STATE OF CONNECTICUT
PUBLIC UTILITIES REGULATORY AUTHORITY

March 10, 2026
In reply, please refer to:
Docket No. 26-08-06
Motion No. 3

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Re: Docket No. 26-08-06 – ANNUAL EV CHARGING PROGRAM REVIEW - YEAR 6

Dear Attorneys Crisp and Soter,

On February 2, 2026, The Connecticut Light and Power Company d/b/a Eversource Energy (Eversource) and The United Illuminating Company (UI) (together, the EDCs) submitted a motion for clarification (Motion No. 3) to the Public Utilities Regulatory Authority (Authority). In Motion No. 3, the Companies seek to clarify whether port deployment targets for any given segment not met during one program cycle are able to be added to the subsequent program cycle's target. The Authority provides clarification below.

The original port deployment target for direct current fast chargers (DCFC) for the 2022–2024 Program Cycle was 137. Decision, July 14, 2021, Docket No. 17-12-03RE04, PURA Investigation into Distribution System Planning of the Electric Distribution Companies –Zero Emission Vehicles (EV Decision), p. 28. In Program Year 1, the EDCs fully subscribed the 2022–2024 Program Cycle port deployment goal for the DCFC Program Area. Decision, Dec. 14, 2022, Docket No. 22-08-06, Annual Review of the Electric Vehicle Charging Program – Year 2 (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.[1] 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

[1] The Authority also allocated additional ports to the MUD and Destination Program Area deployment goals for the 2022–2024 Program Cycle. Year 2 Decision, pp. 16–18.

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 means the deployment targets are higher for the 2022–2024 Program Cycle for DCFCs (438) versus the 2025–2027 Program Cycle (172) and 2028–2030 (172). See Decision, Dec. 4, 2024, Docket No. 24-08-06, Annual EV Charging Program Review - Year 4, Appendix B (Table 1).

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 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.

In Motion No. 3, the EDCs note that one hundred thirty-eight (138) ports of the total 357 DCFC port deployment target were unawarded[2] for Eversource in the 2022–2024 Program Cycle, and 29 of the total 81 port deployment target were unawarded for UI. Motion No. 3, p. 2. The EDCs seek clarification on whether the ports not awarded in the 2022–2024 Program Cycle target can be added to the 2025–2027 Program Cycle target. Id. If they can be, Eversource's 2025–2027 Program Cycle target for DCFC would be the original 138 ports plus the 138 ports not awarded in the previous cycle, or a total of 276 ports. Id. For UI, the 2025–2027 Program Cycle target for DCFC would be the original 34 ports plus the 29 unwarded ports from the previous cycle, for a total of 63 ports. Id. Eversource only has 44 more DCFC ports to award during the 2025–2027 Program Cycle, while UI will has already exceeded its 2025–2027 DCFC port deployment target by 1 port. Motion No. 3, p. 3.

[2] "Unawarded ports are defined as those ports that were either not awarded, or awarded but subsequently canceled by either the Company or the Customer." Motion No. 3, p. 2, fn. 1.

The Authority clarifies that when additional ports were allocated in the Year 2 Decision and the Year 3 Decision, it was not established that ports not awarded in one Program Cycle target can be added to a subsequent Program Cycle target. Instead, the EV Decision and the Year 2 Decision established that 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. Therefore, because the EDCs report that they have nearly fully subscribed the 2025–2027 Program Cycle port deployment goal for the DCFC Program Area, the EDCs may file a motion to request to increase their EVSE deployment targets in a given program area.

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