UI Attachment 5

The United Illuminating Company
Docket No. 26-08-01

Additional Information

Program Timelines

1. On December 17, 2025, PURA issued its Final Decision in Docket No. 25-08-06. Standing Order No. 4 continued the requirement for an annual report summarizing Program results and recommendations for Program modifications. UI complied with Standing Order No. 4 through the August 3, 2026, joint Annual Report filed in Docket No. 26-08-06.

2. Standing Order No. 6 directed the submission of the Multifamily Unit Dwelling ("MUD") Managed Charging Pilot results and a final program design for PURA's review and approval. Following additional direction issued in Docket No. 22-08-07, an extension was requested and granted by PURA on July 28, 2026. UI complied with Standing Order No. 6 through Motion No. 9, filed September 2, 2026, which provided the MUD Managed Charging Pilot results and final program design. Motion No. 8, also filed September 2, 2026, provided the related AmpUp Innovative Energy Solutions recommendations

3. Order No. 18 directed additional analyses and recommendations addressing, among other matters, the Statutory Expense Cap; Program incentives and deployment targets; Residential Single-Family incentives and managed charging enrollment; managed charging and load optimization; and potential Program modifications for small MUDs and Level 1 and smart-outlet charging. PURA's May 27, 2026, ruling on Motion No. 5 provided additional direction concerning the analysis required under Order No. 18(b). UI complied with these requirements through the August 3, 2026, Annual Report and supporting attachments.

4. On September 30, 2026, PURA issued a Notice of Technical Meeting concerning the proposed Program changes and recommendations contained in the 2026 Annual Report and Motion Nos. 8 and 9. UI participated in the October 13, 2026, Technical Meeting addressing those proposals and recommendations.

Hyperlinks to Key Program Resources: All links to specific program documents can be found on the Company's commercial and residential program web pages shown below.

1. Commercial Programs
    a. https://www.uinet.com/smartenergy/electric_vehicles/ev_programs_for_your_business
2. Residential Programs
    a. https://www.uinet.com/smartenergy/electric_vehicles/programs_for_your_home

Program Changes

1. Implemented Program Changes.
    a. **Residential Single-Family Program.** Effective January 1, 2026, UI implemented PURA-directed changes to the Residential Single-Family Program. Eligibility for upfront EVSE and wiring upgrade incentives was limited to income-qualified customers, while customers with compatible equipment remained eligible for Managed Charging regardless of income eligibility. The maximum combined EVSE and wiring upgrade incentive was increased to $1,500, upfront rebates were limited to one per account, and the required Managed Charging participation period was reduced from two years to 12 months. The existing $100 Managed Charging enrollment incentive remained available to eligible customers not receiving an upfront EVSE or wiring incentive.

2. Pending Program Recommendations
    a. **Commercial Level 2 Incentives and Deployment Targets**. UI recommended transitioning from the existing site-based incentive structure to per-port incentives of up to $6,800 per Baseline Level 2 port and $12,100 per Underserved Level 2 port, with the enhanced Underserved incentive limited to 40

percent of ports. UI also proposed annual deployment targets of 1,488 MUD, 273 Destination, and 417 Workplace Level 2 ports, for a total of 2,178 commercial Level 2 ports annually, consistent with the statutory expense cap.

b. **Commercial Program Administration**. UI proposed maintaining a rolling Commercial Level 2 application process while establishing minimum project qualification criteria, replacing the existing site definition with a parcel-based definition, and limiting incentives to 10 ports per parcel. UI also proposed standardized waitlist procedures, restrictions on third-party or stacked funding, and limiting incentives for new construction to infrastructure installed beyond applicable building-code requirements.

c. **Public DCFC Program.** UI proposed discontinuing future Public DCFC application rounds beginning in 2027, while maintaining existing Cycle 2 commitments, and reducing future DCFC deployment targets and associated Program budget allocations to zero.

d. **MUD Managed Charging.** UI proposed extending the MUD Managed Charging Pilot through December 2028, maintaining existing participation pathways while adding Network Service Provider-facilitated enrollment approaches informed by the AmpUp Innovative Energy Solutions Pilot. The proposed incentive structure includes a $50 driver enrollment incentive plus $1 to $3 per qualifying charging session, capped at $10 per month, and site host or Network Service Provider incentives of $250 per enrolled site plus $50 per enrolled driver.

e. **Small MUD and Low-Power Charging**. For MUDs with two to four units, UI proposed maintaining the existing Single-Family participation pathway while expanding the Commercial MUD pathway to include connected Level 2 receptacles and incentives of up to $1,500 per port or receptacle, subject to a $6,000 per-site cap. For MUDs with five or more units, UI proposed expanding eligibility to connected Level 1 and Level 2 receptacles, with incentives of up to $1,500 per receptacle, subject to existing $20,000 Baseline and $40,000 Underserved per-site caps. The proposals also provide greater flexibility for tenant and deeded parking spaces.

f. **Managed Charging and Load Optimization.** UI proposed a Fast Track process for PURA review of limited managed charging pilots and tests outside the standard Annual Report timetable. Potential applications include localized circuit- or substation-level demand response, targeted off-peak charging strategies, charging to absorb excess generation, and other technologies or Program design elements intended to provide incremental grid value. Permanent Program modifications would continue to be considered through the Annual Review process.