October 13, 2026

Docket 26-08-06

Annual EV Charging Program Review

Technical Meeting

Agenda

Proposed Program Recommendations

- Program Incentives and Deployment Targets [Order 18b]
- Discontinue Program Area 5 (Public DCFC)
- Cycle performance and budget projections
- Commercial Program Recommendations
- Managed Charging Fast Track and Value Stack
- MUD Managed Charging Pilot results and program proposal [Motion 9]
- IES Pilot Recommendations [Motion 8]
- Small MUD and Low-Power Charging WG [Order 18e]

Discussion

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Proposed Program Recommendations

Order 18b – Port Deployment Recommendations

- Current port allocation and incentive structure requires ~$59m annual budget. (significantly greater than $20m authorized under PA 25-173)

- EDCs propose introducing a new dollar-per-port incentive structure for Commercial ports

- Two resulting options, of which EDCs recommend Scenario 1:
  - Scenario 1: maintain per-port rebates at or near historical levels, and reduce deployment targets
  - Scenario 2: reduce per-port rebate levels to maintain deployment targets

- Market interviews and EM&V surveys performed indicate that reduced incentives, and port buildout would slow participation drastically
  - *"Any reduction in incentives will lead to a drop in applications… a 50% reduction in incentives would lead to a drop… between 50% and 70%…"* *(AR p. 34)*

Order 18b – Port Deployment Recommendations

Scenario 1 - Commercial Per-Port Proposal:

- Proposed rebate offering of $6,800 per Baseline L2 port, and $12,100 per Underserved L2 port, offered across all Commercial L2 project types
- Cap Underserved incentive to 40% of ports (Applications would receive baseline incentive afterwards)
- Residential SF incentive kept at $1,500 per port, at projected 360 applications annually
- Discontinue DCFC port targets and corresponding budget allocation reduced to zero

Order 18b – Port Deployment Recommendations

Scenario 1 - Results:

Table 6: Scenario 1 – Proposed Incentive Levels, Port Targets, and Budgets

(a)	(b)	(c)	(d)	(e)	(f)	(g)
	Historical Port Targets and Incentives Paid			Proposed		
Program Area	**Current Annualized Port Goals**	**Historical Incentive ($/Port Basis)**	**Budget Required with Historical Incentive ($/Port Basis)**	**Proposed Incentive ($/Port)**	**Port Deployment Targets (using Proposed Incentive)**	**Budget ($20 M Cap)**
Residential Single Family L2	5,833	$ 1,500	$ 8,750,000	$ 1,500	360	$ 540,000
Residential MUD L2	3,000	$ 11,977	$ 35,932,454	$ 8,920	1,488	$ 13,272,960
DCFC	57	$ 56,987	$ 3,267,276	-	-	-
Destination L2	551	$ 9,957	$ 5,489,803	$ 8,920	273	$ 2,439,275
Workplace L2	840	$ 6,788	$ 5,704,096	$ 8,920	417	$ 3,717,904
Totals	***10,282***	**-**	***$ 59,143,629***	**-**	***2,538***	***$ 19,970,139***

By adopting standardized incentives, reducing DCFC incentives, adjusting projected port deployment volumes to statutory caps, eligibility limits for enhanced incentives, Scenario 1 comfortably meets the $20M cap at $19.97M

