

- 1. **Award No.**  
693JJ32540017
- 2. **Effective Date**  
See No. 17 Below
- 3. **Assistance Listings No.**  
20.205
- 4. **Award To**  
Connecticut Department of Energy & Environmental Protection  
Bureau of Air Management  
79 Elm Street  
Hartford, CT 06106-5127  
Unique Entity Id.: VZA5GCYZBJA7  
TIN No.: 86-1154163
- 5. **Sponsoring Office**  
U.S. Department of Transportation  
Federal Highway Administration  
Office of Acquisition & Grants Management  
1200 New Jersey Avenue, SE  
HCFA-43, Mail Drop E62-204  
Washington, DC 20590
- 6. **Period of Performance**  
From: Effective Date of Award  
To: September 30, 2030
- 7. **Total Amount**  
Federal Share: \$14,652,800  
Recipient Share: \$ 3,663,200  
Total: \$18,316,000
- 8. **Type of Agreement**  
Grant
- 9. **Authority**  
Infrastructure Investment and Jobs Act (IIJA)  
(Pub. L. 117-58, § 11401 November 15, 2021)  
codified at 23 U.S.C. 151
- 10. **Procurement Request No.**  
HEPN250030PR
- 11. **Federal Funds Obligated**  
Phase 1: \$1,465,280 obligated  
See Schedule D
- 12. **Submit Payment Requests To**  
See Article 13 of the General Terms and Conditions.
- 13. **Payment Office**  
See Article 13 of the General Terms and Conditions.
- 14. **Accounting and Appropriations Data**  
15X1220050.0000.060V406500.6801000000.41010.61006600, \$1,465,280
- 15. **Description of Project**  
Connecticut Electric Vehicle Infrastructure Grant - Community Component (formerly submitted as Connecticut Hydrogen and Electric Vehicle Infrastructure Grant)

**RECIPIENT**

16. **Signature of Person Authorized to Sign**

*Emma Cimino* 1/9/25  
 \_\_\_\_\_  
 Signature Date  
 Name: Emma Cimino  
 Title: Deputy Commissioner

**FEDERAL HIGHWAY ADMINISTRATION**

17. **Signature of Agreement Officer**

\_\_\_\_\_  
 Signature Date  
 Name: Sarah Tarpgaard  
 Title: Agreement Officer

## FEDERAL HIGHWAY ADMINISTRATION

### GRANT AGREEMENT UNDER THE FISCAL YEAR 2022 and FISCAL YEAR 2023 CHARGING AND FUELING INFRASTRUCTURE GRANT PROGRAM

This agreement is between the Federal Highway Administration (the “FHWA”) and the Connecticut Department of Energy & Environmental Protection (DEEP) (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a Charging and Fueling Infrastructure (“CFI”) Grant for the Connecticut Electric Vehicle Infrastructure Grant - Community Component (formerly submitted as Connecticut Hydrogen and Electric Vehicle Infrastructure Grant).

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

#### ARTICLE 1 GENERAL TERMS AND CONDITIONS.

##### 1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 and Fiscal Year 2023 Charging and Fueling Infrastructure (CFI) Grant Program” dated March 1, 2024, which is available at <https://www.fhwa.dot.gov/environment/cfi/resources/fy2022-2023-cfi-terms-conditions.pdf>. The General Terms and Conditions reference the information contained in the schedules A – K to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action which may include but is not limited to terminating the CFI grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the CFI Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2**  
**SPECIAL TERMS AND CONDITIONS.**

- 2.1** The Recipient acknowledges that the Project must be performed in compliance with the National Electric Vehicle Infrastructure Standards and Requirements under 23 CFR part 680 including but not limited to the data reporting requirements under 23 CFR 680.112.
  
- 2.2** The Recipient acknowledges the requirements, including the non-Federal cost share requirements applicable to contracting with Private Entity, in the FY 2022-2023 CFI Terms and Conditions document under section Article 12 titled Contracting and Subawards in section 12.8: Requirement to Contract with a Private Entity.

**SCHEDULE A  
ADMINISTRATIVE INFORMATION**

**1. Application.**

Application Title: Connecticut Hydrogen and Electric Vehicle Infrastructure Grant

Application Date: June 13, 2023

**2. Recipient's Unique Entity Identifier.**

See Page 1, Block 4 for recipient's UEI.

**3. Recipient Contact(s).**

Name: Paul Farrell

Title: Director, Bureau of Air Management – Planning & Standards Division

Agency Dept.: Connecticut Department of Energy & Environmental Protection

Mailing Address: 79 Elm Street, Hartford, CT 06106-5127

Phone Number: (860) 424-3389

Email Address: Paul.Farrell@ct.gov

**4. Recipient Key Personnel.**

<b>Name</b>	<b>Title or Position</b>
Pete Babich	Assistant Director, Bureau of Air Management – Planning & Standards Division
Paul Kritzler	Supervisor, Bureau of Air Management – Planning & Standards Division - Mobile Sources Group
Kaitlin Stern	Environmental Analyst 3, Mobile Sources Group
Joseph Stein	Fiscal Administrative Supervisor

**5. FHWA Project Contact(s).**

Sarah Tarpgaard, Agreement Officer (AO)

US DOT / FHWA Office of Acquisition and Grants Management

HCFA-43, Mail Stop E62-310

1200 New Jersey Avenue, S.E.

Washington, DC 20590

[sarah.tarpgaard@dot.gov](mailto:sarah.tarpgaard@dot.gov); (202) 493-3225

Agreement Officer Representative (AOR):  
FHWA Connecticut Division Administrator  
FHWA Connecticut Division Office  
450 Main Street, Suite 612  
Hartford, CT 06103  
(860) 659-6703

FHWA's CFI Grant Point of Contact (POC):  
Erik Shortell, Transportation Specialist  
FHWA Connecticut Division Office  
450 Main Street, Suite 612  
Hartford, CT 06103  
Erik.Shortell@dot.gov; (860) 494-7578

**6. Payment System.**

USDOT Payment System: DELPHI eInvoicing

**7. Office for Subaward and Contract Authorization.**

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

**8. Federal Award Identification Number.**

See Page 1, Block 1.

**9. Designated Subrecipient.**

Designated Subrecipient: None

**10. Subawards.**

Note: See 2 CFR 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

- (a) In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT Agreement Officer (AO) for the subaward, if the subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308(f)(6) and does not apply to procurement transactions for goods and services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.
- (b) The recipient's proposed subawards included in the recipient's application as cited in schedule A, section 1, as amended by schedule E, are hereby considered approved. This approval applies to all planned and proposed subawards, inclusive of those where the subrecipient name is identified in the original application/Schedule E, and to those where the subrecipient name is identified post-award during grant performance.

**SCHEDULE B  
PROJECT ACTIVITIES**

**1. General Project Description.**

Refer to the application title and date identified in schedule A section 1, which is incorporated by reference to this agreement. See schedule E for changes to the project described in the application.

