STATE OF CONNECTICUT

PUBLIC UTILITIES REGULATORY AUTHORITY
TEN FRANKLIN SQUARE
NEW BRITAIN, CT 06051

DOCKET NO. 26-08-06 ANNUAL EV CHARGING PROGRAM REVIEW - YEAR 6

November 17, 2026

PROPOSED FINAL DECISION

This proposed final decision is being distributed to the participants in this proceeding for comment. The proposed decision is not final. The Authority will consider the participants' arguments and exceptions before reaching a final decision, which may differ from the proposed decision. Therefore, this proposed decision does not establish any precedent and does not necessarily represent the Authority's final conclusion.

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PROPOSED FINAL DECISION

I. INTRODUCTION

A. SUMMARY

In this Decision, the Public Utilities Regulatory Authority (Authority or PURA) approves updates to the statewide electric vehicle (EV) charging program (EV Charging Program or Program) administered by The Connecticut Light and Power Company d/b/a Eversource Energy (Eversource) and The United Illuminating Company (UI; collectively, the electric distribution companies, EDCs, or Companies). The Authority also approves, with modification, certain new program design proposals associated with these updates.

The EV Charging Program shall continue to be made available to all customers and customer classes within the service territories of the EDCs, subject to the direction provided herein.

B. BACKGROUND AND CONDUCT OF THE PROCEEDING

On July 14, 2021, the Authority issued a Decision in Docket No. 17-12-03RE04, PURA Investigation into Distribution System Planning of the Electric Distribution Companies – Zero Emission Vehicles (EV Decision), establishing a statewide EV Charging Program. Pursuant to Section VI.F. of the EV Decision, the Authority conducts an annual review beginning on or around August 1 of each year to review key Program metrics and to make strategic adjustments to ensure: (1) continued alignment with the program objectives established in the EV Decision; and (2) that the Program is on track to meet its deployment targets. EV Decision, p. 42.

On February 2, 2026, the EDCs filed a motion for review and approval (Motion No. 1) in compliance with Order No. 14 of the Authority's December 17, 2025 Decision in Docket No. 25-08-06, Annual Review of the Electric Vehicle Charging Program – Year 5 (Year 5 EV Decision). Motion No. 1 includes the EDCs' proposal regarding Direct Current Fast Charger (DCFC) uptime requirements and their enforcement.

To solicit feedback on Motion No. 1, on February 9, 2026, the Authority issued a Notice of Request for Written Comments for docket participants to provide comments on the EDCs' proposal to align with the National Electric Vehicle Incentive (NEVI) 97% uptime requirement for DCFC stations, and the EDCs' proposal regarding the Authority's Office of Education, Outreach & Enforcement (EOE) as the responsible party for the enforcement of DCFC uptime requirements through monetary penalties.

On May 11, 2026, the EDCs filed a joint motion for review and approval (Motion No. 6) in compliance with Order No. 17 of the Year 5 EV Decision, which includes a summary of current efforts to coordinate DCFC deployments with the Connecticut Department of Transportation (ConnDOT) as well as a proposal to align ConnDOT's port deployment methodologies in the NEVI Program with the EDCs' DCFC port deployment methodologies.

On May 15, 2026, the EDCs filed a joint motion for review and approval (Motion No. 7) in compliance with Order No. 16 of the Year 5 EV Decision. Motion No. 7 includes the EDCs' update regarding current efforts and proposal to expand marketing efforts to enroll EV drivers in the Program at the point of purchase. Motion No. 7, p. 1.

On July 9, 2026, the Authority issued a second Notice of Request for Written Comments for docket participants to provide comments on a PURA proposal for DCFC Uptime Requirement and Enforcement Structure, and Motion Nos. 6 and 7.

On June 11, 2026, Tesla submitted correspondence requesting that connector technical requirements be revised to accept North American Charging Standard (NACS) as a standard connector.

On August 3, 2026, the EDCs jointly submitted Annual Report filings (Annual Report) in compliance with Order No. 14 of the EV Decision, Standing Order Nos. 4 and 6 and New Order No. 18 in the Year 5 EV Decision. EDC Compliance, Aug. 3, 2026.

On September 2, 2026, the EDCs filed a motion for review and approval (Motion No. 8) in compliance with Order No. 1 of the Authority's July 1, 2026 Decision in Docket No. 22-08-07, Innovative Energy Solutions Program Cycle 01. Motion No. 8 includes the EDCs' recommendations for scaled deployment of AmpUp's Innovative Energy Solutions Cycle 1 project within the Multi-Unit Dwelling (MUD) managed charging final program design.

On September 2, 2026, the EDCs filed a motion for review and approval (Motion No. 9) in compliance with Order No. 6 of the Year 5 EV Decision. Motion No. 9 includes the results of the EDCs' MUD Managed Charging Pilot offering and a final program design proposal.

On September 21, 2026, the Authority issued a third Notice of Request for Written Comments for docket participants to provide comments on the Annual Report, Motion Nos. 8 and 9, and Tesla's June correspondence.

The Authority held a noticed technical meeting on October 13, 2026, via teleconference, to discuss the EDCs' Annual Report filing, proposals provided in Motion Nos. 8 and 9, and other relevant Program items.

The Authority issued one set of interrogatories to the EDCs on October 16, 2026. Participants were provided the opportunity to file briefs by November 6, 2026. The EDCs filed a joint letter in lieu of briefs; OCC, Save the Sound, DEEP, and Clean Transportation Communities of Southern Connecticut each filed a letter in lieu of briefs.

C. PARTICIPANTS

The Authority designated all of the Participants in Docket No. 25-08-06, Annual EV Charging Program Review - Year 5, as Participants to this proceeding, including, but not limited to: Eversource, 107 Selden Street, Berlin, CT 06037; UI, 180 Marsh Hill Road, Orange, CT 06477; Connecticut Green Bank, 75 Charter Oak Avenue, Hartford, CT

06106; the Office of Consumer Counsel (OCC), Ten Franklin Square, New Britain, CT 06051; the Authority's Office of Education, Outreach, and Enforcement (EOE), Ten Franklin Square, New Britain, CT 06051; the Commissioner of the Department of Energy and Environmental Protection (DEEP), 79 Elm Street, Hartford, CT 06106; EV.ENERGY CORP. (ev.energy), 24 E. Windsor Avenue, Alexandria, VA 22301; Save the Sound, 900 Chapel Street, Suite 2202, New Haven, CT 06511; Electrify America, LLC, 2003 Edmund Halley Drive, Suite 200, Reston, VA 20191; and Clean Transportation Communities of Southern Connecticut (CTC), 87 Olice St. Unit T, New Haven, CT 06511.

II. LEGAL AUTHORITY

Electric distribution services are defined by statute as "the owning, leasing, maintaining, operating, managing or controlling of poles, wires, conduits or other fixtures along public highways or streets for the distribution of electricity, or electric distribution related services[.]" General Statutes § 16-1(a)(22). Thus, the EDCs are primarily engaged in the provision of distribution system infrastructure, and services collateral thereto. By the very nature of the EDCs' role in the electric grid, the EDCs are a necessary party to the successful deployment of zero emission vehicles (ZEV) and their associated infrastructure of charging stations.

The Authority has broad statutory power and an obligation to order reasonable improvements, repairs, or alterations to a public service company's plant or equipment (i.e., infrastructure), or such changes in the manner of operation, as may be reasonably necessary in the public interest. General Statutes § 16-11. Further, pursuant to General Statutes § 16-244i(a) and (b), the Authority regulates the EDCs in accordance with the provisions of section 16-19 and subsection (a) of section 16-19e, and each EDC is obliged to connect all customers to the company's distribution system, subject to the rates, terms, and conditions as may be approved by the Authority in accordance with section 16-19 and the principles in subsection (a) of section 16-19e.

In providing electric distribution services, the EDCs are expected to provide safe, reliable, affordable, and available electric service to all customers in a uniform and equitable manner. General Statutes § 16-244. Further, the services must be provided with economy, efficiency, and care for public safety and energy security; promote economic development; consider the need for energy conservation, energy efficiency, the prudent management of the environment, and provide protection for relevant foreseeable public interests. General Statutes § 16-19e(a). The Authority, in exercising its full powers under Title 16, examines and regulates the expansion of the plant and equipment of the EDCs, the operations and internal workings of the EDCs, and the establishment of the level and structure of rates consistent with those principles. Rates for those services must ultimately conform to the principles and guidelines set forth in section 16-19e, must not be unreasonably discriminatory or more or less than just, reasonable, and adequate, and the service furnished in exchange for a rate must not be inadequate to or in excess of public necessity and convenience. General Statutes § 16-19(a).

In the EV Decision, the Authority exercised its broad statutory powers and obligations under General Statutes §§ 16-11 and 16-244i to establish the EV Charging Program. EV Decision, pp. 2–4. A proactive, programmatic approach to facilitating the

deployment and integration of ZEVs and associated infrastructure is necessary and in the public interest, pursuant to its statutory authority and the state's overarching public policy objectives. Id.; see infra Section III, EV Charging Program Objectives; see also General Statutes §§ 16-2(m).[1]

III. EV CHARGING PROGRAM OBJECTIVES

In the EV Decision, the Authority adopted objectives (Program Objectives) to guide the EV Charging Program and the EDCs in their administration of the Program. EV Decision, pp. 4–5. The Authority subsequently clarified the following Program Objectives in the Authority's December 15, 2021, Decision in Docket No. 21-08-06, Annual Review of the Electric Vehicle Charging Program – Year 1 (Year 1 Decision):

1. 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;
2. Facilitate the seamless integration of new and emerging 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 Equitable Modern Grid, namely:
    a. Support (or remove barriers to) the growth of Connecticut's green economy;
    b. Enable a cost-effective economy-wide transition to a decarbonized future;
    c. Enhance customer access to a more resilient, reliable, and secure commodity; and
    d. 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.

Year 1 Decision, pp. 3–4.

The Authority subsequently recognized an additional Program Objective to achieve the National Electric Vehicle Infrastructure (NEVI) Program's goal of deploying 40% of all EVSE projects in underserved communities in accordance with the federal Justice40 initiative. Decision, Dec. 14, 2022, Docket No. 22-08-06, Annual Review of the Electric Vehicle Charging Program – Year 2 (Year 2 Decision), p. 55.

The Authority relied on these Program Objectives in evaluating the current EV Charging Program and in assessing any possible changes to be ordered in this Decision.

[1] "Notwithstanding any provision of the general statutes, the decisions of the Public Utilities Regulatory Authority, including, but not limited to, decisions relating to rate amendments arising from the Comprehensive Energy Strategy, the Integrated Resources Plan, the Conservation and Load Management Plan and policies established by the Department of Energy and Environmental Protection, shall be guided by said strategy and plans and such policies." General Statutes §§ 16-2(m).

The Program Objectives also guided the Authority's review of the EDCs' compliance filings. The Authority focused its review on ensuring compliance with the EV Decision and providing clarity to the EDCs and other stakeholders regarding Program implementation.

Finally, the Authority reaffirms that the above-listed Program Objectives shall guide the EDCs in their administration of the EV Charging Program, with the aim of fostering the development of a self-sustaining ZEV market in Connecticut to meet the state's greenhouse gas emissions and ZEV MOU targets in a just and equitable manner.

IV. PROGRAM DESIGN & IMPLEMENTATION

A. UP-FRONT INCENTIVE STRUCTURE AND DEPLOYMENT TARGET PROPOSAL TO COMPLY WITH STATUTORY EXPENSE CAP

1. Background

a. Applicable Law

Section 3 of Public Act No. 25-173, explicitly modifies the EV Charging Program and amends Section 16-244dd of the General Statutes, effective October 1, 2025, as follows:

> On and after January 1, 2026, the authority shall limit the expenses for electric vehicle charging stations, as defined in section 16-19f, as amended by this act, and customer wiring upgrades of any light-duty electric vehicle charging program established by the authority in a proceeding to twenty million dollars per year and further limit any expenses for electric vehicle charging stations and customer wiring upgrades incentivized as part of any residential single-family customer program to residents who make less than or equal to three hundred per cent of the federal poverty level or reside in any concentrated poverty census tract, as defined in section 32-7x.