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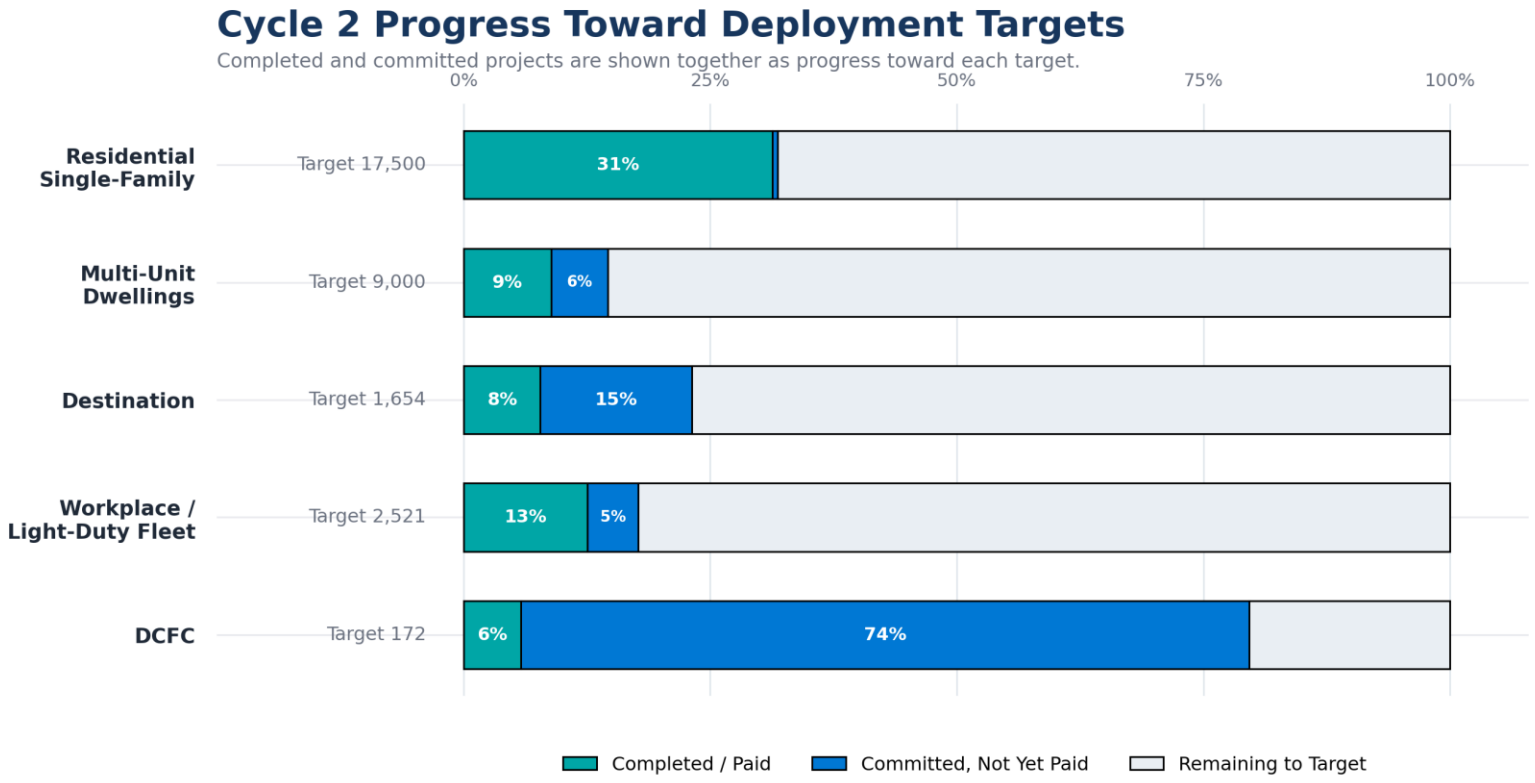
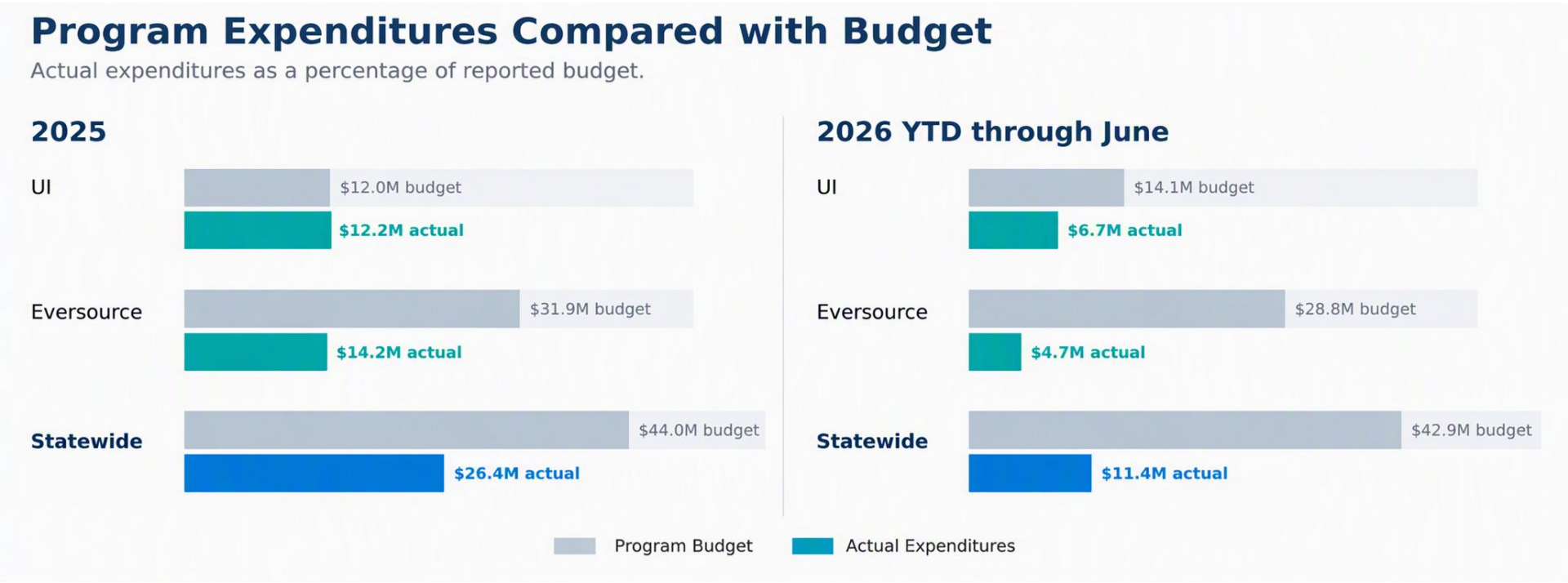
*Note that the $8,920 incentive for ports in column (e) represents the blended value of 40% of ports receiving $12,100 Underserved rebates and 60% of ports receiving $6,800 Baseline rebates.

