STATE OF CONNECTICUT
PUBLIC UTILITIES REGULATORY AUTHORITY

ANNUAL EV CHARGING PROGRAM REVIEW – YEAR 6	**:**	**DOCKET NO. 26-08-06**
	:	**MAY 11, 2026**

JOINT MOTION FOR REVIEW AND APPROVAL OF ORDER NO. 17

The Connecticut Light and Power Company d/b/a Eversource ("Eversource") and The United Illuminating Company ("UI," and collectively the "Companies" or "EDCs") hereby submit the following filing, for review and approval, in compliance with Order No. 17 of the December 17, 2025 Decision (the "Decision") of the Public Utilities Regulatory Authority (the "Authority") in Docket No. 25-08-06. More specifically, Order No. 17 states:

> *No later than May 18, 2026, the Authority directs the EDCs to submit a motion for review and approval in the 2026 Annual Review Docket, in coordination with ConnDOT, that includes a summary of the current efforts to coordinate DCFC deployments as well as a proposal to align NEVI and Program DCFC port deployment methodologies, as discussed in Section IV.C.2, Program DCFC Deployment Coordination with NEVI.*

In compliance with Order No. 17, the Companies provide the following summary of the ongoing efforts to coordinate DC Fast Charger ("DCFC") port deployment methodologies across the CT EV Charging Program (the "Program") and the Connecticut Department of Transportation's ("CTDOT") National Electric Vehicle Initiative ("NEVI") programs.

On March 6, 2026, the EDCs met with CTDOT to receive an update on the status of the NEVI program and to explore the potential for enhancing alignment between NEVI and the Program. Below is a summary of that discussion.

A. Update on CTDOT's Implementation of NEVI

On February 6, 2025, the Federal Highway Administration ("FHWA") issued a memorandum suspending approval of all previously submitted state NEVI plans and pausing new

obligations pending revised federal guidance[1]. Existing, already-executed project agreements could continue to be expended, but no new obligations were allowed during the pause. On August 11, 2025, the FHWA issued revised guidance and established a requirement for states to resubmit previously-approved NEVI plans covering all unobligated FY 2022 – FY 2026 funds[2]. On September 5, 2025, CTDOT submitted its revised NEVI plan, which was subsequently approved by FHWA on September 15, 2025.

CTDOT is advancing NEVI through a phased deployment strategy. Phase 1 included two separate solicitations (referred to as Phase 1a and Phase 1b) aimed at addressing the DCFC need along the State's Alternative Fuel Corridors ("AFCs"). Phase 1a consisted of 32 ports across 8 charging sites. Phase 1b, which is intended to complete AFC coverage where Phase 1a did not generate viable proposals, includes 30 sites that have been conditionally awarded[3]. Funding for these sites has been obligated[4], representing a legally binding commitment from the Federal Government that those funds will be paid to the State. Phase 2, which will commence at the end of 2026 or beginning of 2027 once the AFCs have been deemed fully built-out, will shift NEVI investments toward community charging, with a focus on areas with limited access to EV charging.

B. Recommendation for Alignment between NEVI and the Program

The EDCs' current DCFC program scoring framework seeks to prioritize sites that are publicly available, include a futureproofing component, and contain a larger number of ports at a higher kW capacity per port. The scoring criteria also includes a charger-density metric based on

[1] https://www.artba.org/wp-content/uploads/2025/02/State-Plan-Approval-Suspension.pdf
2 https://www.transportation.gov/briefing-room/president-trumps-transportation-secretary-sean-p-duffy-unveils-revised-nevi-guidance
[3] A conditional award represents funding that has been tentatively approved for a project but is contingent upon the satisfaction of additional requirements and/or approvals.
[4] An obligation of funds is a legal liability to disburse funds immediately or later based on a series of actions.

the number of existing DC fast charging ports within a municipality. Municipalities are classified using a three-tier scale—high, medium, and low—with higher scores assigned to communities that have fewer installed DCFCs, reflecting a priority on expanding access to charging in these areas.

NEVI-funded charging sites are generally developed at a materially larger scale than typical Program DCFC installations. Most NEVI locations are designed as multi-port facilities with approximately four to six DCFC ports per site, with some locations hosting up to 20 ports, compared to Program-funded DCFC projects, which most often consist of only two ports per location. As a result, the presence of a NEVI site represents a significantly greater contribution to overall charging capacity within a municipality than a typical Program installation.

To strengthen alignment between NEVI and the Program, both the Companies and CTDOT recommend that, beginning in 2027, officially-committed NEVI sites be incorporated into the Program's municipal charger counts used for scoring and prioritization. Accounting for the substantially higher port counts associated with NEVI sites will allow the charger-density metric to more accurately reflect actual charging availability within a given community and will support better-targeted prioritization of Program incentives. NEVI sites that have only been conditionally awarded funding should not be counted for scoring purposes until grant agreements have been executed between both parties. This balanced approach will allow for improved coordination without over-reliance on projects that may not advance.

C. Conclusion

This filing has been prepared in good faith and in accordance with the requirements of the Decision. The Companies appreciate the Authority's review and respectfully request approval of the same.

RESPECTFULLY SUBMITTED,

THE CONNECTICUT LIGHT AND POWER COMPANY

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CERTIFICATION

This is to certify that on this 11th day of May 2026, the foregoing document was filed with the Authority, and copies of the foregoing document were served upon each person designated on the Authority's official service list in this proceeding in accordance with R.C.S.A. § 16-1-15.

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