Joint EDC Annual Report – Program Cycle Year 5 (2026)

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I. Introduction

As part of the CT Electric Vehicle ("EV") Charging program (the "Program") that was approved by the Public Utilities Regulatory Authority ("PURA" or "the Authority") in Docket No. 17-12-03-RE04, the Connecticut Light and Power Company d/b/a Eversource Energy (Eversource) and The United Illuminating Company ("UI"), collectively the electric distribution companies ("EDCs") submit this annual report, summarizing the Program results for the time period from July 1, 2025 to June 30, 2026, and recommendations for Program modifications, based on lessons learned in implementation. This report also incorporates additional analysis as requested in the Final Decision in Docket 25-08-06[1]. This document includes the following sections:

I. Introduction
II. Program Overview
III. Summary of Orders Relevant to This Report
IV. Implementation Metrics
V. Program Activities Since Last Annual Report
VI. Proposed Program Design Changes
VII. Summary of Education & Outreach
VIII. Program Costs

II. Program Overview

A. Background

On July 14, 2021, the Connecticut Public Utilities Regulatory Authority issued a final Decision in Docket No. 17-12-03RE04[2] ("Decision"), which establishes a statewide zero emission EV Charging Program, available to all customers and customer classes within the service territories of the EDCs. The Program will be delivered over nine years, beginning in 2022, in three-year cycles, giving the parties and the Authority opportunities to update the program guidelines as new circumstances may dictate.

The Authority has identified the following objectives for a statewide zero emission program in Connecticut:

1. To enable Connecticut's commitment to the ten-state Memorandum of Understanding ("MOU"): to collectively deploy 3.3 million ZEVs among the participating states by 2025, and the deployment of approximately 125,000-150,000 EVs in Connecticut by 2025[3];
2. To facilitate the seamless integration of new and emerging Zero Emission Vehicle ("ZEV")-related technologies, to realize the potential electric system benefits of ZEVs, along with the economic, health, and environmental benefits they provide;
3. Deploy and integrate ZEVs into Connecticut's electric grid (i.e., the distribution system infrastructure) as a key component of meeting the objectives of the Authority's Framework for an

[1] The Final Decision in the Year 4 Annual Review of the Program.
[2] The Program Authorization Final Decision
[3] Per Connecticut Department of Energy and Environmental Protection, there were 67,660 EVs registered in Connecticut as of July 1, 2025.

Equitable Modern Grid, namely: (1) support (or remove barriers) to the growth of Connecticut's green economy; (2) enable a cost-effective economy-wide transition to a decarbonized future; (3) enhance customer access to a more resilient, reliable and secure commodity; and (4) advance the ongoing energy affordability dialogue in the State, particularly in underserved communities; and

4. Achieve an equitable transition to wide-scale EV deployment across all communities in Connecticut.

Consistent with the Authority's findings and directives in the Decision, the EDCs are providing this report on the Program's status and achievements for the period from July 1, 2025, to June 30, 2026. This report contains updated operational information for all Program areas, including applications received, rebates issued, funding awarded, the number of EV charging stations and sites deployed, and deployment in underserved communities[4].

B. Program Description

Through the Program, the Authority seeks to enable a self-sustaining ZEV market on the scale necessary to meet the State's ZEV goals and greenhouse gas reduction targets, and achieve ratepayer, electric system, economic, health, and environmental benefits by equitably transitioning all communities across Connecticut to EVs. The Program is structured around three-year program review cycles whereby the Authority will re-evaluate whether the expected benefits are being delivered to Connecticut ratepayers.

The EV Charging Program identifies five program areas to optimize the deployment of electric vehicle supply equipment ("EVSE") and the associated distribution system infrastructure necessary to meet Connecticut's transportation electrification goals:

1. Residential Single-Family Level 2 Charging;
2. Residential Multi-Unit Dwellings ("MUDs") Level 2 Charging;
3. Direct Current Fast Charging ("DCFC");
4. Destination Level 2 Charging; and
5. Workplace & Light-Duty Fleet Level 2 Charging.

The key program elements consist of a combination of incentives for networked Level 2 EVSEs and DCFCs, as well as accompanying rate offerings. The EDCs will invest in the make-ready infrastructure required to enable charging, up to the maximum incentive available per site. Additional incentives will be available for sites hosting EVSE in underserved communities.

[4] An underserved community as defined by the EV Charging Program shall include environmental justice communities pursuant to Conn. Gen. Stat. § 22a-20a, distressed municipalities pursuant to Conn. Gen. Stat. § 32-9p, and public housing authorities. Conn. Gen. Stat. § 22a-20a defines an environmental justice community as "(A) a United States census block group, as determined in accordance with the most recent United States census, for which thirty per cent or more of the population consists of low income persons who are not institutionalized and have an income below two hundred per cent of the federal poverty level, or (B) a distressed municipality, as defined in subsection (b) of section 32-9p." Pursuant to Conn. Gen. Stat. § 32-9p, the Department of Economic and Community Development identifies municipalities based on its tax base, residents' personal income, and residents' need for public services, and publishes a list of distressed municipalities annually.

1. Filed Program Deployment Targets

The EDCs EVSE deployment targets for the first 3-year cycle (2022-2024) are summarized in the table below. In December 2022 and 2023, PURA authorized incremental ports in three of the five Program Areas[5].

Table 1: Filed Program Cycle 1 (2022-2024) Program Port Deployment Targets

Program Area	Eversource Port Deployment Goal			UI Port Deployment Goal		
	Original	PY2 Total	PY3 Total	Original	PY2 Total	PY3 Total
Residential Single-Family	12,000	12,000	12,000	3,000	3,000	3,000
MUD	970	1,940	2,910	243	486	729
DCFC	110	247	357	27	54	81
Destination	631	1,262	1,262	158	316	316
Workplace & Light Duty Fleets	1,851	1,851	1,851	463	463	463

Program Cycle 2 (2025-2027) and Program Cycle 3 (2028-2030) targets remain relatively unchanged since their development in the Decision. The notable exception were the MUD targets, which were deliberately unspecified in order to provide more time to PURA and the EDCs to assess program uptake prior to proposing additional deployment targets. The Decision orders that, "no later than August 1, 2023, the EDCs shall propose MUD Level 2 EVSE deployment targets and a supporting calculation methodology for the second and third Program Cycles for Authority review and approval." The Authority approved the proposed deployment target, of 3,000 MUD ports per year, split 80/20 between Eversource and UI, in the Program Year 4 Final Decision[6]. Accordingly, the proposed port deployment targets for the upcoming Program Cycles are summarized in Table 2.

Table 2: Filed Program Cycle 2 (2025-2027) and Program Cycle 3 (2028-2030) Program Port Deployment Targets

Program Area	**Total**		**Eversource Port Deployment Goal**		**UI Port Deployment Goal**	
	Program Cycle 2	**Program Cycle 3**	**Program Cycle 2**	**Program Cycle 3**	**Program Cycle 2**	**Program Cycle 3**
Residential Single-Family	17,500	17,500	14,000	14,000	3,500	3,500
MUD	9,000	9,000	7,200	7,200	1,800	1,800
DCFC	172	172	138	138	34	34
Destination	1,654	1,654	1,323	1,323	331	331
Workplace & Light Duty Fleets	2,521	2,521	2,017	2,017	504	504

[5] Final Decision in Docket 22-08-06.
[6] Final Decision

III. Orders Relevant to This Report

Across the Establishing Order and prior Annual Review Dockets, PURA has ordered that the EDCs provide specific updates in each annual report. The following sections summarize the pertinent Orders including their source, requirements, and where the relevant reporting responses can be found in this document or its attachments.

A. Annual Report Filings

Docket 2025-08-06 Order 4, referencing Docket 2023-08-06 Order 19 and Docket 2027-12-03REO4 Order 14: No later than August 1, 2024, and annually thereafter, the EDCs shall submit a joint Annual Report, as discussed in Section IV.E.2 [of the Year 3 Decision]. The joint Annual Report shall include clear language when a recommendation or update is included on behalf of both companies or just one. All data provided must continue to be separated by company but must use the same format and reporting methodology.

This document is the applicable joint report for the Year 5 report.

B. DCFC Applications, Commercial EVSE Tariffs and Port Approvals and Deployments

Docket 2023-08-06 Order 20: *No later than August 1, 2024, and annually thereafter, the EDCs shall incorporate the following in their jointly filed Annual Report:*

1. *For the preceding program year and current program year, all application details for the project applications received in the DCFC Program Area, including but not limited to the bid amounts and whether the application was for baseline versus underserved community incentives; and a description of which applications were approved and provide a detailed narrative explanation as to why projects were disqualified, as discussed in Section IV.B.3.e, DCFC Deployment Data;*
    - DCFC applications, rankings, and selected sites can be found as Appendix 5 for Eversource and Appendix 6 for UI. Narrative explanations can be found starting in Section IV.B.6 DCFC Program Area Application Details.

2. *Participation rates for each Company's respective EVSE tariffs, as discussed in Section IV.B.5, EVSE Tariffs for DCFCs & Light-Duty Fleets.*
    - A summary of EVSE tariff participation can be found in Section V.D EVSE Tariff Participation Rates

3. *Port approval and deployment data per Program Year, as discussed in Section IV.B.3.c, EDCs' Port Deployment Data.*
    - Summaries of all ordered Program metrics can be found in Section IV.B Implementation Metrics

4. *Narrative descriptions for all data reported that includes definitions for each data category, as discussed in Section IV.B.3.x, EDCs' Port Deployment Data.*
    - Summaries of all ordered Program metrics can be found in Section IV.B Implementation Metrics

5. *The data reporting modifications and added metrics as discussed in Section IV.E.1, Annual Data and Metrics Requirements.*
    - Summaries of all ordered Program metrics can be found in Section IV.B Implementation Metrics

C. Incremental Reporting Metrics

Docket 2022-08-06 Order 15: *No later than August 1, 2023, and annually thereafter, the EDCs shall each incorporate the following in their respective Annual Program Reports:*

1. *Data and metrics outlined in Section IV.I.2;*
    - Summaries of all ordered Program metrics can be found in Section IV.B Implementation Metrics

2. *Data regarding the level of applicant interest in futureproofing and applications received, as discussed in Section IV.D;*
    - Summaries of all ordered Program metrics can be found in Section IV.B Implementation Metrics

3. *Actual annual Program costs, organized by budget line item, with a comparison to the Company's initial three-year Program Budget proposal, as directed in Section IV.J.*
    - Program costs and tracking relative to Program budgets are included starting in Section VIII Program Costs.

4. *Comprehensive update on light-duty fleet participation in managed charging, as directed in Section IV.E.2.*
    - Updated fleet managed charging results and fleet usage characteristics can be found in Section V.B Light Duty Fleet Participation in Managed Charging.

D. MUD Managed Charging Pilot

Docket 25-08-06 Order 6: referencing, Docket No. 23-08-06, p. 62; see also, supra Section IV.D, MUD Pilot Program. *No later than August 1, [2026], the EDCs shall jointly submit to the Authority for review and approval the results of the MUD Managed Charging Pilot offering and a final program design, as directed in Section IV.F.3 of the Year 2 Decision, and Section IV.C.3.c [of the Year 3 Decision]. [This motion for review and approval shall be filed in Docket No. 26-08-06, Annual EV Charging Program Review - Year 6 (2026 Annual Review Docket).]*

Results of the MUD Managed Charging Pilot can be found in Section V.A Multifamily Unit Dwelling (MUD) Managed Charging Pilot Results. Based upon new direction included in the Innovative Energy Solutions (IES) Docket No. 22-08-07 Final Decision, Order 1, on July 17, 2026, the EDCs jointly filed for an extension to both Order 1 and the 25-08-06 Order 6, which were subsequently granted by the Authority. For additional discussion on the IES pilot project and MUD recommendations, please see Section VI.B MUD Managed Charging Recommendations.

E. Analysis and Proposed Program Changes in Response to D.25-08-06 Order 18

Docket 25-08-06 Order 18. *No later than August 3, 2026, the EDCs shall include in their joint Annual Report filing in the 2026 Annual Review Docket:*

1. *A report summarizing the EDCs' tracking of Program participation rates, application trends, and any other relevant market impact resulting from the Statutory Expense Cap throughout the 2026 Program Year as discussed in Section IV.A.2, Program Incentive and Budget Modifications. Further, the report shall summarize the Companies' study on the impact of potential incentive allocation reductions on the business case for contractors and site hosts, and the Connecticut EVSE market as a whole.*
    - Analysis of Residential and Commercial program incentive changes can be found in Section V.E.1 Participation rates, application trends, market impact.

2. *A proposal regarding Program incentives and deployment targets, as discussed in Section IV.A.2, Program Incentive and Budget Modifications, that includes the following (a) a proposed methodology for a commercial Level 2 EVSE application process based on the existing DCFC application process, that includes a (i) proposed timeline, (ii) prioritization criteria matrix with associated criteria weights, and (iii) incentive distribution plan; (b) modified commercial Level 2 EVSE and DCFC incentive levels and/or structure that aligns with the Authority's interpretation of eligible Statutory Expense Cap expenses and the Program Area deployment targets; (c)proposed modifications to the Program Area deployment targets, if necessary, including all supporting assumptions and calculations; and (d) an analysis regarding the impact of the proposed incentive allocation reductions on the business case for contractors and site hosts, and the Connecticut EVSE market as a whole. If the Companies find it necessary to modify the Program Area deployment targets, the Companies shall include in their proposal regarding modified commercial Level 2 EVSE and DCFC incentive levels a proposal under (i) the current port deployment targets; and (ii) the proposed port deployment targets.*
    - Analysis supporting the proposed recommendations are in Section V.E.2 Analysis for Proposal Regarding Program Incentives and Port Deployment Targets. Recommendations on incentive and deployment targets can be found in Section VI.A Program Recommendations in Response to Order 18.

3. *A report summarizing the effects, if any, of the reduced pool of Residential Single-Family upfront EVSE and wiring upgrade incentives on new managed charging enrollments during the 2026 Program Year as discussed in Section IV.A.2, Program Incentive and Budget Modifications. The Companies shall include a re-examination of the appropriateness of the $100 managed charging enrollment incentives, or other relevant Program components in incentivizing EV driver enrollment in the managed charging program.*
    - Analysis on the effect of the reduced pool of Residential Single-Family upfront EVSE and wiring upgrade incentives can be found in Section V.E.1(1) Residential Program.

4. *A report summarizing the EDCs' analysis of the national, regional, and state studies provided by OCC and ChargeScape, recommendations made by ChargeScape and ev.energy regarding near-term future steps to build upon the Program design, and conversations with EDC Transmission and Distribution system operators. Additionally, the EDCs shall submit a proposal detailing the EDCs' findings and recommended next steps. This proposal shall also provide details regarding the EDCs' past, current, and planned future efforts towards load optimization*
    - A literature review of the highlighted documents can be found in Section V.E.3 The Value of Managed Charging, with supporting material included as Attachment 11.

Additional EDC discussion and recommendations are found in Section VI.C Residential Managed Charging Program Recommendations

5. *A summary of the established small-size MUD and Level 1 working group, including the positions brought forth by interested stakeholders and docket participants during the working group meetings, as discussed in Section IV.H, Small MUDs and Level 1 and Smart Outlet Charging Installations. Additionally, a proposal recommending a solution(s) to the issues described regarding (a) MUDs with less than five units; and (b) Level 1 and "smart outlet" charging installation incentive eligibility.*
    - Details on the small-size MUD and Level 1 working group and recommendations can be found in Section V.E.4 Small MUD and Low Power Charging Solutions Working Group

IV. Implementation Metrics

To provide a full accounting of program progress towards goals, key metrics were developed with the intention to track changes over time to the landscape of EV charging in Connecticut. This section details the current standing of the EV Charging Infrastructure program as of June 30th, 2026.

A. Data Collection Methods and Sources

Data for these metrics came from a variety of sources. The Evaluator has, with the support of the EDCs, compiled results from these sources to inform internal and external stakeholders of program performance. The source of program data varied according to the topic and responsible department across EDCs, but can be summarized in the following way:

1. Participation Information, Incentives and Costs

Data in this category is comprised of participant applications for program rebates, including participant site information, application status, measure(s) requested, installation date, and incentives paid.

2. Marketing and Outreach

The EDC marketing teams are responsible for maintaining a full accounting of metrics related to marketing and outreach. This information is described in more detail in Section VII Summary of Education & Outreach.

3. Charging Usage and Load Profiles

Participants in the Single-Family Residential program area are, upon participating in the program, enrolled in the EDCs' residential managed charging program. The managed charging and data collection vendor for both EDCs administers both the residential and MUD managed charging programs for both Eversource and UI. Eversource also works with another vehicle telematics and managed charging provider to support managed charging for vehicle makes not integrated into the other vendor's platform. On the commercial side, another vendor provides charging data for the four commercial Program Areas for both Eversource and UI.

4. Evaluation Activities

As needed for evaluation activities, the Evaluator requests additional data from both EDCs to support survey sampling, participant characterization, or cost-benefit analyses.

B. Implementation Metrics

Various Orders have directed the EDCs to file implementation metrics for each EDC, Program Year, and Program Area. This section summarizes all Program metrics relevant to this Annual Report.

1. Metrics Included & Their Definitions

Order 20e in the Program Year 3 Decision directed the EDCs to provide definitions for each metric to provide consistency and clarity surrounding the specific data summarized. The definitions are included below:

- **Applications Received:** Total applications submitted during specified time period (e.g. Year 2023: January 1, 2023, through December 31, 2023).
- **Applications Cancelled:** Total applications cancelled at any point during specified period.
- **Applications Approved:** Total applications approved for incentives during specified period.
- **Ports Reserved:** Total ports from applications approved during specified period.
- **Sites Installed:** Total sites completed during specified period.
- **Ports Installed:** Total ports completed during specified period.
- **Average Approved Ports per Site:** Total number of ports divided by total number of sites from applications approved during specified period.
- **Average Number of Sites:** Total number of sites divided by total applications approved during specified period.
- **Approved Light-Duty Fleets Sites:** Total Workplace sites designated as Fleet, approved during specified period.
- **Approved Light-Duty Fleet Ports:** Total ports from Workplace sites designated as fleet, approved during specified period.
- **Program Funds Reserved/Awarded ($):** Total incentives awarded from applications approved during specified period.
- **Total Project Costs:** Total make ready and EVSE costs submitted from applications approved during specified period.
- **Average Project Costs (per Site):** Total make ready and EVSE costs divided by total sites from applications approved during specified period.
- **Average Project Costs (per Port):** Total make ready and EVSE costs divided by total ports from applications approved, during specified period.
- **Future Proofing Applications Received:** Total applications submitted during specified period that include futureproofing.
- **Future Proofing Applications Approved:** Total applications approved during specified period that include futureproofing.
- **Average Futureproofing Costs:** Total futureproofing costs divided by total sites approved during specified period that include futureproofing.
- **Residential EVSE Rebates:** Total EVSE and connected vehicles approved during the specified period
- **Residential Wiring Rebates:** Total wiring rebates approved during the specified period

- **EVSE Rebates Awarded ($):** Total rebates awarded for EVSEs in the specified period
- **Wiring Upgrade Awarded ($):** Total wiring rebates awarded in the specified period
- **Enrollment Awarded ($):** Total rebates awarded for connected vehicles in the specified period
- **Managed Charging Enrolled:** Total enrolled in managed charging by EVSE or connected vehicle during the specified period.
- **Residential Managed Charging Participants:** Total enrolled in managed charging by managed charging tier during the specified period.
- **Total Number Premature Cancellation:** Total number of managed charging participants that opt out of the program
- **Total DR Events:** Total number of residential DR events
- **Managed Charging Incentives Awarded ($):** Total residential incentives awarded
- **Total kWh dispensed:** Total kWh dispensed by EVSEs or connected vehicles
- **Metric Ton CO2 emissions avoided from EVs relative to ICE vehicles:** Total CO2 avoided. Calculated by comparing the marginal emissions (AESC 2021 emissions data) from EV charging data and the tailpipe emissions of an average ICE vehicle assuming the same miles driven.
- **Charging Load Profiles and Characteristics:** Weekday hourly load profiles, by community, managed charging tier, and time period.

2. Ports Approved in Each Program Year Compared to Goal

Table 3 and Table 4 summarize total ports reserved in each Program Year, as well as provide a running total over the course of the Program compared to the updated goal in each Program Year. In 2025, the second Program Cycle began, with new port targets for the EDCs over the coming three years.