Cycle Performance & Budget Projections



- Market adoption has varied significantly across Program Areas
- The existing project pipeline represents substantial future deployment
- Customer demand and market readiness differ by segment

Cycle Performance & Budget Projections



- Actual expenditures remained below approved budget levels in several program areas
- Expenditure results should be considered alongside deployment progress and project commitments when evaluating overall program performance

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Cycle Performance & Budget Projections

2027 Program Budget Projection

$49.0M statewide projection



6% Residential $2.9M	82% Public / Non-Residential $40.3M	12% Other Program Costs $5.8M

Public / non-residential detail

MUD	Destination	Workplace / Fleet	DCFC
$18.3M	$12.2M	$5.3M	$4.5M

Projected 2027 expenditures are based on the Companies' proposed program design

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Discontinue Program Area 3 (Public DCFC)

EDC Recommendation

- Maintain all approved Cycle 2 DCFC commitments (2025-2027)
- Set Public DCFC deployment target to zero for Cycle 3 (2028-2030)
- Discontinue future Public DCFC application rounds beginning in 2027

Rationale for Sunset

- Full Cycle 2 DCFC allocation has already been awarded
- Connecticut's DCFC market has matured, and continues deploying infrastructure beyond program support
- More than 450 DCFC ports have been installed since 2022
- Existing and planned deployment exceeds forecasted state need

The original market-transformation objective for public DC fast charging has largely been achieved. Continued ratepayer-funded DCFC incentives are no longer required to sustain deployment.

Existing DCFC Network Already Meets Need

Updated EVI-Pro Lite Results

Scenario	EVs Supported	DCFC Ports Needed
2025 Actual	73,156	173
2025 State Goal	150,000	350
EDC 2030 Forecast	254,000	442
2030 State Goal	500,000	756

Current Connecticut Network

- 747 installed DCFC ports
- More than 150 statewide sites
- Approximately 162 MW of installed charging capacity

Robust Pipeline Supports Program Sunset

Known DCFC Pipeline

Source	Ports
NEVI	36
CFI Grants	96
UI Awarded / Not Built	49
Eversource Awarded / Not Built	182
2026 DCFC Awards	46
Total Pipeline	413

Statewide Outlook

- Installed today: 747 ports
- Known pipeline: 413 ports
- Potential statewide total: ~1,160 ports across more than 220 sites.

EDC Conclusion

- CT already possesses sufficient DCFC infrastructure to support forecasted EV adoption
- Additional federal, awarded, and market-driven projects will continue expanding the network
- Future program funding is expected to provide greater value when directed toward Level 2 charging deployment

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Commercial Program Recommendations

- Revise site definition & implement site incentive cap
  - Site change to Parcel, as defined by Connecticut Computer-Assisted Mass Appraisal (CAMA)
  - Maximum incentive cap of 10 ports per parcel

- L2 EVSE application process
  - Maintain rolling window – preferred by contractors
  - Institute minimum criteria threshold
    - Improve user experience, personal safety and security