Public Act No. 25-173 § 3(b); General Statutes § 16-244dd(b).

In the Year 5 EV Decision, the Authority determined that the statutory cap on EV Charging Program expenses contained in Section 3(b) of Public Act No. 25-173 (Statutory Expense Cap) is limited to the physical EVSE and customer wiring upgrade/make-ready costs. Year 5 EV Decision, p. 7. Therefore, the Authority determined that the Statutory Expense Cap does not include EV Charging Program marketing and administration expenses. Id. Further, the Statutory Expense Cap only applies to the existing light-duty EV Charging Program, and not to the (medium and heavy-duty) MHD Fleet Program as established in the Authority's August 13, 2025 MHD Fleet Program Decision. Id.

The Authority has clarified that the Statutory Expense Cap contained in Section 3(b) of Public Act No. 25-173 does not apply to applications received through December

31, 2025, provided that the applications are fully complete. Motion Ruling No. 9, Oct. 31, 2025, Docket No. 25-08-06, p. 2; Year 5 EV Decision, p. 7. In other words, all complete applications received in 2025 do not count towards the Statutory Expense Cap, even if the application is not yet processed and incentives are not yet awarded or received by the customer. Motion Ruling No. 9, Oct. 31, 2025, Docket No. 25-08-06, p. 3; Year 5 EV Decision, p. 7.

The Authority reiterates that only *non-capital* EV Program costs shall be recouped as a component of the annual RAM proceedings. Decision, Aug. 14, 2024, Docket No. 24-01-03, PURA Annual Review of the Rate Adjustment Mechanisms of The Connecticut Light and Power Company (Eversource RAM Decision), p. 19; Decision, Aug. 14, 2024, Docket No. 24-01-04, PURA Annual Review of the Rate Adjustment Mechanisms of The United Illuminating Company (UI RAM Decision), p. 20; Year 5 EV Decision, p. 7. Capital costs are still to be recovered through electricity base distribution rates following regulatory review in a rate case proceeding. Year 5 EV Decision, p. 7.

b. Current Port Deployment Targets and Incentives

Table 1 summarizes the current EVSE incentive levels and deployment targets for all three of the three-year program cycles.

Table 1: Existing EVSE Program Incentive Levels and Deployment Targets[2]

	Per-Site Incentive Levels		EVSE Deployment Targets (No. of Ports)			
Program Area	**Baseline**	**Underserved**	**2022–2024**	**2025–2027**	**2028–2030**	**Total**
Residential Single-Family (Level 2)	-	$ 1,500	15,000	17,500	17,500	50,000
Multi-Unit Dwellings (Level 2)	$ 20,000	$ 40,000	3,639	9,000	9,000	21,639
DCFC	$150,000	$ 250,000	438	172	172	782
Destination Charging (Level 2)	$ 20,000	$ 40,000	1,578	1,654	1,654	4,868
Workplace & Light-Duty Fleets (Level 2)	$ 20,000	$ 40,000	2,314	2,521	2,521	7,356

[2] Decision, Dec. 4, 2024, Docket No. 24-08-06, Annual Review of the Electric Vehicle Charging Program – Year 4, pp. 43-44; Decision, Dec. 17, 2025, Annual Review of the Electric Vehicle Charging Program – Year 5, p. 17.

c. 2025 EDC Proposal and Authority Orders

In Docket No. 25-08-06, the EDCs proposed modifications to the existing EV Charging Program incentive framework in light of the Statutory Expense Cap. The proposal included a shift from per-site incentive to per-port incentive, which would improve the EDCs' budget forecasting. Id., pp. 4–5. Given the newly-proposed structuring of incentives, the EDCs also proposed a newly formulated per-port incentive amount available to applicants, summarized in Table 2.

Table 2: 2025 EDC-Proposed Changes to Incentive Structure

	2025 Existing Incentive Levels Per-Site		2025 EDC-Proposed Incentive Levels Per-Port	
Category	**Baseline***	**Underserved***	**Baseline**	**Underserved**
Residential	$ 1,000	$ 1,000	N/A	$ 1,500
Level 2	$ 20,000	$ 40,000	$ 3,500	$ 5,200
DCFC	$ 150,000	$ 250,000	$ 35,000	$ 40,000

*Commercial minimum of 2-ports

Motion No. 7, Docket No. 25-08-06, p. 10.

In Program Year 5 (2025), the EDCs developed new per-port incentive levels by cutting the current incentives in half based on a calculated 50% decrease in the Program budget due to the Statutory Expense Cap. Year 5 EV Decision, p. 15. The Authority denied the EDCs' proposed modified commercial incentive structure pursuant to the Public Act No. 25-173 Statutory Expense Cap. Id., p. 17. Specifically, the Authority denied the EDCs' proposed modifications in Program Year 5 based on: (1) uncertainty about the potential market reaction to a 50% reduction in the commercial incentive levels; (2) lacking evidence that the EDCs' proposed decrease in per-port incentive levels would maintain market demand; (3)unclear and limited record evidence regarding Program budgets, actual Program Year spending, projected 2026 Program budgets, and budget expense eligibility under Public Act No. 25-173; and (4) potential 2026 Statutory Expense Cap exceedance. Id., pp. 16–17.

Several Year 5 EV Decision orders aimed to collect better information regarding the program budget, port deployment targets, and incentive levels. Order No. 13 of the Year 5 EV Decision directed the EDCs to file budget and expense information.[3] Order No. 18(a) of the Year 5 EV Decision directed the EDCs to submit a report tracking relevant market impacts resulting from the Statutory Expense Cap throughout the 2026 Program Year, and studying the impact of potential incentive allocation reductions on the business

[3] Order No 13: "No later than January 15, 2026, the EDCs shall file as compliance in the 2026 Annual Review Docket, a detailed description of 2022 – 2026 Program Year budgets and incurred expenses for each Program Year that include, but not be limited to: (1) a description of all costs included in each line item; (2) a narrative explanation for why a Program Year's actual expenses did not match the budgeted expenses; and (3) the specific costs that are eligible under the Statutory Expense Cap. See, supra Section IV.A.2, Program Incentive and Budget Modifications." Year 5 EV Decision, p. 52.

case for contractors and site hosts, and the Connecticut EVSE market.[4] Order No. 18(b) of the Year 5 EV Decision directed the EDCs to submit a new proposal regarding Program incentives and deployment targets.[5]

2. 2026 Proposal by the EDCs

On January 15, 2026, the EDCs filed compliance in response to Order No. 13. UI Compliance, Jan. 15, 2026, Docket No. 26-08-06; Eversource Compliance, Jan. 15, 2026, Docket No. 25-08-06. On August 8, 2026, the EDCs filed compliance in response to Order No. 18(a). Annual Report, Att. 9.

The EDCs also provided updated information regarding costs incurred by the Program through June 2026. Annual Report, Att. 10b. The EDCs differentiated "Legacy Programs and Costs" (Legacy Costs), which are not subject to the Statutory Expense Cap, from "Public Act 25-173 Programs and Costs," which are subject to the cap (Capped Costs). Annual Report, p. 68. Legacy Costs included Residential Managed Charging, Commercial Managed Charging, Commercial Public Programs committed prior to December 31, 2025, and other program costs. Id. Capped Costs include Residential Single-Family (Level 2) and Commercial Public Programs committed after January 1, 2026. Id. The costs subject to the Statutory Expense Cap are limited to physical EVSE and customer make-ready incentives. Id. Table 3 shows a summary of historical Program costs, broken out by EDC and cost type with relation to the Statutory Expense Cap.

[4] Order No. 18(a): No later than August 3, 2026, the EDCs shall include in their joint Annual Report filing in the 2026 Annual Review Docket: a. 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." Year 5 EV Decision, p. 53.

[5] Order No. 18(b): 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." Year 5 EV Decision, pp. 53–54.

Table 3: Historical Program Costs

Cost Type	2022	2023	2024	2025	2026
Eversource Legacy	$3,031,265	$ 3,991,165	$ 4,548,188	$ 5,297,443	$2,569,773
UI Legacy	$1,100,059	$ 1,036,261	$ 1,117,012	$ 2,569,773	$2,291,515
Legacy Costs Total	**$4,131,324**	**$ 5,027,425**	**$ 5,665,201**	**$ 7,867,216**	**$4,861,288**
Eversource Capped	$5,342,097	$ 16,262,271	$ 29,176,363	$ 8,864,846	$2,440,142
UI Capped	$ 899,456	$ 3,748,865	$ 5,826,829	$ 9,632,818	$5,520,618
Capped Costs Total	**$6,241,553**	**$ 20,011,136**	**$ 35,003,192**	**$ 18,497,664**	**$7,960,760**

*Program Expenditures January 2026 - June 2026.

Order No. 13. UI Compliance, Jan. 15, 2026, Docket No. 26-08-06; Eversource Compliance, Jan. 15, 2026, Docket No. 25-08-06; Annual Report, Att. 10b.

The EDCs also provided a comparison of Program costs to Program budget for Program Years 2025 and 2026, shown in Table 4.

Table 4: Program Budget and Costs

Category	2025 Program Expenditures	2025 Program Budget	2026 Program Expenditures YTD** (Total)	2026 Program Budget (Total)	Budget for 2026 (Total)
Managed Charging (Residential)	$ 2,280,695	$ 8,522,823	$ 811,103	$ 2,020,060	$ 2,181,528
Managed Charging (Commercial)	$ 2,040	-	-	$ 7,000	$ 8,000
Residential Single-Family (Level 2)	$ 3,171,987	$ 3,687,908	$ 545,022	$ 1,064,385	$ 698,196
Total Residential Program Costs	**$ 5,454,722**	**$12,210,731**	**$ 1,356,125**	**$ 3,091,445**	**$ 2,887,724**
Multi-Unit Dwellings (Level 2)	$ 10,059,875	$ 6,986,461	$ 3,822,039	$ 12,841,094	$ 18,250,400
Destination (Level 2)	$ 1,886,728	$ 6,130,261	$ 818,413	$ 5,757,525	$ 12,237,705

Category	2025 Program Expenditures	2025 Program Budget	2026 Program Expenditures YTD** (Total)	2026 Program Budget (Total)	Budget for 2026 (Total)
Workplace/Light-Duty Fleets (Level 2)	$ 1,628,274	$ 4,940,844	$ 1,824,031	$ 8,847,969	$ 5,323,175
Direct-Current Fast Chargers (DCFCs)	$ 1,886,728	$ 6,130,261	$ 951,256	$ 7,115,170	$ 4,481,276
Total Public Program Costs	**$ 15,325,677**	**$24,808,903**	**$ 7,415,738**	**$ 34,561,758**	**$ 40,292,556**
Education & Outreach (Inc. Fleet Engagement)	$ 739,139	$ 3,171,042	$ 373,447	$ 705,014	$ 755,041
Evaluation, Measurement & Verification	$ 288,452	$ 600,000	$ 145,317	$ 600,000	$ 600,000
Information Technology & Vendor Solutions	$ 2,631,170	$ 1,551,569	$ 1,079,993	$ 2,084,880	$ 2,418,563
Labor	$ 1,925,720	$ 1,620,116	$ 1,017,221	$ 1,852,474	$ 2,072,048
Total Other Program Costs	**$ 5,584,481**	**$ 6,942,727**	**$ 2,615,978**	**$ 5,242,395**	**$ 5,845,652**
Total Program Costs	**$ 26,364,880**	**$43,962,361**	**$ 11,387,841**	**$ 21,895,598**	**$ 49,025,932**

**Program Expenditures January 2026-June 2026

Annual Report, Att. 10b.

The EDCs explained that the annual Program budgets, provided in Attachment 10b, show projected spending if the deployment targets were fully met at current incentive levels. Technical Mt'g Tr., October 13, 2026, 12:2–8.

The EDCs provided two scenarios to keep the physical EVSE and customer wiring upgrade/make-ready costs under the Statutory Expense Cap. Annual Report, Att. 10a, pp. 3–7. Scenario 1 contemplated reducing port deployment targets while maintaining the per-port incentive offered. Id., pp 3–5. Scenario 2 contemplated maintaining existing port deployment targets while reducing the per-port incentive. Annual Report, Att. 10a, pp. 3–7. The incentive levels for those scenarios are summarized in **Table 5** and **Table 6**, respectively.