At the halfway point in the second Program Cycle, port reservations lag Program goals across all Areas, excluding DCFC at UI. Current port reservations are 97% of Program Cycle I goals for Eversource and 99% for UI. Including both Program Cycle I and II port goals, current port reservations are 42% of the goal at Eversource and 43% at UI. Residential Single Family, MUD, and Workplace are undersubscribed compared to DCFC and Destination Level 2 Program Areas.

Table 3: Eversource Ports Reserved by Year, Cumulatively, Compared to Goal (Updated Through September 30, 2026)

	Reserved In			Total Reserved By			Program Cycle Ports Total Targets		
	Cycle 1	**2025**	**2026**	**Cycle 1**	**2025**	**2026**	**Cycle I**	**Cycle II**	**Total Cycle I + II**
Residential Single Family	7,253	2,542	1,478	7,253	9,795	11,273	12,000	14,000	26,000
Residential Multi Family	2,444	422	296	2,444	2,866	3,126	2,910	7,200	10,110
DCFC	185	123	27	185	308	330	357	138	495
Destination	1,206	236	84	1,206	1,442	1,524	1,262	1,323	2,585
Workplace & LDV Fleet	1,425	225	65	1,425	1,650	1,685	1,851	2,017	3,868

Table 4: UI Ports Reserved by Year, Cumulatively, Compared to Goal (Updated Through September 30, 2026)

	Reserved In			Total Reserved By			Program Cycle Ports Total Targets		
	Cycle 1	**2025**	**2026**	**Cycle 1**	**2025**	**2026**	**Cycle I**	**Cycle II**	**Total Cycle I + II**
Residential Single Family	785	554	417	785	1,339	1,756	3,000	3,500	6,500
Residential Multi Family	764	493	336	764	1,257	1,593	729	1,800	2,529
DCFC	86	35	3	86	121	124	81	34	115
Destination	342	100	91	342	442	529	316	331	647
Workplace & LDV Fleet	294	192	93	294	486	579	463	504	967

3. Metric Summary by Program Year and Month

Program metrics for each Program Year and for the last 18 months (i.e. January 2025 through June 2026) are provided as Attachment 2:

- Eversource Monthly Metrics for Last 18 Months (Attachment 2a)
- Eversource Annual Metrics by Program Year (Attachment 2b)
- UI Monthly Metrics for Last 18 Months (Attachment 2c)
- UI Annual Metrics by Program Year (Attachment 2d)
- Residential Program Load Shapes (Attachment 2e)

4. Demand Response Event Participation for Baseline and Advanced Tier Participants

Demand response metrics for the summer 2025 events have been included as an attachment to this document (see Attachment 3). In addition, the deferred short tons of CO2 associated with each event has been included.

5. Residential Rebate Recipients and Managed Charging Participants by Town

Order 20e in Decision 23-08-06 directed the EDCs to provide a summary of residential rebate recipients and their managed charging participation technology. An Excel file summarizing these results is provided as Attachment 4.

6. DCFC Program Area Application Details

Order 20a in Decision 23-08-06 directs the EDCs to prepare, "for the preceding program year and current program year, all application details for the project applications received in the DCFC Program Area, including but not limited to the bid amounts and whether the application was for baseline versus underserved community incentives; and a description of which applications were approved and provide a detailed narrative explanation as to why projects were disqualified". The application details are attached for both Eversource and UI (see Attachments 5 and 6).

For the 2026 program year, Eversource had 44 DCFC ports available out of the 138 ports that were authorized by PURA during Phase 2. Furthermore, no additional DCFC ports became available as a result of project cancellations from Program Phase 1 (2022-2024) because PURA ruled that DCFC ports could not be carried over from previous cycles.

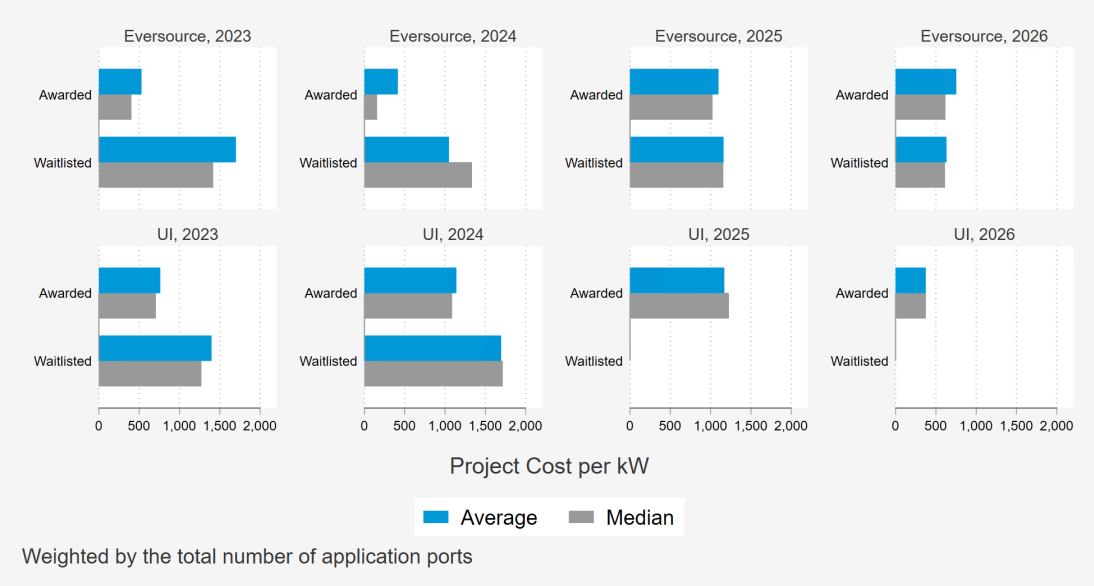
In summary, Eversource had a total of 44 DCFC ports available for deployment in 2026. Eversource received 37 DCFC applications in 2026 for a total of 149 ports. Eversource has preliminary awarded 8 of the 37 applications which contain a total of 43 ports and has waitlisted 4 applications totaling 22 ports. Eversource anticipates canceling twenty-seven applications due to insufficient port availability. Two applications in this program cycle were cancelled because the customer was uncertain as to project feasibility related to high costs.

For the 2026 program year, United Illuminating (UI) had three (3) DCFC ports available for award. These ports became available as a result of a DCFC project that was awarded in 2025 but was cancelled.

UI received 13 DCFC applications in 2026 for a total of 39 ports. UI has awarded 1 of the 13 applications totaling 3 ports. The remaining 12 DCFC applications were not awarded due to insufficient port availability. Customers whose applications were not awarded due to limited port availability were contacted to advise of such.

Project total costs per port are shown in Figure 1 below. In general, approved projects have a lower cost per port than waitlisted projects, due to the additional points scored for total project costs that do not trigger the maximum site incentive cap. In Eversource's 2026 project costs, project costs are roughly equivalent between awarded and waitlisted projects but note that the project costs in 2026 are lower compared to prior years for Eversource projects. Further, note that no UI applications in 2026 or 2026 were waitlisted.

Figure 1: Average and Median Project Costs per kW for DCFC Applications in 2023 to 2026



A further summary of detailed program costs is shown in Table 5 for DCFC applications approved in the 2025 round of scoring. Note that, because applications vary in the number of planned ports, both a simple and port-weighted average value is shown in the table below in addition to the median.

Table 5: Distributions of Mean and Median DCFC Applications in 2025

Metric	Eversource			UI		
	All	Baseline	Underserved	All	Baseline	Underserved
Applications Received	57	26	31	12	4	8
Applications Cancelled	37	15	22	4	1	3
Applications Approved	23	12	11	9	3	6
Ports Reserved	101	55	46	35	17	18
Sites Installed	9	5	4			
Ports Installed	28	16	12			
Total Program Funds Reserved/Awarded	$4,311,361	$1,796,310	$2,515,051	$2,650,911	$432,279	$2,218,632
Average Program Funds Reserved/Awarded	$187,451	$149,693	$228,641	$220,909	$144,093	$246,515
Average (Weighted by Ports) Program Funds Reserved/Awarded	$190,788	$149,866	$239,717	$198,117	$146,873	$246,515
Median Program Funds Reserved/Awarded	$150,000	$150,000	$250,000	$246,763	$150,000	$247,769
Make Ready Costs	$6,873,282	$3,809,919	$3,063,363	$2,512,423	$884,988	$1,627,436
Average Make Ready Costs	$298,838	$317,493	$278,488	$209,369	$294,996	$180,826
Average (Weighted by Ports) Make Ready Costs	$378,893	$421,594	$327,838	$301,760	$429,808	$180,826
Median Make Ready Costs	$188,278	$135,742	$205,743	$162,363	$164,159	$162,034
EVSE Costs	$6,892,081	$4,126,728	$2,765,353	$1,635,361	$781,162	$854,199
Average EVSE Costs	$299,656	$343,894	$251,396	$136,280	$260,387	$94,911
Average (Weighted by Port) EVSE Costs	$417,082	$520,608	$293,300	$232,316	$377,804	$94,911
Median EVSE Costs	$189,000	$186,148	$197,500	$95,041	$108,902	$94,652
Futureproofing Applications Received	49	21	28	6	0	6
Futureproofing Applications Approved	22	12	10	6	0	6
Average Futureproofing Cost	$21,556	$27,916	$13,925	$38,788		$38,788
Average (by Port) Futureproofing Cost	$31,878	$45,079	$14,994	$38,788		$38,788
Median Futureproofing Cost	$11,932	$14,432	$9,500	$38,720		$38,720

V. Program Activities Since Last Annual Report

In various Orders, PURA requested updates on a variety of program administrative activities, as outlined in the summary Section III Orders Relevant to This Report.

A. Multifamily Unit Dwelling (MUD) Managed Charging Pilot Results

The Multifamily Unit Dwelling Managed Charging ("MUD Pilot") updates were ordered for inclusion in the Annual Report in Docket 2025-08-06 Order 6: referencing, Docket No. 23-08-06, p. 62; see also, supra Section IV.D, MUD Pilot Program. It was directed that, *"No later than August 1, [2026], the EDCs shall jointly submit to the Authority for review and approval the results of the MUD Managed Charging Pilot offering and a final program design, as directed in Section IV.F.3 of the Year 2 Decision, and Section IV.C.3.c [of the Year 3 Decision]"* The EDCs' Evaluator prepared a summary of pilot performance to date are summarized below.

In order to provide sufficient time for additional collaboration to respond to new orders issued by PURA in the IES Program Cycle 1 Final Decision (issued July 1, 2026), the EDCs have requested an extension for completing IES Docket (22-08-07) Order 1, and EV Docket (25-08-06) Order 6, which was granted by the Authority.

The EDCs' MUD Pilot was developed in response to the Authority's expressed interest in establishing a future managed charging program with MUDs, defined as residences with five or more units. After several years of development, the Authority directed the EDCs to implement a MUD Pilot no later than January 1, 2025 (PURA Order 23-08-06, Final Decision).

In January 2025, the EDCs began offering the MUD Pilot for customers located in MUD buildings with five or more units. The pilot included several phased approaches, described below:

- *Phase 1* of the direct-to-driver MUD pilot allows MUD customers to enroll through their vehicle's telematics. Participants earned $50 up-front and $10 for each month that they charge less than 20% of the time during peak hours, defined as 3pm-9pm on non-holiday weekdays.
- *Phase 2* expanded eligibility to more customers by enabling EV drivers to enroll through the eligible EVSE at their MUD site, to share charging data. Additionally, site-host enrollment incentives were proposed by the EDCs and approved by PURA (Order 25-08-06) to offer in 2026.
- *Phase 3* expanded the capability of some of the integrated MUD chargers to do active charging control. This capability would allow, if the program were modified to have an active managed charging tier like the Advanced Tier in the single-family program, a MUD participant to enroll in either passive or active tier of a MUD Pilot or Program through a shared charger at an eligible, integrated MUD site. Currently, this capability is not offered in the MUD Pilot Program simply because there is no active managed charging tier of the Pilot, though one is intended in further iterations of this Pilot or in a final program design. The capability, however, exists with some integrated chargers.

1. Pilot Results & Load Management

Despite ongoing recruitment and marketing to both site hosts and potential EV drivers, participants in the MUD pilot are limited. As of June 2026, there were five participants enrolled in the Eversource pilot and two enrolled at UI. While only a small amount of data is available for analysis, initial results are promising with respect to adherence to program charging rules. Data in this analysis includes charging data from March 2025 through June 30th, 2026, as available.

The average daily charging kWh for Pilot participants is shown in Figure 2. While differences appear between weekday and weekend charging amounts, the small sample and date range caution against making any conclusions about different charging patterns in this population, however the total amount of charging is comparable to what has been observed among single family participants.

Figure 2: Average MUD Managed Charging Daily kWh (Data Through September 30, 2026)

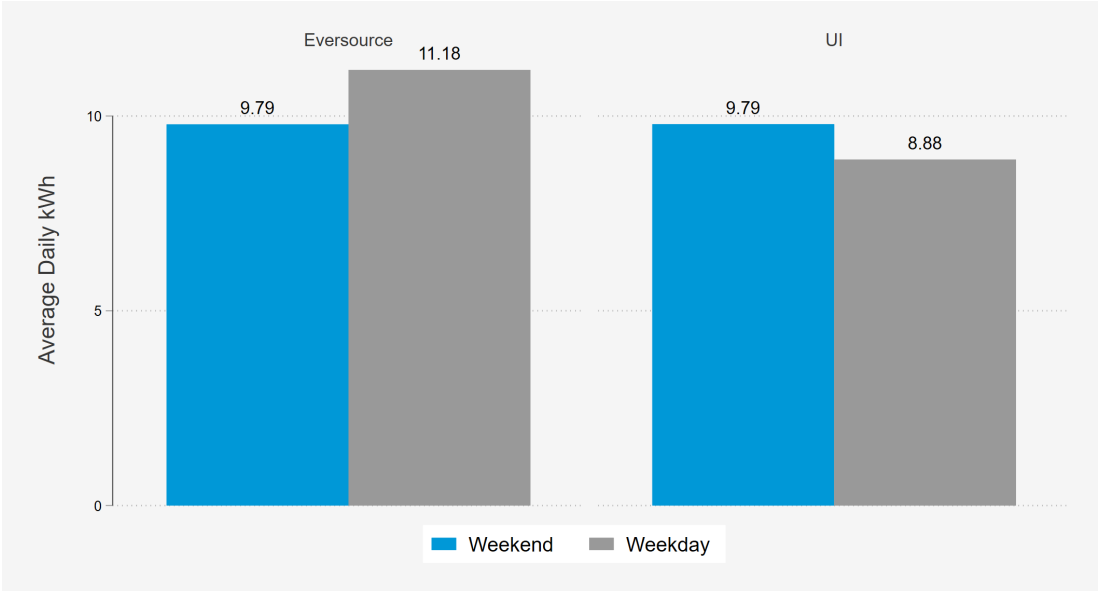
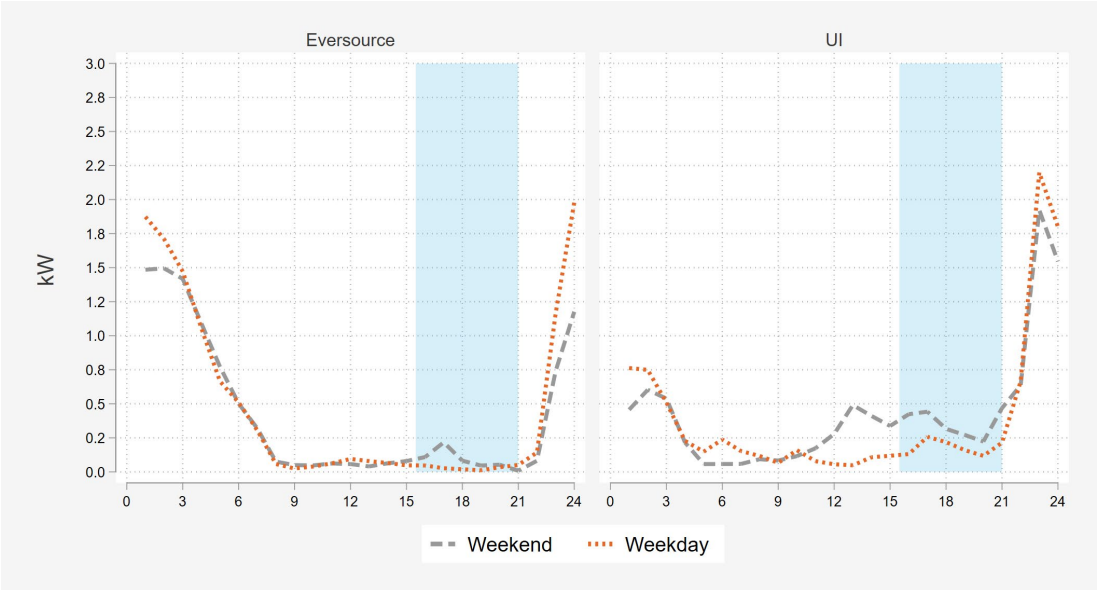


Figure 3 shows average participant load profiles on weekdays and weekends. With the caveat, again, that this is a very small sample, we observe that most of the charging for these participants occurs during the overnight hours. Both EDCs are contracted with the same vendor to administer this managed charging pilot and provide data, which is notable as the vendor also offers charge-scheduling features within its app to schedule charging. This may explain the concentration of charging in the late evening and overnight hours.

Figure 3: Load Profiles on Weekdays and Weekends (Data Through September 30, 2026)



Finally, the Evaluator assessed compliance with the off-peak charging requirement associated with this program. It is important to note that this is not a causal assessment: it is possible that these participants would charge off-peak absent the incentive and program information provided. Nevertheless, we observe that the participants are consistently limiting their on-peak charging to less than 20%. Figure 4 and Figure 5 show both the percentage of home charging occurring on peak in each month for the participants in the left pane, and the average number of home charging hours per month per participant in the right pane. Looking at the charging across the analysis period, it's clear that the pilot participants are in compliance with the off-peak requirement on average. UI participant usage is higher than the 20% threshold only for May 2026, however this is both the first month of participation for the first participant and also represents a significantly smaller number of charging hours. June data for UI reflects higher usage and a full month of charging data for participants which better reflect program performance.

