



CEEJAC AIR AND TRANSPORTATION COMMITTEE MEETING

Bureau of Air Management
July 30, 2025

TOPICS

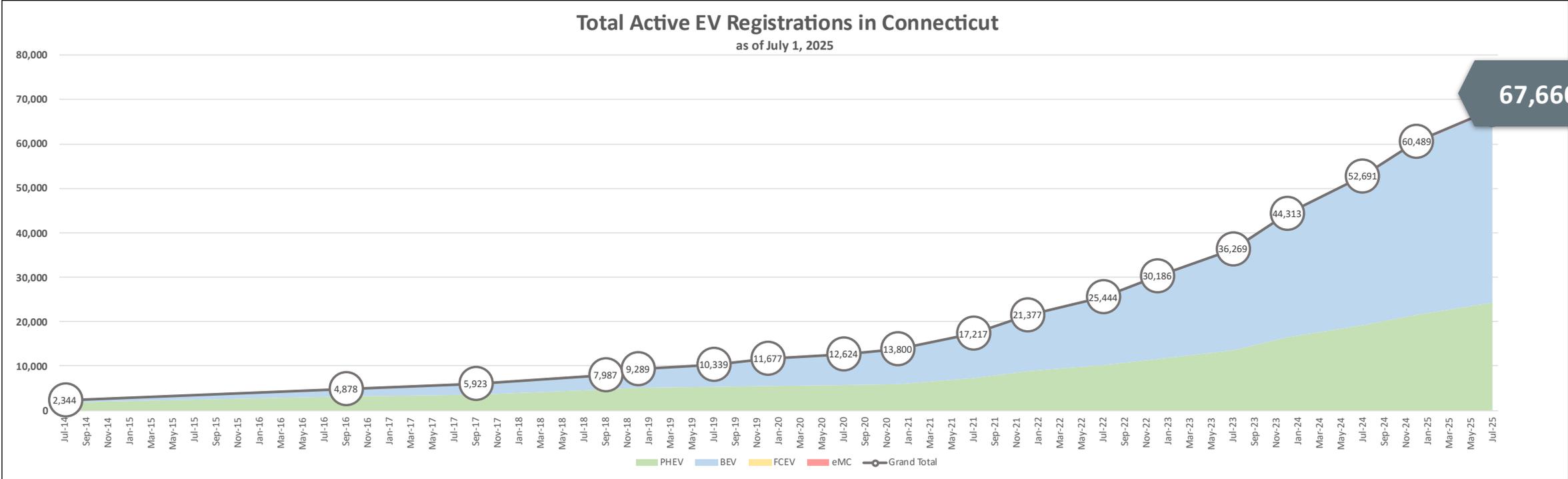


- Recent Trends in Incentive Uptake
- New Standard Incentive Levels Taking Effect August 1st
- Short Term Outreach Efforts
- Other Incentive Changes to CHEAPR
- Future of CHEAPR
- E-Bikes Round 3
- Community-based monitoring



Update on Recent EV Purchasing Trends

INCREASED EV DEMAND CONTINUES

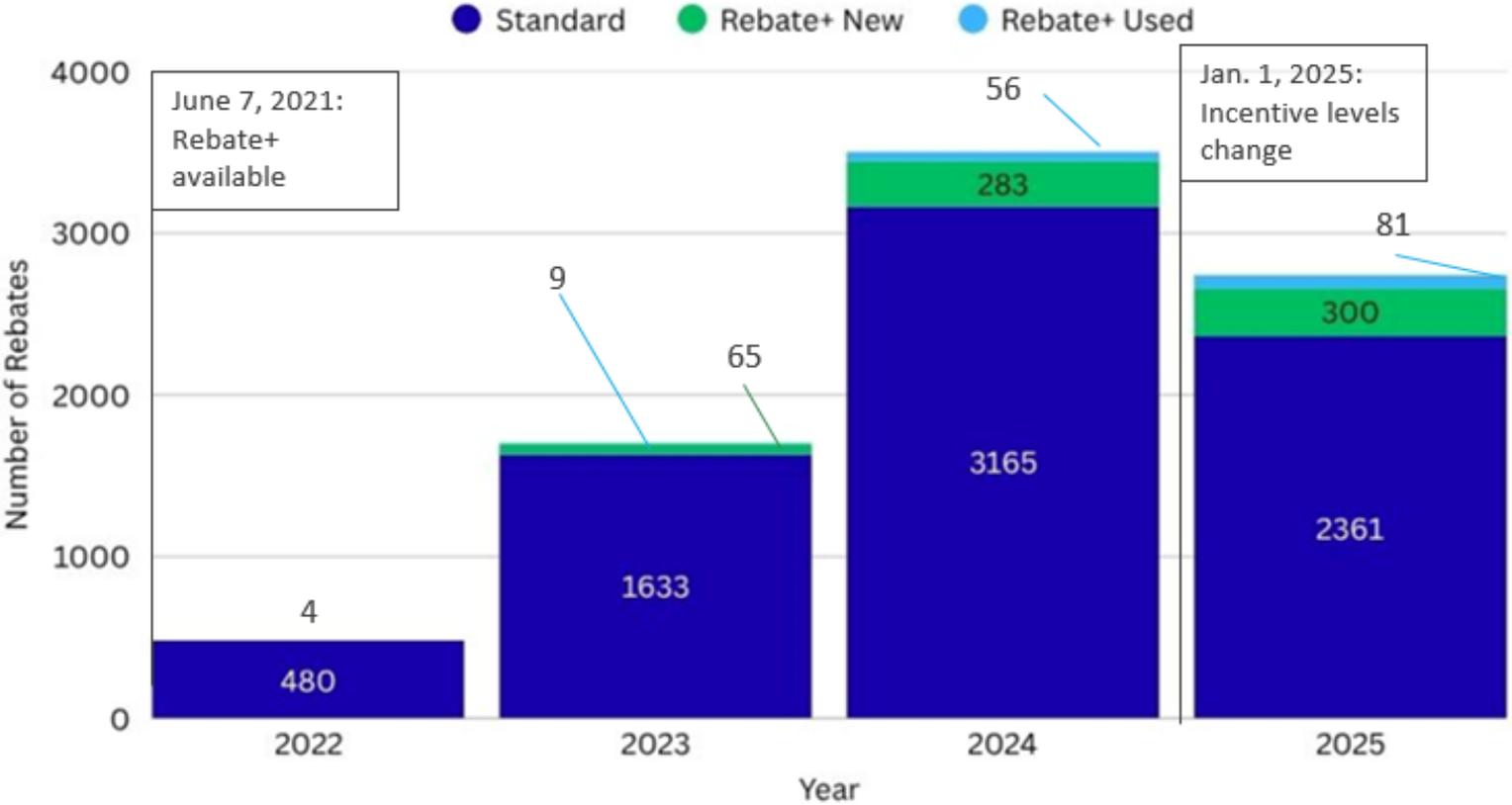


REBATE REDEMPTIONS COMPARISONS: JAN. 1 – JUL. 15 2025



- While standard rebate incentive levels have been reduced, demand remains unsustainably high compared to the available budget.
- **Rebate+ New** and **Rebate+ Used** interest has increased over the same period as last year.

