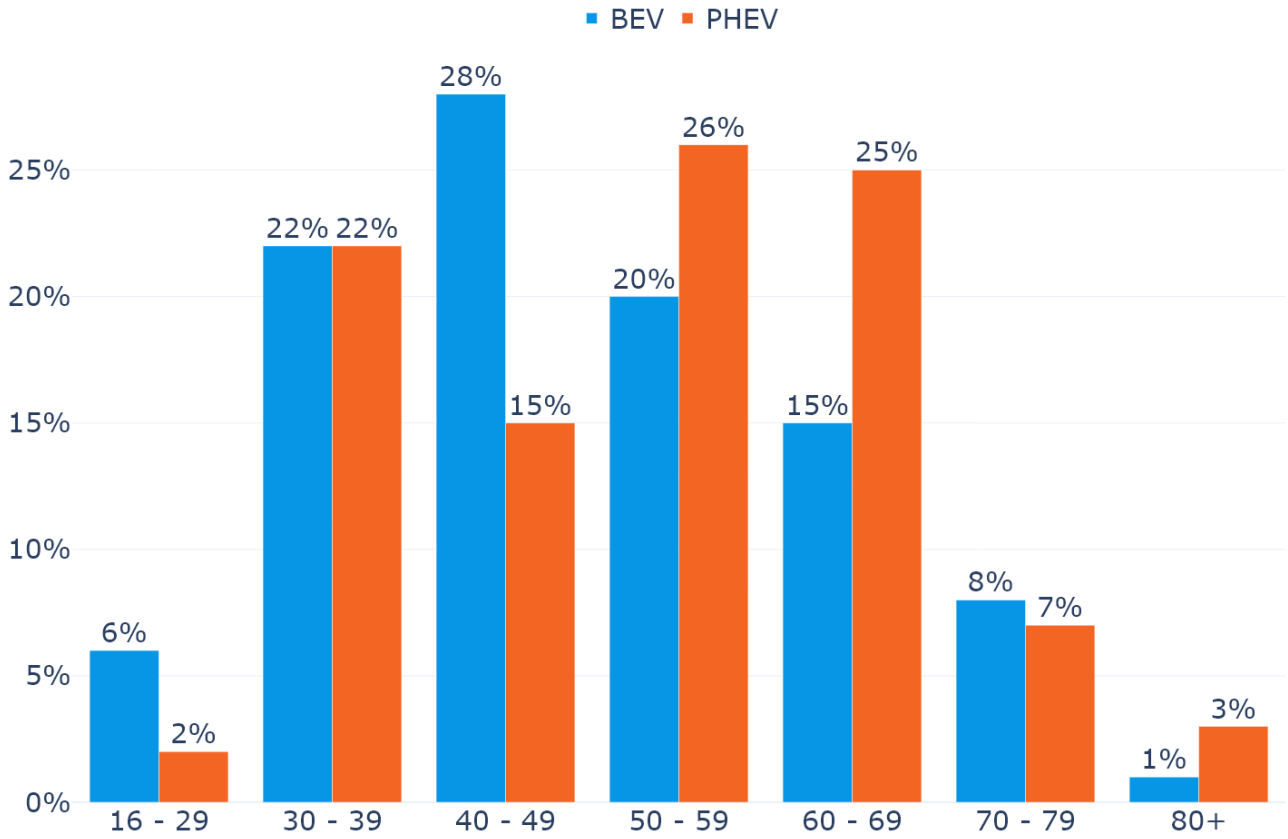


Figure 39. Age Ranges of CHEAPR Survey Respondents by Vehicle Type

Responses from between groups are significantly different (chi-squared test: $\chi 2 < 33$, $p = 0.01$, $n = 920$).

As demonstrated in Figure 40, survey respondents tend to be college graduates and those with graduate degrees. For example, 31% and 54% of respondents purchasing BEVs have bachelor's degrees and graduate degrees, respectively. Similarly, 22% and 69% of respondents with PHEVs have bachelor's degrees and graduate degrees, respectively.

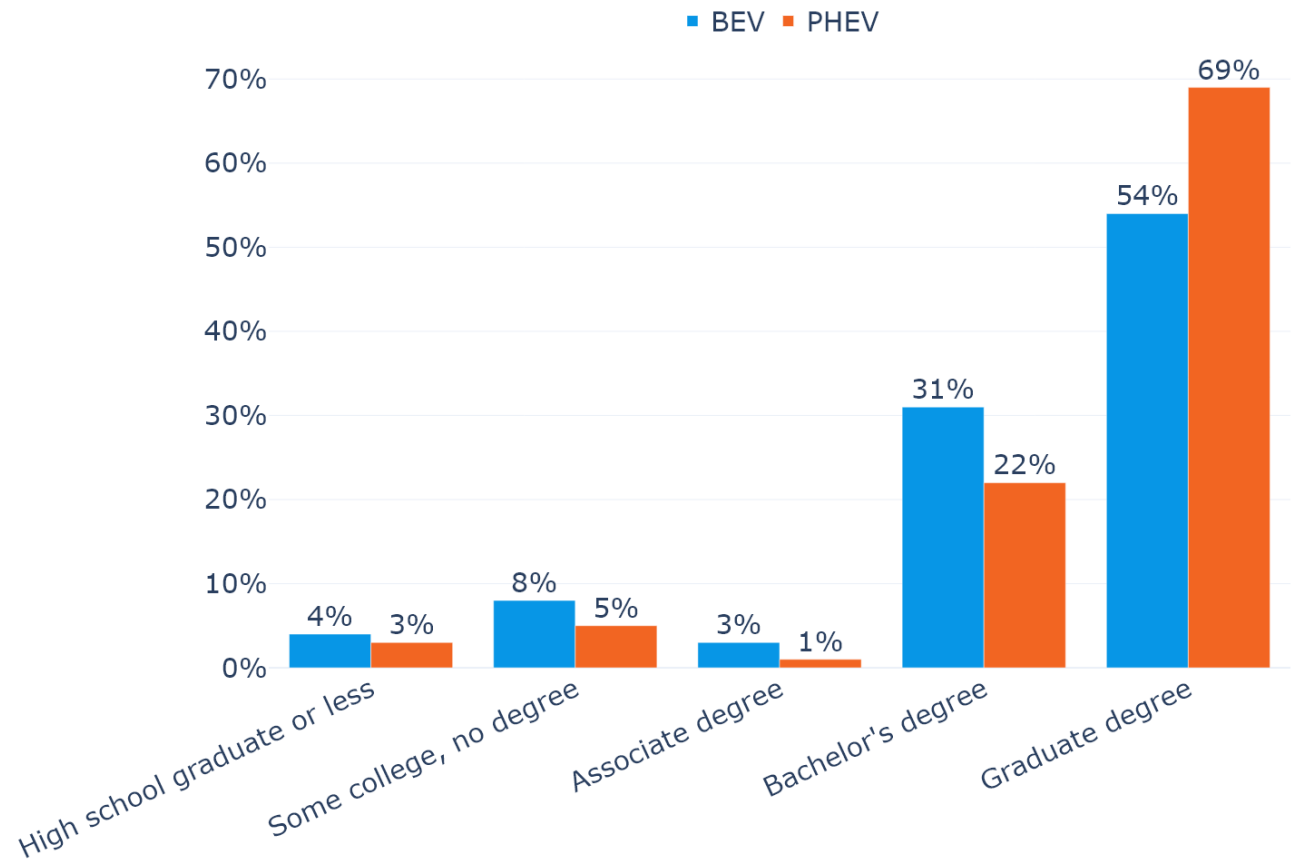


Figure 40. Education Levels of CHEAPR Survey Respondents by Vehicle Type

Responses from between groups are significantly different (chi-squared test: $\chi 2 < 16$, $p = 0.01$, $n = 920$).

Figure 41 shows the range of survey participants' household incomes. Relative to the previous reporting period, there is a greater participation of households with incomes greater than $300,000 per year.