Figure 4: Eversource Percent of MUD Managed Charging on Peak (Data Through September 30, 2026)

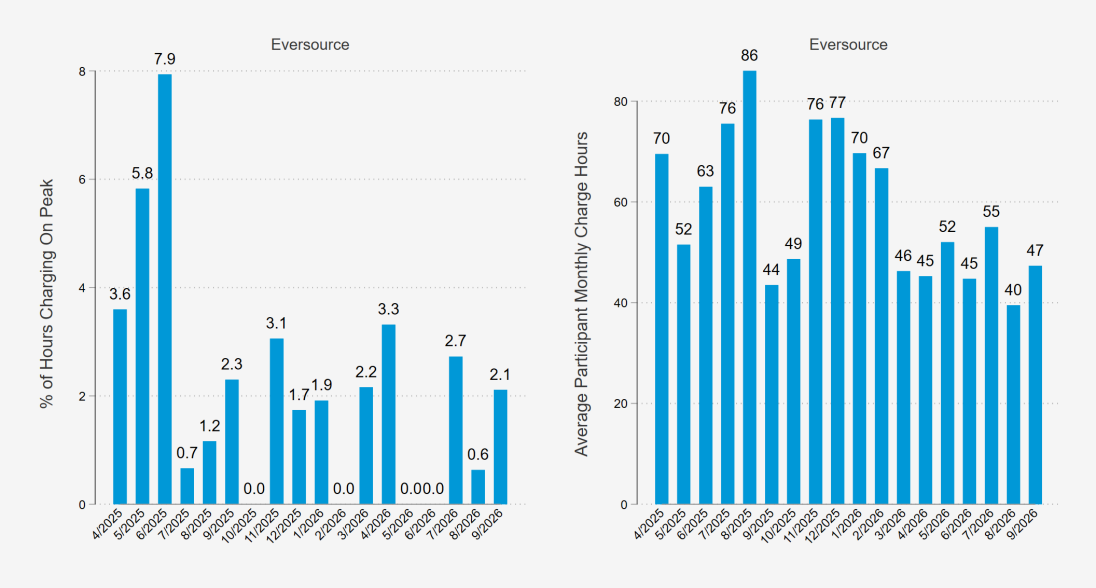
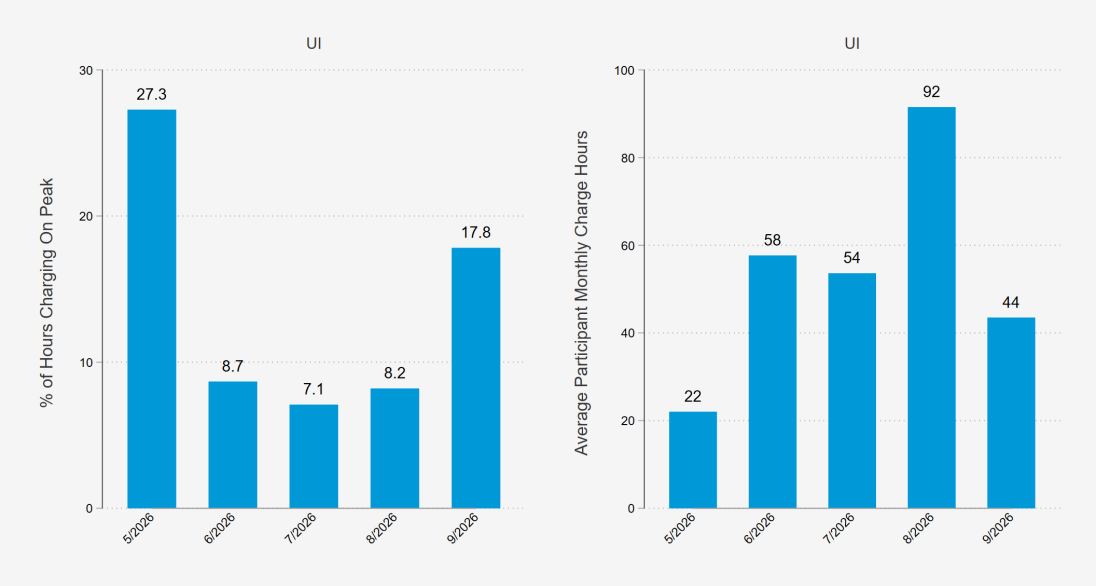


Figure 5: UI Percent of MUD Managed Charging on Peak (Data Through September 30, 2026)



Based on these findings and learnings from the IES AmpUp pilot, the EDCs have been working on additional recommendations regarding MUD managed charging and anticipate filing these on or before August 31, 2026; please refer to Section VI.B MUD Managed Charging Recommendations.

B. Light Duty Fleet Participation in Managed Charging

In Docket 2022-08-06 Order 15, PURA ordered the EDCs that, *"No later than August 1, 2023, and annually thereafter, the EDCs shall each incorporate the following in their respective Annual Program Reports…Comprehensive update on light-duty fleet participation in managed charging, as directed in Section IV.E.2."* The remainder of this section is structured as follows. First, the EDCs provide results of participation in managed charging. They then provide updated light-duty fleet usage characteristics.

1. Fleet Managed Charging Participants

The fleet managed charging solution has been available to participants since Q1 2023. Both EDCs offer three variants of the managed charging program: an event-based demand response program with email notification of an upcoming event, a demand response program with integrated event notifications and remote curtailment, requiring participant opt-out to continue charging during an event, and a custom managed charging program that is developed in collaboration with the participant to lower peak demand charges and minimize on-peak consumption. Fleets that received funds for non-public infrastructure through the Make-Ready Program are required to join one of the pathways of participation offered in this Program. Participants receive incentives for their participation in demand response events on a per plug basis, depending on the kW capacity of the charger, whether the plug is private or public, and whether the plug is integrated or non-integrated. No incentives are available for participation in the custom managed charging option. Eversource currently has two Light Duty Fleets enrolled in the managed charging program, while UI has enrolled one fleet into their managed charging program. Given the small sample, these results should be interpreted with caution and are likely not indicative of load reduction potential for a larger fleet population. Currently, all fleet managed charging customers are enrolled in the first participation pathway: the non-integrated demand response only program. Evaluation results for this program, therefore, will concentrate solely on demand response during the events called during the summer of 2025.

All fleets were dispatched for demand response events in the summer of 2025. Figure 6 and Figure 7 summarize participant usage on event days measured against comparable days for Eversource and UI, respectively. The grey lines represent the average hourly usage for a non-holiday, summer weekday for each fleet in 2025, while the blue line shows the average event day. In both fleets, charging stopped on or before the beginning of the event, in a pattern that is distinct from other typical days. While a single graph is not a load impact evaluation, the evidence from this small sample suggests that fleet customers can respond to dispatch instructions to curtail usage when

called upon. Fleet composition for Eversource includes one municipal fleet and one news organization, while the UI fleet also represents a municipality. As a result, load profiles for each organization not only reflect the different use cases across organization types, but also within an organization type.

Figure 6: Eversource Fleet Managed Charging Performance (13 Events, Event Hours Ranged 5pm-8pm)

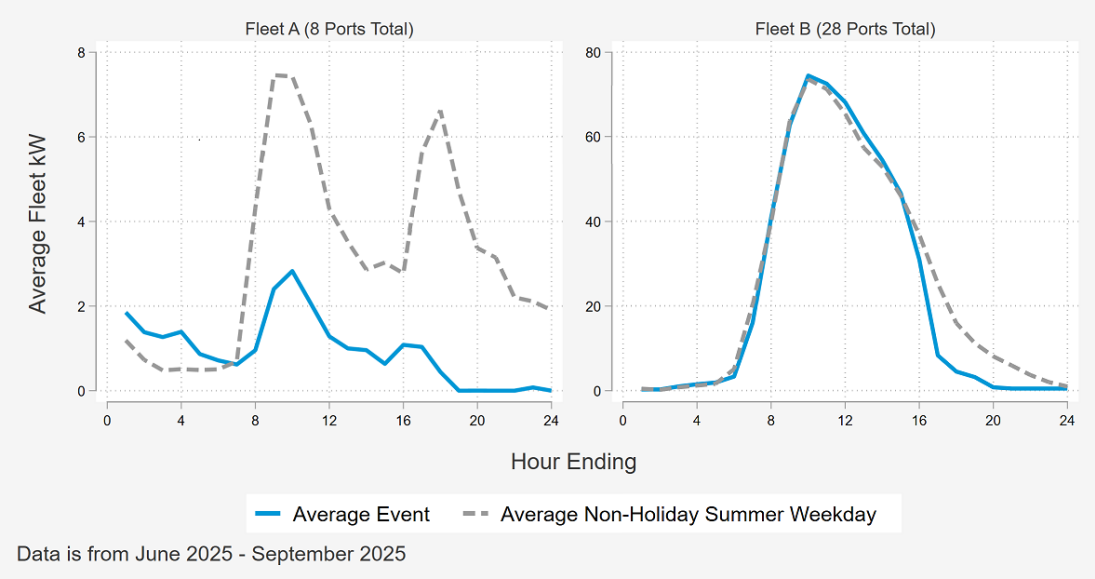


Figure 7: UI Fleet Managed Charging Performance (13 Events, Event Hours Ranged 4pm-9pm)

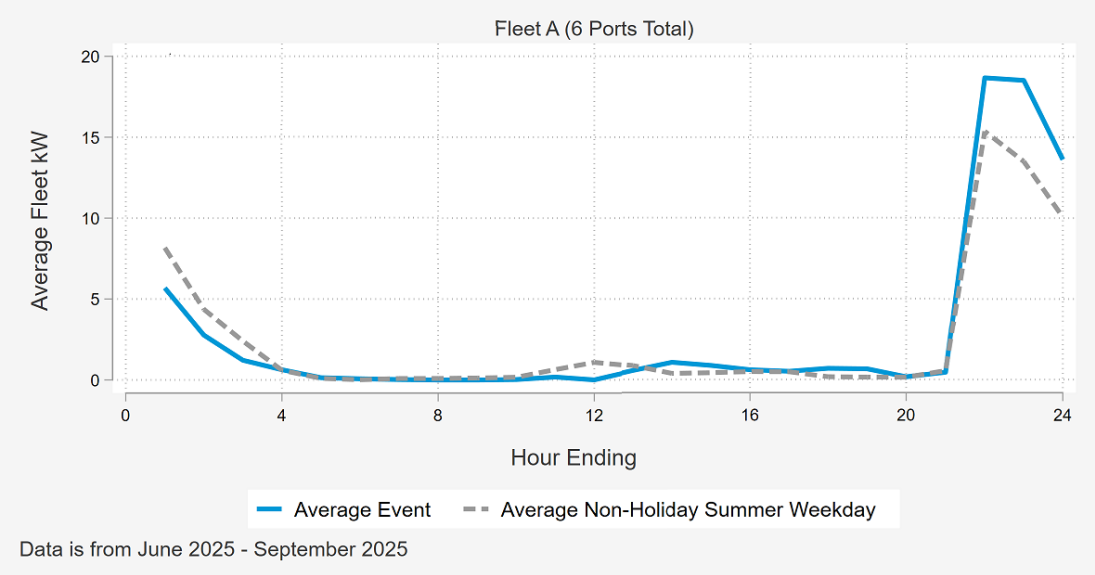


Table 6 and Table 7 present average participant DR impacts for the average event hour for each EDC. Estimated impacts for Eversource are shown in column (1) and estimated impacts for UI are shown in column (2). On average, the two Eversource participants analyzed reduced load by 4.57 kW during event hours. This estimate was statistically significant at the 5% level. The single UI participant increased load by 0.4 kW, but this estimate was not statistically significant at the 5% level. At UI, the load on non-event weekdays shown above in Figure 7 is very low during event hours, so the small effect size is unsurprising given the low potential for load reductions. The event day load does fall above the comparison load during event hours.

As part of this year's evaluation, the Evaluator also investigated the effects of any anticipation or rebound hours on charging behavior. Anticipation hours reflect any pulling forward of charging load as participants are given 24-hours' notice of upcoming events. Rebound hours reflect the increase in charging load directly after the event. There is some evidence of effects in rebound and anticipation hours, but the signs indicate that participants are decreasing load rather than shifting intra-day to non-event hours. Overall, this evidence suggests that the Eversource fleets are responding to notifications. At UI, effects are not distinguishable from zero, however participant typical loads during event hours are already minimal, meaning that this participant does not normally charge during event hours on non-event days. All together, the small sample sizes and lack of statistical precision in this evaluation should be considered when drawing any conclusions about fleet managed charging more broadly.

Table 6: Average Event Results by EDC

	(1) Eversource Overall	(2) UI Overall
Event Hour	-4.569**	0.422*
	(0.284)	(0.256)
Event Rebound Hour	-1.984*	1.423***
	(0.237)	(0.437)
Event Anticipation Hour	-0.635	-0.481***
	(1.012)	(0.175)
Observations	5,856	2,929
R-squared	0.897	0.563
Devices	2	1
ID x Month x Hour FE	Yes	Yes

ID x Day of Week x Hour FE	Yes	Yes

Note: *** p<0.01, ** p<0.05, * p<0.1. Standard errors are two-way clustered at the ID and hour-of-sample level. The sample period covers June 1 2025 through September 30 2025.

Table 7 and Table 8 show individual event results for fleet DR participants. With few participants, changes in load on individual days can result in spurious percent reductions. On some days, impacts are identical because we observe no charging behavior and identical timing of events means the counterfactual load is identical. In general, for UI, individual event results are not statistically significant.

Table 7: Eversource Individual Event Results

Event Date	Event Hours	Total Participant Count	Average per Participant Reduction (kW)	Standard Error (kW)	Aggregate Reduction (kW)	Percent Reduction
6/24/2025	5pm to 8pm	2	6.653	1.184	13.3	100.0%
7/2/2025	5pm to 8pm	2	4.949	0.284	9.9	87.1%
7/7/2025	5pm to 8pm	2	3.863	0.954	7.7	68.0%
7/15/2025	5pm to 8pm	2	5.685	0.979	11.4	100.0%
7/16/2025	5pm to 8pm	2	5.685	0.979	11.4	100.0%
7/17/2025	6pm to 8pm	2	4.716	0.387	9.4	100.0%
7/25/2025	5pm to 8pm	2	5.685	0.979	11.4	100.0%
7/28/2025	5pm to 8pm	2	5.685	0.979	11.4	100.0%
7/29/2025	5pm to 8pm	2	5.685	0.979	11.4	100.0%
7/30/2025	5pm to 8pm	2	5.685	0.979	11.4	100.0%
8/7/2025	5pm to 8pm	2	-0.942	3.185	-1.9	-12.3%
8/12/2025	5pm to 8pm	2	7.464	3.168	14.9	97.3%
8/13/2025	5pm to 8pm	2	-0.173	4.199	-0.3	-2.2%

Table 8: UI Individual Event Results

Event Date	Event Hours	Total Participant Count	Average per Participant Reduction (kW)	Standard Error (kW)	Aggregate Reduction (kW)	Percent Reduction
6/30/2025	6pm to 9pm	1	0.181	0.070	0.2	75.1%

7/2/2025	5pm to 8pm	1	0.073	0.069	0.1	100.0%
7/7/2025	6pm to 9pm	1	-0.051	0.106	-0.1	-178.4%
7/8/2025	5pm to 8pm	1	0.070	0.068	0.1	95.4%
7/15/2025	5pm to 8pm	1	0.073	0.069	0.1	100.0%
7/16/2025	5pm to 8pm	1	0.073	0.069	0.1	100.0%
7/24/2025	5pm to 8pm	1	0.073	0.069	0.1	100.0%
7/25/2025	4pm to 7pm	1	0.360	0.224	0.4	99.1%
7/28/2025	5pm to 8pm	1	0.073	0.069	0.1	100.0%
7/29/2025	5pm to 8pm	1	-2.654	0.430	-2.7	-3641.4%
7/30/2025	5pm to 8pm	1	0.073	0.069	0.1	100.0%
8/12/2025	6pm to 9pm	1	0.253	0.155	0.3	73.8%
8/13/2025	5pm to 8pm	1	-3.586	1.329	-3.6	-1292.3%

In addition, load shapes from this analysis show the diversity of fleet use cases. The Evaluator for this program analyzed other Workplace and Fleet participant data to understand by how much charging patterns differed by business type.

2. Fleet and Workplace Charging Patterns and Characteristics

Data for 155 Workplace and Fleet sites were analyzed to support characterization of potential fleet-managed charging participants. Summary statistics were computed based on available interval and session data and by using a combination of site host information and address, a business type was imputed from the available characteristics. Hourly interval data was then aggregated to the overall station owner across one or more sites to provide a comprehensive overview of the fleet itself. Summary statistics for these sites included the following variables:

- Location and business type
- Available data start and end dates
- Number of included chargers and ports, total observations in the dataset
- Average kW per hour
- Standard deviation of charging kW
- Distribution of charging by hour: minimum hourly kW, 1st, 2nd, 5th, 35th, 50th, 75th, 95th, 98th, and 99th percentiles of charging kW, maximum hourly kW
- Site load factor
- Average charging session duration (hours)
- % of days with at least one charging session
- Average number of sessions per weekday for the fleet and for the average charger in the fleet.

Some of these summary statistics are shown in Figure 8 for Eversource and UI fleets, respectively. The number of fleets in this analysis is low, so differences across categories should be interpreted with caution. For average

session duration, some categories are skewed by outliers. Nevertheless, some results are intuitive and worth noting. On average, hotels and police had the longest session duration and among the smallest session count per weekday for Eversource. Utilization is high at tourist attractions, police, municipal, utilities, and healthcare (hospitals, clinic, nursing homes) settings. Utilization tends to be the lowest at retail locations.

Figure 8: Eversource Charging Characteristics for Workplace and Fleet Sites by Business Type (Data Through September 30, 2026)

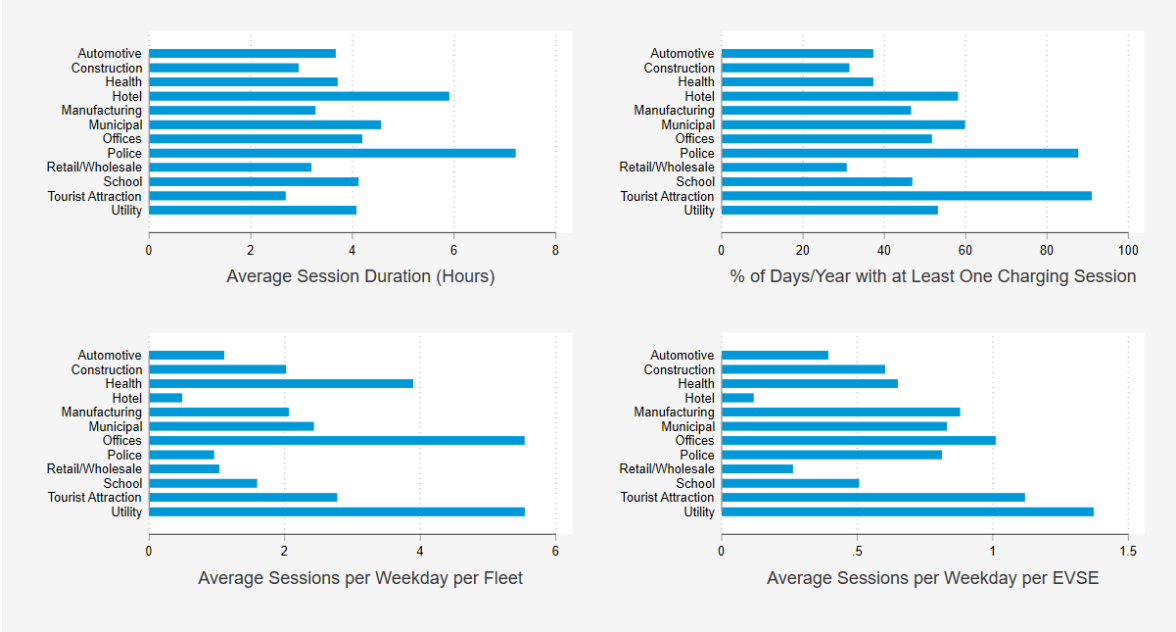
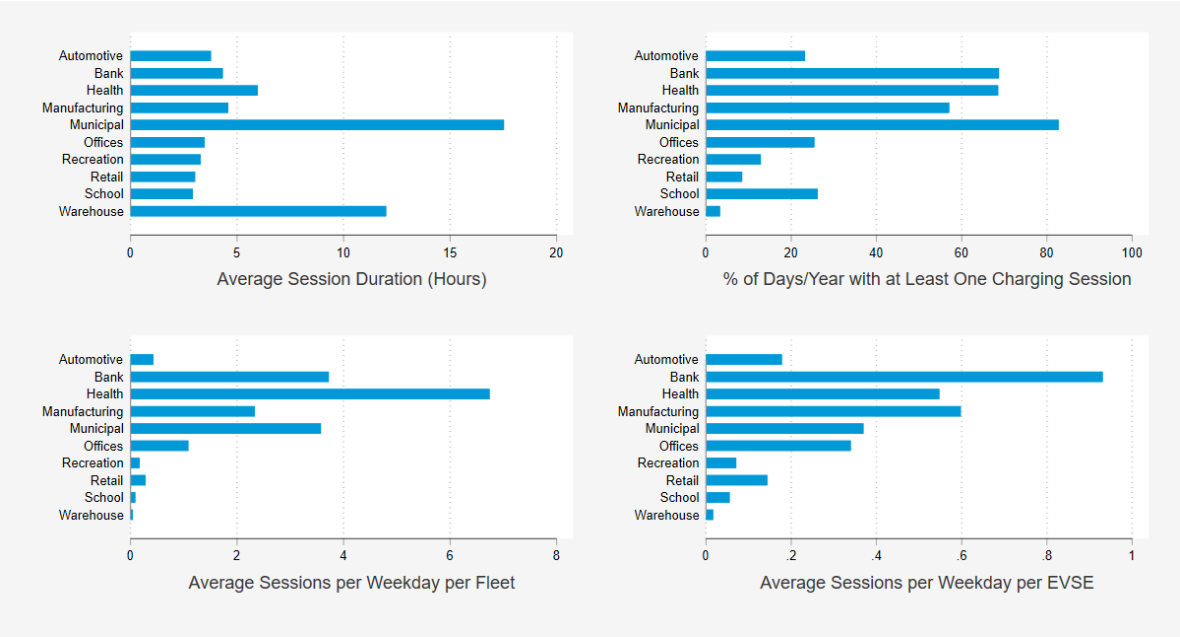


Figure 9: UI Charging Characteristics for Workplace and Fleet Sites by Business Type (Data Through September 30, 2026)



Investigating load profiles within each business categorization shows the degree to which fleets have both characteristics of a particular type of operation and can still have unique business needs that result in fleet-specific operating patterns. Dealerships, offices, and municipal organizations have the most heterogeneous use cases compared to manufacturing facilities which tend to be the most predictable.