**2. Statement of Work.**

Refer to the application title and date identified in schedule A section 1, which is incorporated by reference to this agreement. See schedule E for changes to the project described in the application.

**SCHEDULE C  
AWARD DATES AND PROJECT SCHEDULE**

**1. Award Dates.**

Budget Period End Date: See Page 1, Block 6.

Period of Performance End Date: See Page 1, Block 6.

**2. Estimated Project Schedule.**

<b>Milestone</b>	<b>Estimated Date</b>
Planned Construction Substantial Completion and Open to Traffic Date:	September 30, 2030

**3. Special Milestone Deadlines.**

<b>Milestone</b>	<b>Estimated Date</b>
Vendor selected (project administration)	April 1, 2025
Design and engineering of EV infrastructure initiated	June 1, 2025
Complete NEPA and SHPO review of installation projects	May 1, 2026
Final Design	August 1, 2026
Charging stations installation and electric hookup	November 1, 2029
Inspection of infrastructure locations completed	January 1, 2030
Contact Joint Office of Energy and Transportation, EV-ChART Team to gain access to EV-ChART.	January 2, 2030
Create outreach content, usage guidance, and other engagement materials	March 1, 2030
Begin operation and periodic maintenance, as required	March 1, 2030
Ongoing EV infrastructure operations	April 1, 2030

**SCHEDULE D  
AWARD AND PROJECT FINANCIAL INFORMATION**

**1. Award Amount.**

CFI Grant Amount: \$14,652,800 Federal Share

**2. Federal Obligation Information.**

Federal Obligation Type: Multiple

<b>Obligation Condition Table (for use in awards with Multiple Phases to be obligated separately)</b>		
	<b>Federal Share Portion of the CFI Grant</b>	<b>Obligation Condition</b>
Phase 1 Pre-NEPA	\$1,465,280	N/A – funded upon award
Phase 2 Construction and Operations	\$13,187,520	FHWA Division Office confirms the Recipient has met all the applicable Federal, and local requirements including NEPA approval.
Total Federal Share	\$14,652,800	

**3. Approved Project Budget.**

**Eligible Project Costs**

	<b>Phase 1</b>	<b>Phase 2</b>	<b>Total</b>
CFI Grant Funds:	\$1,465,280.00	\$13,187,520.00	\$14,652,800.00
Other Federal Funds:	\$0.00	\$0.00	\$0.00
State Funds:	\$0.00	\$0.00	\$0.00
Local Funds:	\$0.00	\$0.00	\$0.00
In-Kind Match:	\$50,000.00	\$250,000.00	\$300,000.00
Other Funds:	\$336,320.00	\$3,026,880.00	\$3,363,200.00
<b>Total:</b>	<b>\$1,851,600.00</b>	<b>\$16,464,400.00</b>	<b>\$18,316,000.00</b>

**4. Approved Pre-Award Costs**

**None.** The FHWA has not approved under this award any pre-award costs under 2 C.F.R. 200.458.



## **SCHEDULE E CHANGES FROM APPLICATION**

### **SEE Attachment 1 – Recipient’s Project Information Summary**

#### Partial Project Funding

The original application included, functionally, three (3) projects: two (2) community EVSE projects and one (1) corridor hydrogen project. USDOT selected one of these three projects for award of a CFI grant, as described below:

1. CFI Selected Project: The USDOT-selected community grant project that included installation of 96 DC fast chargers and eight (8) dual-port Level 2 chargers within seven (7) municipalities remains within the project scope of this grant award.
2. Not Selected: There was additionally a corridor hydrogen fueling station project that was not selected for funding and is therefore not part of this grant award. This project has been removed from the grant award value and budget.
3. Not Selected: Finally, there was a community EVSE project that would have funded the installation of EVSE at Hammonasset State Park that was not selected for funding and is therefore not part of this grant award. This project has been removed from the grant award value and budget.

#### Scope Changes:

##### DEEP Will Hire a Single Contractor in Lieu of Subgrants

The original application anticipated that DEEP would provide subgrants to each municipality to carry out the individual projects at each location. DEEP has determined that it will not proceed with subgrants and will instead hire a single Contractor to carry out administration of the project at each site. DEEP will also hire a contractor familiar with FHWA awards to assist DEEP with grant administration. This change will require phased funding, see Schedule D.

##### New Haven Location Change

The original application listed two installation locations in New Haven, one of which was proposed for Wooster Square along Chapel Street (approximately 41°18'18.74"N 72°55'3.9"W). Steven Winter, City of New Haven’s Executive Director of Climate & Sustainability, contacted DEEP to indicate that residents had expressed concerns about the Wooster Square location. Additionally, during a meeting with Mr. Winter, the Alder and Historic Wooster Square Association requested that the charging stations be installed on the edge of the neighborhood, rather than adjacent to the park. Mr. Winter and the City Engineer for City of New Haven indicated that the best location for the charging stations would be along Chapel Street, in front of the new City Health Department building.

DEEP contacted the electric utility, UI, regarding this potential location change. UI stated that this location passed screening analysis and that they do not anticipate needing any grid updates or changes for this location. Therefore, this installation location has been revised to the City Health Department at 424 Chapel Street, New Haven (approximately 41°18'12.7692"N 72°54'44.262"W).

Hartford Change in Number and Type of Chargers

The original application listed the following for two of the three Hartford locations:

- **Library Parking Lot at 166 Sheldon Street** (approximately 41°45'41.3"N 72°40'15.5"W); near I-91 exit – Install twelve (12) new DCFC chargers. This downtown charging infrastructure will serve both community residents and EVs traveling the I-91 corridor. According to CT DOT, approximately 100,000 vehicles travel along this section of I-91 daily. The station will have the capacity to serve more than 200,000 EVs annually.
- **Sheldon Lot at 141 Sheldon Street** (approximately 41°145'40.5"N 72°40'21.4"W); near I-91 exit – Install two (2) new dual port Level 2 chargers. This charging infrastructure will serve downtown Hartford EV users. Chargers will be located in a parking lot and benefit low-income and minority residents.

Due to a drafting error, the number and type of chargers at these two locations were swapped. Therefore, following are the corrected number and type of chargers at these locations:

- **Library Parking Lot at 166 Sheldon Street** (approximately 41°45'41.3"N 72°40'15.5"W); near I-91 exit – Install two (2) new dual port Level 2 chargers. This downtown charging infrastructure will serve both community residents and EVs traveling the I-91 corridor. According to CT DOT, approximately 100,000 vehicles travel along this section of I-91 daily.
- **Sheldon Lot at 141 Sheldon Street** (approximately 41°145'40.5"N 72°40'21.4"W); near I-91 exit – Install twelve (12) new DCFC chargers. This charging infrastructure will serve downtown Hartford EV users. Chargers will be located in a parking lot and benefit low-income and minority residents.

**Schedule Changes:**

The table below compares the Project milestone dates.