Table 5: Scenario 1 Incentive Levels

	Existing			EDC-Proposed		
Program Area	**Per-Port Incentive**	**Port Targets**	**Budget** (Fully Subscribed)	**Per-Port Incentive**	**Port Targets**	**Budget** (Fully Subscribed)
Residential Single-Family (Level 2)	$ 1,500	5,833	$ 8,749,500	$ 1,500	360	$ 540,000
Multi-Unit Dwellings (Level 2)	$ 11,977	3,000	$ 35,931,000	$ 8,920	1,488	$ 13,272,960
Destination (Level 2)	$ 9,957	551	$ 5,486,307	$ 8,920	273	$ 2,435,160
Workplace/ Light-Duty Fleets (Level 2)	$ 6,788	840	$ 5,701,920	$ 8,920	417	$ 3,719,640
Direct-Current Fast Chargers (DCFCs)	$ 56,987	57	$ 3,248,259	-	-	-
Totals		**10,281**	**$ 59,116,986**		**2,538**	**$ 19,967,760**

Annual Report, Att. 10a, p. 5.

Table 6: Scenario 2 Incentive Levels

	Existing			EDC-Proposed		
Program Area	**Per-Port Incentive**	**Port Targets**	**Budget** (Fully Subscribed)	**Per-Port Incentive**	**Port Targets**	**Budget** (Fully Subscribed)
Residential Single-Family (Level 2)	$ 1,500	5,833	$ 8,749,500	$ 1,500	360	$ 540,000
Multi-Unit Dwellings (Level 2)	$ 11,977	3,000	$ 35,931,000	$ 4,340	3,000	$ 13,020,000
Destination (Level 2)	$ 9,957	551	$ 5,486,307	$ 4,340	551	$ 2,391,340
Workplace/Light -Duty Fleets (Level 2)	$ 6,788	840	$ 5,701,920	$ 4,340	840	$ 3,645,600
Direct-Current Fast Chargers (DCFCs)	$ 56,987	57	$ 3,248,259	-	-	-
Totals		**10,281**	**$ 59,116,986**		**4,751**	**$ 19,596,940**

Annual Report, Att. 10a, p. 7.

The EDCs also provided an evaluation of the potential effects of key program components, such as incentive levels, application processes, and annual budget allocations. Annual Report, Att. 9. The evaluation included interviews with site hosts and contractors, surveys of site hosts and contractors not interviewed, analysis of historic costs and effects of incentive reductions, and elasticity modeling of EVSE supply to incentive reductions. Id., p. 2. Based on interviews with site hosts and contractors, the evaluation concluded that the "current incentive structure and funding level appear to be at the threshold necessary to encourage customer participation." Id., p. 4. Survey results in the evaluations suggested that any reduction in incentives will reduce the number of ports installed, with the largest drop in deployment occurring with relatively modest reductions. Id., p. 6. Furthermore, the EDCs' evaluation provided a quantitative modeling analysis on the effects of incentive reductions showing that, under the counterfactual evaluated[6], overall port deployments in Eversource and UI territories would decrease by 48% and 57%, respectively. Id., p. 13.

The EDCs recommend Scenario 1, reducing deployment targets in order to maintain incentives at or near historical levels and continue to provide the current level of project support to site hosts and contractors. Annual Report, p. 39; Annual Report, Att. 10a, p. 3.

Additionally, the EDCs' proposal shifts the incentive cap from a per-site to a per-port basis, maintains the level of incentive support, and reduces the port deployment targets to align with the Statutory Expense Cap. Annual Report, p. 39. The dollar-per-site model allocates a fixed incentive for Level 2 sites regardless of the number of ports installed. Annual Report, p. 35. This limits the EDCs' ability to forecast the attainment of port deployment targets within a program year while meeting the Statutory Expense Cap. Annual Report, Att. 10a, p. 1. In contrast, a dollar-per-port model aligns with the Program's port deployment goals. Annual Report, Att. 10a, p. 1. The EDCs reviewed historical incentives and converted the rebates paid to a per-port basis. Annual Report, Att. 10a, p. 1. From the calculated historical dollar-per-port incentive, and Public Act 25-173's eligibility restrictions to low-income and concentrated poverty census tract areas[7], the EDCs projected receipt of 360 Residential Single-Family Level 2 incentive applications, based on current participation rates, and resulting in a program area budget of $540,000. Annual Report, Att. 10a, p. 5.

Further, the EDCs recommend updating the definition of a site to a parcel, as defined by the State of Connecticut's computer-assisted mass appraisal (CAMA)

[6] The counterfactual evaluated the effects of a %50 reduction in incentive levels.

[7] "On and after January 1, 2026, the authority shall . . . limit any expenses for electric vehicle charging stations and customer wiring upgrades incentivized as part of any residential single-family customer program to residents who make less than or equal to three hundred per cent of the federal poverty level or reside in any concentrated poverty census tract, as defined in section 32-7x." General Statutes § 16-244dd(b). General Statutes § 32-7x(a) defines "concentrated poverty census tract" as "a United States census tract in which thirty per cent or more of the households within such census tract have incomes below the federal poverty level, according to the most recent five-year United States Census Bureau American Community Survey."

database file, and instituting a maximum port cap of 10 ports per parcel. Id., pp. 39–44; Annual Report, Att. 10a, pp. 5–7.

Both Scenario 1 and Scenario 2 propose to reduce the DCFC program area port deployment target to zero. Annual Report, pp. 40–44; Annual Report, Att. 10a, p. 5. The EDCs provided a map showing the DCFC projects in the state to demonstrate the widespread deployment of DCFC infrastructure. Avangrid Corresp. Oct. 9, 2026, Joint EDC Presentation, p. 12. On October 16, 2026, there were an additional 413 ports in approximately 80 locations across the state in the queue of known projects participating in incentive-based programs. Interrog. Resp. CAE-002, p. 1. However, the known project queue fell to 352 ports across 69 locations as of October 30, 2026. Interrog. Resp. CAE-002, p. 1.

The map does not show the DCFCs that did not receive incentives, so does not include Tesla, IONNA or other market supported chargers. Tech. Mtg. Tr. 67:6–12. Additionally, the Authority previously increased the deployment targets in the DCFC program area, surpassing the initial deployment targets. Motion Ruling No. 5, May 27, 2026, Docket No. 26-08-06, Annual EV Charging Program Review – Year 6.

3. Stakeholder Comments

In response to the potential to reduce incentive amounts, CTC highlighted that make-ready costs often exceed the $1500 per port incentive the EDCs propose. CTC Comments, October 5, 2026, p. 1. Small MUDs are commonly old housing stock that requires new electrical service to accommodate an EV charging installation. Id.

DEEP agreed with the EDCs recommendation to move from a per-site incentive to a per-port incentive structure while reducing the port deployment targets to align with the statutory budget cap. DEEP Comments, October 20, 2026, p. 3. DEEP adds that, regardless of whether the incentive structure would remain per-site or shift to per-port, a maximum of 10 ports per site should be instituted to ensure distribution of incentive funds across sites. Id.

Additionally, DEEP agreed that the Underserved Community enhanced incentive should be limited to 40% of the ports funded for each project type, after which all customers will receive the Baseline incentive, in alignment with the Authority's Justice40 targeting. DEEP Comments, October 20, 2026, p. 3. DEEP also agreed with the EDC recommendation to discontinue public DCFC funding, suggesting that the market is successfully deploying DCFC ports at a level to support EV adoption in Connecticut. Id, p. 4.

OCC notes that Attachment 9 in the Annual Report supports the general conclusion that incentive levels are currently at the appropriate levels. OCC Comments, October 20, 2026, p. 1. However, OCC emphasized that the limited response rates suggest that the conclusion born out of the interviews and surveys should be viewed as directional rather than conclusive. Id. OCC recommends conducting more research to tie the analysis provided in Attachment 9 more directly to a different incentive structure, rather than relying on hypothetical percentage reductions to the current program. Id. Sharing the Authority's

perplexity regarding program expenditures and budget[8] OCC also sought additional review of cost data. Id.

Additionally, OCC's position on the EDC proposal to discontinue DCFC incentives and redirect the resources to the Level 2 category, developed over the proceeding. While initially not opposing discontinuation of the DCFC incentives, OCC also noted concern about locational gaps in DCFC access[9] and believes the category should not be discontinued until that concern is addressed. OCC Comments, October 20, 2026, p. 1. In its Brief, OCC argued that discontinuing DCFC deployment at this juncture would be premature, as the known pipeline of DCFC projects decreased and a number of those projects have unknown completion dates or are not expected online until 2027-2029. OCC Briefs, pp. 1-2. OCC encouraged the Authority to maintain the DCFC incentives but reconsider the issue at a later point. OCC Briefs, p. 2. [10]

OCC does not oppose the EDCs' proposal to switch from a per-site incentive to a per-port incentive and to implement a maximum incentive cap of 10 ports per parcel. OCC Comments, October 20, 2026, p. 2. Port incentives may provide more granular data and improve budget clarity, and the per-parcel cap should prevent large projects from absorbing a disproportionate share of the annual budget. Id. OCC recommended that these caps should be part of the application review to avoid geographic infrastructure gaps. Id. Overall, OCC cautioned against assuming that the Scenario 2 deployment targets will be achieved because the budget supports the number of ports at the lower rebate, especially as Attachment 9 suggests participation may fall as incentives decline. Id. OCC encouraged monitoring and adjustment based on actual participation and program data. Id.

Save the Sound supports shifting resources from DCFC incentives to Level 2 incentives. Save the Sound Comments, Oct. 5, 2026, p. 1. Ev.energy commented that utilities may be best positioned to support multifamily and some workplace charging that is not already funded by federal or private resources. Ev.energy Comments, Oct. 5, 2026, p. 4.

In its letter in lieu of briefs, Save the Sound expressed concern that eliminating DCFC incentives may be premature, based on the data provided by the EDCs in CAE-002. Save the Sound Brief, pp. 1-2. While the total number of existing and planned DCFC ports approaches the statewide need projected by the EVI Pro-Lite tool, the infrastructure is unevenly distributed. Save the Sound Brief, p. 1. Save the Sound recommended redirecting DCFC program support to the underserved areas of the state to better serve the goals of the program. Save the Sound, Brief, p. 2.

[8] See CAE-3
[9] See CAE-2.

4. Authority Analysis

a. Incentive and Site Structure

The Statutory Expense Cap necessitates adjustment to the Program incentives. As the EDCs note, the two primary levers to adjust for the Statutory Expense Cap are the incentive levels and the deployment targets.

The Authority agrees with the EDCs that a reasonable approach to adjusting for the Statutory Expense Cap is to maintain incentive levels and reduce deployment targets. The EDCs' analysis clearly affirmed that current incentive levels are appropriate, and any reduction to incentive levels may have a direct and meaningful downward impact on deployments. However, as OCC noted, the conclusions reached in the EDCs' analysis were based on a limited set of interviews and surveys and, therefore, should be considered directional rather than conclusive.

Since 2025, the EDCs have maintained that the Program should shift from a per-site to a per-port incentive structure. While the Authority agrees in principle that a per-port incentive structure would provide greater granularity in forecasting budgets, it is unclear that doing so at this time is sensible when a primary program goal is adherence to the Statutory Expense Cap. Specifically in the EDCs' Scenario 1 proposal, despite the stated goal to maintain incentive levels, the proposal still appears to reduce incentive levels. Given that the EDCs' analysis provides directional information that any reduction in incentives will have a direct and meaningful impact on deployment, the current incentive levels should be maintained for the upcoming program year in order to continue to support the Program Objectives.

Finally, the Authority agrees that the EDCs' recommendation to update the definition of sites to parcels as defined by CAMA will provide a greater level of detail to the definition of sites. Additionally, the proposed limit to 10 ports per site would provide a necessary guardrail to prevent large projects from absorbing a disproportionate portion of the Statutory Expense Cap and promote the diversity of geographic siting of EV charging infrastructure.

Therefore, the Authority directs the EDCs to maintain the per-site incentive structure, update the definition of sites to parcels as defined by CAMA, institute a 10-port limit on a per-site basis, and maintain existing incentive levels until further research can be performed and provided to the Authority for considering a shift to a per-port incentive structure. Such further research should include incentive levels provided, total project costs, and out-of-pocket expenses borne by site hosts and contractors.