Figure 10: Eversource Workplace and Fleet Site Load Patterns by Business Type (Data Through September 30, 2026)

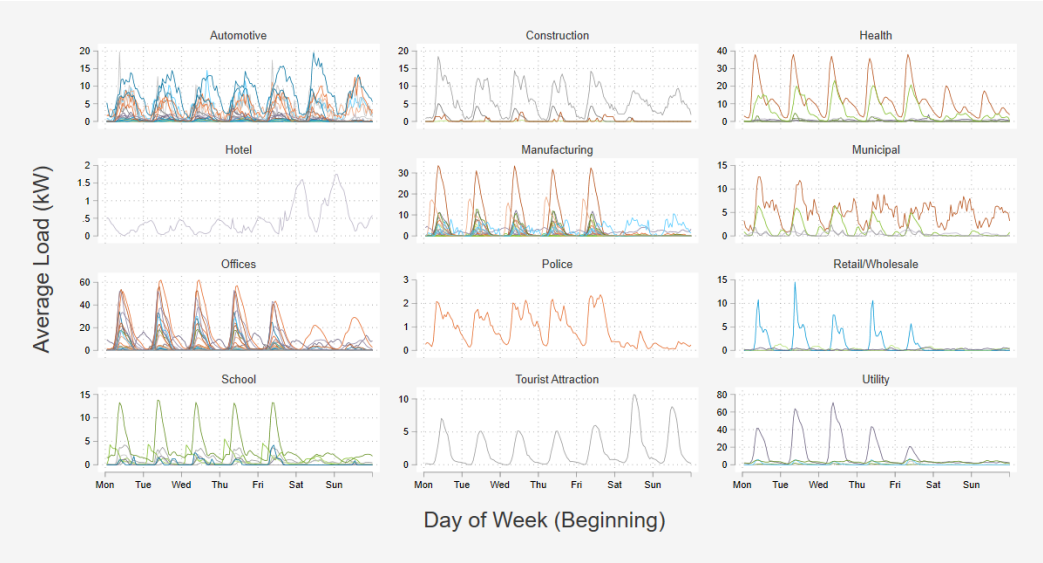
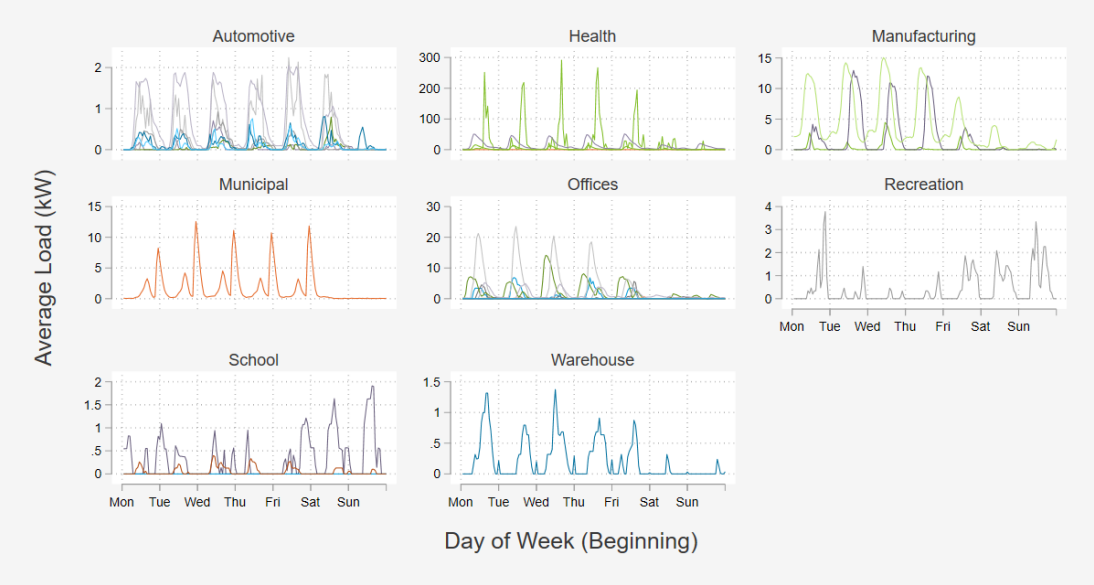


Figure 11: UI Workplace and Fleet Site Load Patterns by Business Type (Data Through September 30, 2026)



From this analysis, it is clear that each business has unique charging patterns. While there are typically weekly schedules, the time and duration of peak charging vary, both across business types and within them.

C. Residential Single Family Managed Charging Program

1. Summary of Single-Family Managed Charging Key Findings

This evaluation estimated the impacts of the Electric Vehicle Managed Charging program for Eversource and UI for the period from June 2025 through May 2026. Due to the complexity of the evaluation and length of this section, it has been included as Attachment 13 to this document. The main research questions addressed were:

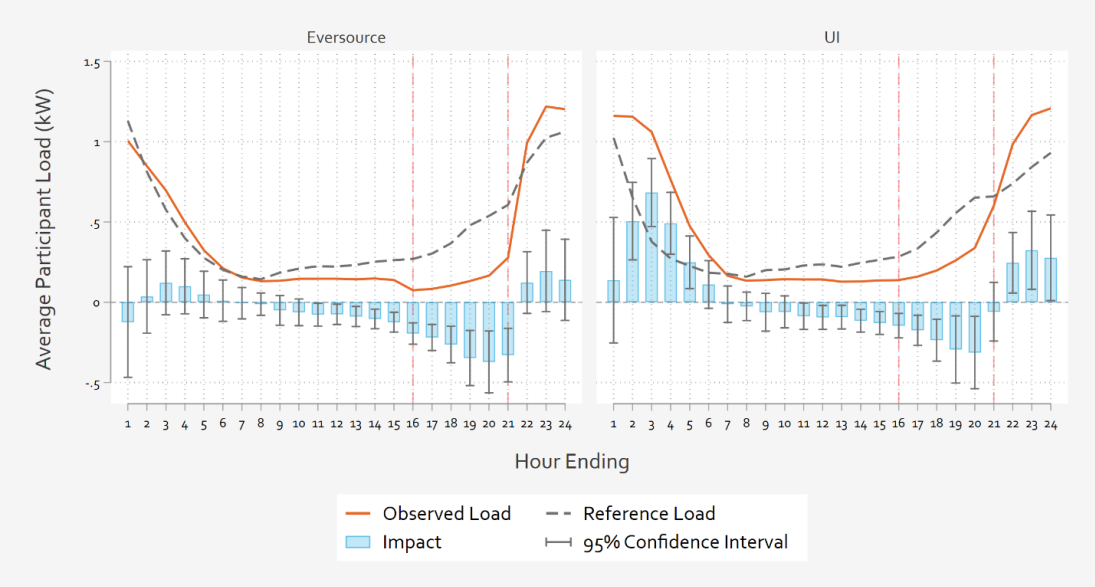
- What was the effect of demand response (DR) events in the summer of 2025 on participant EV load for Eversource and United Illuminating (UI)?
- What was the effect of the Off-Peak Program on percent of EV charging that occurred during the peak period at Eversource and UI?
- What was the effect of using a Load Research Sample as a comparison group versus the previous comparison group?

Below are the key takeaways of this evaluation.

- There is an inherent tradeoff between high event-based DR impacts and the operation of a daily program to shift charging load away from peak periods. The more load that is shifted away from likely event periods on a daily basis, the smaller the event-based impacts.
- On average, UI participants reduced load by 0.02 kW during DR event hours, mitigated by the higher prevalence of daily off-peak shifting and charge scheduling. The impact of DR at UI is not statistically significant at the 5% level. Eversource participants provided average load reductions of 0.01 kW. Eversource estimates are precisely estimated and statistically significant at the 5% level. For Eversource, Baseline Tier customers reduced load by 0.03 kW less than DR only customers.
- Using the Load Research Sample (LRS) and Grandfathered DR customers as comparison groups, managed charging at Eversource reduced the share of charging occurring on peak by 10.7 percentage points and peak charging time by 6.4 percentage points over June 2025–May 2026. These reductions correspond to an average peak load reduction of 0.27 kW and are statistically significant at the 1% level. These results are somewhat smaller than the 2023 & 2024 impacts but still meaningful peak reductions.
- Tier-specific estimates using the LRS show that both Baseline and Advanced Tier customers at Eversource deliver meaningful peak reductions. Advanced Tier customers achieve larger impacts than Baseline Tier customers consistent with the effects of direct utility control of charging.
- For UI, managed charging participants reduced peak charging consumption and peak charging time by 9.0 and 4.0 percentage points, respectively, when compared against the LRS. Estimated reductions in average peak load at UI was 0.20 kW and significant at the 1% level.
- During ISO-NE's 2025 peak hour on June 24 at HE19, Eversource had an active DR event and produced an estimated charging-load reduction of 0.009 kW per device, equivalent to approximately 0.030 MW in aggregate. The single-hour estimate was not statistically significant at the 5 percent level. Note that UI did not call an event on June 24th. Peak impacts for the daily load shifting program in the ISO-NE peak hour were 0.35 kW per enrolled participant for Eversource and 0.3 kW for UI.
- Robustness checks comparing LRS and Grandfathered DR comparison groups yield similar estimates for peak consumption and average peak load at Eversource. While estimates of peak charging time among the LRS are smaller than the Grandfathered DR customers, the results support the use of the Load Research Sample as a valid and appropriate comparison group for observational analyses.

More detail can be found in the attached evaluation report, Figure 12 presents regression-adjusted hourly load impacts for Off-Peak Program participants over the full June 2025 through May 2026 evaluation period to illustrate the magnitude of the available load shifting associated with this program. The solid line shows observed average participant load, while the dashed line shows estimated reference load in the absence of the Off-Peak Program. The bars represent the estimated hourly program impact, calculated as observed load minus reference load, and the error bars show 95 percent confidence intervals. Negative impacts indicate that participants reduced charging load relative to the comparison group. The ISO NE 2025 peak hour occurred in hour ending 19. On average, for hour ending 19, we estimate that Eversource and UI Off-Peak Program participants reduced load by 0.35 kW and 0.3 kW, respectively.

Figure 12: Hourly Observed, Reference Load, and Off-Peak Program Impacts



2. Bidirectional Electric Vehicle Working Group

In 2026, the EDCs, including the managed charging team, participated in a Bidirectional Electric Vehicle (EV) Working Group. This working group was charged by PURA, with exploring the integration of bidirectional EVs electric vehicles into Connecticut's Energy Storage Solutions (ESS) Program and filed a final report.[7] The ESS Program Administrators (the EDCs and the Connecticut Green Bank) are recommending a

[7] A Final Report and recommendations in compliance with Order 20 of Public Utility Regulatory Authority's (PURA)'s Year 5 ESS Program Review Final Decision will be filed at the end of August 2026 in Docket No. 25-08-05.

phased approach beginning first with commercial bidirectional equipment that meets new ESS qualification criteria.

The bidirectional vehicle market for light duty vehicles is still nascent, and the report outlines various technical, regulatory and market-readiness milestones to meet, and pilot learnings[8] to integrate, before further expanding bidirectional incentives to this class of vehicles. The working group's discussions explored potential interactions associated with cross-program participation, including the interactions between managed charging and the discharge of bidirectional EVs where there are still unresolved issues and decisions about customer enrollment, DERMS coordination for supporting both managed charging and bidirectional grid services, and evaluation considerations. In the Bidirectional EV Working Group Final Report, the ESS Program Administrators have also recommended PURA consider establishing a V2G –specific docket that could tackle unresolved policy and program issues intersect with a range of different topics, including EV managed charging.

D. EVSE Tariff Participation Rates

Order 20b of the Program Year 3 Decision[9] directs the EDCs to provide *"Participation rates for each Company's respective EVSE tariffs, as discussed in Section IV.B.5, EVSE Tariffs for DCFCs & Light-Duty Fleets "*.

- Eversource billed 145 accounts on the EVSE rates as of June 2026. The breakdown of rate participation is:
  - 71 on EV-S,
  - 36 on EV-M, and
  - 38 on EV-L
- UI has a total of 35 customers on its EV Rate Rider. Of these:
  - 10 are on Rate GS-EVSE and
  - 25 are on Rate GST-EVSE.

E. Analysis in Support of D.25-08-0 Order 18

1. Participation rates, application trends, market impact

Analysis in this section includes a review of the first six months of the Program's Residential Single Family incentive structure change and a summary of likely changes associated with proposed Commercial Program incentive changes. A larger treatment of the market impacts of proposed Commercial Program changes can be found in Attachment 9.

(1) Residential Program

In January 2026, the EDCs, in accordance with D.25-08-06 Order 9, adjusted the Residential upfront rebate requirement and Managed Charging Program participation requirements. Residential participants receiving

[8] Including the IES Bidirectional Energy V2X Residential Pilot and MassCEC V2X demonstration.
[9] Final Decision in Docket 23-08-06

Program rebates for wiring or EVSE installation must now meet certain income requirements, while the Managed Charging Program remains open to residential EV driving customers with compatible equipment. Order 18c of the same Decision directs the EDCs to provide an analysis of *"the effects, if any, of the reduced pool of Residential Single-Family upfront EVSE and wiring upgrade incentives…"*.

To address this order, the EDCs analyzed:

- Overall enrollment trends in 2026 compared to historic trends
- The trend in the percent of customers participating in managed charging with no equipment or wiring rebate
- Average project and rebate costs over time

Figure 13 and Figure 14 show the overall trend in applications; including those for only managed charging, by month. Grey bars indicate applications received during or after January 2026 when the new Program design went into effect. Enrollments for Eversource dropped while overall enrollments for UI continued at comparable levels to 2025. Managed Charging program average monthly enrollment in 2026 have averaged approximately 100 for Eversource and 60 for UI. Note that June data for Eversource reflects partial month data only.

Figure 13: Eversource Program Rebates and Enrollments by Month (Data Through September 30, 2026)

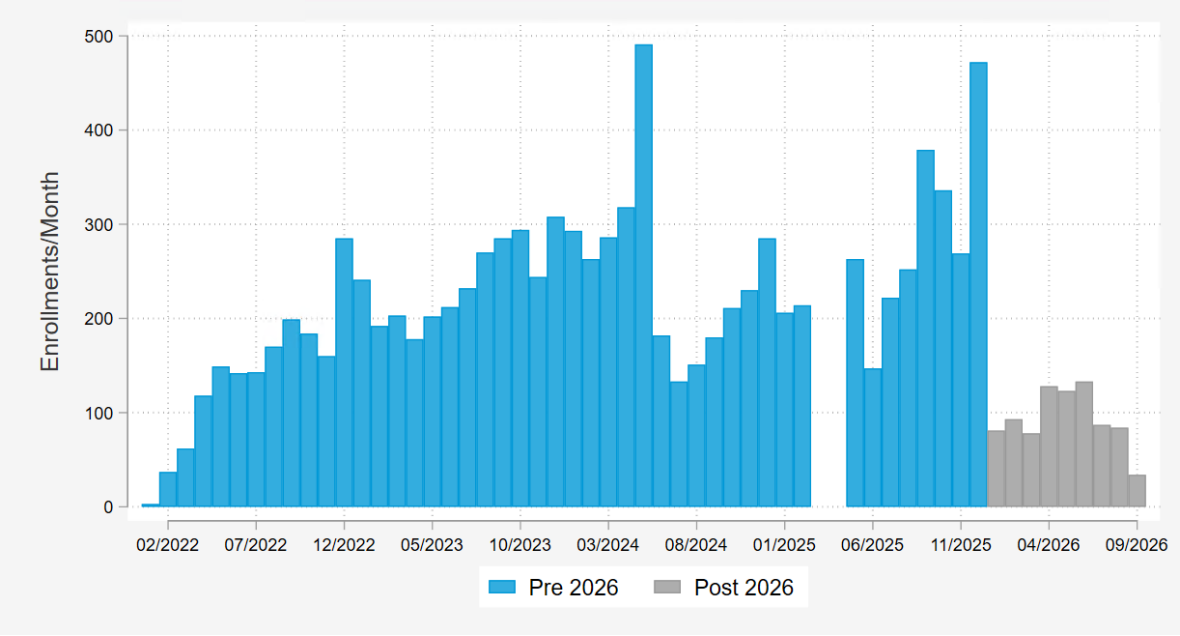
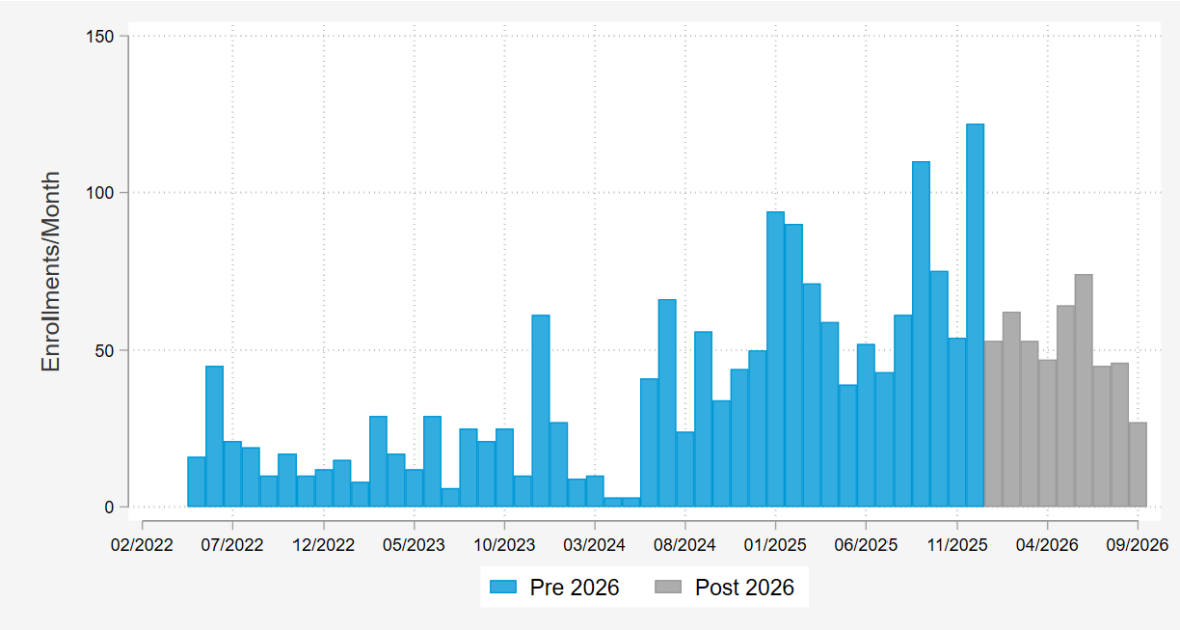


Figure 14: UI Program Rebates and Enrollments by Month (Data Through September 30, 2026)



Examining participation by pathway, however, shows that both EDCs had substantial declines in the number of equipment and wiring rebates starting in 2026. For both EDCs, managed charging-only participants now represent 88% of participants for Eversource and 92% for UI.