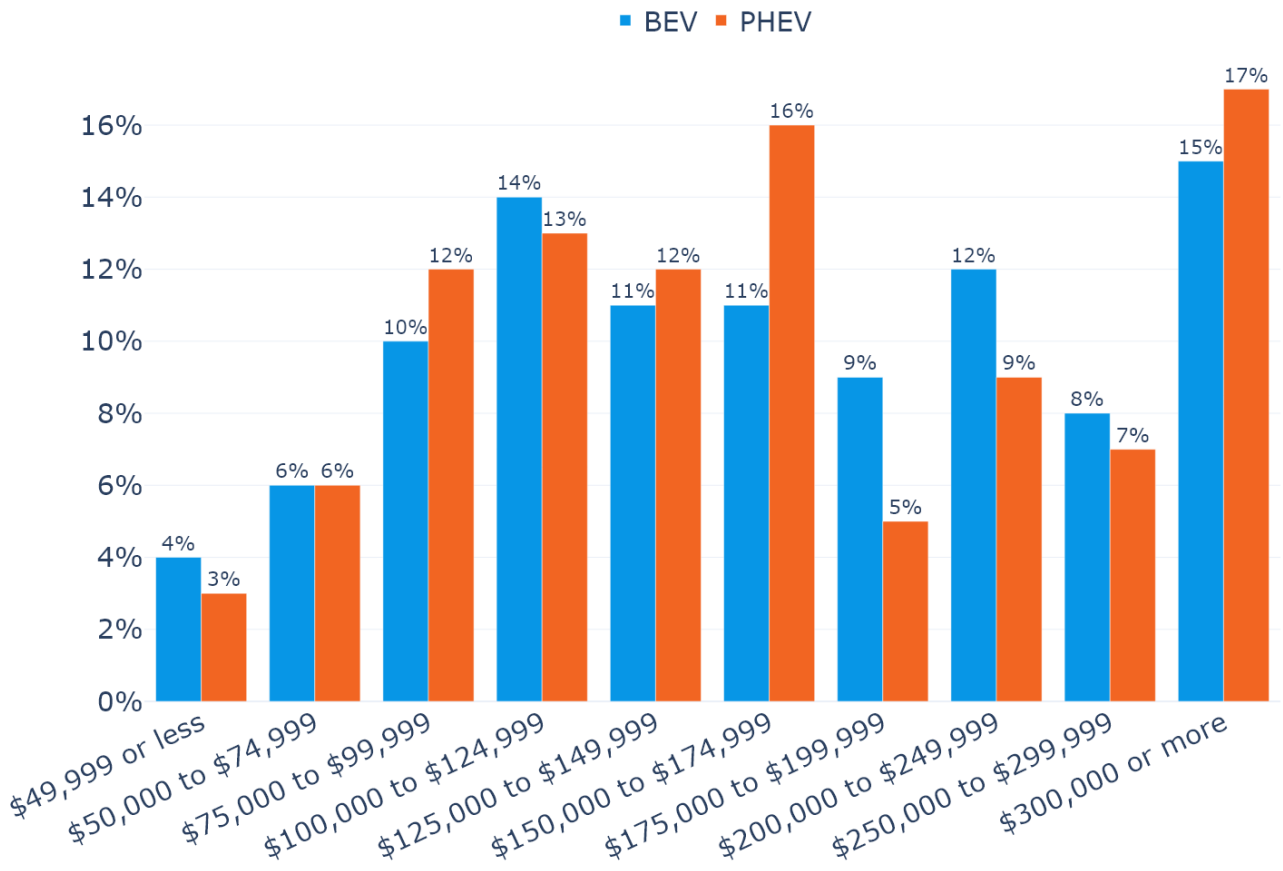


Figure 41. Annual Household Incomes of CHEAPR Survey Respondents

Responses from between groups are not significantly different (chi-squared test: $\chi 2 < 9$, $p = 0.40267$, $n = 806$).

As demonstrated in Figure 42, most respondents live in detached houses (84% of respondents with BEVs and 82% of respondents with PHEVs) as opposed to apartments/condominiums, attached houses, or other dwelling types.

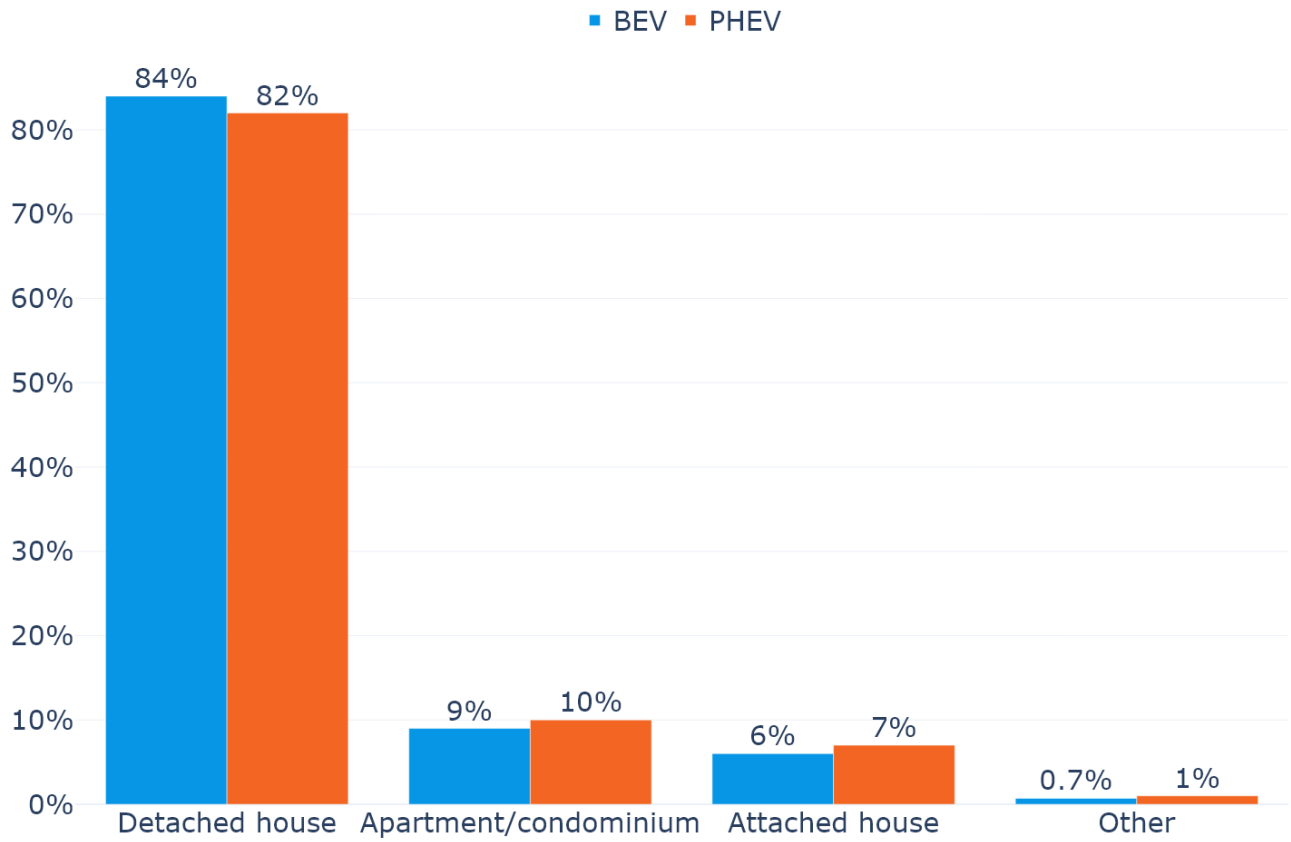


Figure 42. Dwelling Types of Survey Respondents by Vehicle Type

Responses from between groups are not significantly different (chi-squared test: $\chi 2 < 1$, $p = 0.81698$, $n = 926$).

Compared with standard rebate recipients, increased rebate recipients were less likely to live in detached houses and more likely to live in apartments or condominiums, as shown in Figure 43.

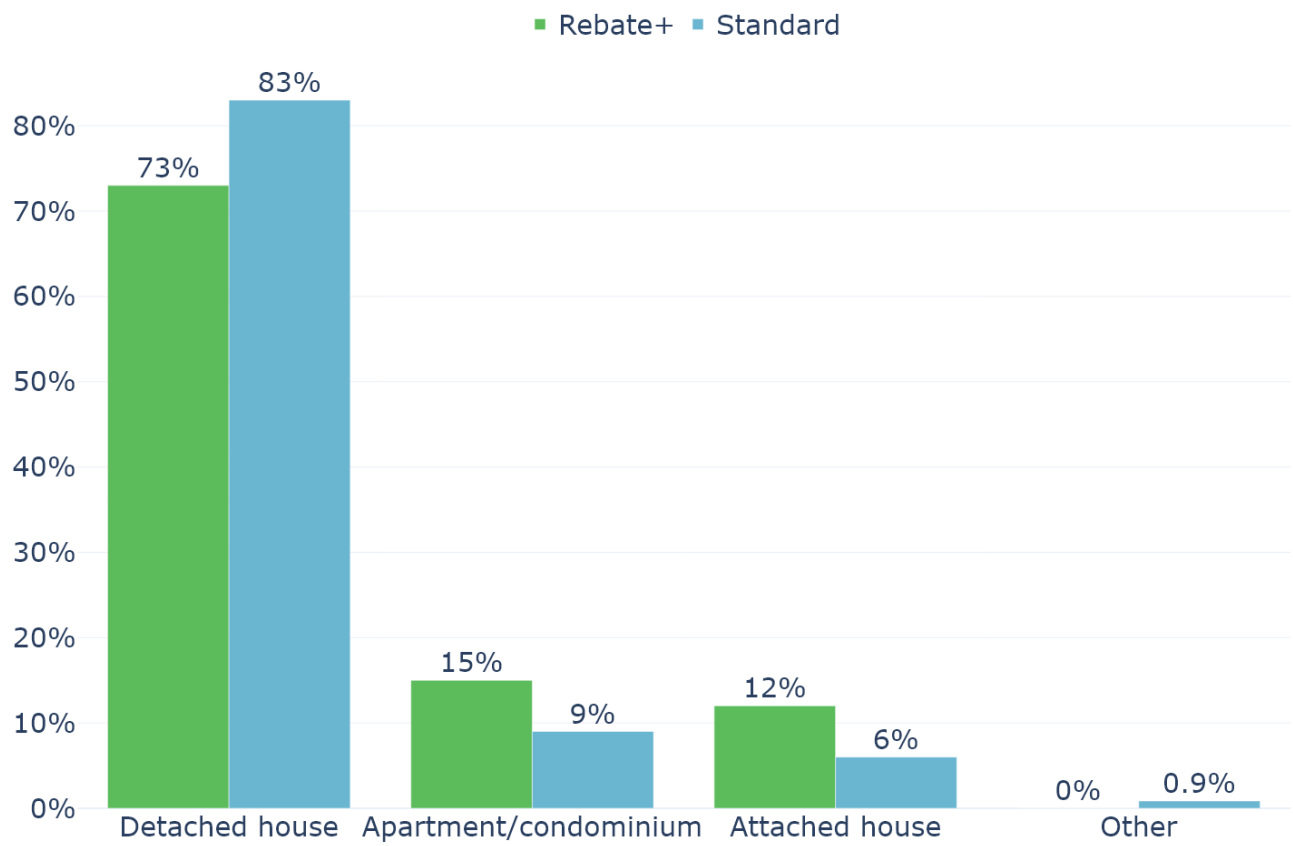


Figure 43. Dwelling Types of Survey Respondents by Rebate Type

Responses from between groups are not significantly different (chi-squared test: $\chi 2 < 2$, $p = 0.65323$, $n = 926$).