In light of the Authority's decision to retain the existing per-site structure and current incentive levels, a reduction in the Program's deployment targets is required to adhere to the $20 million Statutory Expense Cap.

b. DCFCs and Deployment Targets

The EV Decision established a DCFC incentive because fast-charging infrastructure is essential to meeting Connecticut's EV adoption and emissions goals. EV

Decision, p. 29. The Authority found that both the high upfront costs and the challenges posed by demand charges necessitated specific DCFC incentives, make-ready investments, and DCFC-specific rates. EV Decision, p. 29. While Program DCFC incentives have supported the expansion of fast charging infrastructure throughout the state, the Authority is concerned that certain transit corridors still lack DCFCs. The updated estimate and map of DCFC installations and projects, both installed and in the queue, provided by the EDCs[11] show 1,099 DCFC ports across 220 locations in service and in the queue; however, the planned infrastructure largely follows the same geographic distribution of those already in service. Annual Report, pp. 43–44; Joint Interrog, CAE-2, Att. 1. As such, the geographic areas lacking DCFC installations are not expected to be covered by future DCFCs from the existing queue barring a deliberate effort.

Due to the evident gaps in existing and planned DCFC siting, the Authority determines that an update to Prioritization Criteria 2d of the Program Manual's DCFC Selection Criteria section is needed to ensure that any additional DCFC applications address these gaps in DCFC deployment. Notwithstanding the need to address DCFC geographic distribution gaps, the Authority also finds that the DCFC proliferation has advanced such that incentivizing additional DCFCs outside of these targeted areas is no longer necessary.

Although the Authority does not accept the EDCs' proposal to end the DCFC incentive component of the Program in this year's decision, a focused approach to the DCFC incentives limited only to filling in the unserved areas of the map sets the DCFC Program component on a path to sunsetting in the coming years. Accordingly, the Authority directs the EDCs to propose an updated Prioritization Criteria, no later than February 1, 2027, to address the areas lacking DCFC deployments for review and approval to the Authority in the instant docket. Relatedly, the Authority determines that Motion No. 6 is rendered moot.

Similarly, the effort to narrowly target geographic deployments of DCFC will correspond to reduced deployment targets for that category. A reduction in deployment targets extends to all categories, not just the DCFC program area, due to comply with the Statutory Expense Cap. In the EDCs Scenario 1 modeling, the Authority notes that despite the stated premise being that incentive levels remain the same, there is a clear difference in the historical incentive vs the proposed incentive. Annual Report, Att. 10a, p. 5. As stated earlier in this Decision, the Authority determined that incentive levels will remain the same for the upcoming Program year. Accordingly, the Authority used the existing incentive levels, as ordered in this decision, to calculate the deployment targets as shown in Table 7.

Accordingly, the Authority directs the EDCs to update the deployment targets as calculated in **Table 7: Authority-Calculated 2027 Deployment Targets**

[11] The Companies provided an updated map with DCFC projects currently under review and anticipated to be built in the future. Joint Interrog, CAE-2, Att. 1.

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Table 7: Authority-Calculated 2027 Deployment Targets

Program Area	Per-Site Incentive Baseline	Per-Site Incentive Underserved	Historical Per-Port Incentive[12]	Port Targets	Budget (Fully Subscribed)
Residential Single-Family (Level 2)	-	$ 1,500	$ 1,500	360	$ 540,000
Multi-Unit Dwellings (Level 2)	$ 20,000	$ 40,000	$ 11,977	1,190	$ 14,252,630
Destination (Level 2)	$ 20,000	$ 40,000	$ 9,957	218	$ 2,170,626
Workplace/Light-Duty Fleets (Level 2)	$ 20,000	$ 40,000	$ 6,788	333	$ 2,260,404
Direct-Current Fast Chargers (DCFCs)	$ 150,000	$ 250,000	$ 56,987	10	$ 569,870
Totals				**2,111**	**$ 19,793,530**

B. DCFC UPTIME REQUIREMENT AND ENFORCEMENT STRUCTURE

On February 2, 2026, the EDCs proposed an uptime requirement, as defined and required as part of NEVI at 23 C.F.R. § 680.116(b), for DCFC installations awarded after January 1, 2027. Motion No. 1, p. 1. The EDCs recommended that the Terms and Conditions of the commercial program, which already require that participants authorize the EVSE manufacturer/network integrator to provide the utility with "Utilization Data" and "Financial Data," should be amended to also require "Uptime Data," mirroring the current requirements of the NEVI program. Id., p. 2. The EDCs proposed Uptime Data be reported every six months to align with NEVI requirements. Id., p. 3. Finally, the EDCs proposed that the enforcement mechanism for compliance with the uptime requirement be a monetary penalty imposed by EOE. Id., p. 7.

To solicit feedback on Motion No. 1, the Authority issued a Notice of Request for Written Comments for docket participants to provide comments on the EDCs' uptime requirement proposal. Notice of Written Comments, Docket No. 26-08-06, February 9, 2026. The Authority received responses from DEEP, OCC, and Save the Sound. DEEP Comments, March 2, 2026; OCC Comments, March 2, 2026; Save the Sound Comments, March 2, 2026.

Subsequently, the Authority issued a second Notice of Request for Written Comments on July 9, 2026, for docket participants to provide comments on a modified version of the EDCs' uptime proposal. Notice of Written Comments, Docket no. 20-08-

[12] Because the deployment targets are by port, in order to calculate new deployment targets that adhere to the Statutory Expense Cap, the historical per-port incentives must be used. The EDCs provided the historical per-port incentives in Annual Report, Att. 10a, Table 6; Table 8.

06, July 9, 2026. The Authority received responses from UI, ev.energy, OCC, and Save the Sound.

The Authority appreciates the EDCs' proposal as well as the thoughtful feedback from stakeholders on this matter throughout this proceeding. However, while the DCFC category of the Program will continue, the Authority has determined in Section IV.A.4 of this Decision that the DCFC category will be winding down and future deployments will be limited in scale and targeted to geographic areas that lack DCFC infrastructure. Since the NEVI uptime requirements would apply to incentive Terms and Conditions moving forward only, this proposal would create different operating requirements for a smaller number of DCFC installations yet to enter the program, may create an additional barrier to host site and contractor participation and ultimately, may be at odds with the goal of filling geographic DCFC gaps. Given the relatively limited remaining deployment targets for DCFC, the costs associated with enforcing an uptime requirement also might not drive commensurate benefits. While the Authority supports the spirit of the proposal to adopt NEVI uptime requirements, it is impractical to develop and enforce these new requirements on a limited number of projects as the DCFC incentive program area winds down in the coming years. Accordingly, the Authority denies Motion No. 1.

C. EDC Commercial Program Recommendations

1. Level 2 EVSE Application Process

In Docket No. 25-08-06 the EDCs proposed to adopt the DCFC application process for the Level 2 EVSE Program Areas. Year 5 Decision, p. 10. DCFC applications are accepted in a defined application window, are scored according to a prioritization criteria matrix, and incentives are awarded to the top scored applications until the annual DCFC port deployment target is reached. Id., pp. 10–11. The EDCs argued that adopting this application process for Level 2 EVSE is anticipated to "more precisely control spending and ensure an equitable" distribution of incentives for Level 2 EVSE Program Areas. Id., p. 11.

In the Year 5 Decision, Order No. 18.b. directed the EDCs to submit:

> a proposal regarding Program incentives and deployment targets 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.

Id., p. 53.

In response to Order No. 18.b., the EDCs proposed the incentive distribution plan discussed in Section IV.A.2 of this Decision, and recommended maintaining a rolling application window for commercial Level 2 Program Areas. Annual Report, p. 38. Interviews conducted by the EDCs' Evaluation, Measurement & Verification (EM&V) Vendor, Demand Side Analytics (DSA), found that customers and contractors strongly prefer maintaining a rolling application window, as it provides the flexibility necessary to

plan and budget projects. Id. The interviewees indicated that moving to a fixed application period would create long windows where funding availability would be unknown, ultimately slowing market interest. Id.

Additionally, the EDCs propose a minimum criteria threshold for projects within Level 2 EVSE Program Areas to qualify for incentives, ensuring that incentives are awarded to high-quality projects. Id. 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; and
- Accessible pedestrian pathways between charging stations and site amenities.

Other Amenities:

- Public restroom access;
- Food and beverage options;
- Retail establishments; and
- Covered seating or waiting area.

Annual Report, pp. 38–39.

Stakeholders offered no comment on these specific EDC proposals. The Authority approves the EDCs proposal for maintaining a rolling application window for the commercial Level 2 Program Areas. This change is expected to provide a more flexible application and participation experience for applicants. Additionally, the Authority approves the minimum criteria listed by the EDCs related to Site Safety, however, those listed as Other Amenities shall not be used as minimum criteria. While the Site Safety criteria are important features to protect public use of the charging infrastructure and the investment of site hosts, the Other Amenities criteria create a higher bar for projects that could preclude otherwise adequate projects.

2. Level 2 Commercial Waitlist Process and Prioritization

In the 2025 EV Charging Program proceeding, the EDCs recommended that waitlisted applications should only be valid through the end of the Program Year in which they applied, and that if they are not awarded incentive funds, they should reapply in the subsequent Program Year. Year 5 Decision, p. 18. The EDCs argued that this would allow applicants to understand differences in the Program from year-to-year (i.e., in response to the annual review proceedings) and agree to updated terms and conditions. Id. The Authority concurred and found it appropriate for waitlisted applications to expire at the end of each Program Year. Id. However, the Authority directed the EDCs to notify waitlisted applicants of the re-submission requirements. Id. Further, for each waitlisted applicant that is not awarded incentive funds, the EDCs were directed to inform such applicants that they will not receive funds and must re-submit their application in the

subsequent Program Year. Year 5 Decision, p. 18. Finally, the Authority directed the EDCs to prioritize any applications received from formerly waitlisted applicants above newly received applications in that Program Year. Id. In other words, a 2026 waitlisted application that re-applies in 2027 should be prioritized for review above new applications received in 2027 and likewise in subsequent years. Id.

In response, the EDCs recommended establishing a standardized commercial Level 2 waitlist and prioritization process for 2026 projects and beyond. Annual Report, p. 53. Specifically, the EDCs recommend the following:

> 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.

Id.

The EDCs state that "[s]tandardizing the waitlist prioritization process will improve program transparency, create more predictable outcomes for applicants, and facilitate efficient administration of the commercial charging program." Id.

Stakeholders offered no comment on this specific issue. The Authority approves the proposed process. The Authority directs the EDCs to report the number of waitlisted applicants in the 2027 Annual Report filing in Docket No. 27-08-06.

3. Restrictions on Stacked Funding

To maximize the number of customers and charging ports supported through the 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. Annual Report, p. 53–54. Other sources of incentives may include, but are not limited to, the 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. Id., p. 53. The EDCs point out that currently, applicants may have access to multiple sources of funding for a single project, and there is a lack of clear program guidance regarding incentive stacking. Id. The EDCs expressed concern that stacking incentives may prevent available program funds from being allocated as efficiently as possible. Id.

Alternatively, if incentive stacking is permitted, the EDCs recommend that total funding received from all sources should not exceed total project costs, and that applicants be required to disclose all anticipated and awarded funding sources during the application process. Annual Report, p. 54.

Save the Sound supports the EDCs' proposal to require that total funding from all sources should not exceed total project costs and applicants should disclose other funding sources during the application process. Save the Sound Comments, October 5, 2026, p. 2. However, Save the Sound does not take a position on whether stacking of incentives should altogether be allowed or prohibited. Id.

The acquisition of project funding from more than one source is a common practice, not just in EV charger development, but across other types of development projects. However, as a matter of policy, providing funding in excess of total project costs is not in the public interest. Nor is it appropriate for ratepayers to support projects that can be incentivized to achieve program objectives by other funding sources. Accordingly, the Authority agrees with the EDCs' alternative recommendation that applicants be required to disclose all anticipated and awarded funding sources during the application process to ensure that incentive funding received from all sources should not exceed total project costs. Moreover, consistent with principles of equity and efficiency that guide the design and implementation of ratepayer funded and budget limited programs, project development should not be over-incentivized. Thus, the Authority also finds that financial incentives received from other sources must commensurately offset the funding allocated from this program for project development. A project with alternative funding resources that exceed amounts provided through this program would not be eligible for any funding under this program.