Figure 15: Eversource Participant Trends by Participation Pathway (Data Through September 30, 2026)

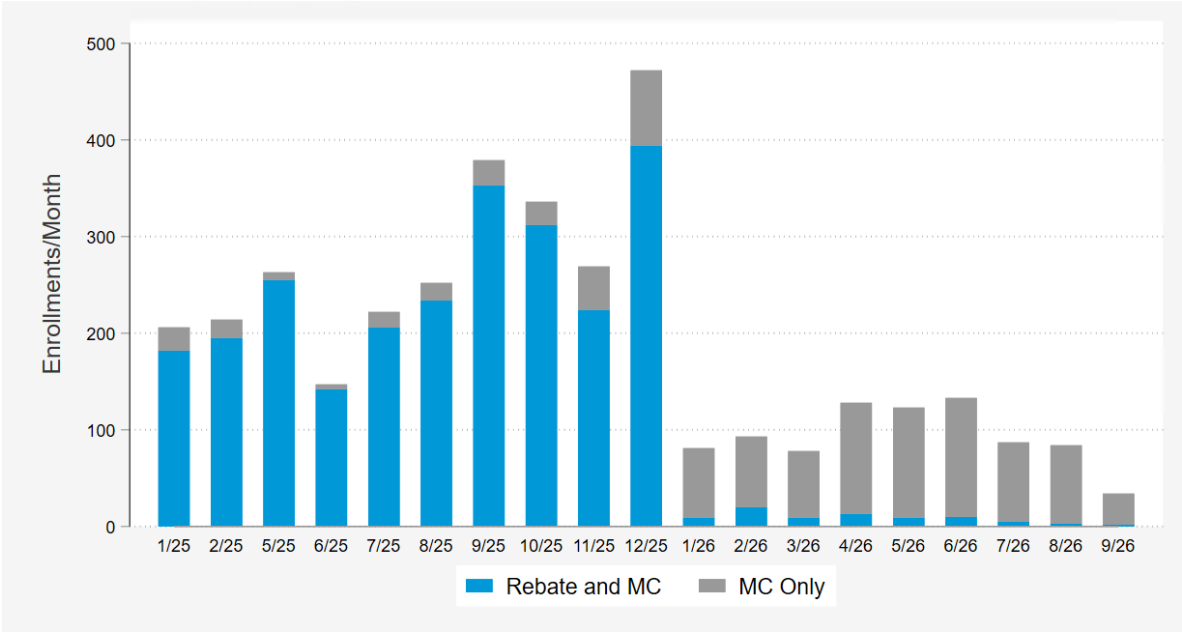
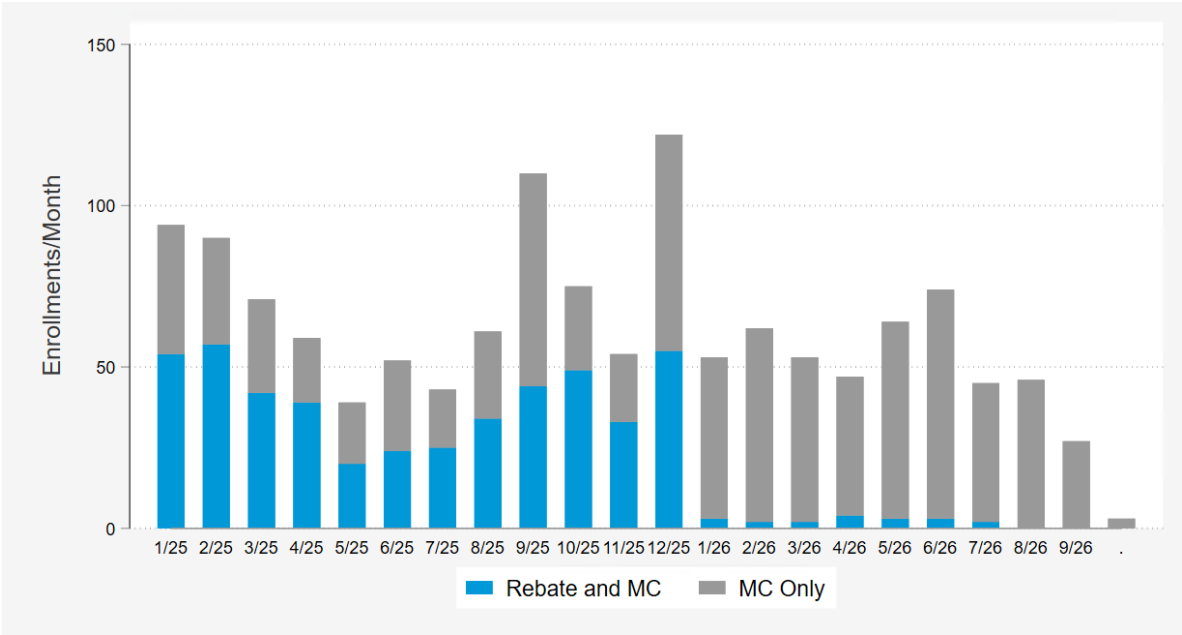


Figure 16: UI Participant Trends by Participation Pathway (Data Through September 30, 2026)



Finally, changes in project costs and rebate values in 2026 are compared to the prior year. With the caveat that the population in 2026 represents a much smaller number and likely lower income level of participants, project costs do not seem substantially different between 2025 and 2026. Rebate levels for both EDCs are higher in 2026, reflecting the larger rebate amount available to the income qualified participants.

Figure 17: Summary of Project Costs and Rebates for Participants Receiving Wiring or Equipment Incentives (Data Through September 30, 2026)



In summary, the Residential Program changes that went into effect in January 2026 appear to have clear effects on the composition of Program participants. While substantially fewer equipment and wiring rebates are being processed, managed charging participation continues to be subscribed. Project costs for low-income customers do not appear to be meaningfully different to previous program participants while rebates are covering a larger percentage of project costs. In turn, the EDCs' residential outreach strategies have evolved in response to the eligibility changes; please see Section VII for a comprehensive update on customer outreach and engagement efforts. Additionally, see Section VI.C.2 for changes and associated program recommendations aimed at simplifying enrollment for new managed charging only participants. Therefore, in response to Order 18c of the Final Decision in Docket No. 25-08-06, at this point in time, the EDCs recommend maintaining the $100 managed charging enrollment incentive to help support program growth in 2027 but recommend revisiting this when the Program Term report is completed in 2027.

(2) Commercial Program

In response to Public Act No. 25-173 and the EDCs' proposed revisions to the EV Charging Program incentive framework outlined in Motion No. 7, the Authority determined that further discovery and briefing were warranted prior to issuing a decision on the proposed incentive structure. The proposed revisions would modify incentive levels, program structure, design methodology, annual budget allocations, application processes, and award timelines. To evaluate the potential effects of these changes on EV charger installations, analyses examining EV adoption trends in Connecticut and EVSE demand elasticity were conducted alongside interviews and incentive surveys of site hosts and contractors that received Program funding to assess market and program impacts. To quantify the effects of hypothetical Program rebate changes on the decision of Program participants, we conducted a series of analysis that attempt to quantify the effects:

- Interviews with Program Site Hosts and Contractors to determine experiences with the program, motivations for participating, and sensitivity of their participation decision to changes in incentive levels.
- Survey of un-interviewed Program Site Hosts and Contractors to quantify the sensitivity of their participation decision to changes in incentives levels.
- Analysis of historic participant out-of-pocket (i.e. incremental) costs for each project and the amount by which it would change under a variety of incentive reductions.
- Modeling based on the elasticity of EVSE supply to incentive reductions.

Findings from this analysis suggest that:

- Any reduction in incentives will lead to a drop in applications. Depending on the methodology, a 50% reduction in incentives would lead to a drop of between 50% and 70% in applications.
- Site Hosts reported incurring substantial out-of-pocket expenses not covered by the incentive, including costs associated with chargers, signage, and charger management software application fees. All but one Site Host interviewee indicated that any additional costs passed on to participants would likely have discouraged participation in the program. In general, Site Hosts were significantly more sensitive to proposed changes in incentive levels than Contractors and would be much less likely to participate. Contractors often spoke in more general terms and indicated that the decision to proceed with a project depended on the out-of-pocket costs that the project's Site Host would be exposed to.
- Reductions in proposed funding would more significantly affect projects in Underserved communities as project costs between Baseline and Underserved communities do not substantially differ but rebates do.
- Participant reactions to other proposed changes to program structure outside of the incentive levels were less strong but generally were in favor of flexibility and any design that would lead to higher incentives. Site Hosts and Contractors both noted that moving to a fixed application window for Level 2 projects, mirroring the DCFC process, would be very unattractive, especially for small businesses or those with highly seasonal activity.

2. Analysis for Proposal Regarding Program Incentives and Port Deployment Targets

Order 18b of the Final Decision in Docket No. 25-08-06 states the following:

No later than August 3, 2026, the EDCs shall include in their joint Annual Report filing in the 2026 Annual Review Docket:

A proposal regarding Program incentives and deployment targets, as discussed in Section IV.A.2, Program Incentive and Budget Modifications, that includes the following: (1) a proposed methodology for a commercial Level 2 EVSE application process based on the existing DCFC application process, that includes a (a) proposed timeline, (b) prioritization criteria matrix with associated criteria weights, and (c) incentive distribution plan; (2) modified commercial Level 2 EVSE and DCFC incentive levels and/or structure that aligns with the Authority's interpretation of eligible Statutory Expense Cap expenses and the Program Area deployment targets; (3) proposed modifications to the Program Area deployment targets, if necessary, including all supporting assumptions and calculations; and (4) an analysis regarding the impact of the proposed incentive allocation reductions on the business case for contractors and site hosts, and the Connecticut EVSE market as a whole. If the Companies find it necessary to modify the Program Area deployment targets, the Companies shall include in their proposal regarding modified commercial Level 2 EVSE and DCFC incentive levels a proposal under (1) the current port deployment targets; and (2) the proposed port deployment targets.

The Electric Distribution Companies ("EDCs") seek to first address items (2) and (3) as one comprehensive narrative and proposal below. Following this analysis, the EDCs will address item (4), with item (1) included in a summary of all recommendations being proposed.

a) Key Recommendations

The EDCs response to this Order is resulting in the following recommended modifications to the Light Duty EV Charging Program (the "Program"), each of which will be discussed in further detail in Section VI.A Program Recommendations in Response to Order 18.:

1. Maintain Rolling Applications & Institute Minimum Criteria Threshold
2. Maintain Incentive Levels, Adjust Port Deployment Targets
3. Revise Site Definition & Implement Site Incentive Cap
4. Institute Budget Cap for Enhanced Incentive
5. Discontinue Program Area 3 (Public DCFC)

b) I. Response to Order 18(b) Items 2 & 3: Incentive Structure and Deployment Targets

The current dollar-per-site incentive and cap model allocates a fixed incentive cap for Level 2 sites ($20,000 for Baseline and $40,000 for Underserved) regardless of the number of ports the participant installs. This creates budget uncertainty for annual Program spending and limits the EDCs' ability to precisely forecast, track and ensure the successful achievement of port deployment targets within the $20 million annual Program budget ("Statutory Expense Cap") established under Senate Bill 4 (which was subsequently signed into law as Public Act

25-173). Therefore, the EDCs propose the introduction of a new incentive structure that shifts funding from the current existing site cap framework to a dollar-per-port basis. More information for this task with supporting calculations and analysis can be found in Attachment 10a. A summary is presented below.

To transition to a per-port incentive design within the Statutory Expense Cap, the EDCs reviewed historical incentives paid on a per-port basis since program inception. Additionally, the three-year cycle-level port deployment targets were annualized to align with the annual nature of the Statutory Expense Cap. To comply with the Statutory Expense Cap, the EDCs modeled and analyzed two scenarios:

1. Reduce port deployment targets while maintaining the per-port incentive at or near current incentive levels.
2. Maintain existing port deployment targets while reducing the per-port incentive offered.

The overarching design of Scenario 1 is to maintain per-port incentives at or near historical levels to continue providing the current level of project support to customers. Based on observed historical rebates, the EDCs propose a universal rebate offering of $6,800 per Baseline Level 2 port, and $12,100 per Underserved Level 2 port uniformly across all Commercial Level 2 project types. The enhanced incentive for Underserved customers would be limited to 40% of ports, however Underserved customers would be able to receive the Baseline incentive following the achievement of the 40% cap.

Under both Scenarios 1 and 2, DCFC port targets and the corresponding budget allocation have been reduced to zero. The EDCs do not recommend funding additional DCFC projects through the Program beyond 2026, as described in full detail in Section VI.A.5 Discontinue Program Area 3 (Public DCFC).

Ultimately, Scenario 1 results in proposed port deployment targets of 360 Single Family Residential ports per year and 2,178 commercial ports per year including 1,488 Residential MUD Level 2 ports, 273 Destination Level 2 ports, and 417 Workplace Level 2 ports, for a total of 2,538 ports annually across all Program Areas. While this is significantly lower than the current 10,282 annualized port deployment target across all Program Areas, the proposed budget aligns with the requirements under Public Act 25-173, equating to approximately $19.97 million and satisfying the $20 million Statutory Expense Cap.

In contrast to Scenario 1, the overarching principle of Scenario 2 is to maintain the existing port deployment targets. Doing so necessitates a significant reduction in per-port incentives to reconcile with the $20 million Statutory Expense Cap. Under Scenario 2, the EDCs propose universal Commercial Level 2 incentives of $3,300 Baseline per port and $5,900 Underserved per port. The enhanced offering for Underserved customers would be limited to 40% of ports, however Underserved customers would be able to receive the Baseline incentive following the achievement of the 40% cap. These proposed incentive levels maintain the existing annualized port

deployment targets while also preserving the historically observed differentiation of approximately 78% greater incentive per-port offered to Underserved compared to Baseline customers.

Ultimately, Scenario 2 results in proposed port deployment targets of 360 Single Family Residential ports per year and maintains the current annualized port targets of 3,000 ports for Residential MUD Level 2, 551 ports for Destination Level 2, and 840 ports for Workplace Level 2. Scenario 2 achieves the original commercial Level 2 port targets by dramatically lowering the financial support per project. The total budget required is $19.59 million, satisfying the Statutory Expense Cap.

c) Response to Order 18(b) Item 4

The EDCs' Evaluation, Measurement & Verification Vendor, Demand Side Analytics ("DSA"), conducted interviews to survey how stakeholders view current incentive levels, port targets, and application processes. Their findings are included as Attachment 9. A summary of key findings can be found in Section V.E.1(2) Commercial Program

3. The Value of Managed Charging

Recent national and regional studies consistently find that managed electric vehicle (EV) charging can create meaningful grid and customer value, particularly through reduction of coincident peak demand. The most mature and defensible value streams are avoided system-level generation, distribution, and transmission capacity costs, and avoided energy procurement costs. Less demonstrated value streams include transformer asset protection, optionality value, and valuation of specific distribution system deferrals.

A recurring theme across studies is that simple time-of-use (TOU) rates alone may shift charging load but can also create secondary peaks. More advanced active managed charging strategies generally outperform passive price signals when grid objectives are prioritized. However, there may be other more complex passive strategies, such as TOU rates or behavioral managed charging with staggered peak periods, that achieve similar benefits.

For Connecticut, the literature suggests that the current managed charging program captures real system-level capacity value today, including distribution value due to coincidence of distribution and system level peaks. Larger value will depend on higher EV adoption, new programs and methods for targeting specific distribution system constraints, greater participation in active managed charging, and more granular planning data.

A longer literature review for this analysis, provided in response to Order 18(d), can be found as Attachment 11. The EDCs discuss related recommendations in Section VI.C.

4. Small MUD and Low Power Charging Solutions Working Group

In response to Order 18 e), Eversource and United Illuminating (together the "EDCs") convened the Small MUD and Low-Power Solutions Working Group ("Working Group"), from April through June of 2026. The Working Group was convened to evaluate potential programmatic modifications specifically relating to 2-4 unit Small Multi-Unit Dwellings ("Small MUD"), as well as potential program eligibility for Level 1 and "smart outlet" charging installations in both the Small MUD and 5+ unit MUD contexts.

As described in full detail in the attached report (Attachment 12), The EDCs recommend maintaining two pathway options for Small MUD customers to participate in the Program: the first path via the Single-Family Residential Program is unchanged; and the second path via the Commercial MUD Program, with specific modifications tailored to Small MUD. Additionally, as certain program design elements of the Working Group's scope extend beyond Small MUD, the EDCs propose Program modification recommendations which would be applicable only to 5+ MUD.

The full Order 18e) report, including the Working Group summary and the corresponding recommendations relating to both Small MUD and 5+ MUD, are described in full detail as Attachment 12 - Order 18e Analysis Small MUD and Low Power Working Group Findings.

VI. Proposed Program Design Changes

The sections below propose Program changes to support improvements to the customer experience, operational efficiency, and cost-effectiveness. All recommendations in this section are proposed jointly by Eversource and UI.

A. Program Recommendations in Response to Order 18

1. Level 2 EVSE Application Process – Maintain Rolling Applications & Institute Minimum Criteria Threshold

Order 18(b), Part 1 directs the EDCs to propose a methodology for a commercial Level 2 application process based on the existing DCFC application process. Taking into consideration the EDCs' recommendation of Scenario 1, the EDCs recommend maintaining a rolling application window for commercial Level 2 Program Areas.

Interviews conducted by DSA found that customers and contractors strongly prefer a rolling application window, as it provides the flexibility necessary to plan and budget projects. Respondents indicated that moving to a fixed application period would create long windows where funding availability would be unknown, ultimately slowing market interest.

As an alternative to the implementation of an application window, the EDCs propose a minimum criteria threshold which would need to be met in order for a Level 2 project to qualify for incentives. This would ensure that incentives are being awarded to high quality projects.

Potential minimum criteria include:

- Site safety:
  - Security cameras covering the charging area
  - Existing or proposed lighting of the charging area
  - Appropriate directional and charger location signage
  - Accessible pedestrian pathways between charging stations and site amenities
- Other Amenities:
  - Public restroom access
  - Food and beverage options
  - Retail establishments
  - Covered seating or waiting area

2. Implement Scenario 1 Incentive Structure - Maintain Incentive Level, Adjust Port Deployment Targets

As discussed in its response to Order 18(b) Items (1) & (2), the EDCs recommend the implementation of its Scenario 1 incentive structure proposal. This proposal includes the following three elements:

- Shift incentive cap from a per-site to a per-port basis
- Maintain historical incentive level support
- Reduce port deployment targets to align with the Statutory Expense Cap

Additionally, the EDCs propose that the incentive amount will be calculated using either 50% of the eligible EVSE charger costs plus 100% of the eligible make-ready installation costs, or the per-port maximum rebate, whichever is less.

3. Revise Site Definition & Implement Site Incentive Cap

Scenario 1 necessitates the adjustment of a customer incentive cap from a dollar-per-site cap to align with the recommended per-port incentive. Currently a site is defined as the following in the *2026 Participant Guide for Commercial Customers and Vendors*, dated 5/18/2026:

> *Prewiring electrical infrastructure at a set of parking spaces to facilitate cost-efficient installation of a bank of EVSE, either Level 2 or DCFC, on a property within the Eversource or UI electric service territory owned or controlled by the site host. A site may include a service panel, junction boxes, conduit, wiring and other components necessary to make a particular location able to accommodate a bank of EVSE. The maximum incentives shall apply to each site. A site host may have more than one site at a single property to the extent that each site meets the specific electrical infrastructure criteria as defined.*

The EDCs recommend establishing a per-port incentive cap that would expand the definition of a site to a parcel as defined by The State of Connecticut's computer-assisted mass appraisal (CAMA) database file. To serve as many customers as possible with the port allocation targets recommended, the ECDs further recommend a maximum port cap of 10 for each parcel. Participants will easily be able to view the Connecticut CAMA and parcel information to determine the bounds of the cap to a site and understand the maximum incentives without needing to understand the technical characteristics of the pre-existing electrical infrastructure.

4. Institute Budget Cap for Enhanced Incentive

The EDCs seek to prioritize Distressed and Underserved Communities, as well as encourage projects across all geographies and customer types. Therefore, as discussed in its response to Order 18(b), Items 1 & 2 above, the EDCs recommend that the Underserved Community enhanced incentive be limited to 40% of the ports funded for each project type (e.g., Workplace L2), after which all customers (regardless of location) will receive the Baseline incentive. Establishing this cap will be highly effective in helping the EDCs to meet the new port targets while aligning with the Authority's Equity & Underserved Targeting under the Justice40 Initiative.

5. Discontinue Program Area 3 (Public DCFC)

At the conclusion of the 2026 application window, both Companies have awarded the full port deployment target for Cycle 2 (2025-2027) for the Public DCFC Program Area. The EDCs recommend no changes to the DCFC port deployment target for Cycle 2.

Additionally, the EDCs recommend that the program port deployment target for the Public DCFC Program Area for Cycle 3 be zero, and that no further application periods be pursued.

Installation of DCFC in CT in the last four years along with a robust pipeline of yet to be installed sites demonstrates that the market is successfully deploying DCFC ports, independent of program support, at levels above what is needed to support the forecasted and goal levels of EV adoption in CT.

a) Original Port Deployment Targets

The original DCFC port deployment targets in 17-12-03RE04 were developed by the Authority using the 2021 version of the US Department of Energy's ("DOE") EVI Pro-Lite Daily Charging Need tool[10], which estimates how much EV infrastructure is needed to support typical daily travel in a given state.