Number of Rebates Incentivized Between Jan. 1st - July 15th



CY 2025 MONTHLY INCENTIVES AND DEMAND



- DEEP determined in 2024 that ~\$7.7 million/yr is the max yearly budget for CHEAPR without carryover
- In response, DEEP lowered the Standard rebate to \$1,500 on Jan. 1, with a planned Jul. 1 drop to \$1,000, which is not possible now due to increased demand
- Pre-2024 carryover allowed higher monthly spend rates
- About 65% of the BEV Rebates redeemed to date this year have been for Teslas

| Month | Amount Redeemed** | BEV Redemptions | PHEV Redemptions | Standard Redemption | Rebate+ New Redemption | Rebate+ Used Redemption |
|--------------|--------------------|-----------------|------------------|---------------------|------------------------|-------------------------|
| January | \$887,225 | 359 | 49 | 391 | 12 | 5 |
| February | \$928,825 | 434 | 47 | 454 | 28 | 9 |
| March | \$883,200 | 363 | 96 | 382 | 59 | 18 |
| April | \$690,200 | 292 | 42 | 264 | 58 | 12 |
| May | \$905,975 | 409 | 96 | 437 | 53 | 15 |
| June | \$868,575 | 215 | 213 | 338 | 75 | 18 |
| July to 7/15 | \$225,100 | 104 | 13 | 98 | 15 | 4 |
| Total | \$5,439,100 | 2,176 | 556 | 2,361 | 300 | 81 |

BUDGET SUMMARY SNAPSHOT TO DATE



The rate of spend in the program is speeding up, due in large part to federal changes and the impending sunset of the federal tax credit on Sept 30.

- CHEAPR has seen a 33% increase over the last 30 days in daily demand for incentives compared to the year over year average.
 - Daily funding average has increased, especially in the last 30 days.
 - YTD 2025: \$39,126/day on incentives
 - Last 30 days: \$52,088/day (33% increase in last 30 days) or \$1.56 million
- We have also seen an increase in applications for prequalified vouchers and an increase in redemption rate of vouchers. \$3,689,175 is encumbered in vouchers and queued applications.
- The projected CHEAPR budget has \$4.8 million available for the remainder of 2025 including available RGGI funds and DMV funds. SFY 2026 DMV funding is ascribed to the 2026 CHEAPR budget because additional RGGI funding not expected until March 2026.

RUN RATE SCENARIOS UNDER NEW INCENTIVE LEVELS

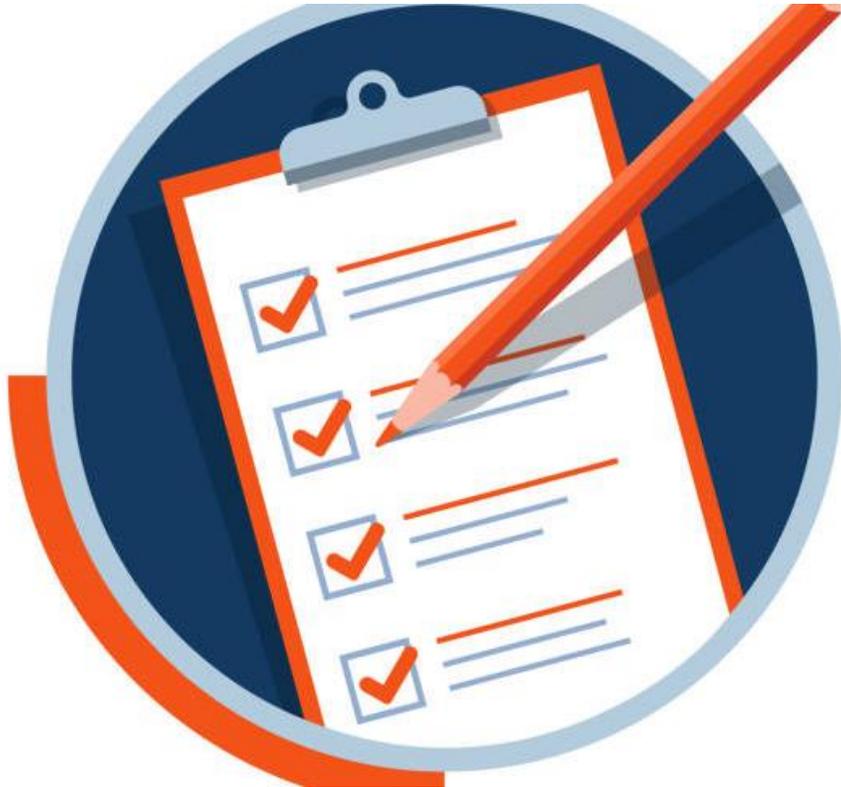


| | Scenario includes changing the Standard Rebate from \$1,500 to \$500 (effective August 1st) | |
|--|--|---|
| Daily Spend Scenario | Base Case Demand Scenario: Estimated End of Funding Date | High Demand Scenario: Est End of Funding Date (+20% Daily Funding Avg.) |
| Low Spend Rate: Rolling Average Daily Spend (CY2025) | 2/20/2026 | 12/23/2025 |
| Medium Spend Rate: Rolling Average Daily Spend (Last 30 Days) | 11/17/2025 | 10/30/2025 |
| High Spend Rate: Rolling Average Daily Spend (Last 14 Days) | 11/9/2025 | 10/23/2025 |

CSE's projection incorporates issued/approved funding, funding reserved for pre-qualifications, and projected Standard redemptions. The blue column is modeled as a 20% increase in daily funding based on a historical data from the New Jersey program.