As demonstrated in Figure 44**,** most respondents identify as White/Caucasian (76% of respondents with BEVs and 93% of respondents with PHEVS).

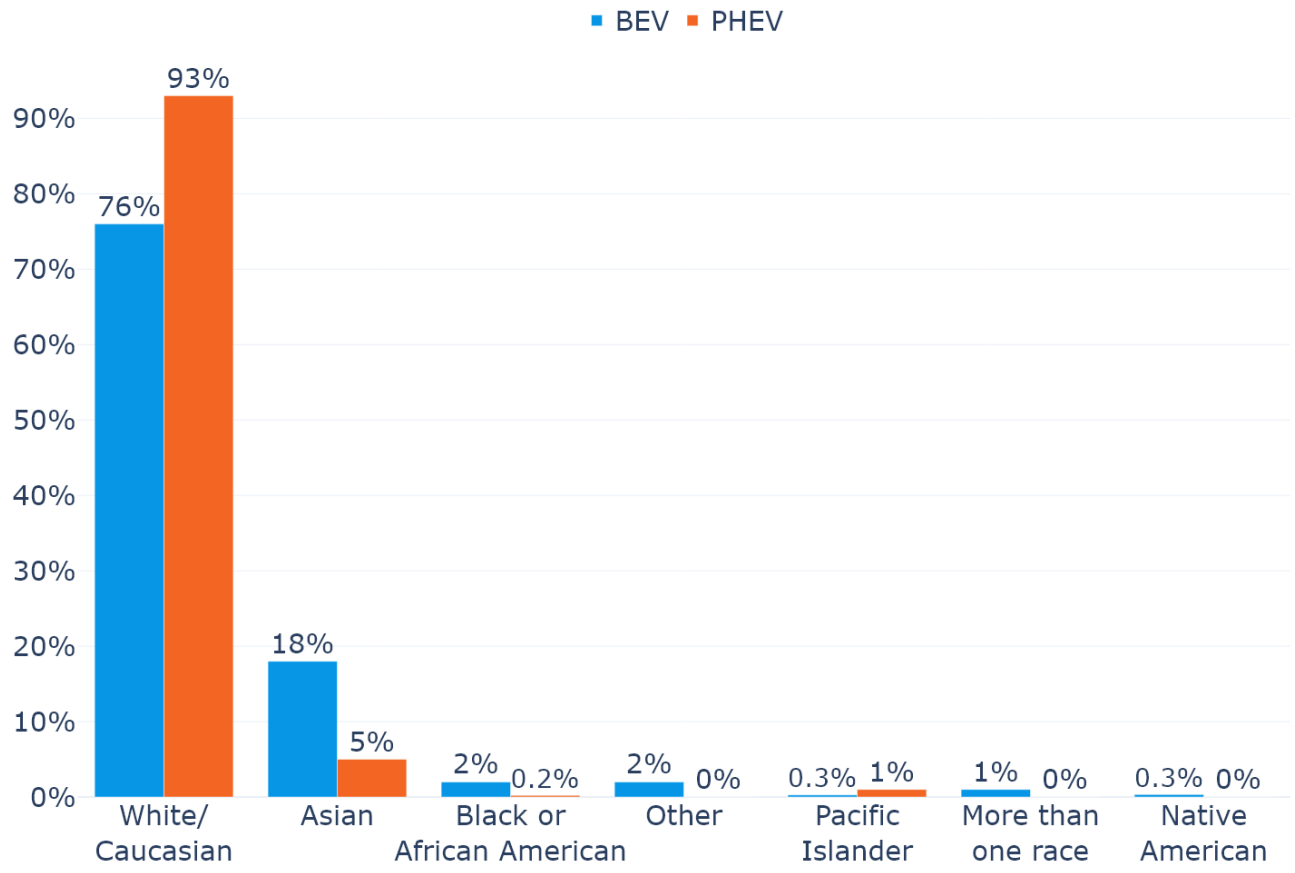


Figure 44. Races of Survey Respondents by Vehicle Type

Responses from between groups are significantly different (chi-squared test: $\chi 2 < 34$, $p = 0.01$, $n = 842$).

iii. Impact Findings

The CHEAPR rebate is designed to reduce the price of purchasing or leasing a BEV or PHEV, and the survey asked respondents questions to understand the importance of this price reduction to participants. The following graphs examine various perspectives regarding the rebate.

Survey respondents were asked to rate the importance of the CHEAPR rebate in their decision to acquire an EV (see Figure 45). The percentages of respondents that purchased or leased a BEV or PHEV that rated the rebate as "very" or "extremely" important were 61% and 46%, respectively. Over one-third of BEV respondents rated it "extremely" important.

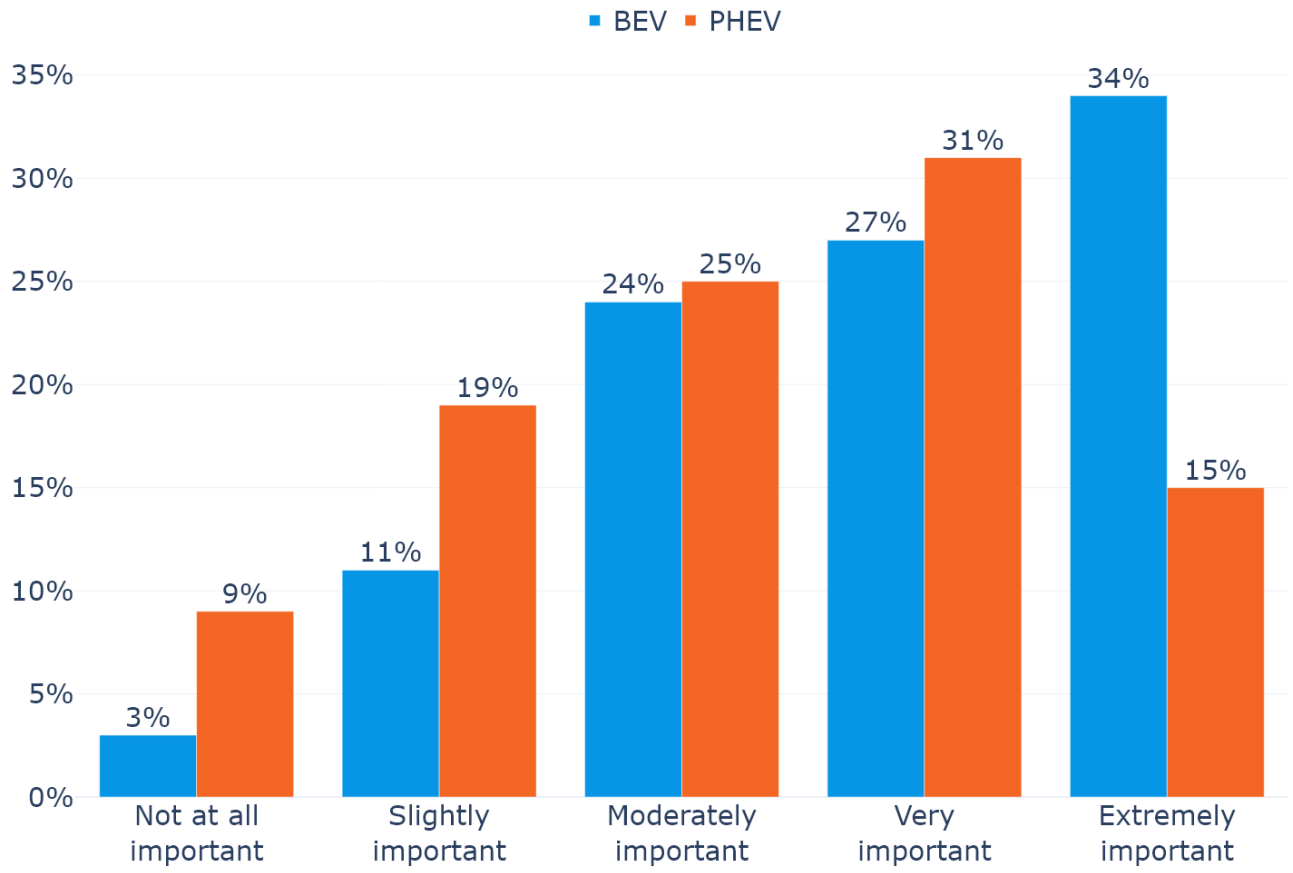


Figure 45. Survey Responses Regarding Importance of the CHEAPR Rebate

Responses from between groups are significantly different (chi-squared test: $\chi 2 < 42$, $p = 0.01$, $n = 927$).