Milestone	Application	Agreement – Estimated Dates
DEEP completes subgrant agreements with identified Connecticut municipalities	1 month from grant award	DEEP will not proceed with subgrants. See Schedule E scope changes noted above.
Vendor procurement processes conducted in each city	2 months from grant award	One Contractor will carry out administration of the project at

		each site See Schedule E scope note above.
Vendor selected (Project Administration)	4 months from grant award	April 1, 2025
Design and engineering of EV infrastructure initiated	5 months from grant award	June 1, 2025
Complete NEPA and SHPO review of installation projects	10 months from grant award	May 1, 2026
Charging stations installation and electric hookup	16 months from grant award	November 1, 2029
Inspection of infrastructure locations completed	17 months from grant award	January 1, 2030
Contact Joint Office of Energy and Transportation, EV-ChART Team to gain access to EV-ChART.	N/A	January 2, 2030
Create outreach content, usage guidance, and other engagement materials	18 months from grant award	March 1, 2030
Begin operation and periodic maintenance, as required	18 months from grant award	March 1, 2030
Ongoing EV infrastructure operations	19-60 months from grant award	April 1, 2030
Planned construction substantial completion and open to traffic/project closeout	60 months from grant award	September 30, 2030

**Budget Changes:**

The portions of the original application not selected for award have been removed from the grant award value and budget.

Cost share source change

- Original: The original application indicated that, for the selected community project, the entire non-federal cost share (\$3,663,200.00) would be paid by the private entity.
- Changed: DEEP will commit approximately \$300,000.00 in in-kind match to the project. DEEP anticipates that the remaining cost share (approximately \$3,363,200.00) will be contributed by the private entity.

The table below provides a summary comparison of the Project budget.

<b>Fund Source</b>	<b>Application</b>		<b>Schedule D</b>	
	<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Previously Incurred Costs</b>				
Federal Funds	\$0.00	0%	\$0.00	0%
Non-Federal Funds	\$0.00	0%	\$0.00	0%
Total Previously Incurred Costs	\$0.00	0%	\$0.00	0%
<b>Future Eligible Project Costs</b>				
CFI Funds	\$53,516,609.60	80%	\$14,652,800.00	80%
Other Federal Funds	\$0.00	0%	\$0.00	0%
Non-Federal Funds	\$13,379,152.40	20%	\$3,663,200.00	20%
Total Future Eligible Project Costs	\$66,895,762.00	100%	\$18,316,000.00	100%
Total Project Costs	\$66,895,762.00	100%	\$18,316,000.00	100%

**Other:**

There are no other notable changes from the application.

**SCHEDULE F**  
**CFI PROGRAM DESIGNATIONS**

**1. Corridor or Community Designation.**

Corridor-Community Designation: Community

**2. Funding Source.**

Funding Source: Highway Trust Funds (Infrastructure Investment and Jobs Act (Pub. L. 117–58, § 11101(b)(1)(A) November 15, 2021)

**3. Security Risk Designation.**

Security Risk Designation: Low

**4. Funding Act.**

Infrastructure Investment and Jobs Act (Pub. L. 117–58, § 11401 November 15, 2021).

**5. Funds Obligation.**

Base Award: The amount of Federal funds obligated to the base award are listed on Page 1, Block 11. These funds are considered obligated upon FHWA signature on Page 1.

Amendments: If not fully funded by the base award, additional funding may be obligated to the award by FHWA’s execution of an agreement amendment. Each amendment will list the amount of Federal funds obligated by the amendment. These funds are considered obligated upon FHWA signature on the amendment.

All awards of FY 2023 CFI Program funding are available for obligation through September 30, 2026. Once funds are obligated by FHWA, CFI Program funds are available until expended.

\*For phased awards using multiple obligations as described in Schedule D, the Recipient must satisfy the Phase 2 Obligation Condition listed in Schedule D, Obligation Condition Table, by August 1, 2026, to allow FHWA sufficient time to obligate CFI FY 2023 funds prior to the obligation deadline of September 30, 2026.

**SCHEDULE G**  
**CFI PERFORMANCE MEASUREMENT INFORMATION**

**Study Area:**

Measurements will be conducted throughout Connecticut, specifically at the following locations:

1. Barkhamsted
  - a. Barkhamsted Town Hall at 67 Ripley Hill Road.
2. Bridgeport
  - a. Brewport Brewing Co. at 225 South Frontage Road.
  - b. Boca Oyster Bar/Steelpointe Harbor at 10 East Main Street.
3. East Hartford
  - a. Silver Lane Plaza at 818-850 Silver Lane.
4. Groton
  - a. Groton Public Library at 52 Newtown Road.
5. Hartford
  - a. Library Parking Lot at 166 Sheldon Street.
  - b. MAT Garage at 55 Chapel Street South.
  - c. Sheldon Lot at 141 Sheldon Street.
6. New Haven
  - a. Wilber Cross Athletic Fields Parking Lot at 31 Mitchell Drive.
  - b. City Health Department at 424 Chapel Street.
7. Stamford
  - a. Bedford Street Parking Garage at 17 Forest Street.
  - b. Summer Street Parking Garage at 25 Summer Place.

Measurements will only consider charging stations installed as part of this project. Pre-existing charging stations and non-federal funded EVSE will not be included in measurement data.

**Baseline Measurement Date:** May 1, 2026

**Baseline Report Date:** August 1, 2026

**Table 1: Performance Measure Table**

<b>Measure</b>	<b>Category and Description</b>	<b>Measurement Frequency</b>
Number of EV charging ports (operational)	Number of EV charging ports that are operational (open for use by the public) as part of the grant project. For EV chargers, report by type (e.g., DCFC and Level 2).	Quarterly
23 CFR 680.112 Reporting (EV Charging only)	Data reporting after each EV charging port is operational, as required by 23 CFR	One Time, Quarterly, and Annually

<b>Measure</b>	<b>Category and Description</b>	<b>Measurement Frequency</b>
	680.112. Reporting using EV-ChART is required.	Refer to EV ChART Guidance.

**SCHEDULE H  
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS**

**Consideration of Climate Change and Environmental Justice Impacts.**

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
X	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
X	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
X	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
X	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
X	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>



X	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
X	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

**Supporting Narrative.**

**1. The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions**

This project, in so far as it supports the transition to electric vehicles, which produce less climate pollution, supports the State’s statutory climate goals known as the Global Warming Solution Act (GWSA). The GWSA, codified in § 22a-200a of the Connecticut General Statutes (C.G.S.), establishes greenhouse gas emissions reduction goals including:

- (1) Not later than January 1, 2020, to a level at least 10 percent below the level emitted in 1990;
- (2) Not later than January 1, 2030, to a level at least 45 percent below the level emitted in 2001;
- (3) Not later than January 1, 2040, to a level of 0 percent from electricity supplied to electric customers in the state; and
- (4) Not later than January 1, 2050, to a level at least 80 percent below the level emitted in 2001.

## **2. The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions**

DEEP has established equity goals through the [Connecticut Equity and Environmental Justice Advisory Council](#) (CEEJAC). CEEJAC, working with the DEEP Environmental Justice team, has established general principles for projects across the agency to incorporate in future planning efforts. These principles are perhaps best established in the DEEP [Priority Climate Action Plan](#) (PCAP) and associated documents.