INCENTIVE LEVEL CHANGE IMPLEMENTATION

NEW DATE! **AUGUST 1, 2025**



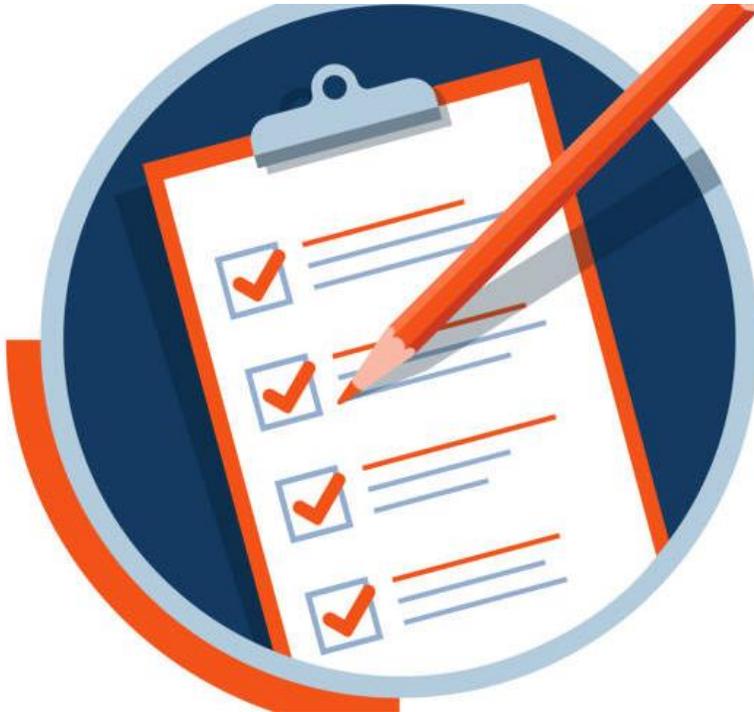
Battery Electric Vehicle (BEVs) and Fuel Cell EVs

|

- **MSRP CAP** - \$50,000
- **STANDARD INCENTIVE** - \$500
- **REBATE + NEW** - \$3,000 (\$3,500 total)
- **REBATE + USED** - \$5,000 (stand alone)