Furthermore, Rebate+ participants were especially likely to rate the rebate as "extremely important" to acquiring an electric vehicle, further underscoring the essentiality of Rebate+ for EV adoption among lower-income CT residents and in Environmental Justice Communities and Distressed Municipalities (see Figure 46).

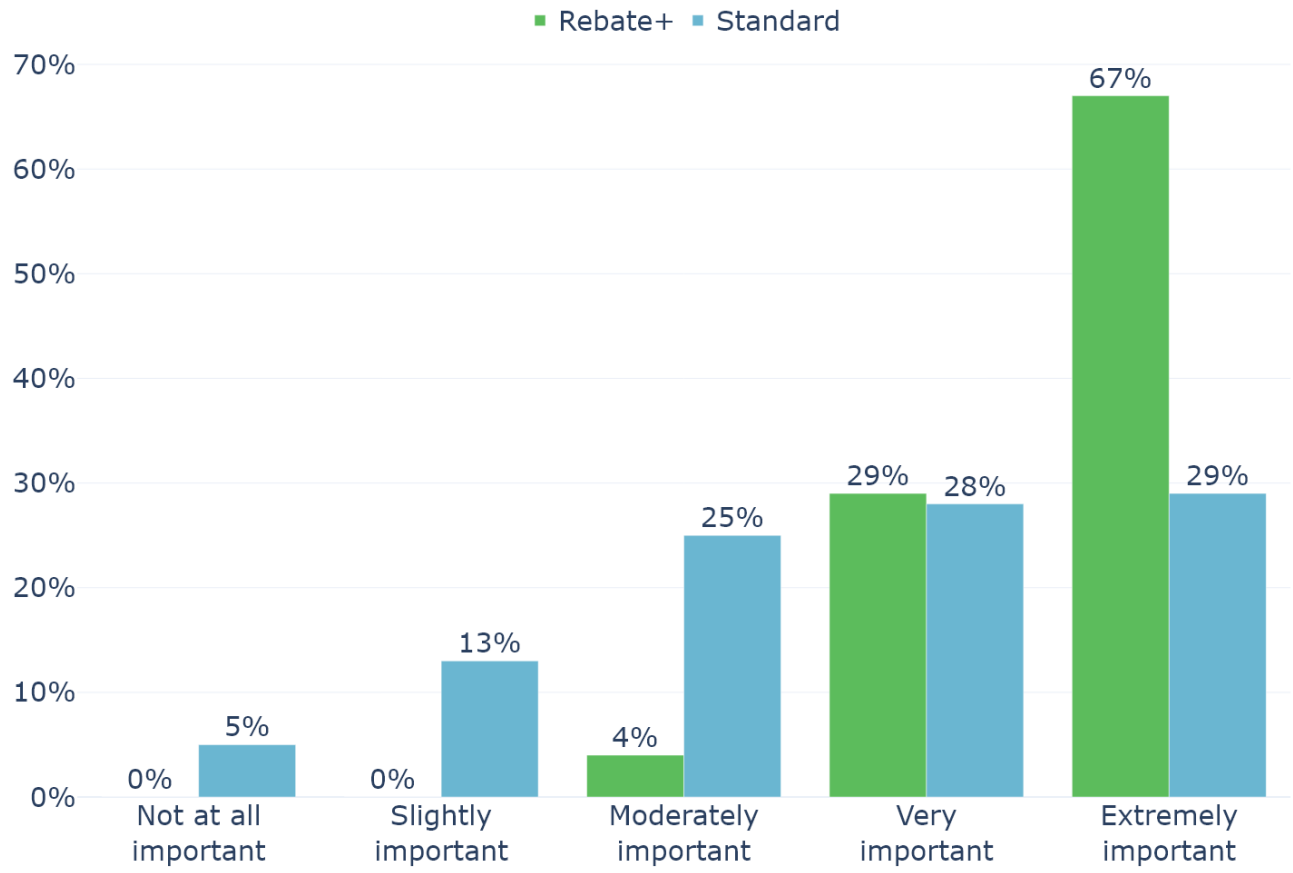


Figure 46. Importance of the CHEAPR Rebate, by Rebate Type

Responses from between groups are significantly different (chi-squared test: $\chi 2 < 13$, $p = 0.01388$, $n = 927$).

Survey respondents were asked to describe their initial interest in EVs. Most (83%) indicated that they were "very interested" or "only interested in EVs," and only 2% of respondents said they had no interest in EVs when they began looking for a new vehicle (see Figure 47).

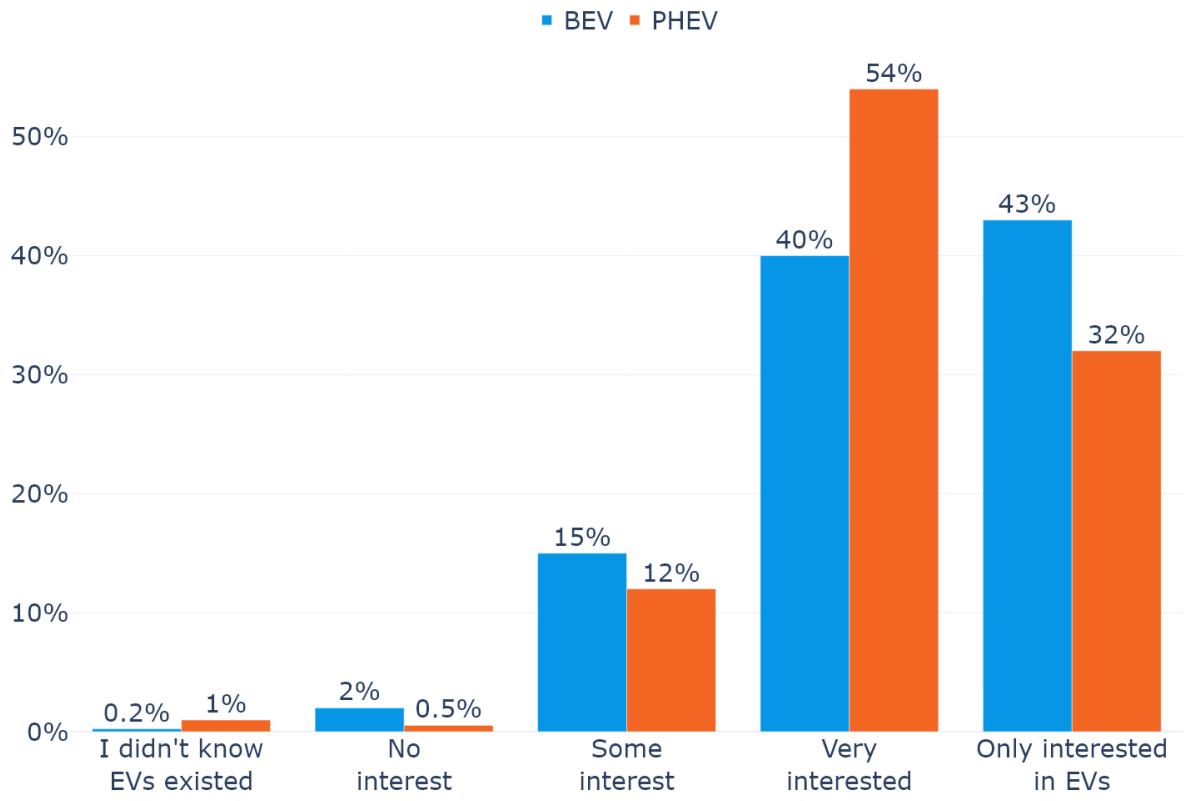


Figure 47. Survey Responses Regarding Initial Interest in EVs

Responses from between groups are significantly different (chi-squared test: $\chi 2 < 18$, $p = 0.01$, $n = 955$).

Participants receiving increased Rebate+ were especially likely to only be interested in acquiring EVs (see Figure 48).