## **3. The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities**

The project application utilized Connecticut's GIS mapping tool to determine project locations that support EVSE development in Connecticut defined Environmental Justice neighborhoods. This tool can be found at: [Connecticut Environmental Justice Communities Map](#).

Additionally, the project application utilized the EJSCREEN tool to determine that traffic proximity and volume in the larger targeted urban areas ranges between the 66<sup>th</sup> and 92<sup>nd</sup> percentile in Connecticut. Poor air quality is a systemic issue that low-income individuals and people of color face. Health disparities are also concentrated in economically-distressed areas. There is a strong link in these neighborhoods between poverty and chronic disease. Air pollution reductions will help to improve health outcomes.

## **4. The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions/The Project promotes energy efficiency**

The project application indicated the following specifications:

- Power should be flexibly shared across the site, on a minute-by-minute basis, in no more than 40kW increments, so that no power is wasted on stalls where a vehicle is plugged in and not using full power.
- Power sharing capabilities must happen across at least eight (8) stalls.
- Equipment must have the ability to collocate under existing totalizer for building electric bill and co-manage the power with the building (where available), to minimize cost of power and strain on grid.
- Equipment should be upgradeable to bi-directional so that power can go back to the building/grid during extreme demand moments.

## **5. The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both/The Project supports the installation of electric vehicle charging stations**

The project scope is expressly for the installation of electrification infrastructure in the form of 96 DCFC and 8 dual-port Level 2 chargers across the state. In addition to the

chargers, DEEP and the Contractor will work with local utilities to ensure that charging infrastructure, including any necessary transmission upgrades are futureproofed and sufficient for expanded EV use.

## **6. The Project improves disaster preparedness and resiliency**

This project improves disaster preparedness and resiliency insofar as it increases the number of publicly available DCFC chargers along major travel routes in Connecticut, including the I-95, I-91 and I-84 corridors. Providing fast charging along these corridors, particularly the I-95 corridor which abuts the Long Island Sound, will improve the ability of those needing to move or evacuate due to a national disaster.

The project will also help to build Connecticut's resilience to natural disasters as EVs can help mitigate the risks of severe weather events. Equipped with appropriate bidirectional (two-way) charging equipment, EVs can provide a backup source of power to keep disaster shelters, community centers, medical offices, emergency services, and other services in operation. Being mobile, EVs can drive to areas where there is no outage or there is a source of resilient local generation, such as an EV charging station powered by solar, to be recharged and then return to the community and resume delivering power. They need no special shipments of generators or fuel. Their very mobility is one of their biggest advantages. They can even be deployed to neighborhoods to serve as mobile charging hubs for cell phones and medical devices. Widespread use of EVs could also help avoid blackouts and brownouts by shifting power supply from low-demand to high-demand periods. This is why many electric utilities are actively supporting early-stage vehicle-to-grid programs.

## **7. The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity**

This project will support the transition to EVs, which will lead to the reduction in criteria pollutants from mobile sources in Connecticut. Connecticut is in non-attainment for both the 2008 and 2015 EPA National Ambient Air Quality Standards (NAAQS). It is a central strategy for DEEP to support the transition to cleaner mobile sources, through the adoption of policies to support electrification. Connecticut adopted the California Low Emission Vehicle and Zero Emission Vehicle standards from 2008 through 2025 to support vehicle electrification and reduce mobile source emissions.

The project will also improve stormwater management. After a storm event, rain that falls onto impervious surfaces like paved roads and parking lots flows as runoff into storm drains. As runoff moves across land, the stormwater picks up the pollutants in its path, including motor oils and gasoline found on pavements. This stormwater runoff is finally released to the nearest downstream waterway. Polluted runoff can negatively impact a receiving waterbody, resulting in ecological and human health consequences.

Downtown runoff in Connecticut is a serious threat to the Long Island Sound. Petroleum products spilled or dumped into the Long Island Sound may be carcinogenic and can remain for long periods of time, accumulating in the tissue of fish and shellfish. Stormwater runoff can also increase the temperature in receiving waters. Supporting a transition to EVs through installation of EVSE can significantly reduce water pollution from toxic chemicals and heavy metals prevalent in gasoline-powered vehicles.

Lastly, EV manufacturers are using and improving eco-friendly materials to build lighter, more efficient vehicles. All-natural or recycled materials minimize the environmental impact both during and after the EV production process.

### **8. The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project**

As stated above, five (5) of the seven (7) cities where EVSE will be installed are considered distressed municipalities according to the Connecticut Department of Economic and Community Development. Therefore, this project directly benefits people living and working in environmental justice communities.

The project will lower the urban heat island effect because cooler cities are a benefit of EVs. Switching from conventional gas-burning vehicles to EVs will have a positive impact on the urban heat island effect in Connecticut's cities, an observation that downtown tends to be hotter than the surrounding rural area.

This project will also mitigate negative environmental/health impacts on disadvantaged residents. People are the product of their environment. Transportation-related air pollution is linked to health disparities. Reducing air pollution from the mobile source sector will help to address the health impacts in the communities where these vehicles travel. The public support of EVs within these municipalities could induce others to move towards the purchase and use of EVs while also reducing vehicle-related emissions along major highways, and through many environmental justice or overburdened communities.

The amount of noise that EVs produce is also much lower than traditional petroleum or diesel cars. Studies have shown that there are direct links between noise and health. Problems related to noise include stress-related illnesses, high blood pressure, speech interference, hearing loss, sleep disruption, and lost productivity.

The proposed project will invest resources into the revitalization of areas that will provide low-income minority residents with improved transportation choices, as well as promote upward economic mobility. Federal resources will help ameliorate historic inequities by reducing obstacles that systematically and structurally block individuals from equal access to economic opportunities. The proposed project's plan to install charging infrastructure in underserved neighborhoods will expand adoption of EVs among distressed populations. The targeted area will experience no negative impacts through charging station installation. Quality of life will improve in the community in several important ways:

