STATE OF CONNECTICUT

PUBLIC UTILITIES REGULATORY AUTHORITY

May 27, 2026
In reply, please refer to:
Docket No. 26-08-06
Motion No. 5

Alex E. Soter
The United Illuminating Company
180 Marsh Hill Road
Orange, CT 06477

Daniel T. Crisp
Eversource Energy
P.O. Box 270
Hartford, CT 06141

Re: Docket No. 26-08-06 – Annual EV Charging Program Review – Year 6

Dear Attorneys Soter and Crisp:

On April 22, 2026, The United Illuminating Company (UI or Company) submitted a motion (Motion No. 5) requesting that the Public Utilities Regulatory Authority (Authority) review and approve UI's proposal to allocate additional ports to the Direct-Current Fast Charger (DCFC) Program Area for the Electric Vehicle (EV) Charging Program (Program) 2025–2027 Program Cycle. The Authority denies Motion No. 5 without prejudice and provides additional directives herein.

I. BACKGROUND

In the July 14, 2021 Decision in Docket No. 17-12-03RE04, PURA Investigation into Distribution System Planning of the Electric Distribution Companies –Zero Emission Vehicles (EV Decision), the Authority established a mechanism for the EDCs to request additional deployment targets to be allocated when deployment targets are met prior to conclusion of the current Program Cycle. EV Decision, pp. 7, 41.

> If the EDCs achieve charging infrastructure deployment targets in one or more program areas prior to the conclusion of the current Program Cycle, the EDCs may request a motion for approval of additional funds to be allocated to meet deployment targets specified in future Program Cycles, which the Authority will consider under the appropriate Annual Review proceeding.

Id. In the December 14, 2022 Decision in Docket No. 22-08-06, Annual Review of the Electric Vehicle Charging Program – Year 2 (Year 2 Decision), the Authority reiterated that "going forward, all EDC requests to increase their EVSE deployment targets in a

given program area prior to the next Program Cycle must be made via a motion submitted in the current year's annual program review proceeding." Year 2 Decision, p. 16.

The Authority originally established a 2022–2024 Program Cycle DCFC port deployment target of 137 ports. EV Decision, p. 28. In Program Year 1, UI and The Connecticut Light and Power Company d/b/a Eversource Energy (Eversource; collectively, Companies or EDCs) fully subscribed the 2022–2024 Program Cycle port deployment goal for the DCFC Program Area. Year 2 Decision, pp. 12–13. As a result, the Authority allocated additional ports to DCFC Program Area deployment goals for the 2022–2024 Program Cycle. Id., p. 16, 18–20. Specifically, the Authority allocated an additional 137 ports for Eversource and 27 ports for UI, and the associated funding to support deployments for the DCFC Program Area, subject to the existing maximum site incentives. Id., p. 20.

The EDCs again fully subscribed the additional port deployment allocation for the DCFC Program Area in Year 2. Decision, Nov. 29, 2023, Docket No. 23-08-06, Annual EV Charging Program Review - Year 3 (Year 3 Decision), p. 17. The Authority allocated an additional 110 ports for Eversource and 27 ports for UI in Year 3, and the associated funding to support such deployments for the DCFC Program Area, subject to the existing maximum site incentives. Id., p. 31. This resulted in 2022-2024 Program Cycle DCFC targets that were far higher (438) than those for the 2025–2027 Program Cycle (172) and 2028–2030 Program Cycle (172). See Decision, Dec. 4, 2024, Docket No. 24-08-06, Annual EV Charging Program Review - Year 4, Appendix B (Table 1).

Table 1: EV Program DCFC Program Cycle Deployment Targets

Utility	Original 2022–2024 Deployment Target	PY 2 Additions	PY 3 Additions	Final 2022–2024 Deployment Target	2025–2027 Deployment Target	2028–2030 Deployment Target
Eversource	110	137	110	357	138	138
UI	27	27	27	81	34	34
Total	**137**	**164**	**137**	**438**	**172**	**172**

EV Decision, p. 28; Year 2 Decision, pp. 12–13, 18–20; Year 3 Decision, pp. 17, 31.