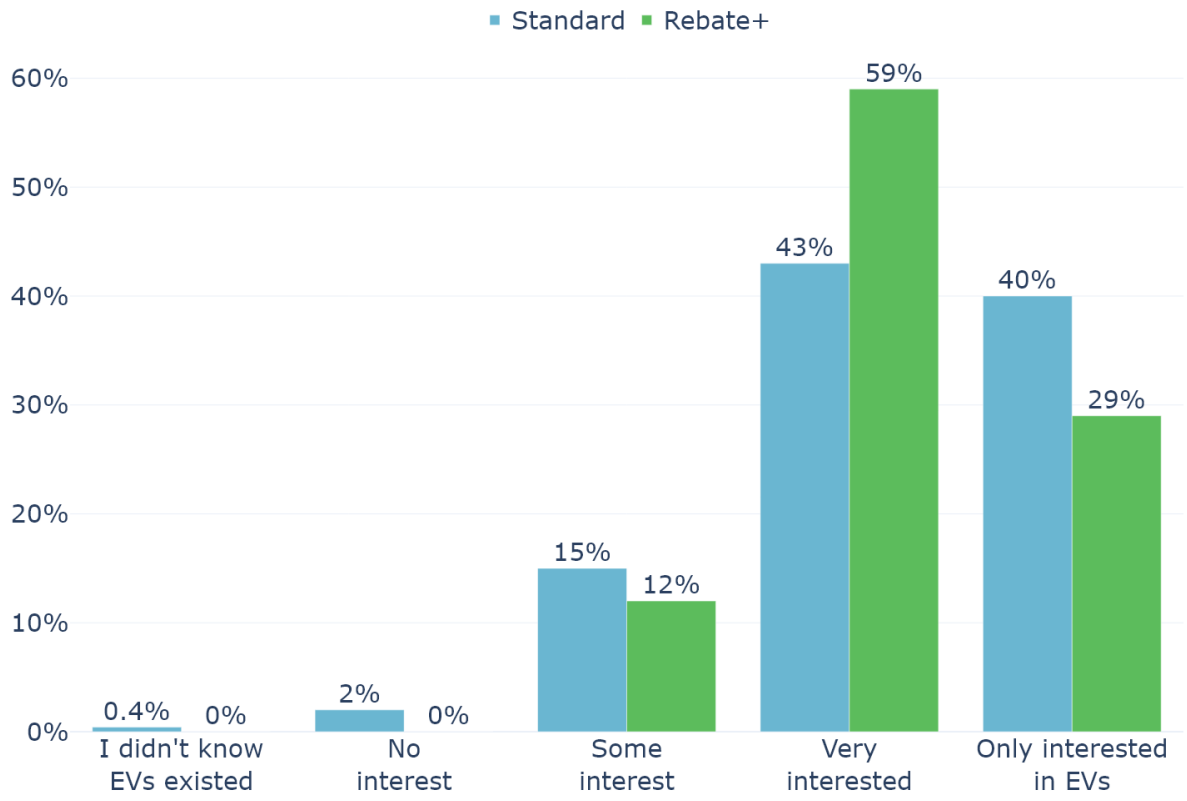


Figure 48. Interest in Acquiring EVs

Responses from between groups are not significantly different (chi-squared test: $\chi 2 < 2$, $p = 0.78307$, $n = 955$).

Survey respondents were asked about the purpose of their rebated vehicle. For BEV drivers and PHEV drivers, 79% and 84%, respectively, responded that the vehicle was purchased or leased to replace a vehicle (see Figure 49).

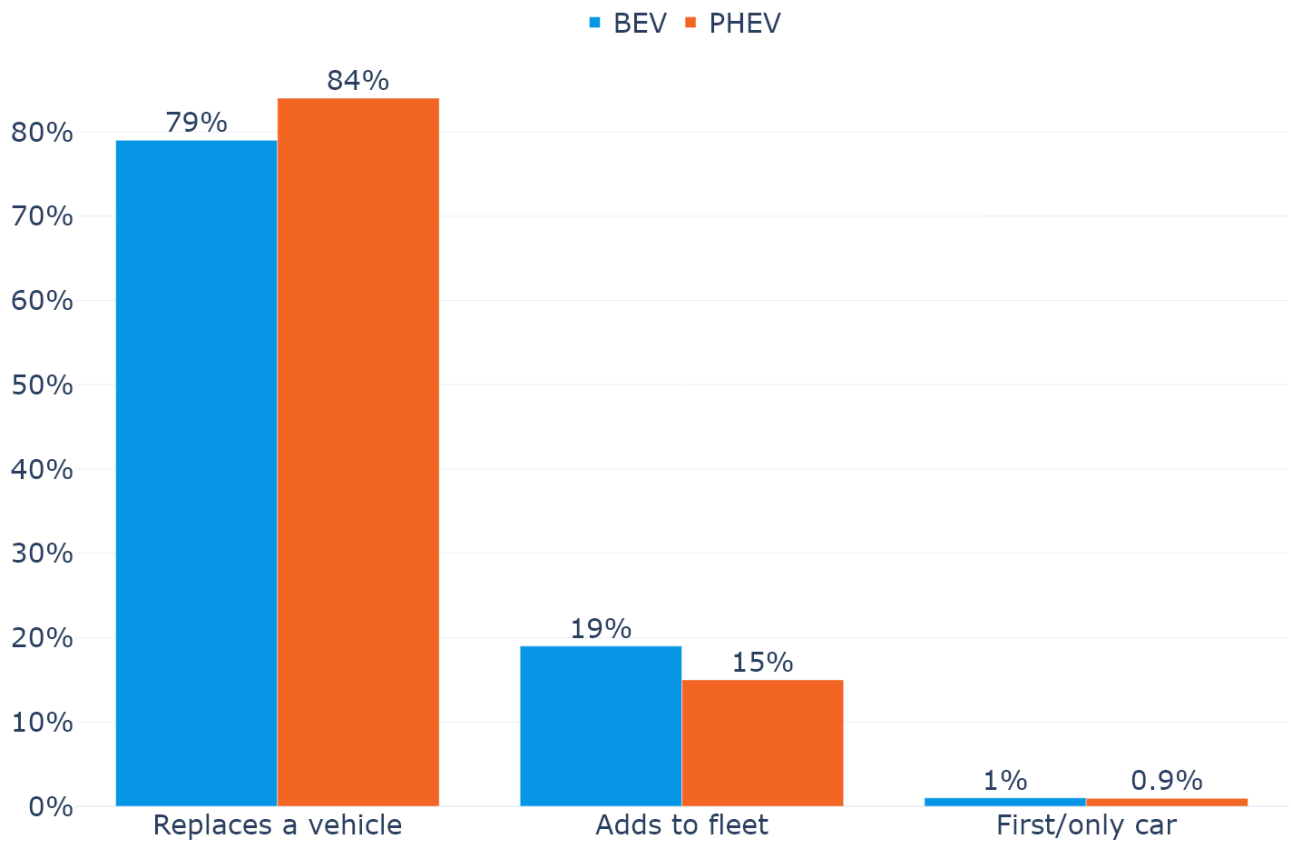


Figure 49. Survey Responses Regarding Purpose of CHEAPR Rebated Vehicle

Responses from between groups are not significantly different (chi-squared test: $\chi 2 < 3$, $p = 0.2629$, $n = 955$).

Survey respondents were asked what their motivations were for acquiring a BEV or PHEV. As with previous years, reducing environmental impacts and saving on fuel costs are the top reasons by far. All other reasons, including desire for new technology, charging, energy independence, comfort, and performance, were less common reasons (see Figure 50).

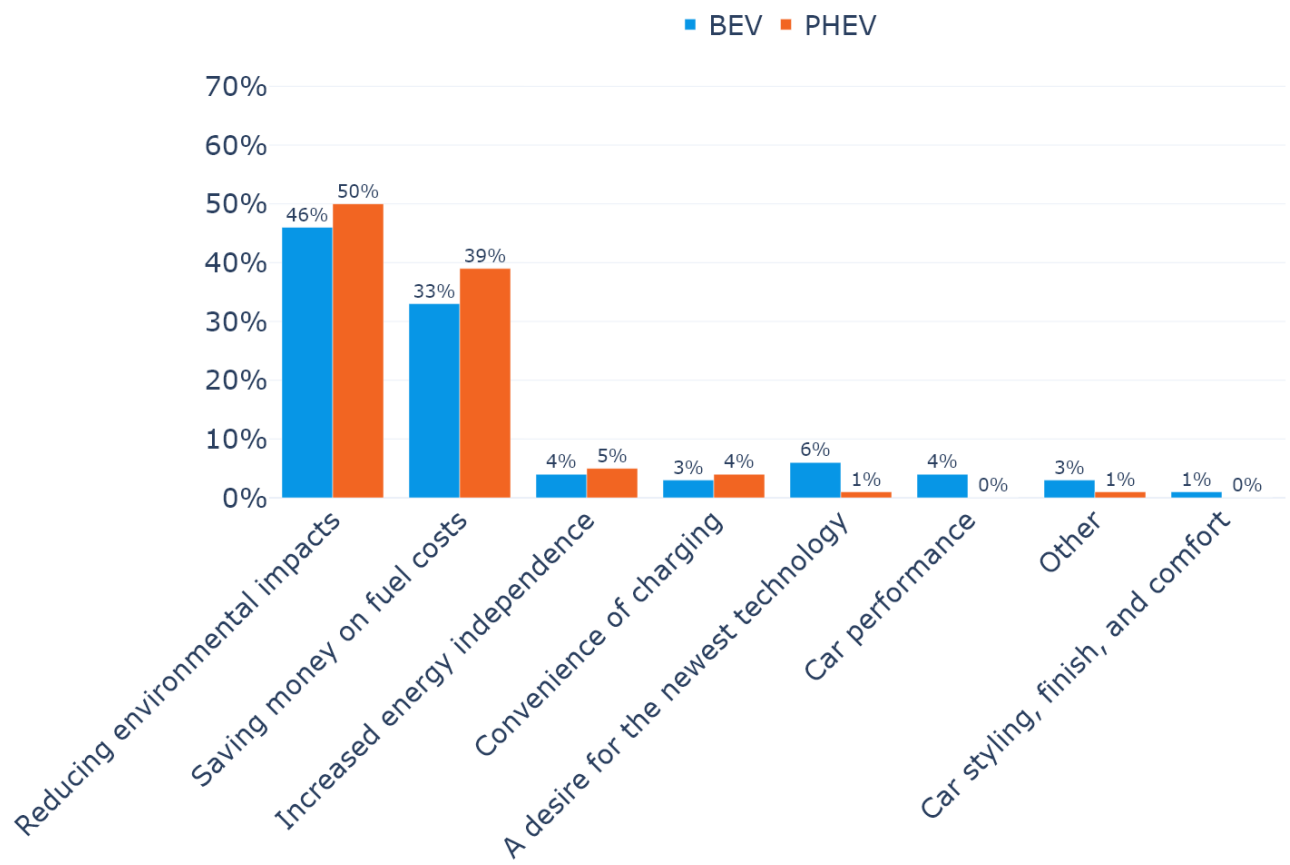


Figure 50. Survey Response Regarding Motivation for Acquiring a BEV or PHEV

Responses from between groups are significantly different (chi-squared test: $\chi 2 < 14$, $p = 0.04963$, $n = 402$).