- Standardize L2 Commercial waitlist process & prioritization
  - Year-end expiration of any remaining Waitlisted projects
  - New year prioritization limited to first 60 days for any waitlisted projects with updated applications
  - Prioritization of waitlisted projects: No contractor may account for >40% of annual estimated charging ports
  - Waitlist limited to number of projects reasonably supported by estimated funding in new program year

Commercial Program Recommendations (continued)

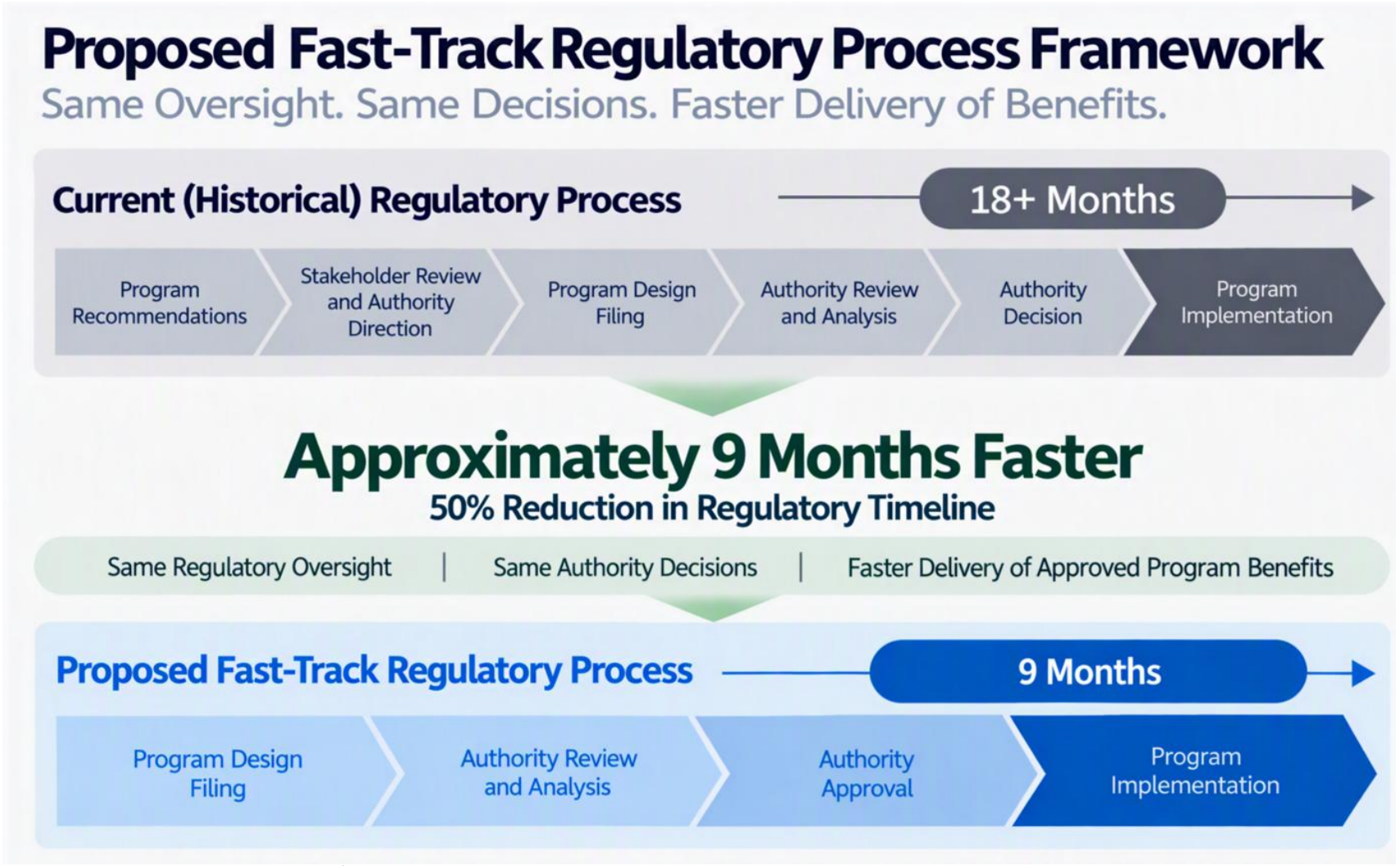
- Restriction on third-party and/or stacked funding
  - Projects receiving funding from another source are ineligible for Program incentives
  - In cases where stacking of funds is permitted:
    - Total fundings should not exceed total project costs (customer needs to have skin in the game)
    - Anticipated/awarded funding must be disclosed at time of application