4. Incentives for New Construction Stretch Building Codes

General Statutes § 4b-77 requires the following:

> (b) On and after July 1, 2026, the Commissioner of Administrative Services shall require each new state facility that will include public parking spaces and is projected to cost more than one hundred thousand dollars to be constructed such that at least eight per cent of the designated parking spaces for cars at such new state facility are electric vehicle capable parking spaces.
>
> …

> (d) 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 multiunit residential building to include such electric vehicle charging infrastructure in more than ten per cent of such parking spaces.

General Statutes § 4b-77(b),(d). No later than January 1, 2029, and every three years thereafter, the Commissioners of Administrative Services, Transportation and Energy and Environmental Protection are required to jointly submit recommendations proposing an appropriate requirement for future electric vehicle charging infrastructure at new state facilities. General Statutes § 4b-77(c).

The EDCs recommended that PURA consider the eligibility of projects subject to EV-ready building code requirements. Annual Report, p. 55. Specifically, the Authority should consider whether projects required by code to install EV-ready infrastructure should remain eligible for EV Program incentives; and whether incentives should be limited to infrastructure installed beyond minimum code requirements. Id.

The EDCs have observed an increase in commercial EV program applications associated with new construction projects that are subject to these EV charging infrastructure or EV-ready electrical infrastructure. Id., p. 54. The EDCs argue that to maximize the impact of limited program funds, incentives should not be used for projects where EV charging infrastructure is required by law. Id., pp. 54–55. Incentivizing these projects would not expand Connecticut's charging network by supporting new sites. Annual Report, pp. 54–55. "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." Id., p. 55. The EDCs assert that making projects subject to EV-ready building code requirements ineligible for Program incentives would help ensure the cost-effective use of limited program funds that are directed toward projects where incentives are a material driver of deployment. Id.

Save the Sound stated that subsidizing activity that is legally required, and would occur with or without incentives, is not the best use of ratepayer funds. Save the Sound Comments, Oct. 5, 2026, pp. 2–3.

The Authority agrees with the EDCs and Save the Sound that funding EV charging projects that are legally required, and would occur with or without Program incentives, is not a sound use of ratepayer funds. The Program Objectives, stated in Section III of this Decision, aim to enable Connecticut's deployment of EVs, remove barriers to the growth of Connecticut's clean energy economy, and achieve an equitable transition to wide-scale EV deployment, among other objectives. Using ratepayer funds for EV charging projects that would otherwise be required would not serve to advance those objectives and simply

rewards "free riders." Accordingly, the Authority accepts the EDCs' recommendation to disallow projects required by code to install EV-ready infrastructure from eligibility for EV Program incentives.

D. RESIDENTIAL PROGRAM RECOMMENDATIONS

1. Residential Managed Charging Enrollment Incentive

The EV Charging Program requires every customer who receives Residential Single-Family Level 2 EVSE and/or wiring upgrade incentives to participate in the residential managed charging program. EV Decision, p. 15 (requires participation for Level 2 EVSE incentives); Year 1 Decision, p. 16 (requires participation for wiring upgrade incentives).

While upfront equipment incentives and managed charging incentives typically target different outcomes, here the two are necessarily connected in terms of Program Outcomes as well as the current incentive structure (i.e., residential upfront equipment incentives require managed charging participation). A majority of the customers currently enrolled in the residential managed charging program received upfront incentives on a Level 2 EVSE and/or a wiring upgrade, which requires managed charging enrollment. Year 5 EV Decision, p. 21. As such, the Authority questioned whether the new Residential Single-Family Level 2 EVSE and wiring upgrade incentive income eligibility requirements, pursuant to Public Act No. 25-173,[13] will also significantly reduce the number of residential managed charging program participants. Id., p. 21. Further, the Authority questioned whether the $100 managed charging enrollment incentive would be sufficient to continue robust managed charging participation, or whether it should be modified. Id.

In the Year 5 Decision, the Authority found that while the $100 managed charging enrollment incentive may be appropriate to incentivize EV driver enrollment in the managed charging program, the concern remains that the large reduction in estimated Residential Single-Family upfront incentive participation due to the income eligibility requirements might negatively impact managed charging enrollment, necessitating that the enrollment incentive, or other relevant Program structures, be re-examined. Id., p. 22.

[13] "[F]urther limit any expenses for electric vehicle charging stations and customer wiring upgrades incentivized as part of any residential single-family customer program to residents who make less than or equal to three hundred per cent of the federal poverty level or reside in any concentrated poverty census tract, as defined in section 32-7x." General Statutes § 16-244dd(b).

Table 7 shows that while customers who receive EVSE and/or wiring upgrade incentives through the program are not eligible for the one-time enrollment incentive for managed charging, customers who do not receive EVSE and/or wiring upgrade incentives through the program are eligible for the $100.

Table 7: Modified Residential Single-Family Program Upfront Rebates and Incentives

Customer Scenario		Networked Level 2 Charger Rebate	Wiring Upgrade to 240v Rebate	One-Time Enrollment Incentive
New Networked L2 Charger	*Needs 240v Outlet*	Up to $1,500		-
	Has 240v Outlet	Up to $1,500	-	-
Existing Networked L2 Charger	*Already installed*	-	-	$100
Telematics with Non-Networked L2 Charger	*Needs 240v Outlet*	-	Up to $1,500	-
	Has 240v Outlet	-	-	$100

Year 5 EV Decision, pp. 17, 24–26.

The Authority directed the EDCs to file 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. Year 5 Decision, p. 22; 54 (Order No. 18.c.). Additionally, the Authority directed the EDCs to include a re-examination of the appropriateness of the $100 managed charging enrollment incentives, or other relevant Program components, in motivating EV driver enrollment in the managed charging program. Id.

Due to the program changes that went into effect in January 2026, there are fewer equipment and wiring rebates being processed, but managed charging participation continues to be subscribed. Annual Report, p. 33. However, managed charging-only participants represent 88% of participants for Eversource and 92% of participants for UI. Annual Report, p. 31. The EDCs recommended maintaining the $100 managed charging enrollment incentive to support program growth in 2027, but recommend revisiting the topic later in 2027 as more data are available. Annual Report, p. 33.

Ev.energy supports the retention of the $100 enrollment incentive for managed charging. Ev.energy Comments, October 5, 2026, p. 4. Ev.energy noted that industry research and evaluation of other programs has shown enrollment incentives to encourage program participation, although it is unclear how varying amounts affect program enrollment rates, and how different amounts vary across marketing channels. Id., pp. 4–5. Ev.energy has partnered with a higher education institute to study the impact of different incentive rates on enrollment rates and anticipates initial results could be made available in early 2027. Id., p. 5.

Save the Sound supports continuation of the $100 enrollment incentive to help prevent further decline in program enrollment following legislative changes. Save the Sound Comments, October 5, 2026, p. 1.

With fewer EVSE and wiring rebates being processed in 2026, the ability of the managed charging program to enroll customers who are receiving Program incentives is likewise reduced. This change necessitates maintaining separate incentives in order to encourage managed charging enrollment. Both the EDCs and stakeholders recommend maintaining the current $100 enrollment incentive to maintain current managed charging enrollment levels. The Authority agrees. Moreover, additional data and analysis on the appropriate residential managed charging enrollment incentive are welcome to inform future incentive levels. The Authority looks forward to reviewing ev.energy's study on the impact of different incentive rates on enrollment rates in next year's annual review. Accordingly, the Authority directs the EDCs to continue offering the $100 managed charging enrollment incentive for the 2027 Program year.

2. Incentive Flexibility

Eversource proposed a workflow change to simplify the enrollment process for customers to sign up for managed charging. Annual Report, p. 59. According to Eversource, all customers would be allowed to enroll directly into managed charging through the DERMs, instead of being routed through the rebate portal first. Id. As the 2026 program eligibility requirements have reduced the number of customers who are eligible for EVSE and wiring rebates, the contemplated change would allow Eversource to offer the $100 managed charging enrollment incentive to all eligible customers, prior to directing the smaller pool of make-ready customers to the residential EVSE and wiring rebate application, which would be reduced from the current $1,500 to $1,400. Id. Eversource states that managed charging enrollment incentives would be processed more efficiently under its proposal. Id.

As explained above in Section IV.D.1., Residential Managed Charging Enrollment Incentive, while customers who receive EVSE and/or wiring upgrade incentives through the program are not eligible for the one-time enrollment incentive for managed charging, customers who do not receive EVSE and/or wiring upgrade incentives through the program *are* eligible for the $100 enrollment incentive.

Save the Sound questioned the added value of the EDC's proposed approach in practice, suggesting that routing customers through the DERMS portal first would resolve much of the issue. Save the Sound Comments, October 5, 2026, p. 2. Save the Sound argues that, while the proposed change is intended to avoid customer delays that may result from additional review, a review would be required before installing the charging infrastructure to facilitate managed charging. Id. Finally, Save the Sound is concerned that reclassifying a portion of the infrastructure rebate as a managed charging incentive will create confusion for both customers and policymakers around program design and funding utilization. Id.

The Authority agrees with Save the Sound that reclassifying a portion of the infrastructure rebate as a managed charging incentive may create confusion for all

parties. The Authority is unconvinced that such a change could avoid customer delays because, as Save the Sound notes, the customer receiving infrastructure incentives is reliant on the incentive application be processed, approved, and subsequently having the EV charging infrastructure installed before becoming eligible to participate in managed charging. Accordingly, the Authority does not adopt the Eversource's proposal to modify the Residential Program workflow.

E. LOAD OPTIMIZATION, COST-AVOIDANCE AND FULL VALUE POTENTIAL

1. Value Stack and Load Optimization Report

The current Residential Single-Family Managed Charging Program focuses on peak avoidance by reducing charging during hours that are generally coincident with the ISO-New England system peak load. Year 5 Decision, p. 43. In the Year 5 EV Charging Proceeding, the Authority considered the benefits of load optimization, and asked participants and stakeholders to comment on the cost-avoidance and full value potential of the Program's managed charging components throughout the proceeding. Id., p. 44. In doing so, the Authority referenced a report from ev.energy and the Brattle Group titled "The Utility Playbook: Turning EV Grid Risk into a $30 Billion Opportunity," which includes a "cost-avoidance stack" which shows the full cost-avoidance potential of an actively managed EV (ev.energy Playbook).[14] Id. The Authority also referenced other societal value streams such as environmental, health, and economic. Id. The Authority sought comments on how the potential value of the Program to the public, especially non-EV owners, could be better communicated, and what Program modifications or additions could be made to support unlocking greater benefits over time. Id.

While the Program proved to be successful over the first cycle, as illustrated by the EM&V Program Cycle Report submitted in Docket No. 24-08-06,[15] the full value and cost-avoidance potential of the Program going forward appear to be substantial for Connecticut. Year 5 EV Decision, p. 46. However, the Authority understands that not every value stream will be immediately realizable, and that the avoided cost calculation necessitates a sufficiently long-term perspective. Id.

Therefore, the Authority ordered the EDCs to include in the Annual Report:

> 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 EDC's findings and recommended next steps. This proposal

[14] ev.energy and the Brattle Group, "The Utility Playbook: Turning EV Grid Risk into a $30 Billion Opportunity," p. 12, www.ev.energy/en-us, available at: https://www.ev.energy/en-us/resources/value-of-managed-charging.

[15] See Year 4 Decision, pp. 6–8.

shall also provide details regarding the EDCs' past, current, and planned future efforts towards load optimization.

Id., p. 54 (Order No. 18.d.).

The EDCs filed a report regarding the "value stack" and load optimization pursuant to Order No. 18d of the Year 5 Decision. See Annual Report, Att. 11. A review of national and regional literature concluded that managed charging's benefits include avoided energy and capacity costs. Annual Report, Att. 11, pp. 2-3. Additionally, the literature indicates that the distribution value is highly conditional, with required conditions including EV penetration, coincident charging load peaks, and data availability. Annual Report, Att. 11, pp. 5-6.