Survey respondents were asked if they would have purchased or leased their rebated vehicle even without the rebate. The majority (62%) indicated that they would have purchased or leased even if the rebate were not available. The remaining 38% indicated they would not have purchased or leased without the rebate. See further break down of respondent answers by vehicle type in Figure 51.

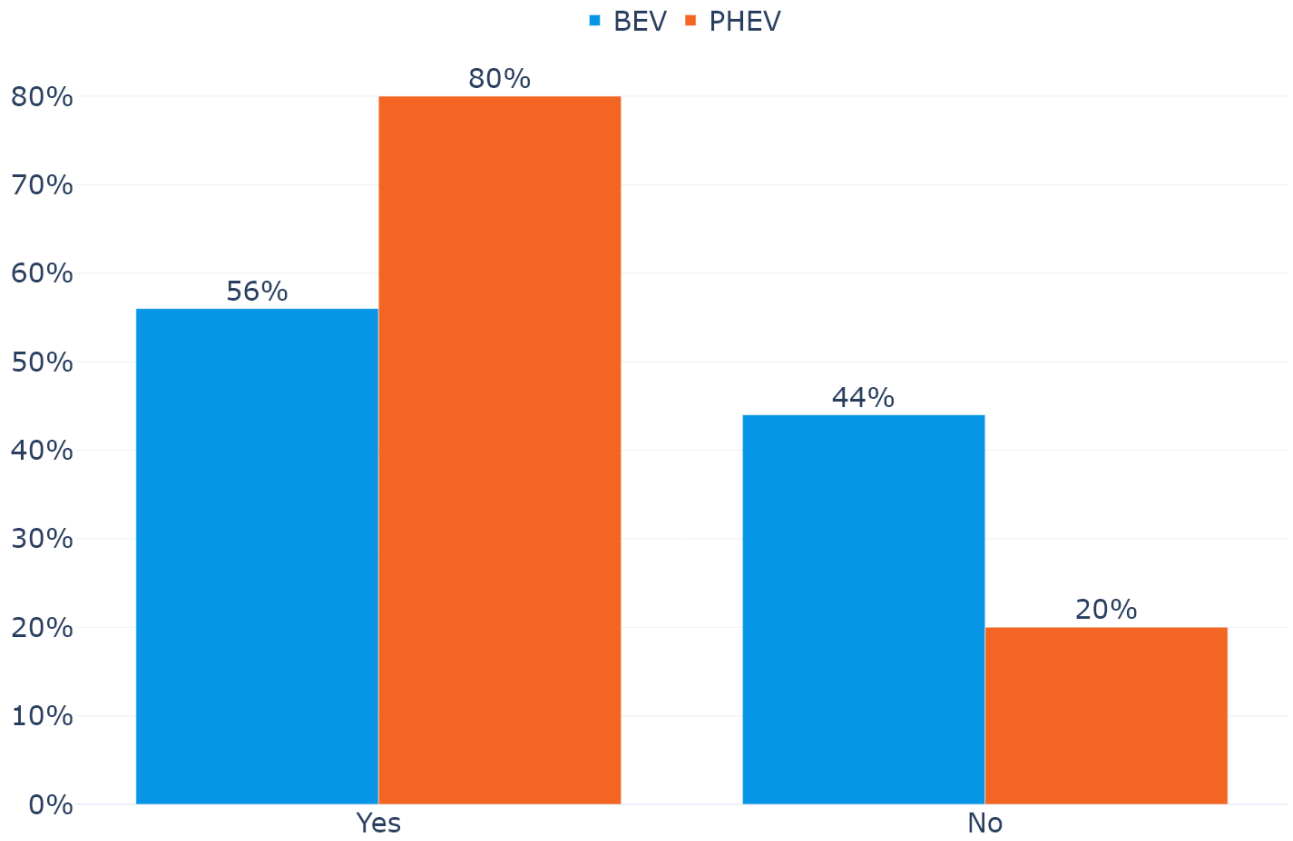


Figure 51. Respondents Indicating if They Would Have Acquired a BEV or PHEV Without the Rebate

Responses from between groups are significantly different (chi-squared test: $\chi 2 < 39$, $p = 0.01$, $n = 956$).

Survey respondents were asked if they would charge at home and if so at what voltage. Most (90%) indicated that they would charge at home. In contrast to last year when PHEV drivers preferred 120 V chargers and BEV drivers preferred 240 V chargers, in this year's survey BEV and PHEV drivers were equally likely to have 120 V or 240 V chargers (see Figure 52).

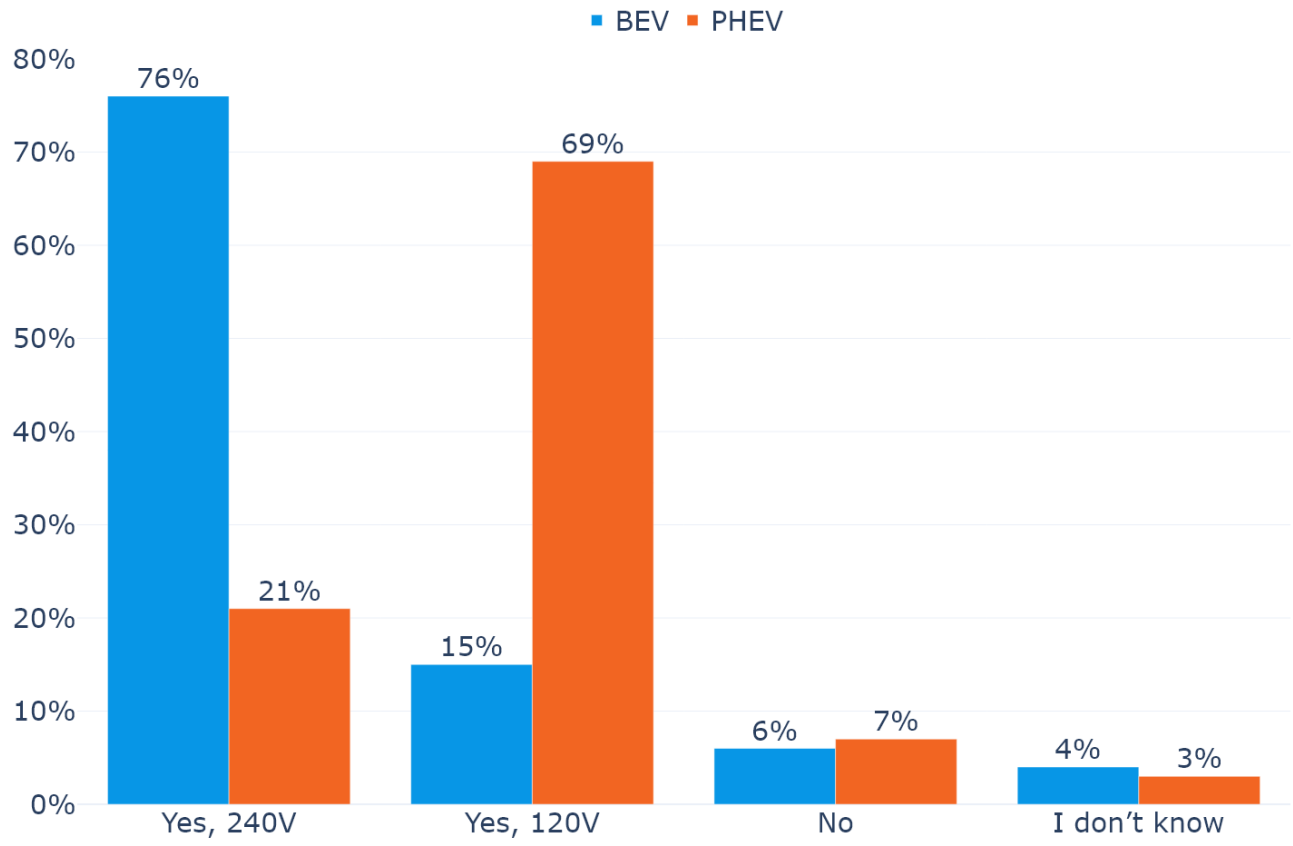


Figure 52. Respondents Indicating Charging at Home, by Charger Voltage

Responses from between groups are significantly different (chi-squared test: $\chi 2 < 123$, $p = 0.01$, $n = 397$).

Survey respondents were asked the fuel type of their previous vehicles.[14] Most respondents used gasoline vehicles (68% of BEV drivers and 61% of PHEV drivers); however, a considerable amount (11%) of both BEV and PHEV drivers drove conventional hybrids previously (see Figure 53). Roughly 4% of BEV drivers indicated that they had previously owned a PHEV, which could indicate increasing comfort with electric vehicle technology.

[14] Fuel type abbreviations are: Conventional Hybrid EV (CHEV), Fuel-Cell Electric Vehicles (FCEVs), Compressed Natural Gas (CNG).