INCENTIVE LEVEL CHANGE IMPLEMENTATION

NEW DATE! **AUGUST 1, 2025**

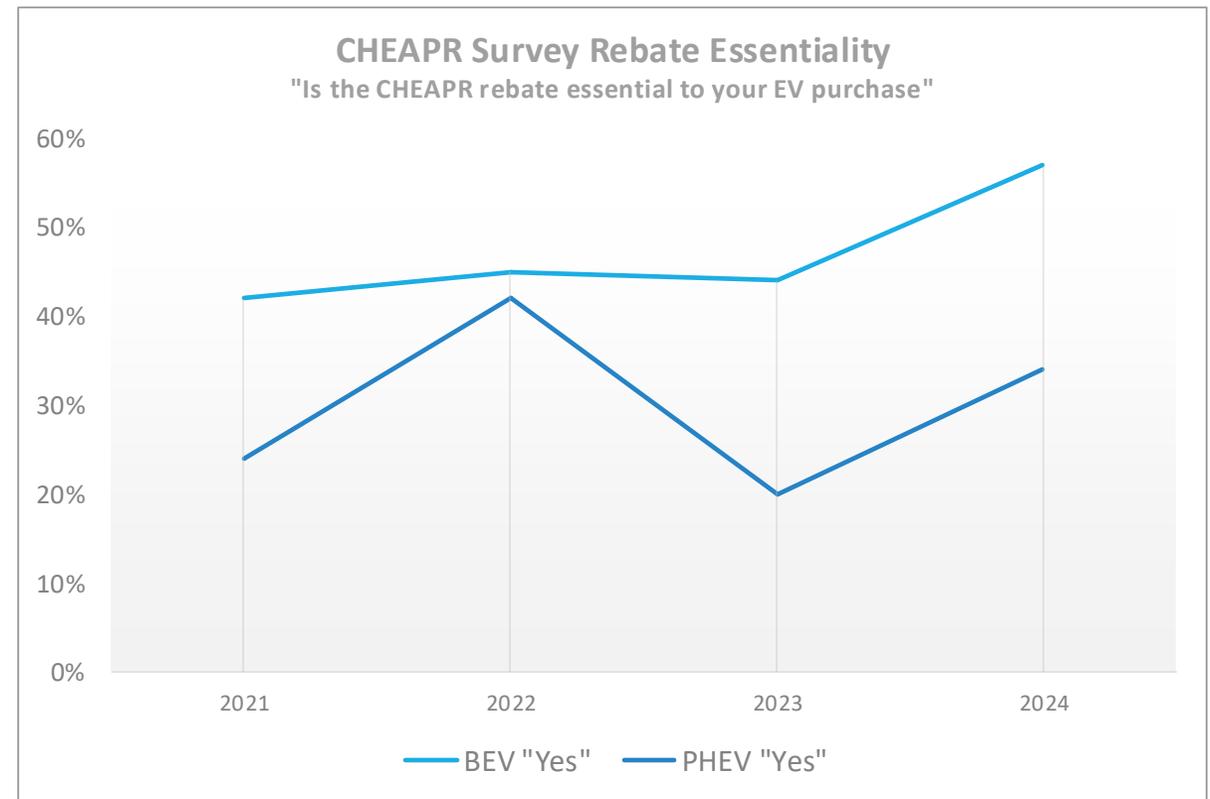


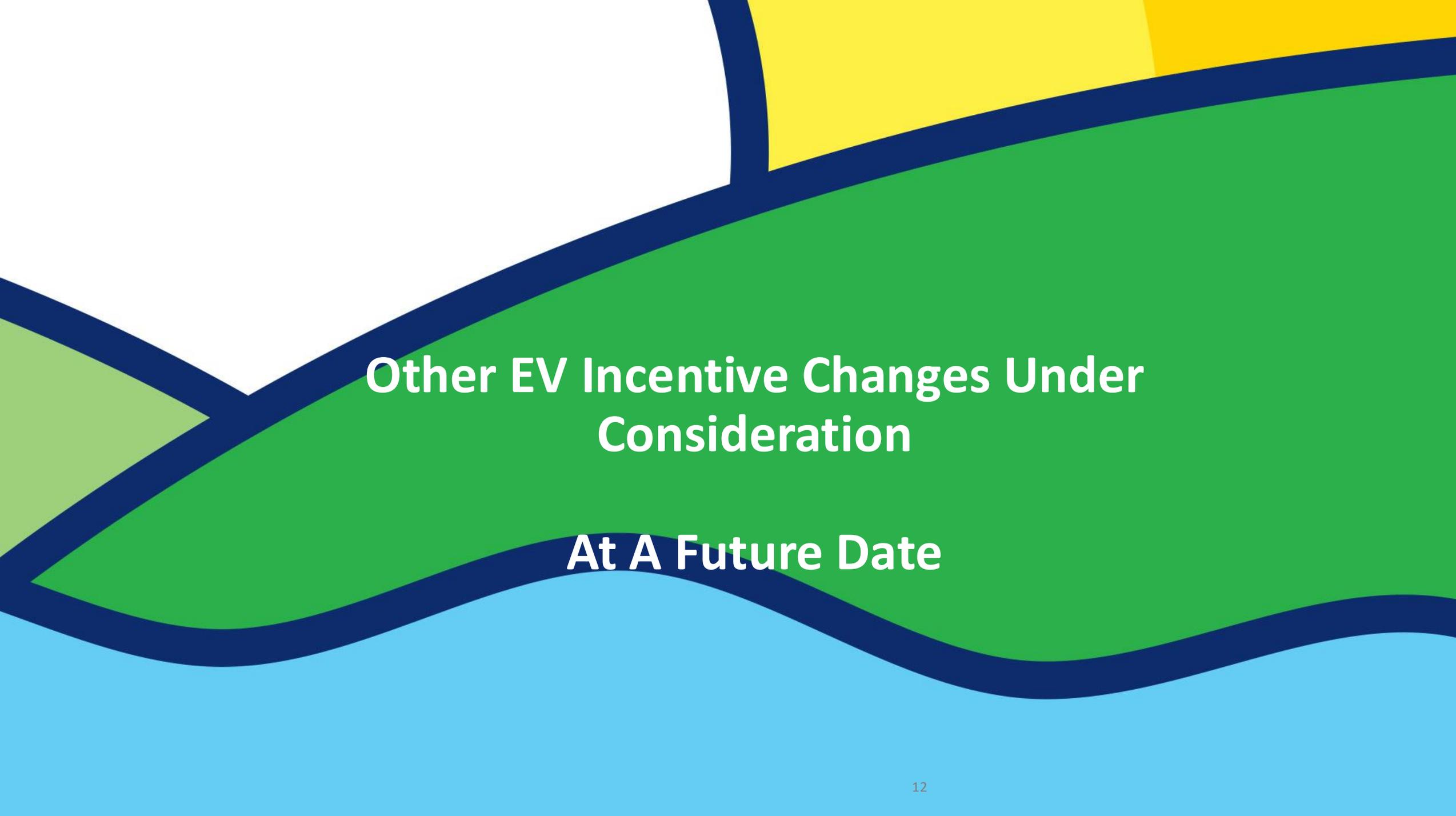
Plug-In Electric Vehicles

- **MSRP CAP** - \$50,000
- **STANDARD INCENTIVE** - \$500
- **REBATE + NEW** - \$1,500 (\$2,000 total)
- **REBATE + USED** - \$3,000 (stand alone)

ARE LOWER INCENTIVES A GOOD THING?

- Yes – Prevents pausing program and allows CHEAPR to continue catalyzing EV sales in Connecticut
- Major industry sources are expecting record 3Q EV sales due to lapsing federal tax credit but Q4 impacts are TBD
- Rebate+ redemptions are increasing, going from 12 in January to 75 in June
 - **100% funding for Rebate+ vouchers must be reserved**
- This recent activity may affect the timing of eBikes round 3, but the current plan proposes to utilize a separate funding source for this round.





Other EV Incentive Changes Under Consideration

At A Future Date

CREATION OF A COMMUNITY+ TIER FOR EJ RESIDENCY

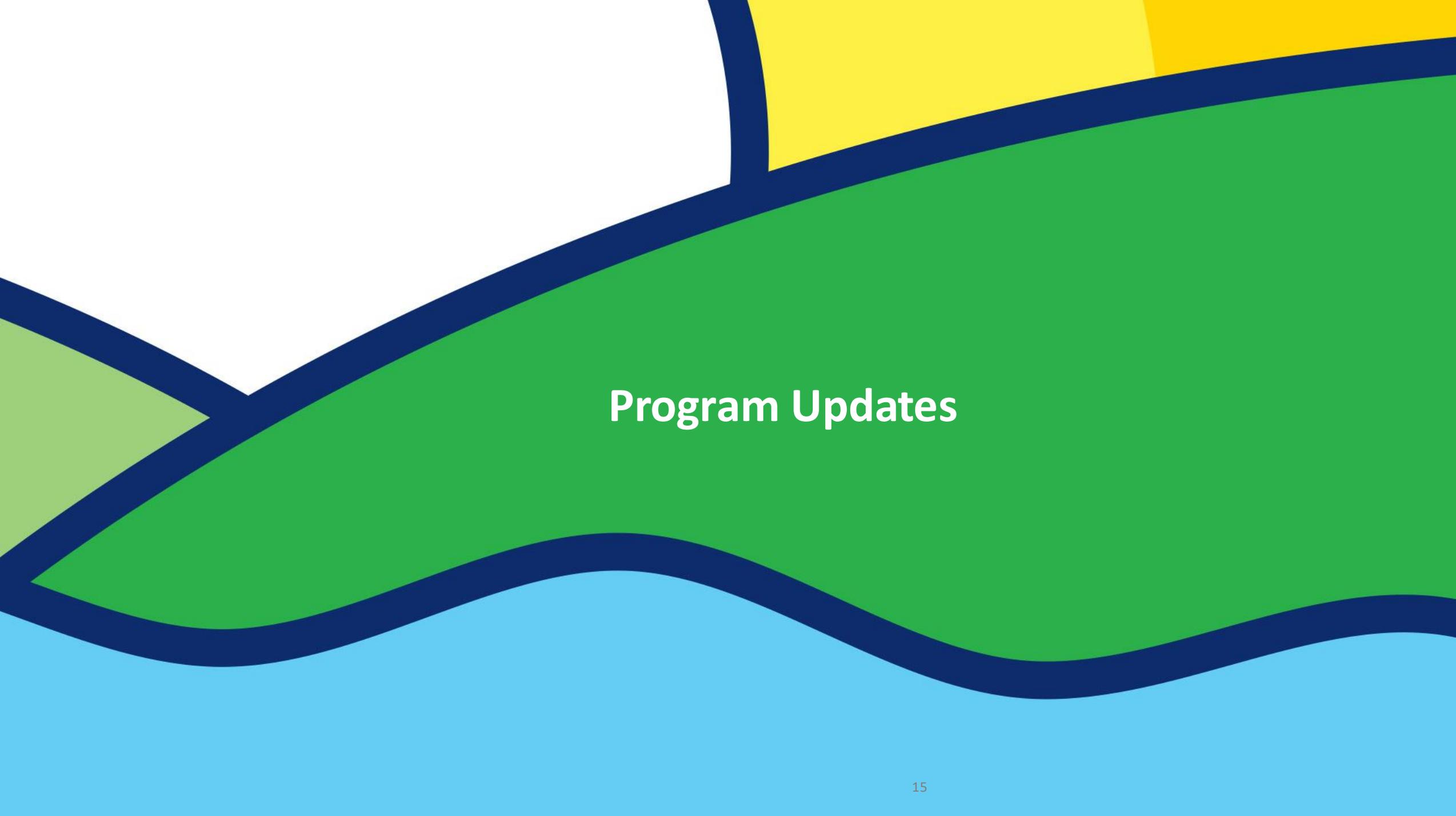
- H.B. 1496 section 6 did not pass during the legislative session
 - **Rebate+ New and Used will be exclusively income-qualified**
 - **Community+ - EJ residents will be prioritized over standard incentive recipients**
 - CGS § 22a-202(d) specifies that rebates or vouchers awarded to a resident of an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