The 2021 version of the EVI-Pro Lite Tool did not model EVSE deployment beyond 10 percent of 2016 estimates of total in-state light duty vehicles. Accordingly, the EVI-Pro Lite Tool was limited in its estimate for EVSE needed to support up to 300,000 light-duty EVs in Connecticut. The Authority used extrapolation of the results of

[10] https://afdc.energy.gov/evi-x-toolbox#/evi-pro-ports

the infrastructure needs for 150,000 EVs (the 2025 state EV adoption goal) to estimate the infrastructure needs for 500,000 EVs (the 2030 state EV adoption goal).

The 2021 output of the EVI Pro-Lite tool using estimated inputs from CT DEEP yielded the following DCFC infrastructure needs:

Table 9: Original DCFC Infrastructure Needs

Original 2021 Output	**2025**	**2030***
EVs Supported	150,000	500,000
Public DCFC	412	1,102
Public L2	3,119	9,737
Workplace L2	4,628	14,713
*extrapolated from 2025 output		

Based on that output, the Authority established the DCFC port deployment targets to be a total of 550 ports by the end of Cycle 3 (50% of the total 1,102 port need). By Cycle and by Company, the original port deployment schedule was as follows:

Table 10: Original DCFC Port Deployment Targets by EDC

	Current Deployment	**2022-2024**	**2025-2027**	**2028-2030**	**Total**
Total	*69*	*137*	*172*	*172*	*550*
Eversource		110	138	138	386
UI		27	34	34	95

Due to strong demand for the Program Area during Cycle 1 (but not based on any revised assessment of the overall infrastructure need), the Authority approved revised DCFC port deployment targets resulting in the following:

Table 11: Revised DCFC Port Targets by EDC

	Current Deployment	**2022-2024**	**2025-2027**	**2028-2030**	**Total**
Total	*69*	*438*	*172*	*172*	*851*
Eversource		357	138	138	633
UI		81	34	34	149

b) Updated EVI Pro-Lite Output

The DOE has made several updates to the EVI Pro-Lite tool that enables estimates of infrastructure needs at any EV adoption number (i.e. at greater than 10 percent of in-state light duty vehicles). The EDCs used the tool with its updated methodologies to estimate the DCFC needs of a variety of EV adoption estimates.

Table 12: Updated Output of EVI Pro-Lite

	2025YE Actual (a)	**2025 Goal (b)**	**2030 Goal (c)**	**EDC 2030 Forecast (d)**
EVs Supported	73,156	150,000	500,000	254,000
Public DCFC	173	350	756	442
150 kW	*107*	*217*	*189*	*183*
250 kW	*33*	*66*	*221*	*107*
350 kW	*33*	*67*	*346*	*152*

- Column (a) shows the number and type of DCFC ports needed to support the 73,156 actual EVs registered in CT at the end of 2025 – 173 total DCFC ports.
- Column (b) shows the number and type of DCFC ports needed to support the state's 2025 EV adoption goal of 150,000 EVs – 350 total DCFC ports.
- Column (c) shows the number and type of DCFC ports needed to support the state's 2030 EV adoption goal of 500,000 EVs – 756 total DCFC ports.
- Column (d) shows the number and type of DCFC ports needed to support the EDCs' 2030 EV adoption forecast of 254,000 EVs – 442 total DCFC ports.

c) Current DCFC port count

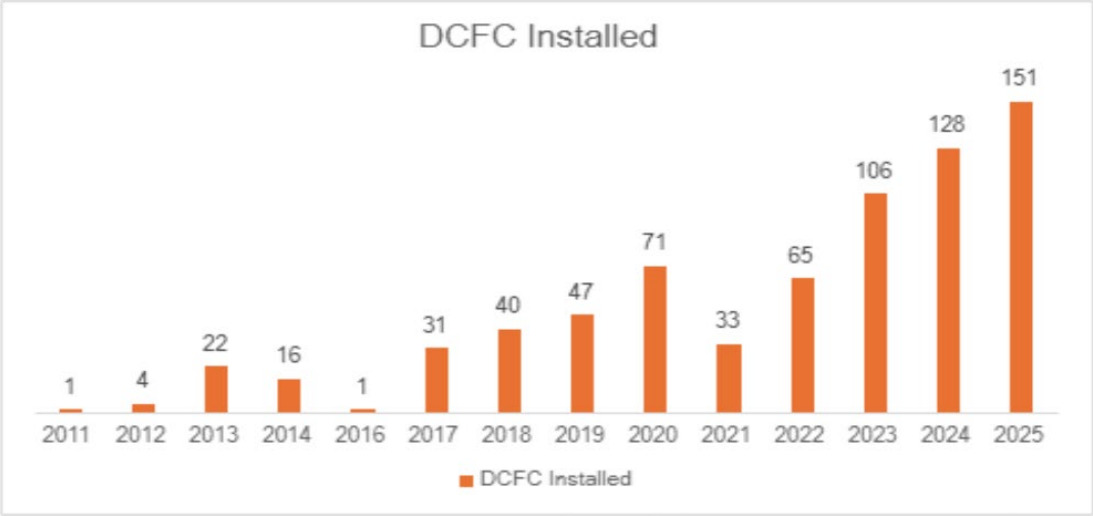
Based on the DOE's Alternative Fueling Station Locator[11], which is an online tool from the DOEs Alternative Fuels Data Center that identifies the location of public EV charging stations across the United States, in early 2026 there were 747 DCFC ports at over 150 sites across the state, with 162MW of capacity. Of those 747 ports, over 450 have been built since 2022 (Figure 18).

Table 13: Current Installed DCFC Port Count Statewide

	Ports
>150kW	162
150kW	169
250kW	322
350kW	94
Total	747

[11] Alternative Fuels Data Center: Alternative Fueling Station Locator

Figure 18: Statewide DCFC Ports Installed by Year

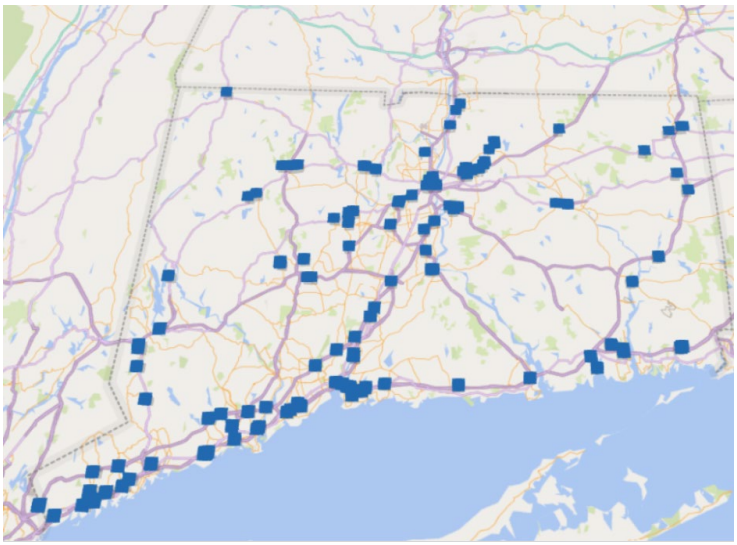


The Program has contributed funding to less than half of the ports deployed since its inception.

d) Geographic Distribution

The currently installed network of DCFC sites and ports is relatively distributed across the state, shown on this map of sites:

Figure 19: Geographic Distribution of DCFC Stations



e) Robust Pipeline of Known Projects to Be Built

In addition to the strong growth of DCFC deployment in the state since the inception of the Program, the EDCs are aware of a robust pipeline of DCFC ports that are yet to be electrified. These include the following:

Table 14: Planned DCFC Sites and Ports

Planned	**Sites**	**Ports**
NEVI Sites[12]	9	36
CFI Grant Awards[13]	8	96
UI Awarded Not Built	15	49
ES Awarded Not Built	37	182
EDC 2026 DCFC Cycle	9	46
Total	*69*	*413*

Added to the currently installed 747 DCFC ports, assuming these projects come to fruition, the state would have 1,160 DCFC ports at over 220 sites. This does not account for continued growth of DCFC ports installed without Program or other federal or state funding support.

Given the current status of DCFC deployment, the robust pipeline of sites yet to be built, and the recent growth of sites independent of program support, the EDCs recommend that the DCFC Program Area be discontinued beginning in 2027. Ratepayer dollars are better spent on Level 2 charging, which has not demonstrated the same level of success, and for which there remains a need that can be supported by the Program.

Whether it's the infrastructure needed to support the state's EV adoption goals, or the EDCs' forecast of EV adoption – in either scenario the state already has the DCFC network to support EV adoption without relying on the subsidization by the Program.

B. MUD Managed Charging Recommendations

The EDCs' MUD Managed Charging Pilot program was extended through the end of 2026, to allow the EDCs and their implementor more time to collect data and learnings. PURA also granted an extension until August 1, 2026, for the EDCs to propose a final MUD program design.

[12] National Electric Vehicle Infrastructure Formula Program is a federal initiative that provides funding for states to strategically deploy DCFC stations.
13 Charging and Fueling Infrastructure Program is a federal discretionary grant program that provides funding to deploy EV charging infrastructure in communities and along designated alternative fuels corridors.

In addition, through the Innovative Energy Solutions (IES) Pilot (Docket 22-08-07), PURA selected AmpUp to test an EV managed charging offering with public Level 2 charging stations providing peak load reduction. This pilot reached MUD and other Level 2 public charging sites, including workplaces and other public destinations. On July 1, 2026, PURA issued a Program Cycle 1 Final Decision directing the EDCs and AmpUp to jointly file a proposal that includes a scaled deployment of AmpUp's project within the MUD managed charging final program design. The EDCs are actively working with both AmpUp and the pilot implementor to consider updates to the pilot program's design. The MUD Pilot participation and results have been limited, which limits the conclusions the EDCs can draw about the scalability of managed charging facilitated by MUD EV chargers. Supporting MUD EV customer participation in managed charging, through EV telematics may provide the greatest avenue for scalability in the near term.

PURA has recommended the AmpUp pilot be considered in the CT EV Annual Review docket for potential scaling. The AmpUp pilot had success with enrolling MUD charger sites through an "opt-out" approach woven into the NSP and MUD site hosts' terms and conditions. Additionally, the AmpUp app provided a simple customer interface that enabled EV charging deferment and load shifting. The EDCs believe both enhancements can be integrated, at least to some degree, into a revised MUD Pilot offering that provides opportunities and access to multiple NSP providers. The EDCs are actively engaged in advanced discussions with AmpUp and the Pilot's technology provider to define a potential path forward. With this potential relationship in active development, the Companies have requested and subsequently received approval for an extension to both IES Order 1 and EV Order 6, to file updated program design recommendations by August 31, 2026.

C. Residential Managed Charging Program Recommendations

1. Order 18d Value Stack of Managed Charging

Order 18d of the Final Decision in Docket No. 25-08-06 states the following:

> *No later than August 3, 2026, the EDCs shall include in their joint Annual Report filing in the 2026 Annual Review Docket:*
>
> *A report summarizing the EDCs' analysis of the national, regional, and state studies provided by OCC and ChargeScape, recommendations made by ChargeScape and ev.energy regarding near-term future steps to build upon the Program design, and conversations with EDC Transmission and distribution system operators as discussed in Section IV.F.1, Value Stack and Load Optimization. Additionally, the EDCs shall submit a proposal detailing the EDCs' findings and recommended next steps. This proposal shall also provide details regarding the EDCs' past, current, and planned future efforts towards load optimization*.

a) Analysis of National, Regional, and State Studies

In Attachment 11 the EDCs and their EM&V partner reviewed relevant value stack literature and provide analysis of this literature which includes: the relevance of these studies to CT, under what conditions managed charging can extract additional value from the stack, if and how managed charging can be deployed in this way, and what challenges exist to doing so. The analysis recommendations include,

1. Continuing to target system peaks and capture system capacity and avoided energy and emissions benefits,
2. Analysis to estimate the potential for EVs to alleviate constraints at various areas of the distribution grid, and
3. Program sophistication should change with the maturity of the EV market.

b) Distribution Value & Load Optimization Considerations

The EDCs Managed Charging program reduces system peak by shifting load away from the ISO-NE system peak. The EV Charging Program currently uses a peak period of 3 pm - 9 pm, and non-holiday weekdays. Due to high coincidence of system and distribution system peaks, the current program already captures distribution value by shifting load away from that peak.

The EDCs are evaluating the opportunity for advanced program designs to provide addition distribution system value, including engagement with their transmission and distribution planning teams as directed by PURA. For example, UI has collaborated with its transmission and distribution planning teams to map active Managed Charging participants to circuits with known constraints. This analysis is being used to identify opportunities for targeted participant recruitment and to evaluate whether managed charging can provide additional value on highly loaded circuits.

Table 15: Count of UI Managed Charging Participants on Circuits by Highest Phase Loading

Circuit ID	Highest Phase Loading	MC Program Participant Count
1	117.90%	2
2	112.60%	31
3	110.60%	20
4	110.20%	45
5	108.30%	20
6	107.10%	26
7	106.10%	10
8	105.20%	0
9	104.30%	9
10	103.60%	29
11	103.60%	20
12	102.70%	49

13	101.50%	1
14	100.00%	9
15	99.70%	14
16	98.90%	14
17	98.80%	21
18	98.80%	22
19	98.60%	20
20	98.50%	11
21	96.40%	0
22	95.60%	4
23	95.30%	45
24	94.20%	0
25	94.00%	11
26	93.40%	28
27	93.10%	26
28	92.30%	14
29	92.30%	5
30	92.20%	42
31	91.10%	18
32	91.00%	0
33	90.60%	5
34	90.40%	8

Table 16: Top 20 UI Circuits by Number of Managed Charging Program Participants

Circuit ID	Highest Phase Loading	MC Program Participant Count
12	102.70%	49
4	110.20%	45
23	95.30%	45
35	62.40%	44
30	92.20%	42
36	79.70%	34
37	79.90%	34
38	87.50%	32
39	75.30%	31
40	59.10%	31
2	112.60%	31
41	40.70%	31
10	103.60%	29

26	93.40%	28
42	78.70%	28
43	73.10%	26
44	89.90%	26
6	107.10%	26
45	75.10%	26
27	93.10%	26

Note: red: peak load above 100% of the circuit normal rating, yellow: 90%-100% of the circuit normal rating, green: below 90% of the circuit normal rating.

Circuit mapping enables the EDCs to identify participants located on constrained portions of the distribution system and evaluate opportunities for targeted managed charging strategies. Several circuits currently include 30 to 50 enrolled vehicles, demonstrating sufficient participation levels to support evaluation of localized load-management approaches. As an initial step, the EDCs propose targeted participant recruitment on selected circuits to increase the potential distribution benefits of the existing Managed Charging Program.

As another example of UI's efforts to understand localized constraints and EV impacts on system load, UI is collaborating with Gridsight, an AMI disaggregation and analytics firm, through a CT IES Project. The collaboration uses Gridsight's machine-learning platform to analyze UI's AMI interval data and distribution system topology to identify premise-level EV charging and determine where and when charging coincides with system peaks and distribution asset constraints. UI expects the results to provide additional data-driven insights to support localized EV program design, targeting, and enrollment.

In 2026, Eversource began testing localized flexibility programs designed to address specific distribution system needs in Massachusetts. These pilots include managed charging and demand response strategies that are testing the opportunity to leverage distributed energy resources, to alleviate localized constraints, absorb excess renewable generation, and potentially defer infrastructure investments. Insights from these pilots may help inform future Connecticut program designs where localized flexibility could provide measurable grid benefits[14].

Eversource plans to propose and deploy pilots in Connecticut, that can address specific distribution level challenges where load flexibility solutions can potentially provide relief and delay infrastructure replacement or build out.

[14] Managed Charging+ and ConnectedSolutions+ are available to Eversource customers in specified Eversource Massachusetts electric service territory areas, in 2026.

In addition, Eversource has been working with technology service providers to test if changes to active managed charging strategies (algorithms) can help to flatten EV charging load and mitigate the secondary peaks.

Looking ahead, the EDCs believe targeted pilots and demonstrations may be appropriate where managed charging can address specific distribution-system needs. Potential approaches are described below and are intended to illustrate opportunities for future evaluation rather than commitments to implementation.

c) Potential Opportunities for Evaluation

The concepts below illustrate potential future managed charging strategies that could be evaluated where specific distribution-system conditions warrant. These concepts are generally listed from lower to higher implementation complexity and could be combined depending on local system needs. Any future implementation would require consideration of customer experience, participant acceptance, and the participant's ability to maintain control over vehicle charging.

Circuit-level or substation-level demand response. While the EDCs have shown that continuous load shifting greatly diminishes the amount of available load for demand response, there may be localized opportunities to implement demand response events coincident with local system peaks that are outside of the standard 3PM to 9PM peak window. In this scenario, the EDCs would identify a circuit or substation, and a peak-period window. Demand response events would be dispatched to enrolled vehicles on that part of the system accordingly.

Changes to or layered requirements inside the off-peak window. In this scenario, the existing peak period of 3PM to 9PM is preserved for Advanced Tier Participants who set a daily charging schedule and select a state of charge. Additionally, the existing off-peak charging period of 9PM to 3PM is also maintained. A new, narrowly defined off-peak charging window is then introduced, that would match the specific constraints of a substation or circuit, 10PM to 9AM for example. The system peak objective is preserved, but charging is repositioned more precisely within it. In this scenario, off-peak charging priorities are configurable, so the localized distribution layer can defer to the system objective or override it as the situation requires. This allows the program to continue optimizing for system peak reduction, while exploring capabilities of also optimizing for specific distribution constraints.

Turn-up (e.g., EV charging) for generation absorption. For Advanced Tier Participants who set a daily charging schedule and select a state of charge. A preferential off-peak charging window may encourage charging during windows of excess generation from midday solar, to potentially help alleviate distribution constraints and solar curtailment. This scenario essentially operates in a similar manner to the previous scenario, but new charging preference introduced changes. With program design that encourages plug-in availability during these

windows, connected vehicles become a dispatchable absorption resource, and programs designed around this objective have moved material shares of total charging into midday.

Additional option for Advanced Tier for additional monthly incentive. This optimization strategy reprioritizes charging to avoid localized system events, overriding a participant's charging schedule and selected state of charge. In this scenario, participants would be notified of events and would always retain the right to opt-out of the event. These events would be rare and occur mostly during summer peak demand periods.

d) Testing New Opportunities Within the Value Stack

As discussed in Section VI.C.3, the EDCs propose a Fast Track process to evaluate these concepts with existing program participants. Potential applications of EV load flexibility should be based on identified distribution system needs and assessed for cost-effectiveness relative to alternative solutions. The EDCs will work with technology providers and other partners to develop and implement limited-scale pilots, evaluate results, and, where warranted, advance recommendations for broader implementation through the Fast Track or Annual Report review process.

2. Incentive Flexibility to help Simplify Enrollment Flow (Eversource)

Eversource is working with its EV implementation vendors to simplify the enrollment process for customers by reducing the number of steps customers take to sign up for managed charging. The workflow changes contemplated would allow all customers to enroll directly into managed charging through the DERMs, instead of routing all customers to and through the rebate portal first, and then to the DERMS. While the prior workflow made sense when a vast majority of customers were receiving EVSE and Wiring Rebates, under the 2026 eligibility requirements, a majority of customers are eligible only for managed charging offer. Eversource seeks flexibility to offer the enrollment incentive ($100) to all customers and adjust the current $1,500 EVSE and wiring rebate, to $1,400. This would not make it more cumbersome for a make-ready customer to receive their enrollment incentive; it would just be two separate transactions. In addition, this would not have any change to the upfront rebate that customers could earn but would enable the Companies to process managed charging enrollment incentives more efficiently and avoid customer delays that may result from building in additional review and a potential waiting period, with submitted residential EVSE and wiring rebate applications.

3. Residential Managed Charging Fast Track Proposal

Managed charging programs are evolving rapidly as new technologies, customer behaviors, and grid needs emerge. To remain effective, program designs, incentive structures, and eligible technologies must be evaluated and updated more quickly than the current annual review cycle allows. The EDCs therefore propose a Fast Track process for managed charging pilots and tests that meet pre-approved criteria. This process would accelerate the

evaluation of new technologies and program design elements, enabling timely implementation while maintaining appropriate regulatory oversight

Emerging behind-the-meter technologies, including charger adapters, smart panels, subpanels, and advanced metering devices, may provide new pathways for managed charging participation. In addition, experience with existing programs has identified opportunities to refine incentive structures, enrollment strategies, and other program elements to increase participation and system value. The proposed Fast Track process would provide an efficient mechanism to test and validate these innovations before considering broader program adoption.

a) The Fast Track Process

The EDCs propose a Fast Track approval process for managed charging pilots and tests that satisfy established eligibility criteria. By May 1 of each annual program review proceeding, the EDCs may submit a joint or individual motion(s) seeking approval of an eligible pilot or test. Each proposal would include a clear objective, scope, budget, and evaluation metrics and would be subject to the Authority's standard review process, including stakeholder comments, technical meetings, and discovery. The EDCs would seek a ruling from the Authority on the Fast Track proposal within the annual proceeding and in advance of the timeline that would otherwise apply to program recommendations submitted through the standard Annual Report process.