- ***Affordable transportation options for disadvantaged residents:*** The EV infrastructure project was developed to provide safe, reliable, and economical transportation choices to the underserved areas in Bridgeport, East Hartford, Groton, New Haven, and Stamford. EVs are often not an option because there are few garages in dense urban areas with small lot sizes. Nearby charging stations will enable residents to consider EV adoption.
- ***Lower transportation and housing costs:*** Car ownership is expensive and often unaffordable for lower income populations. Eliminating fuel expenses with EVs has the potential to drastically reduce the cost of living in Connecticut.
- ***Removal of transportation barriers:*** ADA compliance measures will provide enhanced opportunities for seniors and persons with disabilities to purchase EVs. Following Universal Design principles, EV infrastructure will be developed to serve those with mobility challenges.
- ***Connectivity to good-paying jobs, health care, and other critical destinations:*** The economic prosperity of a community is dependent on its ability to move people and goods. However, that mobility is constrained in some Connecticut municipalities by limited transportation choices. CFI investment is critical to helping connect people with employment, education, health care, and other important destinations. The proposed improvements will enable residents and the goods produced in the project area to move efficiently about the community and region with EVs.
- ***Enhanced multimodal transportation network:*** EV charging locations in places like Stamford are near intermodal transportation centers. These downtown charging stations will encourage EV drivers to park once and take advantage of bus, bike, and walking infrastructure for last-mile trips.
- ***Better land use and neighborhood revitalization:*** The project has the potential to revitalize economically-distressed neighborhoods. EV infrastructure will complement transit-oriented development efforts and promote a variety of housing options, commercial/retail opportunities, parks, and other amenities. Transportation upgrades will help to leverage planned mixed-use, infill development in many Connecticut cities. CFI funding will also support smart growth efforts that encourage location-efficient housing. Particular care will be taken to ensure that lower-income residents are able to remain in these areas as a result of federal investment.
- ***Improved health outcomes:*** Historically, traffic pollution disproportionately impacts underserved neighborhoods. The EJSCREEN tool indicates that traffic proximity and volume in the larger targeted urban areas ranges between the 66<sup>th</sup> and 92<sup>nd</sup> percentile in Connecticut. Poor air quality is a systemic issue that low-income individuals and people of color face. Health disparities are also concentrated in economically-distressed areas. There is a strong link in these neighborhoods between poverty and chronic disease. Air pollution reductions will help to improve health outcomes.

Community Participation Plans will be developed to inform project planning in the municipalities. Because many of these neighborhoods have historically been marginalized and neglected, the engagement process will be tailored to the needs of the area and will amplify voices that may not have been traditionally included in planning processes. Project leaders will communicate planning intentions, impacts, and design concepts through social media, city web sites, newsletters, and other outreach tools. Design concepts and plans with

be shared with residents and local businesses through community forums and public meetings. The Contractor and municipalities will work closely with community groups and other institutions to gather feedback on the project.

**SCHEDULE I  
EQUITY AND BARRIERS TO OPPORTUNITY**

**Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.**

The Recipient states that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
X	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

## Supporting Narrative.

**1. The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project**

DEEP seeks to ensure that small, minority-owned and disadvantaged businesses have equal opportunities to participate as direct suppliers, contractors and subcontractors on all State and federally funded projects. Thus, DEEP adheres to guidelines and regulations of the [State of Connecticut Minority and Small Contractor's Set Aside Program](#) for State-funded programs which requires State agencies to set aside a portion of their annual budget for procurements to small and minority businesses that are registered with the Set-Aside Program. The Contractor will advertise the EV infrastructure installation projects and the operation/maintenance activities with a preference for local DBEs, minority-owned businesses, women-owned businesses, and 8(a) firms. The bidding process will provide opportunities for these companies to compete for the work.

Contractor will include local hiring provisions in planning and construction contracts that support the ability of area residents to benefit from federal infrastructure investment in their neighborhoods. Contractor will also encourage competing firms to include apprenticeship opportunities for local low-income individuals, women, people of color, and others that are underrepresented in infrastructure jobs (e.g., people with disabilities, people with convictions).

**2. The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation**

Municipal projects will remedy past barriers to opportunity by following special design guidelines to accommodate people with disabilities, including compliance with equipment height requirements, slope of terrain, and the minimum percentage of accessible spaces. When planning ADA-compliant EV charging stations, Contractor will consider accessibility, ease of use, and safety for disabled drivers and vehicle occupants, including those using wheelchairs or other assistive equipment. Key considerations will include ensuring adequate space for exiting and entering the vehicle, unobstructed access to the charger, free movement around the charger and connection point on the vehicle, and clear paths and proximity to building entrances. Contractor will comply with all ADA requirements identified above. This will include considering cord placement during charging and when stored to eliminate obstructions and tripping hazards. Larger, wheelchair-accessible charging stations will also be available at various sites.

The project will also be a multimodal mobility investment because EV charging locations in places like Stamford are near intermodal transportation centers. These downtown



charging stations will encourage EV drivers to park once and take advantage of bus, bike, and walking infrastructure for last-mile trips.

**3. The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities**

Some municipal charging locations will be able to support local medium-duty EV vehicles, including Class 3 and 4 vans.

**4. The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity**

The growth of EV infrastructure will precipitate the need for more trained workers. The Contractor, the State, and municipalities will work cooperatively with trade schools, community colleges, centers of technology, and universities to expand educational opportunities in the EV sector. EV infrastructure installation, operation, and maintenance training will help prepare workers for these emerging careers.

**SCHEDULE J  
LABOR AND WORK**

**Efforts to Support Good-Paying Jobs and Strong Labor Standards**

The Recipient states that rows marked with “X” in the following table are accurate:

	The Recipient or a project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
X	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
X	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

X	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> <li>a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;</li> <li>b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements;</li> <li>c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</li> <li>d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</li> <li>e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and</li> <li>f. maintaining robust anti-retaliation measures covering employees and contractors.</li> </ul> <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
	<p>The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i></p>
	<p>The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i></p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

**Supporting Narrative.**

**1. The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures**

Contractor will include local hiring provisions in planning and construction contracts that support the ability of area residents to benefit from federal infrastructure investment in their neighborhoods. The Contractor and the municipalities will also encourage competing firms to include apprenticeship opportunities for local low-income individuals,

women, people of color, and others that are underrepresented in infrastructure jobs (e.g., people with disabilities, people with convictions).

**2. The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project**

The Contractor, municipalities, and the State will work cooperatively with trade schools, community colleges, centers of technology and universities to expand educational opportunities in the EV sector. EV infrastructure installation, operation, and maintenance training will help prepare workers for these emerging careers.

**3. The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs**

Connecticut workers have strong labor protections above the federal floor in many instances. DEEP, the Contractor, and the participating municipalities will work cooperatively with area unions to plan the proposed work and connect them with trade schools/community colleges and centers of technology to help launch EV infrastructure training.

**4. The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity**

DEEP is an Affirmative Action and Equal Opportunity Employer that is committed to complying with the Americans with Disabilities Act. Pursuant to Federal and State law, DEEP strictly prohibits discrimination, including sexual harassment and harassment based on all of the following legally protected classes: race, color, religious creed, age, sex, pregnancy, sexual orientation, gender identity or expression, marital status, national origin, ancestry, intellectual disability, genetic information, learning disability, physical disability (including, but not limited to, blindness), mental disability (past/present history thereof), military or veteran status, status as a victim of domestic violence, or criminal record. DEEP employees are required to complete periodic Sexual Harassment and Prevention Training. See DEEP's [Affirmative Action Policy Statement](#), [Americans with Disabilities Act Policy](#), [Anti-Harassment and Discrimination Policy](#), and [Discrimination Complaint Process Policy Document](#).