II. UI MOTION NO. 5

UI reports that of the 81 total DCFC ports allocated to UI's portion of the 2022–2024 Program Cycle, 29 ports were unawarded by the Company. Motion No. 5, p. 2. Further, during the 2025 Program Year, UI already awarded 35 DCFC ports. Id. This exceeds UI's portion of the 2025–2027 Program Cycle DCFC deployment targets by one port. Id. UI asserts that it "had originally intended to award approximately one third of its 2025–2027 Program Cycle 2 DCFC port deployment goal of 34, or 11 ports, during the 2026 DCFC application process." Id. Pursuant to the EV Decision, UI requests that the Authority approve an additional allocation of 11 ports to UI's 2025–2027 Program Cycle for a total of 45 DCFC ports. Motion No. 5, p. 2; see also EV Decision, pp. 7, 41. UI contends that these 11 additional DCFC ports would be taken from the 29 "previously approved but unawarded Program Cycle 1 ports." Motion No. 5, p. 2. Moreover, UI

argues that an allocation of 45 DCFC ports "is sufficient but no more than necessary to allow for the effective administration of the 2026 DCFC application process." Id.

Pursuant to Order No. 18.b of the Authority's December 17, 2025 Decision in Docket No. 25-08-06, Annual EV Charging Program Review – Year 5 (Year 5 Decision), the EDCs are required to propose "modifications to the Program Area deployment targets" in the August 3, 2026 joint Annual Report filing the above-captioned docket. Year 5 Decision, pp. 53–54; Motion No. 5, p. 2. UI states that it will include in its Order No. 18.b compliance a proposed "appropriate port deployment goal to support the 2027 DCFC application process." Motion No. 5, p. 2. Finally, UI requests that the Authority rule on Motion No. 5 by May 22, 2026, in order to allow UI to "successfully award [additional] DCFC ports during this program year." Id.

III. AUTHORITY ANALYSIS

The Authority finds it inappropriate to allocate additional DCFC ports to UI's 2025–2027 Program Cycle port deployment targets without additional information and prior to the Final Decision in this docket. First, while UI states that the 2022–2024 Program Cycle had 29 unawarded DCFC ports, those 29 ports were themselves an additional allocation above what was originally established in the EV Decision. Additionally, the Authority finds it necessary to provide a full opportunity for stakeholder review and feedback regarding any increases in port deployment targets and thus the Program budget. Of note, the EV Charging Program is now subject to a budget cap of $20 million annually that must be considered when determining appropriate DCFC port allocations or any other program expenditure. General Statutes § 16-244dd(b). UI filed no budget information with its request for the allocation for 11 additional DCFC ports. The Authority must understand the full scope of Program port deployments in all Program Areas as well as the overall Program budget performance to date prior to approving any modifications that may have a material impact on the capped program budget. Accordingly, the Authority declines to approve an increase in UI's DCFC port deployment targets for the 2025–2027 program cycle at this time.

UI notes that it will provide, as part of its Order No. 18.b compliance, a proposed "appropriate port deployment goal to support the 2027 DCFC application process." The Authority finds that the EDCs' Order No. 18.b compliance is an appropriate avenue in which to assess and propose any modifications to the 2025–2027 Program Cycle DCFC port deployment targets. Accordingly, the Authority directs UI and Eversource to provide, no later than August 3, 2026, as part of its Order No. 18.b compliance, a detailed analysis and proposal regarding (1) total 2025–2027 Program Cycle deployment targets and performance to date (i.e., for all Program Areas); (2) Program actual expenditures in comparison to the proposed budget, and projections for Program Year 2027; and (3) a holistic port deployment goal proposal for each Program Area, including DCFCs, that takes into account actual port deployment performance to date and any projections regarding future Program interest and expenditures.

Accordingly, Motion No. 5 is denied without prejudice.

By the following commissioners,



Thomas H. Wiehl
Chairman



David Arconti, Jr.
Vice Chairman



Janice A. Beecher
Commissioner



Everett Smith
Commissioner



Holly H. Cheeseman
Commissioner

cc: Service List