The Fast Track process differs from the existing Annual Report program recommendation process by providing an earlier and more targeted regulatory review pathway for limited-scope pilots and tests. Under the current framework, the EDCs submit program recommendations as part of the Annual Report filing on August 1, and approval of those recommendations typically is not received until PURA issues a Final Decision at the conclusion of the following year's associated regulatory proceeding, which may occur approximately sixteen months later. The Fast Track process would allow the EDCs to seek review and approval of eligible pilots and tests during the pendency of the annual proceeding, providing an opportunity to evaluate emerging technologies, customer offerings, and program design enhancements on an accelerated timeline while maintaining PURA oversight and stakeholder participation. Approved Fast Track activities would remain limited in scope and would not constitute approval of permanent program modifications, which would continue to be reviewed through the existing Annual Report process.

The Fast Track process would supplement, rather than replace, the existing annual program recommendation process. Approved pilots and tests would be reported in subsequent Annual Reports, and successful results may inform future proposals for permanent program changes.

b) Definitions of a Pilot and a Test

For purposes of the Fast Track process, the EDCs propose the following definitions:

- **Pilot:** A pilot is the deployment of a technology, program design element, or combination thereof evaluated under real-world operating conditions to determine whether it should be considered for permanent implementation within a managed charging program.
- **Test:** A test is the trial of a technology, program design element, or combination thereof evaluated on a limited basis to assess feasibility, performance, or customer response and inform future pilots or program recommendations.

c) Criteria for Pilot and Test Proposals

Each Fast Track proposal shall include sufficient information to support regulatory review and evaluation, including:

- **Objective:** The purpose of the proposed pilot or test and the issue or opportunity it is intended to address.
- **Scope:** The proposed duration, participant population, and implementation scale
- **Budget:** Estimated costs associated with implementation and administration.
- **Metrics:** The criteria and methodology that will be used to evaluate performance and results.

d) Eligible Activities for Fast Track Review

Fast Track proposals may include the following activities.

1. Testing of new technologies that support managed charging and expand eligible participation pathways.
2. Evaluation of behind-the-meter solutions that enable managed charging through data access or direct load control.
3. Limited-scale testing of alternative incentives, enrollment strategies, peak-period designs, or other program features intended to improve program performance.

e) Program Modifications Not Eligible for Fast Track

Program modifications that materially change the structure, objectives, or core design of a PURA-authorized managed charging program, or that would broadly apply to all participants, are not eligible for Fast Track review. Such proposals shall be submitted through the existing Annual Report and program review process.

Where applicable, the EDCs may use information obtained through approved Fast Track pilots and tests to support future recommendations for permanent program modifications.

The EDCs recommend that the Authority adopt the EDCs' Fast Track Proposal through the forthcoming draft decision in the instant docket. Section VI.F. of the Final Decision in Docket No. 17-12-03RE04 authorizes PURA to make strategic program adjustments to ensure continued alignment with the program objectives and that the program is on track to meet its deployment targets. Alternatively, the EDCs may instead submit the Fast Track Proposal as a standalone motion for modification of the Year 5 Decision.

D. Commercial Program Recommendations

1. Recommendation 1- Level 2 Commercial Waitlist Process & Prioritization

In PURA's Annual EV Charging Program Review Final Decision (December 17, 2025) PURA directs the EDCs to prioritize any applications received from formerly waitlisted applicants above newly received applications in that Program Year. In other words, a 2026 waitlisted application that re-applies in 2027 should be prioritized for review above new applications received in 2027.

To implement this directive in a consistent and transparent manner, the EDCs recommend establishing a standardized commercial Level 2 waitlist and prioritization process be developed for 2026 projects and beyond.

- Any projects remaining on the waitlist at the end of the program year shall expire and may be resubmitted during a defined reapplication period in the following program year. Prioritization of projects would only apply to waitlisted applications that reapplied by March 1 of the following year. To provide administrative certainty and facilitate timely allocation of available funding, such priority status would apply only during the first 60 days of the subsequent program year.
- To promote broad market participation and ensure funding opportunities are distributed among multiple market actors, no single contractor on the waitlist may account for more than 40% of the estimated charging ports allocated for the program year through the waitlist prioritization process.
- The waitlist would be limited to the number of projects that can reasonably be supported by the estimated funding available in the subsequent program year. This approach is intended to prevent the accumulation of an unmanageable backlog of unfunded projects and provide applicants with realistic expectations regarding the likelihood of future funding.

The EDCs recommend that standardizing the waitlist prioritization process will improve program transparency, create more predictable outcomes for applicants, and facilitate efficient administration of the commercial charging program.

2. Recommendation 2- Restrictions on sites receiving third party funding and/or stacked funding

The EDCs recommend establishing restrictions on projects receiving funding from multiple incentive programs for the same EV charging infrastructure investment. Examples of such programs may include, but are not limited to, the Connecticut Department of Energy and Environmental Protection (DEEP) Volkswagen Settlement Program, the U.S. Department of Energy Efficiency and Conservation Block Grant (EECBG) Program, and other federal, state, or local funding opportunities.

Currently, applicants may have access to multiple sources of funding for a single project. While these funding opportunities support EV charging development objectives, the absence of clear program guidance regarding incentive stacking may result in circumstances where available program funds are not allocated as efficiently as possible.

To maximize the number of customers and charging ports supported through the CT EV Charging Program, the EDCs recommend that projects receiving funding from another source for the same eligible equipment or

installation costs be ineligible for incentives through the commercial program. Alternatively, where PURA determines incentive stacking should be permitted, total funding received from all sources should not exceed total project costs, and applicants should be required to disclose all anticipated and awarded funding sources during the application process.

Establishing clear restrictions regarding third-party funding will help ensure prudent use of ratepayer funds, reduce administrative complexity, prevent duplicate reimbursement of project costs, and enable the EDCs to support a greater number of charging infrastructure projects statewide.

3. Recommendation 3- Incentives for New Construction Stretch Building Codes

Over the last several years, the Connecticut General Assembly has worked to pass legislation to help with encouraging and expanding EV infrastructure buildout across the state. Effective October 2022 Public Act 22-25, also known as the Connecticut Clean Air Act, established minimum building code requirements for the installation of electric vehicle charging stations when constructing new state facilities, commercial and multi-family buildings or schools.

> *(b) On and after January 1, 2023, the Commissioner of Administrative Services shall require each new construction of a state facility, the total project costs of which exceed one hundred thousand dollars, to be installed with level two electric vehicle charging stations in at least twenty per cent of the designated parking spaces for cars or light duty trucks at such facility.*
>
> *(c) On and after January 1, 2023, a municipality shall require each new construction of a commercial building or multiunit residential building with thirty or more designated parking spaces for cars or light duty trucks to include electric vehicle charging infrastructure that is capable of supporting level two electric vehicle charging stations or direct current fast charging stations in at least ten per cent of such parking spaces. A municipality may, through its legislative body, require any such commercial building or multi-unit residential building to include such electric vehicle charging infrastructure in more than ten per cent of such parking spaces.*

As a result of these requirements, the EDCs have observed an increase in commercial EV program applications associated with new construction projects that are already required to incorporate EV charging infrastructure or EV-ready electrical infrastructure as part of their building design and permitting process. From the program's inception, incentives were established to accelerate the deployment of EV charging infrastructure by encouraging business owners to build EV charging at new locations. To maximize the impact of limited program funds, incentives were not available for replacing or retrofitting existing charging equipment or for adding chargers at sites that already received incentive funding. The program's primary objective was to expand Connecticut's charging network by supporting new sites, as existing locations were already contributing to statewide charging availability and had demonstrated a commitment to EV infrastructure without the benefit of incentive funding.

A similar consideration applies to new construction projects where EV charging infrastructure is already required by code or development standards. Like property owners who independently installed EV charging equipment before incentives were available and now seek funding to upgrade their equipment, these developers have already made the decision to install EVSE. In both cases, the installation is driven by an existing obligation or commitment rather than by the availability of an incentive. This raises an important policy question: if the project would move forward regardless of incentive funding, is the incentive influencing the investment decision, or is it simply subsidizing an activity that would have occurred anyway. Since the program was launched, market conditions have evolved. Current building codes increasingly require new construction projects to be designed and built with EV charging infrastructure in mind. As a result, these projects may already be obligated to install charging equipment independent of program incentives. Traditionally, changes in codes and standards have been measures of market transformation, particularly in the case of energy efficiency. Given the changes in code, it is appropriate to consider whether the use of ratepayer funds is still necessary to support installations required by code. The EDCs recommend that PURA consider the eligibility of projects subject to EV-ready building code requirements. Specifically, PURA should consider whether:

- Projects required by code to install EV-ready infrastructure should remain eligible for EV Program incentives; and
- Incentives should be limited to infrastructure installed beyond minimum code requirements

The EDCs believe this approach would help ensure that limited program funds are directed toward projects where incentives are a material driver of deployment, while continuing to support the expansion of Connecticut's EV charging network in a cost-effective manner**.**

VII. Summary of Education & Outreach

The EDCs' Education & Outreach activities for the Program are pivotal to drive customer awareness of Program incentives, leading to Program adoption and participation. The EDCs target their Education & Outreach efforts to ensure key stakeholders have a clear understanding of the Program's offerings.

Marketing programs and strategic outreach are developed and conducted based on approvals, goals and budgets, as established by the RAM. In 2025 and 2026, the EDCs conducted strategic outreach and community engagement through webinars and other events, paid digital advertising, website content, and engagement with key business partners, including our installer networks. These efforts maintain awareness and engagement with the Program offerings and deliver optimal results when deployed together. Multi-tactic education and outreach are important to launch in tandem since it takes multiple touch points to build awareness, convert to program participation, and achieve shared success.

The following details reflect Education & Outreach activities and engagement from July 1, 2025, through June 30, 2026.

A. Webinars & Other Events

Eversource and United Illuminating continue to host and participate in virtual (Table 17) and in-person (Table 18) presentations and events to educate customers, business partners, contractors and other stakeholders on the program offerings and requirements, as well as showcase staff as thought leaders in the electric vehicle charging industry. To maximize customer engagement and streamline the event experience, the Companies shared electric vehicle program information on energy efficiency and other events. The Companies tailor conversations to each customer's interests, creating a more integrated and customer-focused experience while increasing awareness of available energy programs. Positioning program experts as thought leaders is important for program adoption because it builds credibility and trust within the organization and with external stakeholders. When staff members are recognized as experts in their field, their endorsement of a program carries more weight and can significantly influence others' perceptions and acceptance of the initiative. Thought leadership demonstrates a deep understanding and commitment to the program, fostering confidence among potential adopters that it is well-conceived and beneficial. This strategy also encourages a culture of innovation and knowledge-sharing, which can further expand the program's success and sustainability. Events hosted, attended, or exhibited by the EDCs' staff are as follows. Additionally, customers can visit the EDCs' websites for accessible, educational content, at any time.

Table 17: Summary of Webinars and Other Speaking Engagements

Date	**Company**	**Event Name or Topic**	**Attendance**	
7/23/25	UI	Southern CT Regional Council of Government EV Program Presentation	Participated as a speaker: Hosted by SCRCOG	
9/23/25	Eversource	Managed Charging 101	140	70
10/2/25	Eversource	First Thursdays – Resi	61	45
11/5/25	Eversource	Tips for Closing out a project in PowerClerk	28	22
1/27/26	UI	Advanced Managed Charging Insights: Case Studies from Leaders in EV Load Management	Participated as a speaker, hosted: Hosted by ev.energy	
2/27/26	Eversource	2026 CT Resi Changes/ Updates	12	8
3/26/26	Eversource	2026 Updates to the CT Commercial program	91	66
4/23/26	Eversource/ UI	Tips for Preparing a 2026 CT DC Fast Charging Application	30	25
5/28/26	Eversource	Inspections (MA & CT)	29	62

6/2/26	Eversource	CDBG Application Workship – CT Department of Housing	Participated as a speaker, hosted by CDBG

Table 18: Conference and Community Event Attendances

Date	**Company**	**Event Name or Topic**	**Event Type**	**Involvement**
7/26/25	UI	West Haven Savin Rock Festival	Community	Exhibitor
8/15/25-8/16/25	UI	Milford Oyster Festival	Community	Exhibitor
8/16/25	UI	Milford Fair on the Half Shell	Community	Exhibitor
8/25/25	UI	NHPS Lighthouse: Park Back to School Chill and Grill	Community	Exhibitor
8/26/25-8/27/25	UI	PLMA (Peak Load Management Alliance)	Conference	Presenter
9/14/2025	Eversource	Town of Coventry Going Green Event	Community	Exhibitor
10/25/25	Eversource	Saukiog Harvest Festival, Windsor	Community	Smart Energy Living Mobile Exhibit
11/20/25	UI	Big Connect Expo	Conference	Exhibitor
2/2/26-2/4/26	Eversource	DistribuTECH	Conference	Presenter
3/6/26 - 3/8/26	Eversource	CT Home and Remodeling Show	Conference	Smart Energy Living Mobile Exhibit
3/8/26	UI	Fairfield CT Better Home Show	Community	Exhibitor
3/22/26	Eversource	Maker Fair, Farmington Library	Community	Smart Energy Living Mobile Exhibit
3/24/26	UI	Town of Fairfield	Community	Exhibitor
4/4/26	Eversource	Easter Festival Danbury	Community	Smart Energy Living Mobile Exhibit
4/18/26	UI	Trumbull Nature & Arts Center Earth Day	Community	Smart Energy Living Mobile Exhibit
4/18/26	UI	Town of North Haven Earth Day	Community	Exhibitor
4/22/26	UI	EEB Meeting Bridgeport	Community	Smart Energy Living Mobile Exhibit
4/25/26	UI	Woodbridge Earth Day Event	Community	Smart Energy Living Mobile Exhibit
4/25/26	UI	Bridgeport Party for the Planet	Community	Exhibitor
4/25/26	Eversource	Bethel Earth Day	Community	Eversource Efficiency Experience
5/2/26	Eversource	Simsbury Sustainability Fair	Community	Smart Energy Living Mobile Exhibit
5/2/26	UI	Fairfield Earth Day	Community	Exhibitor

5/3/26	Eversource	EcoFest Weston	Community	Smart Energy Living Mobile Exhibit
5/9/26	Eversource	Southbury Energy Fair and Green Expo	Community	Smart Energy Living Mobile Exhibit
5/16/26	Eversource	South Windsor Armed Forces Day	Community	Smart Energy Living Mobile Exhibit
5/19/26	Eversource	Eversource Press Event, Berlin	Community	Eversource Efficiency Experience
5/31/26	Eversource	New London County Strawberry Festival	Community	Smart Energy Living Mobile Exhibit
6/6/26	UI	Stratford Main Street Festival	Community	Exhibitor
6/6/26	UI	Hamden Fest	Community	Exhibitor
6/6/26 - 6/7/26	Eversource	Celebrate West Hartford	Community	Smart Energy Living Mobile Exhibit
6/10/26	UI	Resiliency Summit at Avangrid	Conference	Smart Energy Living Mobile Exhibit
6/11/26	Eversource	Sustainable CT Spring into Summer Celebration	Community	Smart Energy Living Mobile Exhibit
6/13/26	Eversource	CT Sustainability Expo Hartford	Conference	Eversource Efficiency Experience
6/14/26	Eversource	Connecticut Bacon Festival	Community	Smart Energy Living Mobile Exhibit
6/18/26	UI	Orange Artisan Festival & Business Expo	Conference	Smart Energy Living Mobile Exhibit
6/27/26	Eversource	Litchfield Wellness Festival	Community	Smart Energy Living Mobile Exhibit
6/30/26	UI	North Haven Summer Concert Series	Community	Exhibitor

B. Paid Media

The EDCs' paid media strategy takes into account comprehensive data analysis from previous years of advertising campaigns alongside program performance, goals and budgets. Each channel execution employs advanced targeting techniques and sophisticated measurement tools to precisely identify and engage individuals with a high likelihood of interest in the EDCs' program offerings. Targeting efforts are meticulously designed to identify users whose recent online behavior and expressed interests suggest a propensity for owning an electric vehicle (EV) and actively seeking EV charging solutions. By aligning the EDCs' strategy with these insights, the EDCs' aim to optimize engagement, drive higher conversion rates, and ultimately foster greater adoption of the EDCs' programs. This data-driven, strategic focus not only enhances the efficiency of the EDCs' advertising spend but also ensures that program messaging reaches the most relevant and receptive audiences.

A pivotal metric for evaluating advertising success is impressions, which refers to the number of times an advertisement is displayed on a website or app. While this metric might appear straightforward, it plays a strategic

role in gauging the potential reach and visibility of the EDCs' campaigns. High impression counts indicate broad exposure, suggesting that the EDCs' ads are effectively penetrating the target market.

By analyzing impression data, the EDCs can assess the frequency and distribution of the ad placements, ensuring that program advertisements are seen by a substantial audience. Moreover, impressions serve as a foundational metric for more nuanced analyses, such as click-through rates (CTR) and conversion rates, enabling the EDCs to refine targeting strategies and optimize ad performance. This comprehensive understanding of impressions not only helps to validate the initial stages of program advertising efforts but also provides critical insights for future campaign enhancements, ultimately driving more impactful and efficient marketing initiatives.

1. Eversource

The Eversource strategy for this report term focused on paid search. This form of paid media focuses on serving program ads to customers actively searching for EV solutions. This educational-focused approach results in fewer impressions with less spending, but higher quality engagements. For example, our top three keyword results for residential advertising were "ev charging station," "ev charging program," and "rebate for ev charger install." Our top three keyword results for commercial advertising were "public ev charging," "ev charging solutions," and "city ev charging." These results demonstrate how awareness of the rebate programs can be integrated into the customer journey, serving customers with information about the programs at the right point in their research. For the promotion of Managed Charging, Eversource also included paid social ads on Meta platforms. This efficient and historically effective channel messages those who may be interested in the offer.

Table 19: Paid Media Spend Summary for Eversource

Channel	Spend	Impressions	Cost per Impression	Cost per 1,000 Impressions	Website Visits
Paid Search					
C&I	$30,838	19,597	$1.57	$1,573.61	1,870
Managed Charging	$929	3,760	$0.25	$247.07	814
Multi-Family	$19,882	9,874	$2.01	$2,013.57	821
Low Income	$1,385	6,9874	$0.20	$199.74	1,267
Single Family	$42,133	80,574	$0.52	$788.20	8,946
Paid Search Subtotal:	$95,167	120,739	$0.79	$788.20	13,718
Paid Social					
Managed Charging	$7,523	472,089	$0.02	$15.94	17,568
Paid Social Subtotal:	$7,523	472,089	$0.02	$15.94	17,568
TOTAL	$102,690	592,828	$0.17	173.22	31,286

2. United Illuminating

United Illuminating's paid media strategy leveraged historical campaign performance, audience insights, and advanced targeting capabilities to deliver relevant messaging to customers most likely to benefit from the Company's EV programs. Using a diversified media mix and measurement tools to track impressions, engagement, website traffic, and conversions, the Company continuously optimized campaign performance to ensure advertising investment remained efficient, data-driven, and results-focused.

The Company's strategy combined paid search, programmatic display, programmatic digital video, paid social, streaming audio, and targeted industry publications to maximize awareness and engagement across residential and commercial audiences. Paid search reached customers actively researching EVs and charging solutions, while programmatic display, digital video, and paid social on Meta and LinkedIn expanded reach through behavioral and interest-based targeting. Additional tactics included Connecticut Business Journal print advertisements and sponsored email deployments, and a campaign promoting the pilot Multi-Unit Dwelling (MUD) managed charging offering through Meta, Nextdoor, and programmatic display advertising.