The EDCs and their EM&V partner recommend continuing to target system peaks and capture system capacity and avoided energy and emissions benefits as well as conducting analysis to estimate the potential for EVs to alleviate constraints at various areas of the distribution grid. Annual Report, p. 46. The assumptions in the current Benefit Cost Analysis are derived from estimated load reductions in the current program and avoided costs from the New England AESC 2021, and the EM&V partner recommended using the updated 2024 avoided cost data. Annual Report, Att. 11, p. 7. The EDCs also recommend that program refinement should evolve with the maturity of the EV market. Annual Report, p. 46. Specifically, the current program should continue to focus on increasing program participation, especially with active managed charging. Annual Report, Att. 11, p. 8. The EDCs are evaluating the opportunity for advanced program designs to provide additional distribution system value. Annual Report, p. 46.

For example, UI has mapped active managed charging participants to circuits with known constraints. Annual Report, p. 46. There are several constrained circuits with 30 to 50 vehicles enrolled in managed charging, indicating that there is sufficient participation to evaluate localized load-management approaches. Annual Report, p. 48. Eversource began testing localized managed charging and demand response strategies in its Massachusetts service territory in 2026. Id. As an initial step, the EDCs propose targeted participant recruitment on selected circuits to increase the potential distribution system benefits of the existing program. Annual Report, p. 46.

The Program's existing approach to managed charging may shift charging load, but can also create secondary peaks. Annual Report, Att. 11, p. 1. Ev.energy asserts that value stacking requires targeting specific customers who are connected to a specific circuit or distribution system. Ev.energy, October Written Comments, p. 5. Ev.energy also notes that the charging behaviors and functionalities to target specific customers are technically feasible today, but that implementation will require additional costs and modifications to program design. Id. Advanced managed charging functionality could include demand response at a circuit or substation level; TOU periods at the circuit or substation level; and generation-based charging periods. Id. According to ev.energy, these functionalities could be layered into existing programs to add value to the grid with minimal customer impact. Id.

OCC recommends the Authority direct the EDCs to develop and test approaches to quantify location-specific distribution value as participation and data availability improve. OCC, October 20 Supplemental Comments, p. 2. OCC recommends using the updated AESC 2024 avoided-cost values. Id., p. 3. DEEP agrees that the most updated AESC numbers should be used, and indicated that the 2027 AESC is expected to be released soon. DEEP, LiL Brief, p. 1. However, DEEP also highlights limitations of using the AESC data to evaluate EV managed charging, as it might overestimate active demand response projects that require customer behavior changes. Id. Additionally, DEEP contends that AESC is a regional New England study, and may not adequately reflect Connecticut-specific distribution system conditions, locational constraints, or marginal infrastructure costs. Id., p. 2. DEEP agrees that managed charging programs that allow for adaptation at an accelerated pace are potentially more likely to maximize the benefits of new technologies. DEEP, October 20 Supplemental Comments, p. 2.

In responding to Order 18d, the EDCs did not provide detailed proposals, pilot designs, implementation plans, cost estimates, performance metrics, or timelines that would enable the Authority to evaluate specific program modifications intended to capture additional distribution system value. Without detailed proposals, the Authority is unable to review and evaluate how managed charging can cost-effectively provide localized distribution system benefits. Accordingly, the EDCs shall jointly file for review and approval by February 1, 2027 one or more proposed pilots designed to evaluate the ability of EVs to alleviate localized distribution system constraints. The proposal shall describe pilot design, including participant eligibility, enrollment and recruitment strategy, technology requirements, implementation schedule, and budget. The proposal should incorporate stakeholder recommendations from the instant proceeding and identify any program modifications necessary to implement the proposed pilot(s).

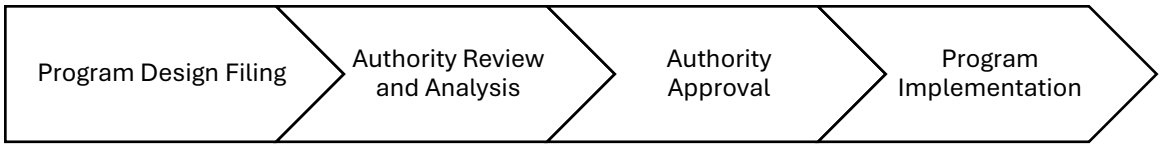
By February 1, 2027 in Docket No. 27-08-06, Eversource must provide an update on the localized managed charging and demand response strategies used in Massachusetts. The update shall include an overview of the specific strategies and approach, as well as lessons learned from the approach.

The EDCs shall also use the most recent vintage of avoided cost data for the AESC.

2. Fast Track Process

The EDCs proposed a Fast Track approval process for managed charging pilots and tests that satisfy established eligibility criteria. Annual Report, pp. 51–52. Eligible pilots or tests would be submitted by the EDCs as a joint or individual motion by May 1 of each annual program review proceeding. Annual Report, p. 51. Each proposal would include a clear objective, scope, budget, and evaluation metrics and be subject to the Authority's review, including stakeholder comments, technical meetings, and discovery. Id. The EDCs would seek a ruling on the proposal within the annual proceeding, ahead of the timeline that would otherwise apply to the existing Annual Report process. Id. The intention of the process is to reduce iteration time while maintaining the same level of rigor and review. Tech. Mtg. Tr. 33:9-11. The EDCs' proposed Fast Track process is illustrated in Figure 1, below.

Figure 1: Proposed Fast Track Process



EDC Corresp. Oct. 9, 2036, p. 16.

Ev.energy suggests that Connecticut is now nearing ~3% EV market adoption, approaching what studies have identified as market adoption tipping points of 5-10% where managed EV charging optimized for local capacity constraints have been shown to reduce grid impacts. Ev.energy Comments, October 5, 2026, p. 3. Ev.energy supports the proposed Fast Track process, stating that it could be used to rapidly develop, deploy, and evaluate additional managed charging functionality to address targeted system constraints. Id.

As ev.energy notes, the market penetration of EVs and associated charging infrastructure is approaching a point where the Authority and the EDCs will need to evolve managed EV charging deployment to optimize for local capacity constraints. It will be essential to consider the pace at which these efforts are proposed, reviewed, approved, and implemented. However, as noted in Section IV.E.1 of this Decision, no such efforts have been recommended to date. Therefore, the Authority deems proposed modifications to the regulatory approval process for such efforts premature. Accordingly, the Authority declines the EDCs general proposal for a Fast Track approval process; however. the EDCs may propose pilots using a Fast Track process or similar process when appropriate circumstances arise. The Authority will review such proposals on a case-by-case basis.

F. MARKETING AND OUTREACH

1. Point-of-Purchase Enrollment

In light of the new income requirements promulgated by Public Act 25-173, improved efforts in marketing and outreach and streamlining the enrollment process will be critical to continue managed charging enrollment momentum and scaling the number of participants. Year 5 Decision, p. 22. The Authority examined how the Program can reach EV owners at or after the point of purchase to establish an early enrollment pathway for the Program's incentive and managed charging programs. Id., p. 40. More specifically, the Authority explored how an enrollment pathway for the Program's incentive and managed charging programs could be established through the point of purchase via brochures, or through automobile OEM apps, such as Toyota's EV Charge Assist. Id. Concerns remained that the large reduction in residential upfront incentive participation may negatively impact managed charging enrollment, necessitating re-examination of the enrollment incentive and other relevant Program structures. Id., p. 42.

Therefore, the Authority ordered the EDCs to jointly file a proposal detailing each Company's current efforts to reach EV owners at or after the point of purchase to establish

an enrollment pathway for the Program's upfront incentive and managed charging programs, and proposing how the EDCs can collaborate to expand efforts to consistently deploy strategies and build relationships with Auto and EVSE OEMs. Id., p. 53.

Pursuant to Order 16, the EDCs filed Motion No. 7 describing current efforts to reach EV owners at or after the point of purchase and on their collaboration with OEMs. Motion No. 7, May 15, 2026.

The EDCs note that customers increasingly conduct research and decision-making activities prior to entering an automotive dealership, and often arrive at the point of sale (POS) with established preferences, instead of relying on in-dealership education as a primary source of information. Id., p. 2. The EDCs' experience with dealerships has shown that individualized engagement, requiring ongoing coordination and negotiation, is necessary to align managed charging enrollment pathways with dealer operations and OEM requirements. Id., pp. 2–3. The variability in dealership participation, differences in OEM policies regarding third-party program promotion, the need for relationship-based engagement with dealership ownership and staff, and operational variability in how EV deliveries are conducted and communicated to customers constrain the channel of dealership engagement and scalability. Motion No. 7, p. 3. The EDCs plan to provide interested dealerships with a flyer featuring Program rebates and managed charging offerings, explore light-touch promotional materials such as branded air freshener with QR codes, and collaborate with the Connecticut Automotive Retailers Association "to broaden dealership engagement through potential newsletter placements, information sharing and dealership awareness or training opportunities". Id., pp. 3–4.

After the POS, the EDCs promote managed charging broadly, and use more targeted channels to engage customers who are likely eligible for rebates. Id., p. 4. "[T]he Companies use established community and partner channels, attend community events, and conduct webinars and other publicly available events in efforts to broaden program visibility and drive enrollment." Motion No. 7, p. 5.

Moving forward, the EDCs are investigating cross-promotion opportunities with the Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) program. Id., p. 5. Additionally, "[b]ecause statewide publicly available EV registration data does not include customer specific information that would allow for targeted marketing efforts, the EDCs are exploring whether access to municipal Assessor Grand Lists with EV registration indicators is feasible." Id., p. 6.

The EDCs are also engaged in various partnerships and collaborations. They are partnering with automakers and EVSE manufacturers to reach customers when they are most engaged with their new device. Id. Additionally, the EDCs are:

- Holding joint monthly meetings to coordinate customer engagement. Motion No. 7, p. 7.
- Exploring targeted email recruitment campaigns through ChargePoint (one of the leading residential EVSE manufacturers by installed units) to reach customers at the point of charger registration and on an ongoing basis thereafter. Id.

- Exploring a multi-channel partnership with Emporia (a growing residential EVSE manufacturer) that includes both in-app promotion and targeted email campaigns. Id., pp. 7–8.
- Developing direct, in-app enrollment integration through Tesla's Partner Program which will allow Tesla Wall Connector owners to discover and enroll in the EDCs' managed charging program directly within the Tesla app, without leaving the OEM experience. Id., pp. 8–9.
- Actively pursuing recruitment-oriented partnerships with other automakers. Motion No. 7, p. 9.

In 2025, Eversource spent $326,206 on Education and Outreach activities. Annual Report, Att. 7. In 2025, UI spent $412,933 on Education and Outreach activities. UI Jan. 15, 2026 Compliance, Order No. 13, Att. 1.

Ev.energy confirms that a variety of engagement strategies are necessary to increase enrollment and supports the EDCs' outreach and education activities. Ev.energy Comments, Oct. 5, 2026, p. 4. Ev.energy highly recommends leveraging the CHEAPR program as a source of customer information and a marketing platform for program outreach. Ev.energy Comments, July 30, 2026, pp. 1–2.

OCC appreciates the proactive effort the EDCs are making to engage customers. OCC Comments, July 30, 2026, p. 1. However, OCC notes that implementation costs were not specified for the proposed outreach efforts. Id., pp. 1–2. OCC recommends that the EDCs track costs, referrals, completed enrollments, and conversion rates with each outreach channel. Id. p. 2.

Save the Sound also appreciates the multiple strategies that the EDCs are pursuing to promote enrollment in managed charging, particularly with the CHEAPR program, a particular opportunity they believe could have been addressed much earlier. Save the Sound Comments, July 30, 2026, p. 3. Save the Sound recognizes the structural and practical challenges in coordinating and cross-promoting with motor vehicle dealerships but asserts that such activities can provide benefits to both parties. Id., p. 4.

The Authority finds that the proposed outreach and enrollment activities represent reasonable efforts to increase customer awareness and participation in the Program. However, the Authority agrees with OCC's recommendation that the EDCs track costs, along with referrals, completed enrollments, and conversion rates, to help inform, scope, and focus a more efficient marketing strategy. Accordingly, the Authority approves Motion No. 7, with modifications to the tracking of each marketing strategy discussed above.