**SCHEDULE K  
CIVIL RIGHTS AND TITLE VI**

**1. Recipient Type Designation.**

Recipient Type Designation: Existing

Existing Award Program: ALN 20.219

**2. Title VI Assessment Information.**

This section is not applicable because the Recipient Type Designation is “Existing.”

## Attachment 1 – Recipient’s Project Information Summary

NOTE: The original application included three separate projects. FHWA selected only one of the three projects to receive CFI funding under this grant. Given the information for the one selected project was spread across many pages and different sections of the original application, the recipient has created the following summary to provide relevant information regarding the selected project and the activities the recipient will perform under this CFI grant award.

### Project Summary

This project will expand electric vehicle supply equipment/infrastructure (EVSE) access throughout Connecticut by funding installation of eight (8) dual-port Level 2 charging stations and ninety-six (96) direct-current fast chargers (DCFC) in seven (7) cities across the State, which represent small, rural, mid-size, and large populations. Many of the proposed EV chargers will serve both community and corridor purposes.

Note: An equity analysis supported the selection of these sites, as they were identified as “disadvantaged” by the White House Council on Environmental Quality’s Climate and Economic Justice Screening Tool and/or Argonne National Laboratory’s EV Charging Justice40 Map Tool. Five (5) of the seven (7) cities (Bridgeport, East Hartford, Groton, Hartford, and New Haven) are considered distressed municipalities according to the Connecticut Department of Economic and Community Development. While Stamford is not considered a distressed municipality, the two (2) Stamford sites are in close proximity to several 2023 environmental justice (EJ) block groups.

The recipient and municipalities will partner with the private sector to provide turnkey services, including installation, operations, and maintenance of the charging infrastructure. Federal investment will support EV rollout, advance the local greenhouse gas reduction and sustainability goals, and improve quality of life in underserved neighborhoods.

The recipient intends to install EVSE at the following locations:

#### Barkhamsted

- **Barkhamsted Town Hall at 67 Ripley Hill Road** (approximately 41°54'45.3"N 72°59'21.0"W – 41°54'45.3"N 72°59'21.0"W) – Install two (2) new dual-port Level 2 chargers. This charging infrastructure will serve solely a community purpose. Chargers will be located near a school and general store on a state road. There are no public charging stations currently available in this rural part of North Central Connecticut. The site is owned by the Town of Barkhamsted. An estimated 100-200 EVs will be served annually.

#### Bridgeport

- **Brewport Brewing Co. at 225 South Frontage Road** (approximately 41°10'15.2"N 73°11'30.2"W); near Interstate 95 (I-95) exit – Install twelve (12) new DCFC chargers. Located in a disadvantaged census tract, this charging infrastructure will serve both community residents as well as EVs traveling the I-95 corridor. The

property is in private ownership, but leasing options will be available for the spaces. Food and bathrooms are available onsite. According to Connecticut Department of Transportation (CT DOT), approximately 150,000 vehicles travel along this section of I-95 daily. The station will have the capacity to serve more than 200,000 EVs annually.

- **Boca Oyster Bar/Steelpointe Harbor at 10 East Main Street** (approximately 41°10'33.2"N 73°10'52.0"W); near I-95 exit – Install twelve (12) new DCFC chargers. Located in a disadvantaged census tract, this charging infrastructure will serve both community residents as well as EVs traveling the I-95 corridor. The property is in private ownership, but leasing options will be available for the spaces. A Bass Pro Shops retail establishment is located across the street from the site. According to CT DOT, approximately 150,000 vehicles travel along this section of I-95 daily. The station will have the capacity to serve more than 200,000 EVs annually.

#### East Hartford

- **Silver Lane Plaza at 818-850 Silver Lane** (approximately 41°45'55.6"N 72°36'28.9"W); near I-84 exit – Install two (2) new dual-port Level 2 chargers. This charging infrastructure will serve both community residents as well as EVs traveling the I-84 corridor. The site is owned by the City of East Hartford. According to CT DOT, approximately 175,000 vehicles travel along this section of I-84 daily. An estimated 3,000 EVs will be served annually.

#### Groton

- **Groton Public Library at 52 Newtown Road** (approximately 41°20'54.1"N 72°01'47.8"W) – Install two (2) new dual-port Level 2 chargers. The site is owned by the Town of Groton and is located in rural Southeastern Connecticut. Charging infrastructure will be installed within a disadvantaged census tract. An estimated 3,000 EVs will be served annually.

#### Hartford

- **Library Parking Lot at 166 Sheldon Street** (approximately 41°45'41.3"N 72°40'15.5"W); near I-91 exit – Install two (2) new dual port Level 2 chargers (this is a change from the original application). This downtown charging infrastructure will serve both community residents and EVs traveling the I-91 corridor. According to CT DOT, approximately 100,000 vehicles travel along this section of I-91 daily.
- **MAT Garage at 55 Chapel Street South** (approximately 41°46'09.8"N 72°40'26.8"W); near I-84 and I-91 exits – Install twelve (12) new DCFC chargers. This downtown charging infrastructure will serve both community residents as well as EVs traveling the I-84 and I-91 corridors. According to CT DOT, approximately 175,000 vehicles travel along this section of I-84 daily. The station will have the capacity to serve more than 200,000 EVs annually.
- **Sheldon Lot at 141 Sheldon Street** (approximately 41°145'40.5"N 72°40'21.4"W); near I-91 exit – Install twelve (12) new DCFC chargers (this is a change from the

original application). This charging infrastructure will serve downtown Hartford EV users. Chargers will be located in a parking lot and benefit low-income and minority residents.

#### New Haven

- **Wilber Cross Athletic Fields Parking Lot at 31 Mitchell Drive** (approximately 41°19'16.0"N 72°54'21.5"W); near I-91 exit and U.S. 1 – Install twelve (12) new DCFC chargers. Located in a disadvantaged census tract, this charging infrastructure will serve both community residents and EVs traveling the I-84 and I-91 corridors. The site is owned by the City of New Haven and is near athletic fields, a brewery, and a food hall. New Haven has competitively procured a vendor. According to CT DOT, approximately 140,000 vehicles travel along this section of I-95 daily. The station will have the capacity to serve more than 200,000 EVs annually.
- **Originally proposed location of Wooster Square along Chapel Street** (approximately 41°18'18.74"N 72°55'3.9"W), **now revised to the City Health Department at 424 Chapel Street** (approximately 41°18'12.7692"N 72°54'44.262"W); near I -91 – Install twelve (12) new 200kW DCFC chargers. Located in a disadvantaged census tract, this charging infrastructure will serve community residents. New Haven has competitively procured a vendor. The station will have the capacity to serve more than 200,000 EVs annually.