Table 20: Paid Media Spend Summary for United Illuminating

Channel	Spend	Impressions	Cost per Impression	Cost per 1,000 Impressions	Website Visits
Display					
Commercial	$ 8,002.29	1,218,149	$ 0.01	$ 6.57	447
Single Family	$ 12,269.23	1,884,421	$ 0.01	$ 6.51	498
Multi-Family	$ 7,745.60	952,302	$ 0.01	$ 8.13	274
Display Subtotal	$ 28,017.12	4,054,872	$ 0.01	$ 6.91	1,219
Paid Search					
Commercial	$ 4,522.34	2,525	$ 1.79	$ 1,791.03	158
Single Family	$ 4,621.89	13,239	$ 0.35	$ 349.11	423
Paid Search Subtotal	$ 9,144.23	15,764	$ 0.58	$ 580.07	581
Paid Social					
Commercial	$ 39,315.17	1,424,096	$ 0.03	$ 27.61	12,513
Single Family	$ 15,786.19	1,326,661	$ 0.01	$ 11.90	16,130
Multi-Family	$ 17,690.89	1,755,601	$ 0.01	$ 10.08	14,687
Paid Social Subtotal	$ 72,792.25	4,506,358	$ 0.02	$ 16.15	43,330
Streaming Video					
Commercial	$ 3,070.32	383,669	$ 0.01	$ 8.00	216

Single Family	$ 15,838.00	834,429	$ 0.02	$ 18.98	16
Streaming Video Subtotal	$ 18,908.32	1,218,098	$ 0.02	$ 15.52	232
Streaming Audio					
Single Family	$ 12,601.01	594,098	$ 0.02	$ 21.21	131
Streaming Audio Subtotal:	$ 12,601.01	594,098	$ 0.02	$ 21.21	131
Business Journals					
Commercial	$ 34,940.00	107,573	$ 0.32	$ 324.80	31
Business Journals Subtotal	$ 34,940.00	107,573	$ 0.32	$ 324.80	31
TOTAL	$ 176,402.93	10,496,763	$ 0.02	$ 16.81	45,524

C. Website

The EDCs' web pages are strategically designed to fulfill three primary objectives: detail program offers, drive rebate applications and managed charging enrollments, and provide educational content for customers at different stages of their electric vehicle (EV) charger installation journey. These goals are integral to the overall mission of promoting EV adoption and supporting a diverse customer base. To achieve these objectives, the websites are regularly updated and optimized as a dynamic communication tool, ensuring content remains relevant and effective in engaging customers, business partners, and stakeholders.

The structure of the program web pages is thoughtfully segmented to cater to distinct customer types, with dedicated sections for business customers and residential customers. This tailored approach allows the EDCs to deliver highly relevant content and resources, enhance user experience, and facilitate easier navigation. For business customers, the pages offer detailed insights into commercial rebate programs and benefits of EV infrastructure. Residential customers, on the other hand, are provided with comprehensive information on home charging solutions, step-by-step application processes for rebates, clear guidance on managed charging options and enrollment, and educational content to guide them through the decision-making process.

The experience for business customers was further enhanced, specifically in UI, through a redesigned landing page that serves as a streamlined triage experience. Rather than presenting a single pathway for all commercial participants, the updated interface enables users to self-identify as contractors, property owners, business owners, or fleet operators, directing each audience to the program information and resources most relevant to their needs. This reflects a similar experience for Eversource customers, as well. The EDCs' segmentation options on commercial webpages simplifies navigation, reduces customer confusion, and helps participants more quickly

identify the appropriate participation pathway, ultimately supporting higher engagement and a more efficient customer experience.

In late 2025, Eversource published Road to Recharge on their website. This engaging feature asks customers to make EV charging decisions along a family road trip and provides useful tips and information along the way. This educational resource lives on the EV information pages of the site.

By maintaining a clear and user-friendly separation of content, the EDCs ensure that each customer type receives targeted information that addresses their unique needs and interests. This strategic alignment not only supports the EDCs' immediate goals but also fosters long-term engagement and trust, positioning the EDCs' webpages as a leading resource in the EV ecosystem.

The main web pages for customers can be found at the following URLs:

1. Eversource
    - Business customer:
        i. https://www.eversource.com/content/business/save-money-energy/clean-energy-options/electric-vehicles/business-ev-charging-rebates
    - Residential customer:
        i. https://www.eversource.com/content/residential/save-money-energy/clean-energy-options/electric-vehicles/charging-stations
        ii. https://www.eversource.com/content/residential/save-money-energy/clean-energy-options/electric-vehicles/charging-stations
        iii. https://www.eversource.com/residential/save-money-energy/clean-energy-options/electric-vehicles
2. United Illuminating
    - Business customers:
        i. Programs for Your Business - UI (uinet.com)
    - Residential customers:
        i. Programs for Your Home - UI (uinet.com)

Website visits for each EDC can be found in Table 21 and Table 22.

Table 21: Eversource Website Visits

	Business Web Page	**Residential Web Page**
Total unique visits	4,525	84,799
Visits that engaged with content	78%	43%
Visits to more than one EV web page	62%	31%

Table 22: UI Website Visits

	Business Web Page	**Residential Web Page**

Total Page Views	21,144	35,827
Total (Unique) Users	17,079	24,697

D. Partner Engagement

Collaboration and information sharing with business partners, professional associations, and industry groups continue to hold importance in the EDCs' education and outreach efforts. These important partners can provide a bridge to potential program applicants as well as stakeholders who can provide industry and market insights to inform program implementation and the customer journey. The EDCs are also exploring opportunities to strengthen relationships with community partners, including Live Green CT and Connecticut Clean Cities and others, to leverage existing events and trusted community connections to broaden awareness of EV programs among prospective customers.

1. Partner Communications

The EDCs continue to focus commercial marketing efforts around communications and training opportunities for our business partners and installers. Eversource specifically continues to feature training opportunities regarding PowerClerk portal functionality and increase visibility for partners regarding program requirements and project development. These communications are instrumental in supporting successful commercial project deployment and fostering market engagement with the EV programs. The EDCs also continue to coordinate where opportunities exist to streamline partner communications. For example, when updates to documents, such as the Qualified Products List, affect both operating companies, United Illuminating provides Eversource with relevant content and materials to support joint communications. Eversource typically distributes broader partner email communications, in addition to standard one-to-one partner communication, United Illuminating's formal outreach strategy emphasizes this style of targeted, one-to-one engagement with partners and contractors to provide tailored guidance and support.

Table 23: Eversource Partner Communications

Date	Communication	Open Rate
8/16/25	Important Changes to CT EV Charging Qualified Products List	53.3%
12/12/25	Important Updates: CT EV Charging Program	45.8%
3/6/26	CT EV Charging SMUD Working Group Series	33.3%

2. Internal Partner Channels

For Account Executives, the strategic dissemination and promotion of program education are integral to their ongoing responsibilities. This involves a continuous and proactive approach, ensuring that they remain well-

informed and prepared to engage customers at every opportunity. Account Executives continue to leverage personalized, one-to-one conversations and meetings with customers to effectively communicate how program offerings align with and support the customers' specific goals and needs.

During these interactions, Account Executives employ a consultative approach, delving deeply into each customer's unique requirements and challenges. This enables them to tailor their discussions to highlight the most relevant program benefits and opportunities, thereby fostering a more meaningful and impactful dialogue. By focusing on individual customer goals, they can present customized solutions that demonstrate the tangible value and advantages of program offerings.

Additionally, these efforts are complemented by the continuous professional development of Account Executives, who receive regular training and updates on the latest program enhancements and market trends on an as-needed basis. This ensures that they are equipped with the most current and comprehensive knowledge to effectively advocate for the EDCs' programs.

The strategic emphasis on personalized engagement not only helps in building stronger, trust-based relationships with customers but also significantly enhances the likelihood of program adoption and satisfaction. By aligning program promotion with customer-centric values and needs, Account Executives play a pivotal role in driving program success and achieving broader organizational objectives.

3. POS and OEM Engagement Strategy

The EDCs recognize that the EV purchasing model has shifted to a more digitally influenced paradigm. Customers increasingly conduct primary research and make purchasing decisions prior to entering a dealership, reducing the necessity for comprehensive in-store education. While dealership-based outreach remains valuable, the EDCs' experience demonstrates it is a constrained and high-friction channel. Establishing and maintaining these enrollment pathways requires significant administrative effort and individualized, relationship-driven negotiations with dealer ownership. The EDCs are also exploring cross-promotion opportunities with the State's Connecticut Hydrogen and Electric Automobile Purchase Rebate ("CHEAPR") program administered by the Department of Energy and Environmental Protection to explore ways to outreach to CHEAPR participants via email and the DEEP website. For details regarding constraints and efforts made by the Companies to support POS engagement, including state program collaboration, please see the Companies' filing in compliance with Order No. 16 of the PURA Docket No. 26-08-06, filed May 15, 2026.

Engaging directly with Original Equipment Manufacturers (OEMs) and EV Supply Equipment (EVSE) manufacturers is a cornerstone of the EDCs' customer acquisition strategy. By meeting EV drivers at critical touchpoints across their ownership journey, the EDCs ensure continuous engagement. Because customers acquire

vehicles and equipment through highly diverse channels, the EDCs' enrollment strategy remains deliberately flexible. The approach targets customers at their points of interaction, while strictly maintaining data integrity from initial enrollment through ongoing program participation. The EDCs are evaluating targeted strategies to expand and formalize outreach through both Auto and EVSE OEMs. Additional details can be found in the Companies' filing in compliance with Order No. 16 of the PURA Docket No. 26-08-06, filed May 15, 2026.

4. Direct-to-Customer Campaigns.

Due to the program budget reduction, direct outreach campaigns at Eversource were minimal and focused on the Multi-Unit-Dwelling pilot and program update communications.

Table 24: Eversource Customer Communications – Direct Response

Campaign Name	Description	Date	Recipients	Unique Opens	Total Clicks
MUD Managed Charging – Residents	Postcard and email to customers in multi-unit dwellings with EV charger on site	11/5/25	6,348	2,070	26
Complete Your EV Charging Rebate by Dec. 31	Email to customers with rebate applications in process to take advantage before program changes	11/21/25	1,382	644	412
CT EV Charging Rebate Application	Email to customers with rebate applications in process to take advantage before program changes	12/19/25	245	126	115
MUD Managed Charging – Site Hosts	Email to site hosts in multi-unit dwellings with existing EV chargers to	11/4/25	72	14	1
MUD Managed Charging – Residents	Email to site hosts of multi-unit dwellings with existing EV chargers	5/14/25	72	27	0

At UI, direct-to-customer campaigns, such as the Managed Charging email initiative, offer a highly targeted and cost-effective way to engage customers most likely to adopt EV programs. By focusing outreach on areas with high EV registration and leveraging data-driven segmentation, these campaigns ensure messaging is timely, relevant, and actionable. This strategic, multi-channel approach maximizes marketing efficiency while driving program awareness, participation, and long-term impact in support of clean energy goals.

The UI team used propensity data to best identify EV owners then initiated a six-part email series promoting the value statements and program benefits of participating in the EDC's Managed Charging Programs. Additionally, UI issued an email to all customers requesting self-selection of interest in receiving EV-related communications and created a subset customer list to use for further acquisition and nurture efforts.

Table 25: UI Customer Communications – Outbound Emails

Campaign Name	Description	Date	Recipients	Unique Opens	Total Clicks
UI Cohort 1, Email 4 EV Charging 101	Earn more on your EV Charging with the UI CT EV Charging Program; Earn rewards for charging off-peak	7/3/25	577	388	58
UI Cohort 2, Email 1 Intro	UI customers earn up to $300 annually on EV charging	7/31/25	311	251	82
UI Cohort 1, Email 5 Community	Join EV drivers saving on EV charging with the UI CT EV Charging Program	8/1/25	592	354	39
UI Cohort 1, Email 5 Community	Join EV drivers saving on EV charging with the UI CT EV Charging Program	8/5/25	587	384	26
UI Cohort 2, Email 2 Savings	Earn up to $25 monthly rewards with the UI CT EV Charging Program; Connect your EV to unlock charging rewards	8/14/25	290	167	38
UI Cohort 2, Email 3 Ease of Use	Saving on EV charging is easy with the UI CT EV Charging Program; Enroll in minutes and start earning rewards for charging off-peak	8/29/25	275	131	15
UI Cohort 1, Email 6 Customer Testimonials	What are EV drivers saying about the UI CT EV Charging Program? Save and earn rewards with the UI CT EV Charging Program	9/3/25	572	316	8
UI Cohort 3, Email 1 Welcome	Keep your rewards coming with the CT EV Charging Program	9/19/25	116	72	40
UI Cohort 2, Email 4 EV Charging 101	Earn more on your EV Charging with the UI CT EV Charging Program; Earn rewards for charging off-peak	9/13/25	267	190	19
UI Cohort 3, Email 2 Welcome Reminder	Reminder: Smart Home is ending - Join the CT EV Charging Program	9/23/25	102	82	45
UI Cohort 2, Email 5 Community	Join EV drivers saving on EV charging with the UI CT EV Charging Program	9/28/25	263	164	24
UI Cohort 2, Email 6 Customer Testimonials	What are EV drivers saying about the UI CT EV Charging Program? Save and earn rewards with the UI CT EV Charging Program	10/13/25	255	175	10
UI Cohort 3, Email 1 Intro	UI customers charge smarter with OptimizEV	5/26/26	386	241	111
UI Cohort 3, Email 2 Savings	Earn up to $25 monthly with the CT EV Charging Program	6/23/26	417	259	54
Totals and Averages			4,593	2,915	515

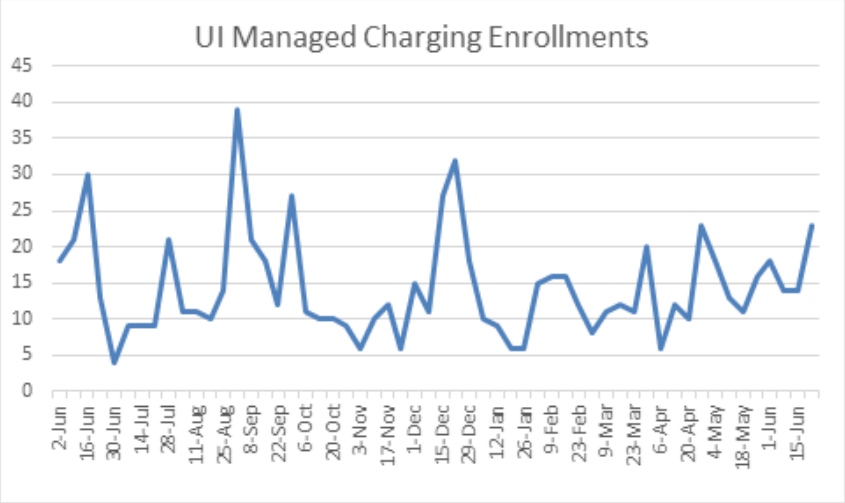
UI has also observed the effectiveness of targeted outreach using available customer data within its service territory. For example, UI previously leveraged available datasets, including the Connecticut Grand List data and

tax-related information, to develop targeted direct mail campaigns aimed at EV customers. These efforts resulted in observable increases in program engagement and enrollment activity that aligned with direct mail deployment periods, indicating the effectiveness of targeted, data-informed outreach in driving customer action.

Table 26: UI Customer Communications – Outbound Direct Mail

Direct Mail	**Mail Drop**	**Recipients**
Drive an EV? Reward your routine for smart charging at home month after month.	12/11/25	1,823
Driving an EV is rewarding especially when you charge smart at home.	2/2/26	1,823

Figure 20: UI Managed Charging Enrollment Spikes – Aligning with Activity



VIII. Program Costs

Both EDCs provide their current Program budget and costs through June 30, 2026 as attachments 7 and 8. A brief summary of the attachments follows for each EDC. The current Program costs reflect the attention paid by both EDCs to deliver this program effectively and in an efficient manner to our customers. Specific tactics used to achieve this were:

- reasonable competitive procurement processes were held;
- existing internal resources were leveraged to the extent possible;
- investments in new resources were selected with current and future investments, programs, and public policies in mind; and
- unnecessary costs were avoided.

A. Legacy Programs & Public Act 25-173

In July 2025, Connecticut Public Act 25-173 was signed into law, authorizing up to $50M in state bonding to fund the Electric Vehicle Programs administered by the EDCs for the 2026 and 2027 fiscal years, in an effort to reduce electric bill impacts for Program expenditures. The legislation also caps the annual expenditure of EV Programs at $20M annually and restricts single-family program incentives to customers that meet new income eligibility requirements.

To properly track program expenditures and commitments against the $20 million budget cap, the Companies instituted a new budget tracking mechanism to differentiate "Legacy Programs and Costs", which are not subject to the cap, from "Public Act 25-173 Programs and Costs", which are subject to the cap. EV program spend is allocated to these two categories as follows:

1. Legacy Programs & Costs
    a. Residential Managed Charging
    b. Commercial Managed Charing
    c. Commercial Public Programs committed prior to 12/31/2025
        i. Multi-Unit Dwellings (Level 2)
        ii. Destination (Level 2)
        iii. Workplace/Light Duty Fleet (Level 2)
        iv. Direct-Current Fast Chargers (DCFC)
    d. Other Program Costs
        i. Education & Outreach (inc. Fleet Engagement)
        ii. Evaluation, Measurement & Verification
        iii. Information Technology & Vendor Solutions
        iv. Labor
2. Public Act 25-173 Programs & Costs
    a. Residential Single-Family (Level 2)
    b. Commercial Public Programs committed after 1/1/2026
        i. Multi-Unit Dwellings (Level 2)
        ii. Destination (Level 2)
        iii. Workplace/Light Duty Fleet (Level 2)
        iv. Direct-Current Fast Chargers (DCFC)

Both EDCs report their budgets and expenditures below. For Program Year 6, a supplemental breakout by Legacy and Public Act 25-173 budget categories.

B. Eversource

Program budgets for Program Year 4 and 5 are $31,947,418 and $26,539,575, respectively In Program Year 5, the Legacy program budget was $18,937,913 and the Public Act 25-173 Program budget was $7,601,662.

Eversource total Program spend to date is $83,222,345, of which $14,162,289 (44% of PY4 budget) was spent in 2025. For Program Year 5 Eversource has spent $6,656,842 (25% of PY5 budget) between January 1, 2026, and October 30, 2026$6,594,046 of that total was spent in PY5 Legacy Program categories while $62,796 was spent in Public Act 25-173 cost categories. Total spending to date for Program Cycle II, since January 2025, is $20,819,131; 35% of the $58,486,993 Program Year 4 and 5 budgets combined.

Total Program spending in Program Year 4 exceeded budgeted amounts for Information Technology & Vendor Solutions ($1,335,763 spent and $233,096 budgeted) and Labor ($1,292,250 spent and $1,200,000 budgeted). To date in Program Cycle II, only Information Technology and Vendor Solutions has exceeded expected budget

($2,601,072 spent and $1,639,413 budgeted). As of October 30, 2026, the EV Program overall spending is under the overall EV program budget ($83,170,479 spent and $132,144,115 budgeted).

In Program Years 3 through 5 Eversource saw higher Information Technology and Vendor Solutions spending due to Eversource transitioning processing fees into this category. Also, Eversource made additional investments in our tracking and reporting systems to move commercial rebate applications to a platform in-house. In addition, as more customers participate in the EV Program, Eversource has had to increase vendor support to handle additional customer demand.

C. UI

Program budgets for Program Year 4 and 5 are $12,014,943 and $14,235,289, respectively. In Program Year 5, the Legacy program budget was $11,057,689 and the Public Act 25-173 Program budget was $3,177,600.

UI total Program spend to date is $35,780,519, of which $12,202,591 (102% of PY4 budget) was spent in 2025. For Program Year 5 UI has spent $9,834,670 (69% of PY5 budget) between January 1, 2026, and October 30, 2026.$9,834,670 of that total was spent in PY5 in Legacy Program categories while $14,775 was spent in Public Act 25-173 cost categories. Total spending to date for Program Cycle II, since January 2025, is $22,052,036; 84% of the $26,250,232 Program Year 4 and 5 budgets combined.

To date in Program Cycle II, only the MUD Program Area has exceeded expected budget ($12,630,216 spent and $8,835,408 budgeted). This area has experienced high demand and is where port subscription has outpaced initial budgeted goals, explaining why costs are higher. As of October 30, 2026, the EV Program overall spending is under the overall EV program budget ($35,780,519 spent to date compared to $43,263,144 budgeted).