INCENTIVE LEVEL CHANGE IMPLEMENTATION

NEW DATE! **AUGUST 1, 2025**

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



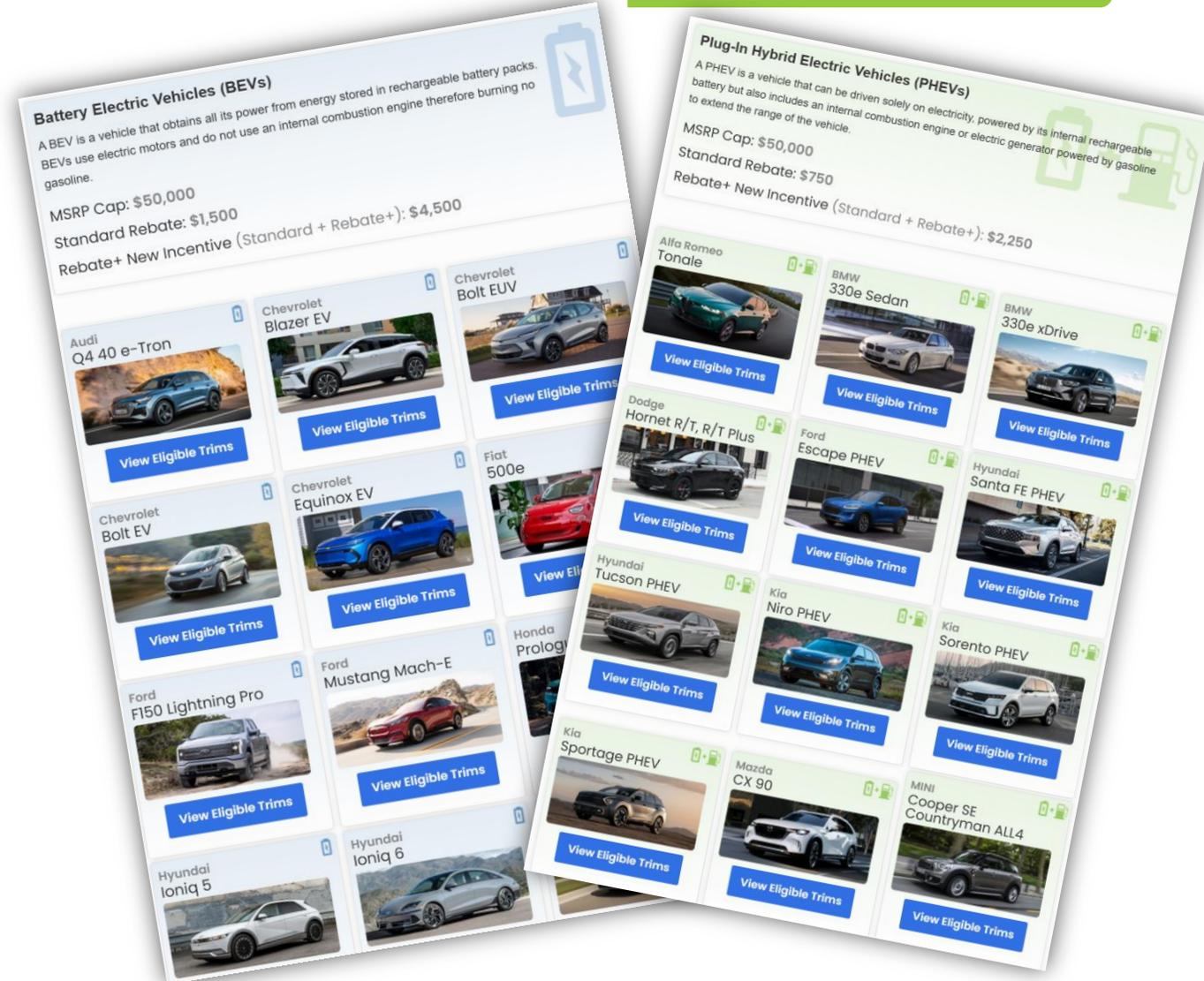
The background features a stylized landscape with a yellow sun in the top right, green hills in the middle, and light blue water at the bottom. All elements are separated by thick, dark blue outlines.