- Incentives for new construction stretch building codes
  - Projects required by code to install EV-ready infrastructure should be ineligible to receive Program Incentives
  - Limit incentives to infrastructure installed beyond building code requirements

Managed Charging Value Stack Recommendations

- Current: program captures value by reducing ISO-New England bulk system peak. Incidentally reduces distribution system peaks (generally coincident)
- Next: advanced program designs may enable more value extraction from distribution system sources as EV adoption grows. Concepts *could* include:
  - Circuit-level or substation-level demand response
  - Changes to or layered requirements inside the off-peak window
  - Turn-up (e.g., EV charging) for excess renewable absorption
  - Additional option for Advanced Tier for additional monthly incentive
- Engage transmission & distribution + utilize AMI (UI) and/or circuit mapping
- *Fast Track Approval* for various concepts (including value-stack)
  - Test vs. Pilot
  - *Proposals include:* Objective, Scope, Budget, Performance Metrics & Results
  - Evaluating: new managed charging enabling technology, behind-the-meter solutions, and/or program design elements

Fast Track Process



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Motion 9 – MUD Managed Charging Pilot Results and Program Proposal (1/2)

- Technical Feasibility was Successfully Demonstrated
  - Integration between tech partner and multiple NSPs
  - Attribute charging behavior to participant
  - Support EV telematics and shared charger enrollments
- Low EV Driver & Site Participation
  - Despite direct site host and tenant outreach, marketing, and incentives
  - Limited number of MUD EV drivers and MUD locations; low utilization at known sites
- Proposed modifications will drive success
  - NSP-driven site enrollment & participant acquisition
    - AmpUp: auto-enroll sites & AmpUp-app participation & marketing
    - Other NSPs: auto-enroll sites (when possible) & marketing
  - Modified Pilot: session-based incentive should drive more engagement

Motion 9 – MUD Managed Charging Pilot Results and Program Proposal (2/2)

- Continue MUD Pilot through December 2028 with enhancements
- Maintain existing participation pathways
- Evaluate & deploy additional NSP-facilitated pathways
- Assess customer response to revised incentive structures
  - Develop evidentiary record & evaluate performance
  - Incentive structure for ALL participants
    - EV driver performance incentives
      - $50 per enrollment + $1-3/session (capped at $10/mo)
      - 1 incentive-eligible session per day
      - 80%+ off-peak per 10 kWh+ session
    - Site host performance incentives
      - Paid to Site Hosts OR NSP, depending on who enrolls site
      - $250 per site + $50/enrolled driver
- Pending PURA approval, implementation of MUD Pilot changes & AmpUp enrollment and participation pathway expected in early 2027

Motion 8 – Adapt & Earn IES Pilot

Background

- IES Pilot Term: 18 months, February 2024 to August 2025
- Adapt and Earn was tested over three months in mid-2025
- Offered managed charging incentives to drivers directly through AmpUp's app platform
  - 214 locations
  - 464 ports saw active driver participation

Next Steps

- PURA ordered EDCs and AmpUp to submit a joint recommendation for Pilot scaling
- The EDCs worked closely with AmpUp and submitted a response to Order 1, 22-08-07, proposing scaling within the MUD Pilot program

Motion 8 – Adapt & Earn IES Pilot Learnings

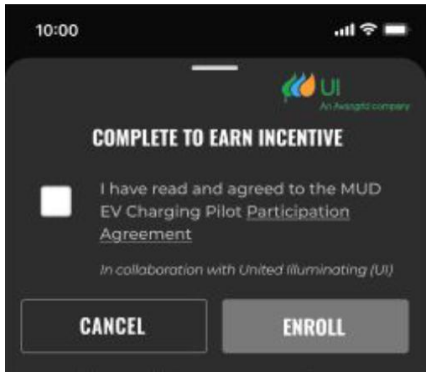
Benefits to MUD Pilot of AmpUp IES Pilot

- Adapt & Earn Pilot developed alterative approach to MUD managed charging
- *Direct-to-Driver* vs *Network-to-Driver*
- Modification to Pilot Incentive Structure: Based on lessons learned in IES Pilot, recommend adjusting ongoing incentives slightly and utilities AmpUp network
  - Program Implementation
    - Scope of outreach with AmpUp site access
      - 60 MUD locations in CT with 200+ ports
      - 800+ drivers on the platform
      - 300+ currently charge during the peak window of 3-9pm
    - Immediate reward after charging session
- AmpUp will partner with our current MUD Pilot Program provider, and create an AmpUp specific pathway to enroll