G. NORTH AMERICAN CHARGING STANDARD

1. Proposal

The Program Manual outlines requirements for eligible EV charging infrastructure. EDC Compliance, May 18, 2026, Program Manual Clean, pp. 50–58.

On June 11, 2026, Tesla requested that PURA modify the Program Manual to explicitly include J3400 charging connector, or North American Charging Standard (NACS), as an approved standard to receive incentive funds. Tesla Corresp., June 11, 2026.

2. Stakeholder Comments

Ev.energy supports Tesla's request to accept the NACS connector as an approved standard. Ev.energy Comments, October 5, 2026, p. 7. Ev.energy states that most automakers have committed to develop new EVs with the NACS connector. Id. However, ev.energy also notes that many existing EVs have non-NACS connectors and rely on non-NACS chargers and believes that continuing to provide a level of EV charging coverage for those owners is appropriate. Id.

OCC also supports Tesla's request to accept the NACS connector as an approved standard given the formal standardization and growing market adoption. OCC Comments, October 20, 2026, p. 4. However, OCC suggests that there should be a distinction between NACS eligibility and a policy of NACS-only development and recommends consideration of an interoperability requirement during the transition to NACS charging infrastructure. Id.

Tesla noted that New York recently adopted the NACS connector as an approved standard. Tesla Comments, October 5, 2026, p. 1. Tesla also noted that New Jersey is considering the adoption of the NACS connector as an approved standard as well as the approval of Tesla's Megawatt Charging System (MCS). Id. Tesla recommends that the Authority make the same consideration. Id., pp. 1–2.

3. Authority Analysis

The Authority recognizes that the EV charging connector landscape undergoes periodic changes, and that presently, many automakers are adopting NACS as the native charging connector for new vehicles. As such, adopting the NACS connector as an approved standard in Connecticut will ensure that current and future EVs are compatible with this growing charger format. While EV charging infrastructure will need to continue serving vehicles with previously approved EV charging connectors, the Authority approves the addition of NACS to the approved charging standards for the Program. Accordingly, the Authority directs the EDCs to include the NACS as an approved charging standard in the 2027 Program Manual.

H. MUD Managed Charging

The Authority directed the EDCs to implement a MUD Managed Charging Pilot using a direct-to-driver charging option no later than January 1, 2025. Year 3 Decision, pp. 43–44. The direct-to-driver approach allows EV drivers at MUDs to directly engage with a managed charging offering through either (1) their vehicle's telematics or (2) by using the EVSE with radio frequency identification (RFID). Id., p. 41.

The EDC MUD Managed Charging Pilot, approved in the Year 4 Decision, includes a three-phased approach. See Year 4 Decision, p. 12 (description of the three phases).

The MUD Managed Charging Pilot, which began its Phase 1 offering in January 2025, allows participants to enroll their telematics-compatible EV to earn a $50 up-front enrollment incentive, and a $10 ongoing incentive for each month that the customer charges less than 20% of the time during peak hours, defined as 3pm–9pm on non-holiday weekdays. Year 5 Decision, p. 34. As of June 2025, four participants were enrolled in the Eversource pilot and none were enrolled in the UI pilot. Id. In the Year 5 EV Charging proceeding, the EDCs stated that they were executing Phase 2, which expands the pilot by connecting to EV drivers through eligible EVSE at their MUD site, enabled by the site host. Id. The EDCs planned to launch Phase 3 of the MUD Managed Charging Pilot in the fourth quarter of 2025. Id.

On July 18, 2025, the EDCs jointly submitted a motion requesting that the Authority grant a 12-month extension from August 1, 2025, to August 1, 2026, to file compliance with Order No. 2 of the standing orders of the Year 4 Decision.[16] The Authority approved the proposal to extend the MUD Managed Charging Pilot offering from the end of 2025 to the end of 2026. Year 5 Decision, p. 37. Therefore, Order No. 6 directed the EDCs to jointly submit the results of the MUD Managed Charging Pilot offering and a final program design by August 1, 2026.[17] Year 5 Decision, p. 51.

Order No. 6 of the Year 5 Decision directed the EDCs to file a final program design proposal for MUD Managed Charging. See Motion No. 9. Additionally, pursuant to Order No. 1[18] in the July 1, 2026 Decision in Docket No. 22-08-07, Innovative Energy Solutions Program Cycle 01 (IES Cycle 1 Decision), the EDCs filed a motion for review and approval (Motion No. 8) regarding scaled deployment of AmpUp's Innovative Energy Solutions (IES) project.

1. MUD Pilot Findings

The EDCs report that the MUD Pilot has successfully demonstrated the underlying technological approach and program administration necessary to support MUD managed charging. Motion No. 9, p. 2. Capabilities demonstrated included integrating shared

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[16] Order No. 2: See Year 3 Decision, November 29, 2023, Docket No. 23-08-06, p. 62. No later than August 1, 2025, 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].

[17] Order No. 6: "See Year 3 Decision, November 29, 2023, 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).]" Year 5 EV Decision, p. 51.

[18] Order No. 1: "No later than August 1, 2026, AmpUp, UI, and Eversource shall jointly submit, for review and approval in Docket No. 26-08-06, information regarding AmpUp's project and recommendations for its scaled deployment within the MUD managed charging final program design, including: a. a discussion of the advantages and disadvantages of direct-to-driver and network-to-driver managed charging; b. options and recommendations for incorporating the NSP aggregator approach into a final MUD managed charging program design; c. considerations for including additional types of public Level 2 chargers in the scaling implementation design, in addition to MUD chargers; d. recommended site host incentives; and e. estimated costs and timelines for scaled implementation." IES Cycle 1 Decision, p. 31.

charging infrastructure from participating network service providers into a managed charging platform, collecting and validating charging session data, associating charging activity with individual participating drivers, supporting telematic-based and charger-based enrollment pathways, and developing managed charging functionality which can accommodate future load management objectives. Id., p. 3. Data for the MUD Pilot, while limited, suggests that participants are consistently following price signals, charging more than 80% of the time during off-peak hours. Annual Report, pp. 16–17.

However, expansion opportunities for MUD managed charging are constrained by challenges with site acquisition, as well as host and customer engagement. Id. As of June 2026, there were still only five participants enrolled in Eversource territory and two enrolled in UI territory. Annual Report, p. 16.

The EDCs suggest that future program success will be largely driven by the improvement of customer acquisition and engagement strategies, as opposed to further technical capabilities. Id., p. 4.

2. EDC Proposal

The EDCs propose continuation of the MUD Managed Charging Pilot through December 2028, maintaining existing telematics and site-host participation pathways while introducing an additional NSP-facilitated participation model. Motion No. 9, p. 5. The NSP model will be implemented by scaling the AmpUp pilot from IES Cycle 1, which the EDCs filed as Motion No. 8 in the instant docket. Id.

The AmpUp pilot ran from February 2024 to August 2025, during which it deployed its “Adapt and Earn” project across 214 locations, 1,010 ports, and saw participation from 154 unique drivers. IES Cycle 1 Decision, pp. 12–13.

The EDCs propose making the existing $250 site-recruitment incentive available to support NSP-facilitated site recruitment activities that result in successful enrollment of qualifying MUD charging locations. Motion No. 9, p. 7. The NSP would only receive the incentive once the enrolled driver or site has delivered two qualifying sessions. Motion No. 8, p. 13.

The EDCs proposed a session-based performance incentive for MUD Pilot participants, where incentives would remain tied to off-peak charging behavior, but would be evaluated on a charging-session basis, rather than a monthly basis. Motion No. 9, pp. 5–6. Participants would be eligible to earn $1-3 per charging session. Id., p. 6. A per-session approach could provide a clearer and more immediate connection between participant behavior and incentive eligibility. Id.

Incentives would be offered under the following conditions:

- A charging session duration must be 80% or more during the off-peak period;
- On-peak is defined as 3 to 9 pm on non-holiday weekdays;
- A charging session must consist of 10 kWh or more in energy delivered to the vehicle;

- One opportunity per day to earn an incentive, capped at $10 per month; and
- Customers may bank their incentives for direct monthly payments or choose to credit their NSP charging account.

Id.

UI reports that its estimated 2026 Budget for Residential Managed Charging (Including MUD Pilot 2025) was $465,560. Annual Report, Att. 8. Eversource reports that its 2026 Program Budget for Residential Managed Charging was $1,554,500. Annual Report, Att. 7. The estimated cost, subject to revision as planning progresses, to implement the NSP model is approximately $150,000 in 2027. Motion No. 8, p. 14.

3. Stakeholder Comments

Ev.energy agrees that the MUD managed charging pilot is working as intended; Technical feasibility was demonstrated for the programs, the underlying technology and program administration necessary to support it are viable, and participants are consistently limiting their on-peak charging to less than 20%. Ev.energy Comments, Oct. 5, 2026, p. 6. Ev.energy is actively collaborating with AmpUp and supports collaboration with other NSPs as an effective way to connect with existing and potential locations for EV charging. Id., p. 7. Ev.energy highlights the need to scale MUD managed charging and to reach more drivers by expanding to more locations. Id.

DEEP agrees with the EDCs' recommendations to continue and enhance the MUD Pilot through December 2028, including PURA's direction regarding the AmpUp solution. DEEP Comments, October 5, 2026, p. 6. DEEP believes the enhanced pilot should be large enough in terms of participants to provide a valid statistical basis to inform decision-making and possible statewide deployment. Id., pp. 6–7. DEEP recommends more extensive use of NSPs, including the AmpUp approach, to recruit MUD Pilot charging sites. Id., p. 7. DEEP also supports the use of existing site-recruitment incentives to support successful NSP-facilitated recruitment. Id. Finally, DEEP expressed concerns about switching from a monthly performance incentive to a session-based incentive. Id., p. 6–7. DEEP contends an informed decision on this proposal is not possible without knowing whether administrative costs would increase with a more complex eligibility structure, whether there is evidence that the proposed per-session incentive framework would increase program enrollment, and whether a similar structure exists in other states. Id. p. 8.

OCC views the results of the MUD Pilot as promising for peak and load reduction but maintains that the sample size remains too small at this point to draw definitive conclusions. OCC Comments, October 5, 2026, p. 3. OCC supports the inclusion of AmpUp's proposed incentive structure but recommends that the EDCs more systematically evaluate how the proposed $1-$3 per session affects customer response. Id. Such an analysis would provide the Authority with a stronger basis for determining the incentive level that is most cost-effective for ratepayers. Id., p. 4.

4. Authority Analysis

The Authority is encouraged by the reported results on charging behavior through the MUD Pilot, and more specifically through the AmpUp IES pilot project. However, stakeholder concern about the reach of the existing pilot is warranted as data on charging behavior are limited. The EDCs contend that the future of the MUD Managed Charging Program will be primarily reliant on greater customer enrollment and engagement, and the Authority agrees.

Therefore, other participation models, such as the proposed NSP model, should be explored. Collaboration with NSPs may help expand enrollment and help increase the number of MUD charging participatants. While the EDCs' request to modify the existing pilot is not a final program design, the request does identify specific data that will be helpful in designing a final program. The Authority approves the modifications to the MUD Pilot program and further directs the EDCs to jointly submit to the Authority the updated results of the MUD Managed Charging Pilot offering that is inclusive of the modifications approved herein. Accordingly, the Authority approves Motion No. 8 and Motion No. 9.

I. SMALL MUDS, LEVEL 1 AND SMART OUTLET CHARGING INSTALLATIONS

1. CTC Proposal

Throughout the Year 5 EV Charging Proceeding, CTC raised the issue that MUDs with four or less units are not eligible for the larger commercial MUD Program Area incentives, and that some smaller MUDs may not have separate meters for each unit, as required under the Residential Single-Family Program Area. Year 5 Decision, p. 47. Thus, small MUDs are essentially excluded from participating in the Program. Id. In New Haven, disadvantaged communities comprise 70% of the population, and 41% of dwelling units are in small MUDs. Id. Therefore, CTC believes small MUDs represent a relevant building category to ensure is represented in the Program. Id.