Program Updates

ELIGIBLE VEHICLE LISTS UPDATES

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

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



ANNUAL REPORT

- CHEAPR EV & eBike Annual Report covering 2024 is now available on the [CHEAPR Resources webpage](#)
- Reporting period is shifting to calendar year instead of fiscal year to align with the reporting period for the CHEAPR Legislative Report



Takeaways:

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

THE FUTURE OF CHEAPR

- **What will the next phase of CHEAPR need to be?**
- **Options for the next phase of CHEAPR:**
 - Re-establish the Standard Incentive
 - Prioritize income eligibility over EJ residency
 - Re-examine program framework
 - Program Pause and Relaunch
 - Other?



eBikes

E-BIKES ROUND 2 UPDATE



**Connecticut
Electric Bicycle
INCENTIVE PROGRAM**

The Year 2 [Statistics Dashboard](#) is up!

- To access the different years, simply click on the “Program Summary”, “Vouchers by Location” or “Vouchers by Retailer” buttons at the top of the dashboard and select which year’s data you wish to view. Updated monthly!
- All approved applications have been processed through May 31st which was the last pull from the standby list
- Approximately 66% have been redeemed!
 - Vouchers are redeemable for 240 days of issuance so closing in on 100% redemption rate could take time
- The latest a voucher can be redeemed is January 10, 2026.

| | Total Vouchers Approved | Total Vouchers Redeemed | Total Funds Redeemed |
|--|-------------------------|-------------------------|----------------------|
| | 505 | 367 | \$456,536 |

| | Funds Approved | Vouchers Approved | Vouchers Redeemed | Funds Redeemed |
|---------------------------|----------------|-------------------|-------------------|----------------|
| Income Qualification | \$98,608 | 98 | 79 | \$98,608 |
| Public Assistance Program | \$357,928 | 407 | 288 | \$357,928 |

Data available on Stats page through July 1, 2025

- Currently, there are:
 - 24 Participating eBike Retailers
 - 152 eligible bike models

E-BIKE ROUND 3 CONSIDERATIONS



Budget: \$762,500

- Incorporate EPA funding to New Haven-\$62,500 (50 vouchers utilizing CSE's platform)

Incentive levels:

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

Timeline:



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 ≤ \$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

A stylized, colorful landscape illustration. The top right corner features a bright yellow sun. Below it is a large green area representing hills or grass, outlined with a thick dark blue border. The bottom portion of the image is a light blue area representing water, also outlined with a thick dark blue border. The overall style is simple and graphic.

Community Based Air Monitoring Efforts

Community-Based Air Quality Monitoring



ARP Grant Partnerships

- *“Enhanced Air Quality Monitoring in Stamford’s South End and West Side Neighborhoods”* **Stamford, CT**
 - Sensors installed and reporting to public dashboard, real-time alerts, three community education events
- *“Partnering with local organizations to develop health-relevant air monitoring resources for distressed communities in Connecticut”* **Ansonia & Derby, CT**



Air Sensor Loan Program

68 PurpleAir Sensors deployed to community groups, education centers, schools, non-profit orgs, and public entities. To learn more, please visit the program webpage at bit.ly/SensorLoan



Outreach & Education

- Air Quality Education Workshops
- EPA Flag Program: 26 schools/ organizations registered
- Developing tools and resources to assist community understanding of local air quality
- Air Quality Workgroup of Northeast and Mid-Atlantic States & DC (Georgetown Climate Council)



Air Sensor Performance Studies

Testing air sensors alongside regulatory monitors (QuantAQ, AmbiLabs, Aeroqual, Sensit, PurpleAir, Tellus) Preliminary reports available via our GitHub repository, which can be viewed at bit.ly/CTsensors



Contact: DEEP.AirMonitoring@ct.gov

Community-Based Air Quality Monitoring

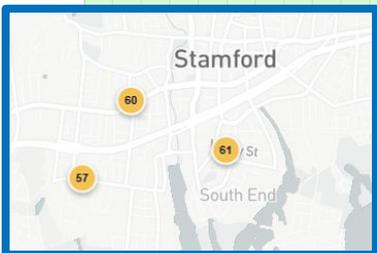
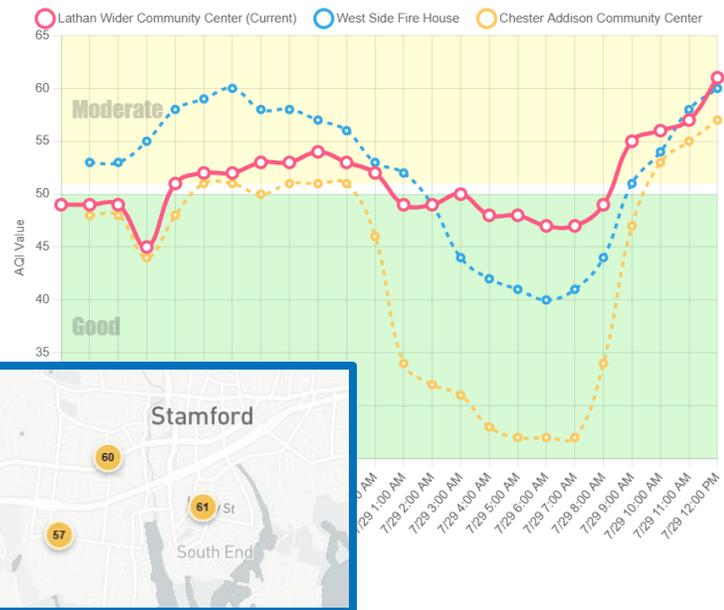


American Rescue Plan Project Spotlight: Enhanced Air Quality Monitoring in Stamford's South End and West Side Neighborhoods (Stamford, CT)



✓ AQI Comparison Chart (24h)

Comparing Lathan Wider Community Center vs 2 other monitors over 24h (3 total monitors)



Air Sensor Loan Program



Scan the QR code to visit the CT DEEP Air Sensor Loan Program webpage, or visit via URL at bit.ly/SensorLoan

Air Sensor Testing Reports

PurpleAir Multi-Site Sensor Comparison
Connecticut Department of Energy and Environmental Protection