#### Stamford

- **Bedford Street Parking Garage at 17 Forest Street** (approximately 41°03'23.7"N 72°32'14.7"W); near I-95 exit – Install twelve (12) new DCFC chargers. Located in a disadvantaged census tract, this downtown charging infrastructure will serve both community residents and EVs traveling the I-95 corridor. The site is owned by the City of Stamford. According to CT DOT, approximately 150,000 vehicles travel along this section of I-95 daily. The station will have the capacity to serve more than 200,000 EVs annually.
- **Summer Street Parking Garage at 25 Summer Place** (approximately 41°03'16.5"N 72°32'28.9"W); near I-95 exit and Stamford Intermodal Transportation Center – Install twelve (12) new DCFC chargers. Located in a disadvantaged census tract, this downtown charging infrastructure will serve both community residents and EVs traveling the I-95 corridor. The site is owned by the City of Stamford. According to CT DOT, approximately 150,000 vehicles travel along this section of I-95 daily. The station will have the capacity to serve more than 200,000 EVs annually.

The recipient intends to use a contractor familiar with FHWA awards to assist with grant administration and oversight. The recipient intends to use a single contractor/vendor to install and/or operate the project at each site. The selected vendor or their subcontractors deploying the charging infrastructure (contractor) will be responsible for charging station hardware purchase and installation, as well as operation, management, maintenance, and upgrades of the equipment. The contractor will provide all equipment and materials necessary for the charger installation and operation, will provide all construction services, and during the warranty period,



will ensure the charging equipment is operational 98 percent of the time. The recipient intends to give preference to vendors that can run the sites themselves and be responsible for all elements of the project, including construction, equipment, equipment maintenance, and upgrades. The contractor will assist the recipient's compliance efforts with all federal, State, and municipal laws, regulations, and ordinances applicable to the installation of public EV charging stations.

## **Safety**

All project sites will undergo extensive planning to ensure that charger installation does not present hazards to any roadway user group. Because charging infrastructure will be new construction/installation and not retrofits, engineers will be free to integrate design features to mitigate any potential safety risks.

EV charging stations will be clearly defined onsite. Above-ground signs will identify EV charging spaces in parking lots. Striping in a different color will help to define the spaces. Additionally, a counterweight system will be employed to ensure ease of operation for all EV users.

To the extent applicable and possible, the project's charger locations will adhere to the following best practices for promoting safety:

- Siting and station design to ensure visibility for all rights-of-way (ROWs) connected to the sites;
- Adequate lighting at all times of day;
- Placing chargers along parking lot edges and near the front of parking spaces to minimize the distance between the charger and the charge port on the vehicle;
- Making use of existing bollards and other physical barriers/installing concrete-filled steel bollards or other acceptable means of protection around the charging station, power block, and any other ancillary equipment to ensure the EV infrastructure is adequately protected from vehicles.
- Keeping cables off of sidewalks/walkways to reduce tripping hazards;
- Using cable retraction systems that prevent cables from hitting the ground and creating trip hazards;
- Video surveillance (security cameras will watch over the charging stations and provide a clear view of the license plate of each EV that pulls into the space);
- Emergency call boxes (call boxes will be available at the municipal stations to alert authorities in the event of an onsite emergency);
- Fire prevention (fire suppression equipment will be installed at municipal charging infrastructure locations to minimize risk);
- Charger locks; and
- Ground-fault protection devices (Electrical shock or ground fault is the accidental contact of the conductor and the grounding. This may be caused by insulation breakdown due to the presence of dust or moisture along the circuit. Ground-fault protection devices will be installed to prevent drivers from getting electrocuted if they

pick up a faulty charging nozzle. This works by monitoring the output side and automatically shutting off power once it detects any earth leakage.)

Cities/Contractor will adopt the following cybersecurity strategies to protect the safety of data collected at the EV infrastructure stations:

- Tools to prevent tampering and illegal surveillance of payment devices;
- User identity and access management;
- Monitoring and detection;
- Incident prevention and handling;
- Configuration, vulnerability, and software update management; and
- Third-party cybersecurity testing and certification.

In 2023, many of the partner cities received USDOT Safe Streets and Roads for All grant funding to develop Safety Action Plans. These planning activities will inform and work in conjunction with EV infrastructure development to promote roadway safety at the initial design and engineering levels, boosting safety outcomes and eliminating the need for costly retrofits. EV charger locations identified for this installation project will be shared with the Safety Action Plan project teams to ensure project sites meet broader safety objectives.

Using a Safe System Approach, EV charging infrastructure will be developed, operated, and maintained with a focus on public road safety. Potential conflicts with non-motorized and public transportation travel in multimodal corridors will also be addressed through safe design and countermeasures.

## **Planning**

The technical and engineering aspects of the project will be determined once vendor selections have been made. Requirements listed in 23 CFR Part 680 (published on February 28, 2023) will be included in the project design because DEEP and the Contractor's Requests for Proposals (RFP) will require compliance with current EVSE federal standards and requirements.

## **Disadvantaged Business Enterprise Participation**

DEEP seeks to ensure that small, minority-owned and disadvantaged businesses have equal opportunities to participate as direct suppliers, contractors and subcontractors on all State and federally funded projects. Thus, DEEP adheres to guidelines and regulations of the [State of Connecticut Minority and Small Contractor's Set Aside Program](#) for State-funded programs which requires State agencies to set aside a portion of their annual budget for procurements to small and minority businesses that are registered with the Set-Aside Program. The Contractor will advertise the EV infrastructure installation projects and the operation/maintenance activities with a preference for local DBEs, minority-owned businesses, women-owned businesses, and 8(a) firms. The bidding process will provide opportunities for these companies to compete for the work.

## **Local Hiring and Apprenticeship Opportunities**

Contractor will include local hiring provisions in planning and construction contracts that support the ability of area residents to benefit from federal infrastructure investment in their neighborhoods. Contractor will also encourage competing firms to include apprenticeship opportunities for local low-income individuals, women, people of color, and others that are underrepresented in infrastructure jobs (e.g., people with disabilities, people with convictions).

## **Workforce Development and Stronger Unions**

All installation, operation, and maintenance of EV charging stations will be conducted by qualified technicians. Currently, there are limited chargers within many of the identified communities. The growth of such infrastructure will precipitate the need for more trained workers. DEEP, municipalities and the Contractor will work cooperatively with trade schools, community colleges, centers of technology, and universities to expand educational opportunities in the EV sector. EV infrastructure installation, operation, and maintenance training will help prepare workers for these emerging careers.

Connecticut workers have strong labor protections above the federal floor in many instances. DEEP, municipalities, and the Contractor will work cooperatively with area unions to plan the proposed work and connect them with trade schools/community colleges and centers of technology to help launch EV infrastructure training.

## **Coordination and Public Engagement**

Within Connecticut municipalities, much public coordination has already taken place to support EV infrastructure installation. Communities have hosted numerous public meetings gathering input on ways to improve transportation options locally. City elected leaders, businesses, and residents have attended planning workshops and provided feedback on proposed transportation solutions, including EV infrastructure rollout. These localities have also used social media, written communications, and other tools to solicit feedback and engage residents. This input has helped to shape the project.