Additionally, the current Residential Single-Family incentive structure, which are the only incentives for which small MUDs are eligible, precludes the prospect of several tenants sharing the same charger or utilizing an outsourced Charge Point Operator (CPO) or charging-as-a-service (CaaS) model. Id., p. 48.

CTC also advocates for Level 1 and "smart outlet" charging installations to be eligible for Program incentives. Id. CTC argues that Level 1 chargers can be effective and more affordable solutions in MUD settings, and offer an efficient usage of available power by distributing it with slower charging among more parking spaces. Id. While more affordable than Level 2 chargers, in many situations Level 1 installations drive high costs due to retrofitting expenses that can be necessary irrespective of charger power level. Id. CTC recommends that Level 1 and low-power Level 2 smart outlet manufacturers be included in the Program's Qualified Product Lists, and that Level 1 outlets installed in parking garages and surface lots should be eligible for some incentive. Id., pp. 48–49.

To summarize, CTC proposed that 1) small MUDs be eligible for similar commercial incentives as large MUDs, possibly with lower site caps, but still significantly

higher than those allowed in the Residential Single-Family Program Area; 2) that small MUDs be eligible to install EVSE on a shared common meter so that an outsourced CaaS and CPO model can be utilized; and 3) that Level 1 and "smart outlet" charging installations be eligible for Program incentives. Id., p. 49.

2. EDC Proposal

Pursuant to Order No. 18e[19] of the Year 5 Decision, the EDCs filed a summary of the small MUD and Level 1 working group, as well as a proposal regarding 1) MUDs with less than five units and 2) Level 1 and "smart outlet" charging incentives. Annual Report, Att. 12.

For small MUD properties, the EDCs recommend maintaining both the Residential and Commercial participation pathways. Id., pp. 2-3. The Single-Family Residential pathway would remain the same, and the existing Level 2 charger/wiring rebate of up to $1,500 would remain limited to income-eligible customers or customers residing in designated high-poverty, low-opportunity areas, contingent on managed charging participation for 24 months. Id., p. 13. The Commercial Small MUD pathway would be modified to align the Level 2 EVSE port incentive eligibility with the Residential Level 2 EVSE QPL; incentive eligibility would include connected Level 2 receptacles; a minimum of two ports/receptacles serving at least two dwelling units; the maximum number of ports/receptacles would be four. Id., p. 13-14. The incentive structure would be modified to offer an incentive of up to $1,500 per port/receptacle, including EVSE and wiring costs, not to exceed 100% of total cost, and capped at $6,000 per site. Id., p. 14. Parking restrictions would be relaxed, so that ports or receptacles could be assigned to individual tenants or to deeded spaces, and the site host would no longer be required to provide a dedicated EV-only parking space per port/receptacle. Annual Report, Att. 12, p. 14. Finally, participation in managed charging would be optional, as consistent with current program rules for chargers installed at larger MUDs. Id.

For larger 5+ unit MUD properties, incentive eligibility would be expanded to include connected Level 2 and connected Level 1 receptacles. Id., p. 16. The Commercial Level 2 EVSE port minimum would be maintained at two; the connected Level 2 receptacle minimum would be set at two; and the connected Level 1 receptacle minimum would be set at five. Id. Participants would have a choice between two incentive options, either the existing offering of 50% of EVSE plus 100% of eligible make-ready up to the site cap of $20,000 baseline/$40,000 underserved or a new offering of up to $1,500 per connected Level 2 or connected Level 1 receptacle including wiring/installation costs, not to exceed 100% of total cost, capped at the $20,000 baseline or $40,000 for underserved areas.

[19] Order No. 18e: "No later than August 3, 2026, the EDCs shall include in their joint Annual Report filing in the 2026 Annual Review Docket . . . 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 (1) MUDs with less than five units; and (2) Level 1 and 'smart outlet' charging installation incentive eligibility." Year 5 Decision, p. 54.

Id., pp. 16-17. Deeded spaces would be eligible if 20% or more spaces have a connected Level 2 or connected Level 1 receptacles installed. Annual Report, Att. 12, p. 16.

3. Stakeholder Comments

As part of the working group process, stakeholders provided feedback on the proposal.

- Equipment eligibility - Stakeholders generally appreciate the inclusion of connected Level 1 and connected Level 2 receptacles into the Program incentivization design, including Save the Sound, EV Club of CT, and CTC, although there are differences of opinion on specific Program eligibility and incentive treatment of each charger type (e.g. CTC and EV Club of CT advocate for incentivizing connected L1 receptacles for Small MUD, while SWTCH advocates against incentivizing connected L1 receptacles for 5+ MUD).

- Incentive levels - Certain stakeholders, including EV Club of CT, Capitol Clean Cities, and CTC shared concerns that the proposed incentive levels may not be sufficient, and advocate for increasing the proposed incentive levels beyond $1,500. For example, CTC recommends increasing the per-port/receptacle incentive offering to $2,500 Baseline / $4,000 Underserved in both the Small MUD and 5+ MUD contexts. EV Club of CT suggests that the 5+ MUD incentive not be structured as a choice between receptacles or EVSE, but rather as a hybrid that allows a mixture of both equipment types.

- Port minimums – CTC advocates for a one-port, rather than two-port minimum, for the Commercial Small MUD pathway.

- Parking requirements - Stakeholders generally appreciate increased flexibility with respect to parking space requirements and deeded spaces, including EV Club of CT, Capitol Clean Cities, Save the Sound, and CTC.

- Managed charging - Certain stakeholders, including Save the Sound, EV Club of CT (noting instances where spaces are not shared) and SWTCH generally, advocate requiring managed charging as circumstances allow in order to influence customer behavior before additional measures may be required.

- Small MUD pathway access - CTC advocates that Small MUD tenants should be able to access the Commercial Small MUD pathway with a residential meter; if implemented, they recommend removing the Residential pathway for Small MUD to simplify the offerings.

- Eligibility restrictions - EV Club of CT and Save the Sound question whether the existing Residential eligibility restrictions apply to Small MUD.

Annual Report, Attachment 12, pp. 20-21.

Additionally, ev.energy emphasized that Level 1 charging (adding approximately 4 miles per hour of charging, or 48 miles in a 12-hour period) is much slower than Level 2 charging (adding approximately 25 miles per hour of charging, or 300 miles in 12 hours), and that MUDs that rely on Level 1 charging may need to provide EV chargers close to a 1:1 ratio of Level 1 chargers to residents who have or plan to get an EV. Ev.energy Comments, October 5, 2026, p. 6.

4. Authority Analysis

The Authority finds that the EDCs' proposal expands eligible charging technology and increases flexibility for MUD drivers, providing new support and options for MUD site hosts to install EVSE. Maintaining both Residential and Commercial pathways provides flexibility to accommodate varying MUD site and ownership configurations. Based on the unique needs of MUD sites, the recommendation for optional participation in managed charging to align with program rules at 5+ unit MUDs reduces barriers to participation in the program. Although CTC advocates for higher incentive levels for Small MUD sites, the Authority finds that a distinct incentive level for Small MUDs is not necessary at this time. Moreover, the per-receptacle incentive structure and the percent site cap options proposed by the EDCs offer alternatives that site hosts and contractors can respond to and incorporate into their specific project economics.

However, the Authority may reconsider Small MUD incentive structures as additional participation data becomes available in future program years. Though the EDCs' Small MUD proposal may not perfectly address each element of CTC's proposal, the Authority finds the EDCs' Small MUD proposal reasonable and the working group's assessment responsive. Accordingly, the Authority approves the EDCs' proposed Small MUD participation pathways and the eligibility of connected Level 1 and connected Level 2 receptacles in Attachment 12 of the Annual Report without modification.

V. CONCLUSION AND ORDERS

A. CONCLUSION

In this Decision, the Authority explores and approves several changes to the EV Charging Program to better serve the Program Objectives. The approved changes include incorporation, with modification, of certain newly proposed program design documents developed by Eversource and UI to implement in Year 5 of the Program.

Further, this Decision contains the Authority's ruling on Motion Nos. 1, 6, 7, 8, and 9 in the instant proceeding.

B. ORDERS

For orders requiring a filing, the Company shall file an electronic version through the Authority's website at www.ct.gov/pura. Submissions filed in compliance with the Authority's orders must be identified by: Docket Number, Title, and Order Number. Compliance with orders shall commence and continue as indicated in each specific order or until the Company requests and the Authority approves that the Company's compliance

is no longer required after a certain date. Unless otherwise provided or determined by the Authority, filings submitted in compliance with an order shall constitute satisfaction of the order. Filings requiring Authority approval must be filed as a motion.

1. Standing Orders

1. See EV Decision, July 14, 2021, Docket No. 17-12-03RE04, p. 48. No later than June 15, 2024, and every three years thereafter, the EDCs shall submit the EM&V consultant's full report on the established Program metrics into the relevant Program Review proceeding.

2. See Year 3 Decision, November 29, 2023, Docket No. 23-08-06, p. 63. Annually, no later than February 1 st, the EDCs shall submit as compliance an updated FAQ document that incorporates all Program updates, as discussed in Section IV.C.6 of the Year 3 Decision.

3. See Year 3 Decision, November 29, 2023, Docket No. 23-08-06, p. 63. Beginning on January 1, 2024, and annually thereafter, the EDCs shall host, at a minimum, eight webinars and other relevant outreach events that educate customers on updated Program offerings and requirements, as discussed in Section IV.C.6 of the Year 3 Decision.

4. See Year 3 Decision, November 29, 2023, Docket No. 23-08-06, p. 65. No later than August 1, 2024, and annually thereafter, the EDCs shall submit a joint Annual Report in the relevant annual review proceeding (e.g., XX-08-06), 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 an individual company. All data provided must continue to be separated by company but must use the same format and reporting methodology.

5. See Year 4 Decision, December 4, 2024, Docket No. 24-08-06, p. 33; see also, [Year 5 Decision, December 17, 2025, Docket No. 25-08-06, p. 47]. No later than March 2, 2025, and annually thereafter, the EDCs shall submit as a motion for review and approval in the relevant annual review proceeding (e.g., XX-08-06), the updated Program Manual that incorporates all of the approved modifications authorized in the most recent Annual Review Decision. Such filing shall include both a clean and redlined version. The EDCs shall also distribute such information to interested residential and commercial customers, as well as upload the updated Program Manual to the EDCs relevant webpages, after the Authority rules on said motion.

2. New Orders

7. No later than January 1, 2027, the EDCs shall implement the modified Program deployment targets, as discussed in Section IV.A.4, Authority Analysis.

8. No later than February 1, 2027, the EDCs shall submit as a motion for review and approval in the relevant annual proceeding (i.e. 27-08-06) an updated Prioritization

Criteria to address areas lacking DCFC deployments, as discussed in Section IV.A.4.b, DCFCs and Deployment Targets.

9. No later than January 1, 2027, the EDCs shall implement the stacked incentive restrictions discussed in Section IV.C.3, Restrictions on Stacked Funding.

10. No later than February 1, 2027, the EDCs shall jointly file for review and approval in the relevant annual proceeding (i.e. 27-08-06) one or more proposed pilots designed to evaluate the ability of EVs to alleviate localized distribution system constraints, as discussed in Section IV.E.1, Value Stack and Load Optimization.

11. No later than February 1, 2027, Eversource shall provide as a motion in the relevant annual proceeding (i.e. 27-08-06) an update on the localized managed charging and demand response strategies used in Massachusetts, as discussed in Section IV.E.1, Value Stack and Load Optimization. The update shall include an overview of the specific strategies and approach, as well as lessons learned from the approach.

12. No later than August 1, 2027, the EDCs shall include in the joint Annual Report in Docket No. 27-08-06 the metrics associated with different marketing strategies, as discussed in Section IV.F.1, Point of Purchase Enrollment. Such metrics shall include costs incurred, referrals, completed enrollments, and conversion rates.

13. No later than August 1, 2027, the EDCs shall include in the joint Annual Report in Docket No. 27-08-06 the metrics associated with the MUD Managed Charging Program, as discussed in Section IV.H, MUD Managed Charging. Such metrics shall include, at minimum, administrative costs, costs incurred through the program, number of enrolled participants (i.e. drivers), number of participating sites and ports, and enrolled participant charging behavior. Reported metrics shall clearly delineate between participation models (i.e., traditional vs NSP) and utility territory.