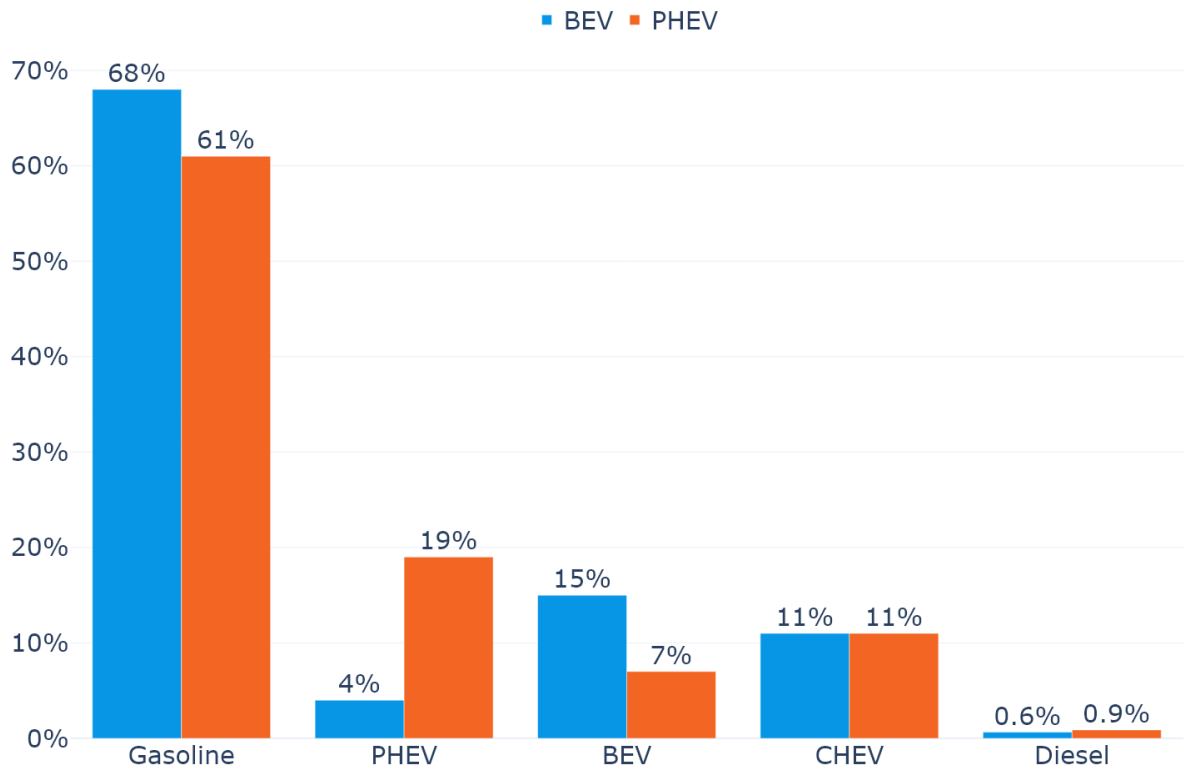
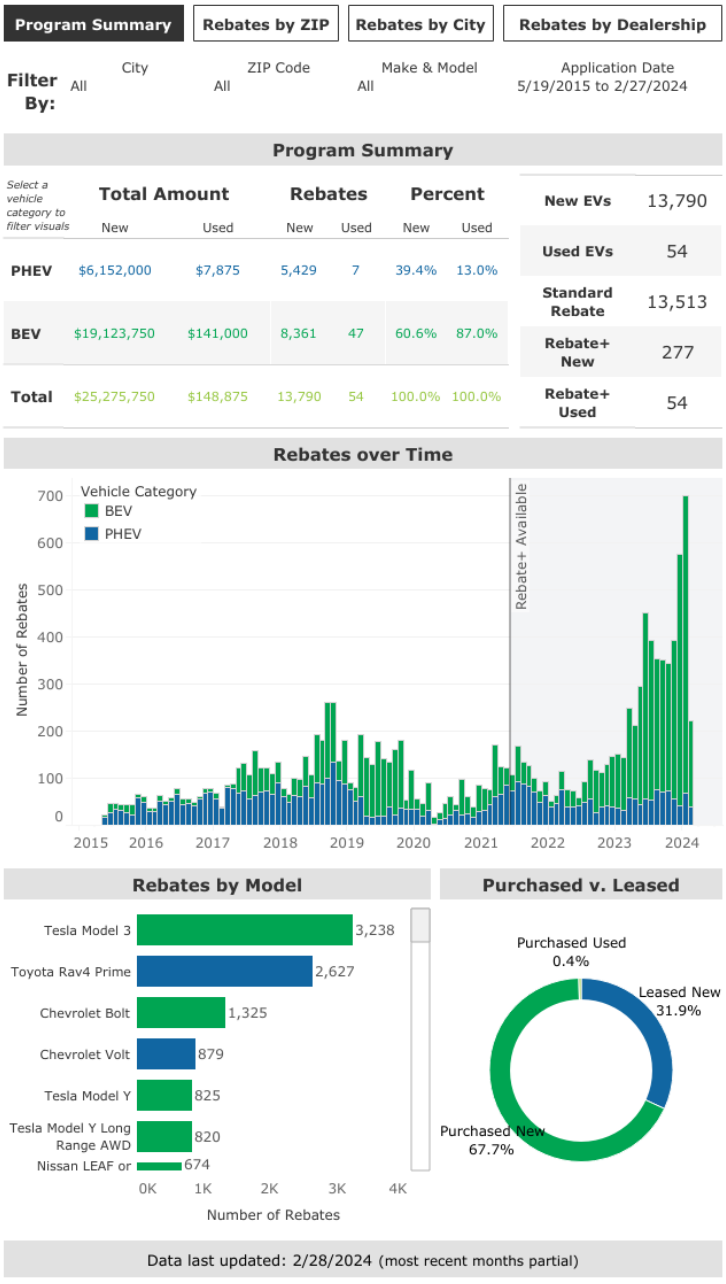


Figure 53. Respondents Indicating Previous Vehicle Fuel Type

Responses from between groups are significantly different (chi-squared test: $\chi 2 < 64$, $p = 0.01$, $n = 757$).

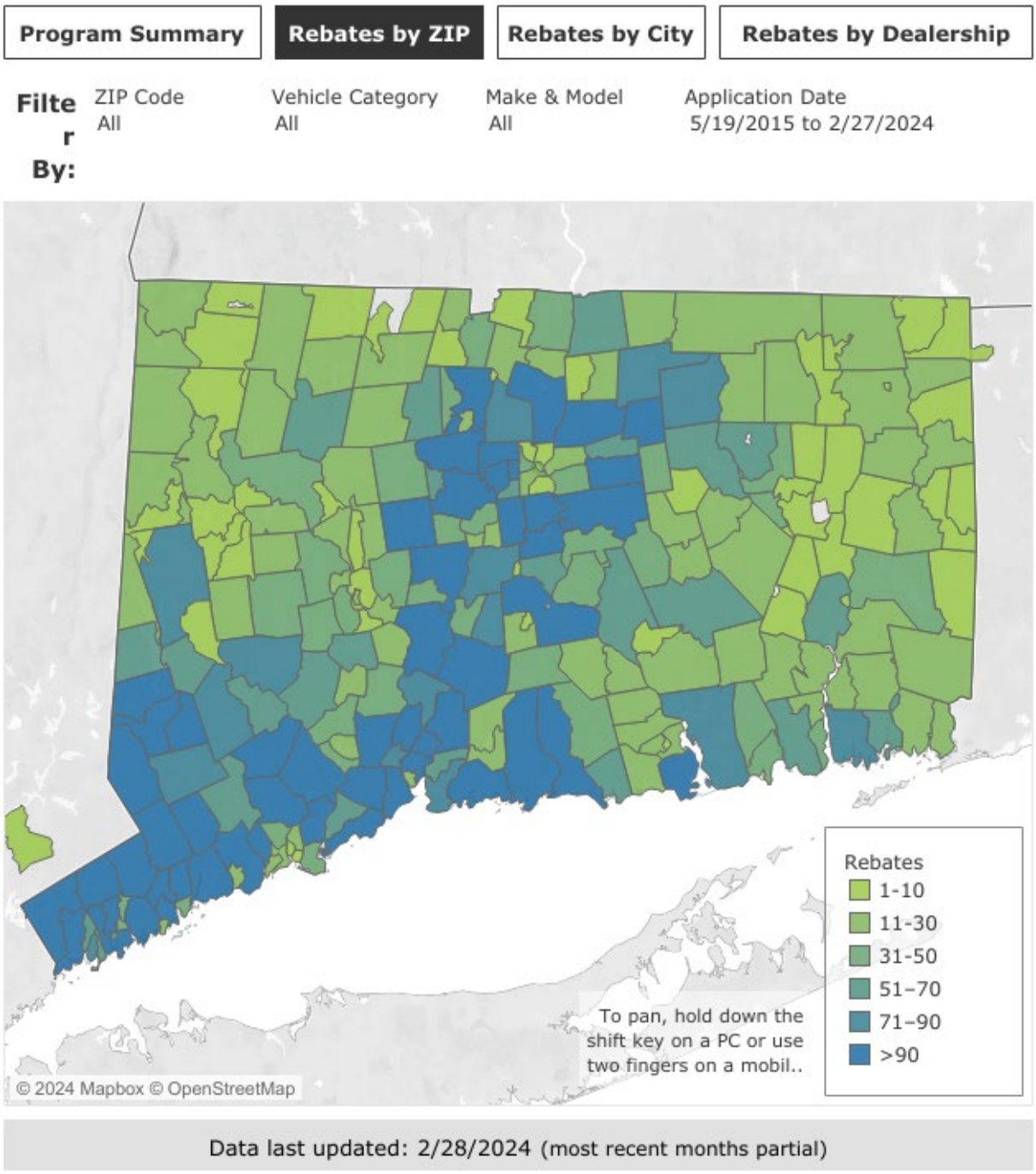
VI. Appendix 1. CHEAPR Program Website Interactive Data Tools