Report Created: September 2024

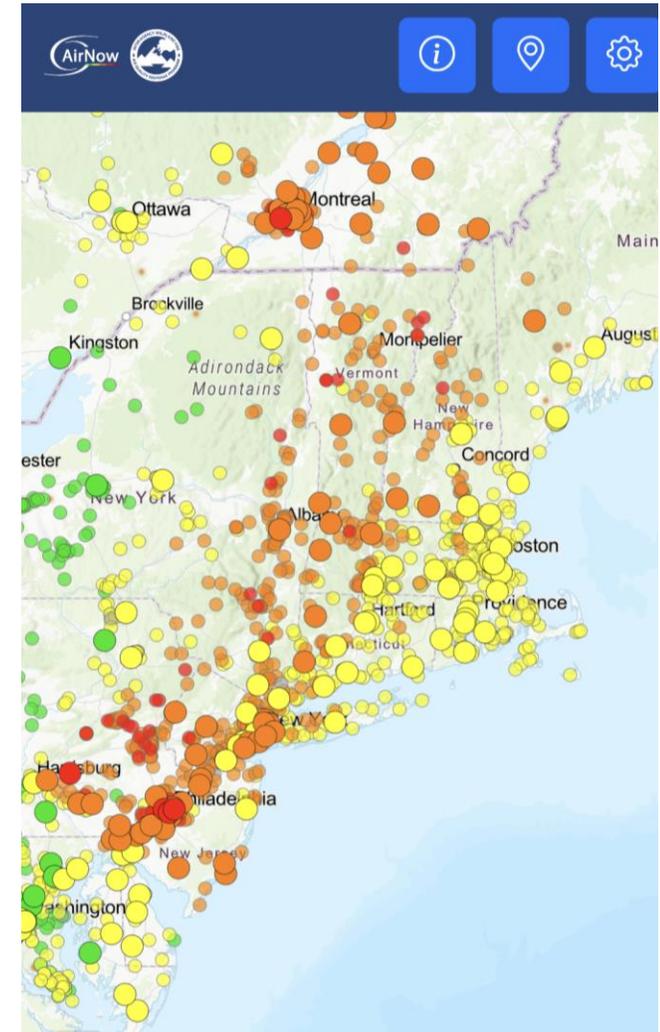
Site Locations

Sensor Details
PurpleAir Specifications

| Available Configuration | Evaluated Configuration | Cost | Data Access | Power Source |
|--|-------------------------|---------------------------|---|----------------------|
| PM2.5, Temperature, Humidity, Pressure | PM2.5 | Sensort 2200-2200 Outdoor | Micro SD card, WiFi connectivity, API (cloud) and for public online use | Batteries (included) |



Preliminary findings available via GitHub. Scan the QR code to view the reports online!



Air Sensor and Regulatory Data during 7/26/25 Wildfire Smoke

Source: AirNow Fire & Smoke Map

PUBLIC COMMENTS

Please raise your hand in the chat.

Fleet Electrification Accelerator

July 30, 2025



Mission & Vision



Connecticut Green Bank is the nation's first state level green bank. Established in 2011 as a quasi-public agency, the Green Bank uses limited public dollars to attract private capital investment and offers green solutions that help people, businesses and all of Connecticut thrive.

Our mission is to confront climate change by increasing and accelerating investment into Connecticut's green economy to create more resilient, healthier, and equitable communities.



State Electric School Bus Targets

Regulatory Affairs

Hartford and East Hartford School Bus Financing

Fleet Electrification Accelerator

Wrap up

P.A. 22-25: Electric School Bus Provisions

- 2030 Target – Environmental Justice Communities
 - “On and after January 1, 2030, one hundred per cent of the school buses that provide transportation for school districts entirely within an environmental justice community as of July 1, 2022, or in an area that encompasses at least one environmental justice community as of July 1, 2022, shall be zero-emission school buses”
- 2040 Target – Statewide
- 10-year Contracting Authority
- Various state grant (DEEP, DECD, etc.) and low-interest financing (Green Bank) opportunities can support ESB deployment projects

PURA Investigation into Medium and Heavy-Duty Electric Vehicle Charging

- A draft decision was published on July 9:
 - Infrastructure Incentive Pilot Program
 - MHD EV Charging Rates → significant savings on charging costs
 - Fleet Advisory Services Program Design + Administrator
- The Green Bank been designated as the Administrator of a Fleet Advisory Services program focused on school bus electrification
- A final decision is scheduled for August 13, 2025 → Market Certainty



Fleet Electrification Planning

Vehicle and Charger Recommendations

One-to-one electric school bus and charger recommendations based current operations

District-Specific Road Map

A school district-specific Fleet Electrification Road Map that can be used in federal and state funding applications, including total cost of ownership analysis for each vehicle