Motion 8 – Adapt & Earn IES Pilot Learnings

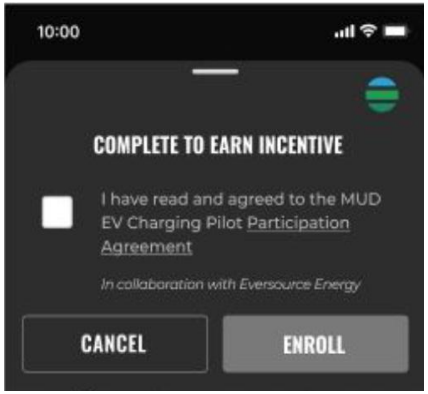
AmpUp Custom Pathway:
Enrollment & Participation Pathways

- EV driver:
  - Enrollment and participation within AmpUp app
  - Awarded per session for adequate performance
- Site Host:
  - Automatically enrolls per T&C
  - Paid directly for performance



Data Flow and Program Integrity

- Data responsibilities
- Preventing duplicate payments



Minimal costs for added pathway

- Setup and ongoing implementation costs listed in proposal

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Small MUD and Low Power Solutions WG

Overview:

- EDCs convened the Working Group responding to Order 18e, meeting April – June 2026
- Objectives:
  - Understand needs of 2-4 unit Small MUD customers and evaluate potential program modifications
  - Evaluate opportunities for L1 and smart outlet charging (at Small and 5+ MUD)
- Diverse group of stakeholders and perspectives assembled to identify challenges and inform recommendations

Proposal:

- Maintain two pathways for Small MUD participation:
  1. SF Residential pathway maintained unchanged
  2. Commercial MUD pathway maintained - with specific modifications relating to Small MUD
- Additional modifications proposed for Commercial 5+ MUD

Small MUD and Low Power Solutions WG

Small MUD customers continue to have Program access through 2 pathways:

- Via SF Residential pathway; unchanged
- Via Commercial MUD pathway; with proposed Small MUD modifications below:

Eligibility:
- Set Level 2 EVSE port incentive eligibility according to the Residential L2 EVSE QPL
- Expand incentives to include connected L2 receptacles (low-power or otherwise)
- Require installation of minimum two ports/receptacles, serving at least two dwelling units
- Set port/receptacle maximum at four

Incentive Structure:
- New offering for residential L2 EVSE ports / connected L2 receptacles:
  - Incentive up to $1,500 per port/receptacle (covering port/receptacle & related wiring/installation)
  - Not to exceed 100% of total cost, cap of $6,000 per site Baseline/Underserved

Parking Requirements:
- Allow ports/receptacles to be assigned to individual tenant/deeded spaces
- Relax requirement to provide a dedicated EV-only parking space per port/receptacle

Managed Charging:
- Optional participation through applicable Managed Charging offerings

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*Slide adapted from Annual Report Attachment 12, pages 13 – 15; see Att. 12 for full details

Small MUD and Low Power Solutions WG

Elements of WG scope extend beyond Small MUD –
EDCs propose Commercial 5+ MUD modifications below:

Eligibility:
- Commercial L2 EVSE eligibility kept according to Commercial L2 EVSE QVL
- Incentive eligibility expanded to include connected L1 / L2 receptacles (low-power or otherwise)

Port/Receptacle Minimums:
- Maintain Commercial L2 EVSE port minimum at two
- Set connected L2 receptacle minimum at two; connected L1 receptacle minimum at five

Incentive Structure:
- Choice of two incentive options:
  - New offering: Incentive up to $1,500 per L1 / L2 receptacle Baseline/Underserved (covering receptacle and related wiring/installation costs); not to exceed 100% of total cost. Capped at $20,000 Baseline/$40,000 Underserved per site.
  - Maintained offering: Incentive covering 50% of EVSE plus 100% of eligible make-ready for commercial L2 EVSE ports, up to $20,000 Baseline/$40,000 Underserved site caps.

Deeded Spaces:
- Allow deeded spaces to qualify for receptacle incentives if 20% or more of spaces install connected L1/L2 receptacles

Managed Charging:
- Optional participation through applicable Managed Charging offerings

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*Slide adapted from Annual Report Attachment 12, pages 15 – 18; see Att. 12 for full details

Discussion