CHEAPR Program Statistics Overview



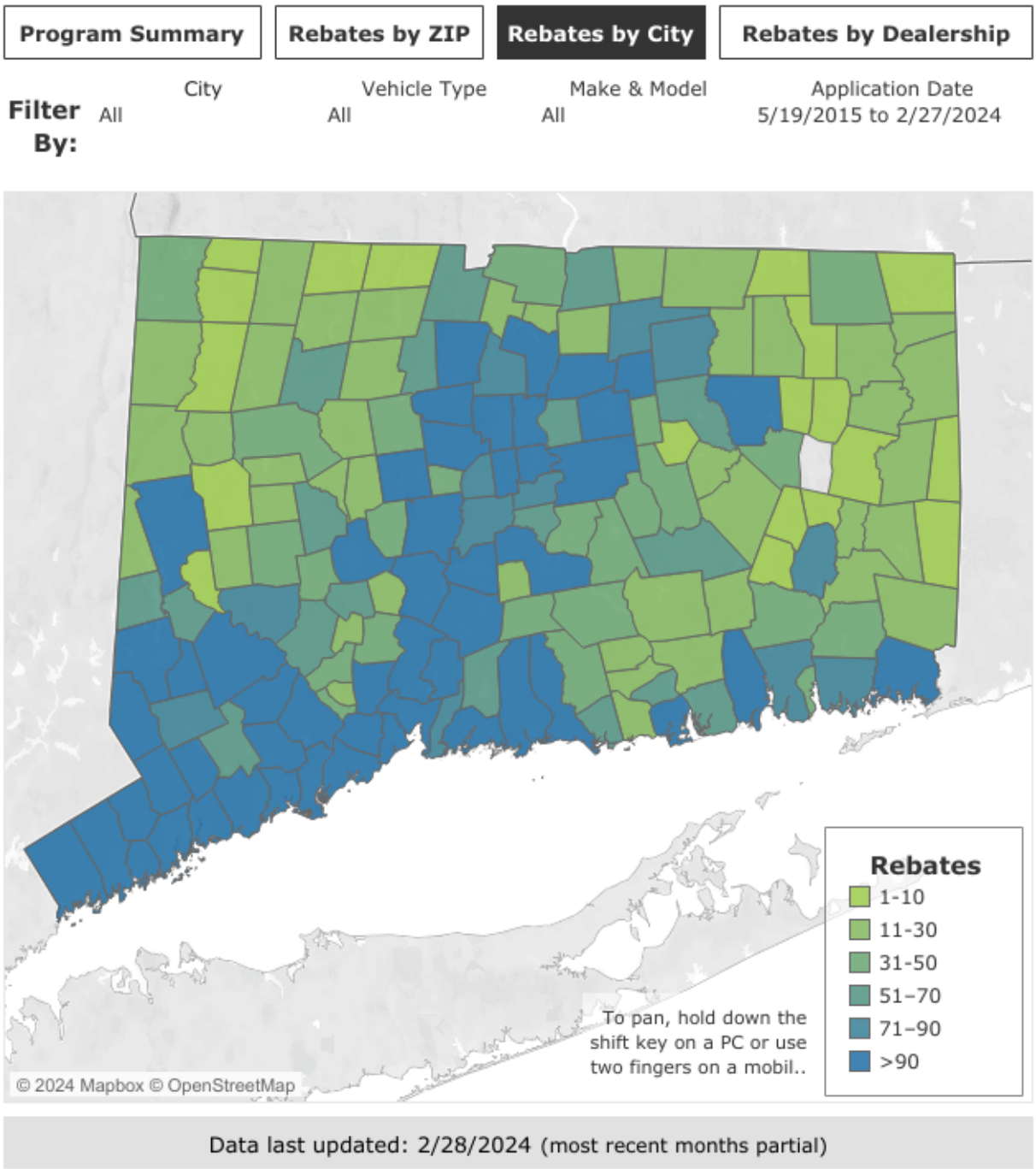
Please cite use of these data and images:
Center for Sustainable Energy (2024). Connecticut Department of Energy and Environmental Protection Connecticut Hydrogen and Electric Automobile Purchase Rebate, Rebate Statistics. Data last updated 2/28/2024. Retrieved [insert date retrieved] from: http://ct.gov/deep/cwp/view.asp?a=2684&q=565018

CHEAPR Rebates by ZIP Code



Please cite use of these data and images:
Center for Sustainable Energy (2024). Connecticut Department of Energy and Environmental Protection Connecticut Hydrogen and Electric Automobile Purchase Rebate, Rebate Statistics. Data last updated 2/28/2024. Retrieved [insert date retrieved] from: http://ct.gov/deep/cwp/view.asp?a=2684&q=565018

CHEAPR Rebates by City



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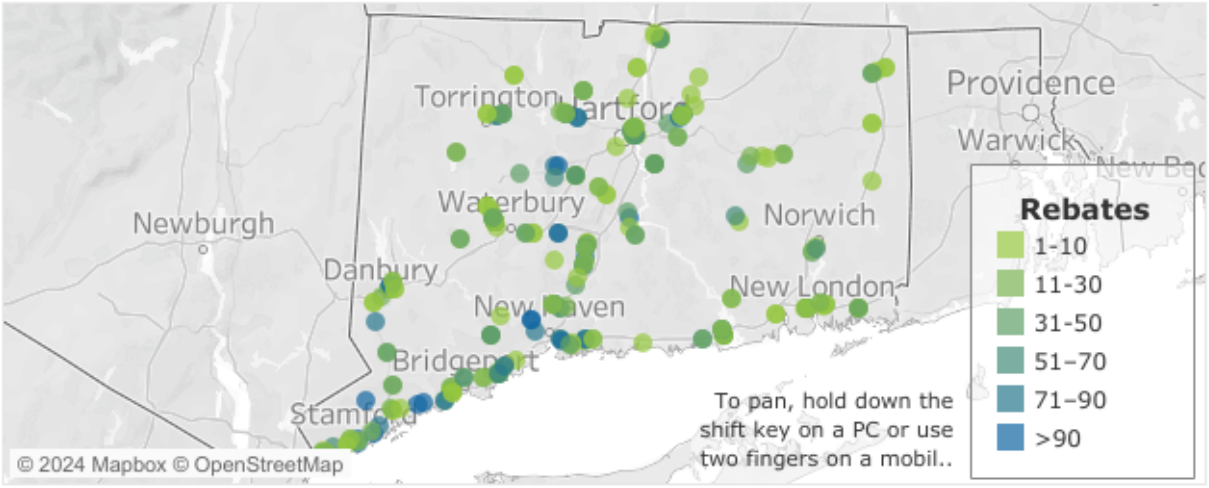
Center for Sustainable Energy (2024). Connecticut Department of Energy and Environmental Protection Connecticut Hydrogen and Electric Automobile Purchase Rebate, Rebate Statistics. Data last updated 2/28/2024. Retrieved [insert date retrieved] from: http://ct.gov/deep/cwp/view.asp?a=2684&q=565018

CHEAPR Rebates by Dealership

Program Summary | **Rebates by ZIP** | **Rebates by City** | **Rebates by Dealership**

Filter By:	City	Dealership Name	Vehicle Category	Make & Model
	All	All	All	All

Application Date: 5/19/2015 to 2/27/2024



Top 20 Rebate CT Dealerships

A-1 Toyota	391
Lynch Toyota	380
Middletown Toyota	227
Westbrook Toyota	201
Hoffman Toyota	199
Richard Chevrolet, Inc.	188
Maritime Chevrolet	171
Danbury Hyundai	168
Karl Chevrolet	168
Toyota of Stamford	153
Brandfon Hyundai	134
New Country Toyota of Westport	134
Honda of Westport	129
Toyota of Wallingford	129
Crowley Nissan	127
Torrington Toyota	126
Ingersoll Auto of Danbury	120
Executive Kia	118
Premier KIA	110
Meriden Hyundai	102

What are OEM Direct Sales?

OEM: Original Equipment Manufacturer

What about Tesla?

Tesla's dealership address is standardized as Palo Alto, CA and therefore is not included in the map above nor in the 'Top 20 Rebated CT Dealerships' list to the left. Tesla dealerships account for:

Tesla Rebates: 4,063

Data last updated: 2/28/2024 (most recent months partial)

Please cite use of these data and images:
Center for Sustainable Energy (2024). Connecticut Department of Energy and Environmental Protection Connecticut Hydrogen and Electric Automobile Purchase Rebate, Rebate Statistics. Data last updated 2/28/2024. Retrieved [insert date retrieved] from: http://ct.gov/deep/cwp/view.asp?a=2684&q=565018