Going forward, Community Participation Plans will be developed to inform project planning in the seven (7) municipalities. Because many of these neighborhoods have historically been marginalized and neglected, the engagement process will be tailored to the needs of the area and will amplify voices that may not have been traditionally included in planning processes. Project leaders will communicate planning intentions, impacts, and design concepts through social media, city web sites, newsletters, and other outreach tools. Design concepts and plans will be shared with residents and local businesses through community forums and public meetings. The Contractor will work closely with community groups and other institutions to gather feedback on the project.

## **Energy Source and Storage Needs**

ROW and energy storage needs will be evaluated once project Contractor has been selected. Regarding energy needs, DEEP (which includes the Connecticut Public Utilities Regulatory Authority) and the Contractor will work with vendors and utilities to identify locations where projects can be placed to minimize electric grid impacts.

## **Project Approvals**

State and local approvals will be secured for EV infrastructure to be installed within Connecticut municipalities. These cities expect to receive a Connecticut Environmental Policy Act (CEPA) Categorical Exclusion when ready to construct. The State Historic Preservation Office (SHPO) will also need to confirm that historic resources will not be affected, and the U.S. Fish and Wildlife Service will have to uphold that no rare/endangered species are likely to be harmed.

## **Inclusion in Relevant Planning Documents**

Metropolitan and regional transportation plans across the State indicate the need to reduce greenhouse gas emissions, support alternative fuel vehicles, and promote equity and mobility for disadvantaged residents. The proposed EV infrastructure projects align with these plans. The Contractor will work to include specific language about EV infrastructure installation language in relevant planning documents.

## **Project Risks**

Long-term, the project poses few construction barriers. Potential construction mitigation strategies might include:

- *CEPA or NEPA delays:* The Contractor will consult with CT DOT, which administers National Environmental Policy Act (NEPA) reviews on behalf of USDOT for federal-aid projects. The project will likely receive a Categorical Exclusion, pending SHPO documentation that historic resources will not be affected and notice from the U.S. Fish and Wildlife Service confirming that no rare/endangered species will be harmed.
- *Private sector interest:* The Contractor will solicit private sector partners to install, operate, and maintain the EV equipment.
- *Cost overruns:* Contingency costs have been built into the budget.

Connecticut laws will apply to project implementation to ensure all safety concerns will be adequately addressed, especially the Connecticut State Building Codes and CEPA/NEPA.

## **Accessibility Requirements**

Municipal projects will follow special design guidelines to accommodate people with disabilities, including compliance with equipment height requirements, slope of terrain,

and the minimum percentage of accessible spaces. When planning ADA-compliant EV charging stations, Contractor will consider accessibility, ease of use, and safety for disabled drivers and vehicle occupants, including those using wheelchairs or other assistive equipment. Key considerations will include ensuring adequate space for exiting and entering the vehicle, unobstructed access to the charger, free movement around the charger and connection point on the vehicle, and clear paths and proximity to building entrances. Contractor will comply with all ADA requirements identified above. This will include considering cord placement during charging and when stored to eliminate obstructions and tripping hazards. Larger, wheelchair-accessible charging stations will also be available at various sites.

## **Project Costs**

### **a. Project planning and development**

Contractor will need to design and engineer the planned EV stations. Public engagement activities will also take place in all communities to gather input from stakeholders, particularly low-income and minority residents in underserved census tracts. Project administration costs, including salaries, fringe benefits, and indirect costs, are also captured. Exactly \$1,268,000.00 (6.9 percent of budget costs) is needed for project planning and development.

### **b. ROW/acquisition costs**

Installation of new EV charging stations is largely taking place on municipal land. Long-term leases (15 years) with options to renew will be offered to private sector partners. Exactly \$2,016,000.00 (or 11.02 percent of budget costs) is needed for these land costs during the project period.

### **c. Installation costs**

Twelve (12) locations across seven (7) cities in Connecticut have been identified for EV infrastructure. This will include the installation of Level 2 and DCFC chargers.

Specifications for DCFC equipment will include:

- All charging sites should have at least four (4) chargers (ports) that can achieve a maximum capacity of 500kW per charger.
- Additional chargers should be added that can flexibly share the total site power.
- Power should be flexibly shared across the site, on a minute-by-minute basis, in no more than 40kW increments, so that no power is wasted on stalls where a car is plugged in and not using full power.
- Power sharing capabilities must happen across at least eight (8) stalls.
- Equipment must have the ability to collocate under existing totalizer for building electric bill and co-manage the power with the building (where available), to minimize cost of power and strain on grid.
- Equipment should be upgradeable to bi-directional so that power can go back to the building/grid during extreme demand moments.

A total of \$11,780,000.00 (or 64.3 percent of budget costs) is needed to support EV charging installation.

**d. Operation costs**

Contractor will contract with third-party vendor(s) to provide turnkey EV services, including operations. Operating costs of \$1,040,000.00 are budgeted for the first five (5) years, representing 5.7 percent of the budget.

**e. Maintenance costs**

Extended warranties for the installed EV chargers are budgeted at \$2,080,000.00 (or 11.4 percent of total budget costs).

**f. Educational activity costs**

Contractor and municipalities will launch public educational campaigns to share information with residents about the new EV charging infrastructure. A total of \$132,000.00 (or 0.7 percent of budget costs) is allocated for educational activities.

### **Innovative Payment Approaches**

The newly installed EV charging stations will employ innovative payment approaches to ensure that low- and zero-emission transportation options are accessible to diverse populations, including the unbanked and underbanked. It is important to note that Connecticut has adopted laws to require “consistency of charging experience.” Adopting policies and laws for consistent charging experience is one of the central tenets of the [Connecticut Electric Vehicle Roadmap](#). As described in this document:

“ . . . careful consideration must be afforded to the design of public charging stations and the manner in which they interface with their drivers. Consistency in positive consumer experience at public charging stations is fundamental to the successful adoption of EVs. As such, consumer interaction with public EVSE should be a convenient, consistent, and uncomplicated experience that smoothly accommodates EV drivers’ needs.”

This consistency includes interoperability of the charging plug, making sure every EV can charge at the location. It also includes future proofing locations to respond to increasing standards, especially those brought about by federal programs such as NEVI, ensuring charger uptime, and ease of payment options. Regarding the latter of these policy goals, Connecticut adopted a law, Connecticut General Statutes (CGS) § 16-19ggg, that requires an owner or operator of a public EV charging station to provide multiple payment options (at minimum payment through a secure third-party mobile application and by credit/debit card) that allow access by the public. Furthermore, CGS § 16-19ggg states that owners or operators of public EV charging stations that require payment of a fee shall not require users to pay a subscription fee or otherwise obtain a membership in any club, association, or organization as a condition of using such public EV charging station. The considerations include the deployment of contactless payment options, as well as meeting the needs of low- and moderate-income families that may be limited in payment options.

The Contractor will be required to partner with third-party providers that can provide innovative payment approaches such as contactless technology, mobile wallets, bundling with transit discounts and other benefits programs, etc. All partners and equipment should support Open Charge Point Protocol (OCPP) 2.0.1, including the plug and charge features that include remote authentication. Payment options will ensure that EVs are a transportation option for diverse populations, including the unbanked and underbanked.