On-Site Assessment

Evaluating capacity for chargers and infrastructure upgrades needed

Procurement Timeline

Short-and long-term plans for infrastructure upgrades, bus, and EVSE procurement

Funding and Incentives

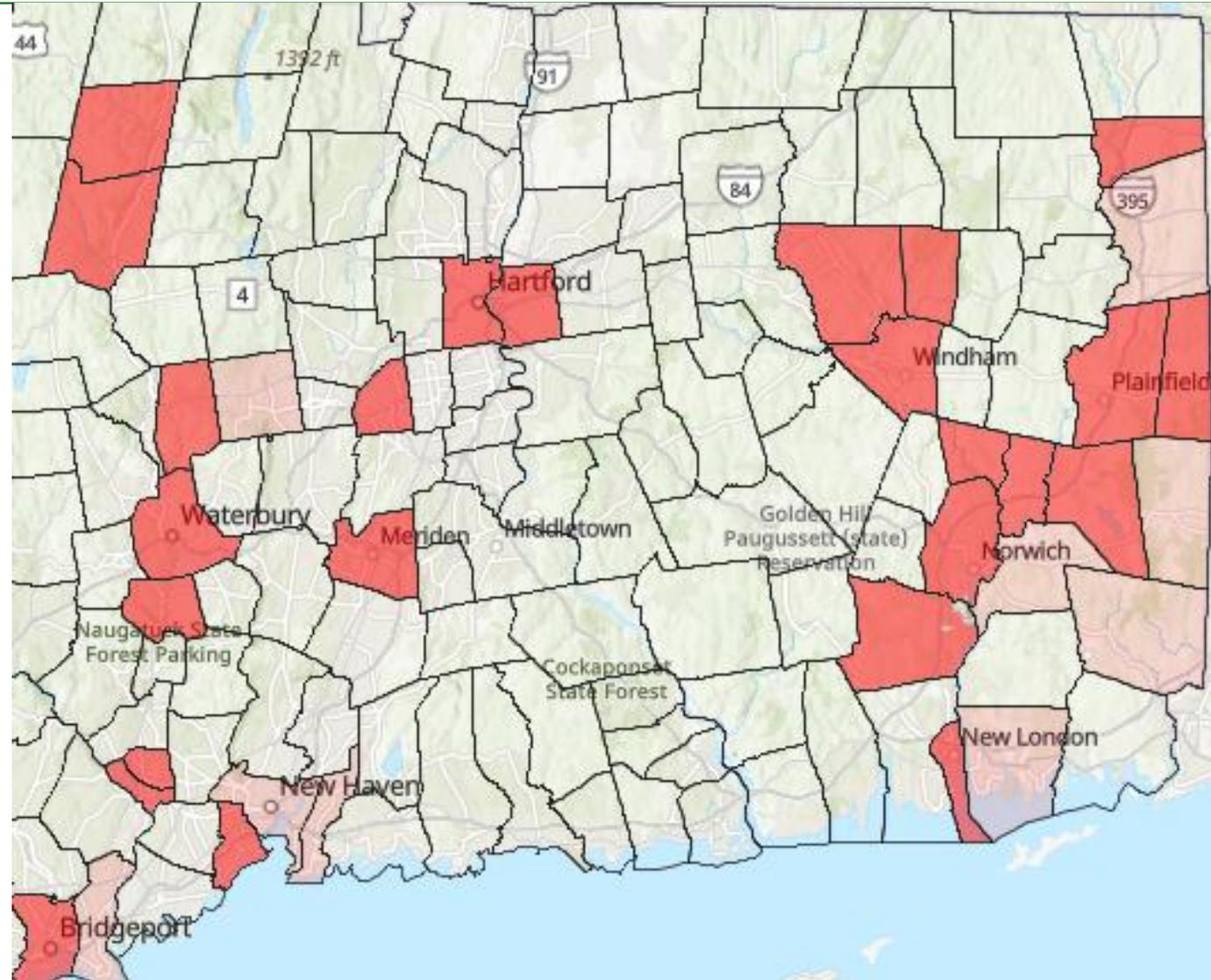
Detailed descriptions and application instructions for available funding and incentive opportunities

Electric School Bus Basics

Everything you need to know to transition to electric school buses in easy-to-understand language

CT Distressed Municipalities

- Initial Focus: **CT Distressed Municipalities**
- Fleet Electrification Planning services provided for **free**
- 2022 Distressed Municipality status → 2030 zero-emission school bus timeline
- Tailored funding opportunities provided by the Department of Economic and Community Development (**DECD**)



Priority School Districts



| Distressed Municipality School Districts | |
|--|------------------|
| Ansonia | New Haven |
| Bridgeport | New London |
| Bristol | North Stonington |
| Chaplin | Norwich |
| Derby | Plainfield |
| East Hartford | Plymouth |
| East Haven | Preston |
| Enfield | Putnam |
| Griswold | Sprague |
| Groton | Sterling |
| Hartford | Stratford |
| Killingly | Torrington |
| Mansfield | Voluntown |
| Meriden | Waterbury |
| Montville | West Haven |
| Naugatuck | Winchester |
| New Britain | Windham |



fleet electrification accelerator



Deployment Support

Financial Analysis

Total cost of ownership, procurement plan, and analysis of available incentives

Stakeholder Analysis

Identifying stakeholder categories who should be engaged in electrification

Installation Support

Comprehensive infrastructure installation support, from early-stage planning to final commissioning

Construction and Commissioning Planning

Interconnection planning guide and continuous support to navigate the commissioning process

Workforce Development and Training

Identifying skill gaps, training and retraining needs, and providing training materials and recommendations

Electric School Bus Investment



Braided Funding Opportunities

- Grants + Low-interest financing
- EPA, DEEP, etc. + Green Bank

Hardware

- Buses
- Charging Stations
- Make-ready Infrastructure

Bridge Loans

- State Grant Awards
- Utility Incentives

Electric School Buses



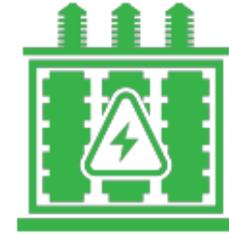
Up to 10 years

Charging Equipment



Up to five years

Electric System Upgrades



Up to 20 years

NEWS

Hartford Public Schools get \$1m loan for electric school bus fleet

by Alex Appel July 28, 2025



Public Health and Communities

| Autumn, Hartford Public Schools | |
|---------------------------------|-----------------------|
| State EJ Community? | Yes |
| Federal LIDAC? | Yes |
| Free and Reduced Price Meals* % | 78.5% |
| Student Asthma** % | 16.8% |
| Nitrogen Dioxide | 96th percentile in CT |
| Diesel Particulate Matter | 80th percentile in CT |

*National and CT FRP Averages = 53.3% and 41.9%, respectively

**National and CT Child Asthma Rates = 6.5% and 12.3%, respectively

Public Health and Communities

| Project and Metrics | Approved Green Bank Investment | Federal Funds Leveraged | State EJ Community? | Federal LIDAC? | District Free and Reduced-Price Meals* % |
|------------------------------|---------------------------------------|--------------------------------|----------------------------|-----------------------|---|
| Autumn, Hartford | \$2.0 MM | \$9.8 MM | Yes | Yes | 78.5% |
| Dattco, East Hartford | \$1.1 MM | \$400k | Yes | Yes | 60.9% |
| Zum, Branford | \$12.3 MM | \$11.3 MM | Yes | Yes | 36.8% |

*National and CT FRP Averages = 53.3% and 41.9%, respectively

Public Health and Communities

| Project and Metrics | District Asthma Rates * | American Lung Assoc. Grade, High Ozone Days | American Lung Assoc. Grade, Particle Pollution | Noteworthy Air Quality Data |
|------------------------------|-------------------------|---|--|-----------------------------|
| Autumn, Hartford | 16.8% | D | D | NOx - 98th % in CT |
| Dattco, East Hartford | 19.7% | D | D | NOx - 96th % in CT |
| Zum, Branford | 11.2% | F | F | Ozone - 95th % in CT |

*National and CT Child Asthma Rates = 6.5% and 12.3%, respectively

Our Ask?



Get in touch! The Green Bank is here to support schools and their school bus operators

Email:

jayson.velazquez@ctgreenbank.com

kevin.moss@ctgreenbank.com

