Connecticut's Charging Ahead Plan

A Strategy to Expand Public Electric Vehicle Charging

FY 2025
Submitted to FHWA on August 30, 2024

CONNECTICUT

CTDOT
CONNECTICUT TRANSPORTATION

August 30, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: FY2025 National Electric Vehicle Infrastructure-State of Connecticut Plan Update

Dear Secretary Buttigieg:

The Connecticut Department of Transportation (CTDOT) is pleased to submit the enclosed FY2025 National Electric Vehicle Infrastructure (NEVI) Plan Update- *Connecticut's Charging Ahead Plan* for your review and approval. This plan builds on Connecticut's commitment to clean transportation, reducing greenhouse gas emissions, and ensuring that consumers have a reliable, convenient network of electric vehicle chargers.

Connecticut's FY2025 NEVI Plan Update addresses each of the elements in the NEVI Formula Program guidance and template, and in the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, Public Law 117-58.

We look forward to building on and promoting a national network of electric vehicle charging. Please feel free to contact Mrs. Pam Sucato, Office of Policy & Intergovernmental Affairs, at Pamela.Sucato@ct.gov or by phone at (860) 594-2203 with any questions regarding this plan.

Sincerely,

Kimberly Lesay Digitally signed by Kimberly Lesay
DN: cn=Kimberly Lesay, o=Connecticut Department of Transportation, ou=Bureau Chief of Policy & Planning, email=kimberly.lesay@ct.gov, c=US
Date: 2024.08.28 16:24:38 -04'00'

Kimberly Lesay
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Enclosure

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List of Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ACCII	Advanced Clean Cars II
ADA	Americans with Disabilities Act
AFC	Alternative Fuel Corridor
AFDC	Alternative Fuels Data Center
BRT	Bus Rapid Transit
C3	Clean Corridor Coalition
CDC	Centers for Disease Control and Prevention
CEJST	Climate and Economic Justice Screening Tool
CLEAR	Center for Land Use Education and Research
COG	Council of Governments
CPRG	Climate Pollution Reduction Grant
CRS	Carbon Reduction Strategy
CTDAS	Connecticut Department of Administrative Services
CTDEEP	Connecticut Department of Energy and Environmental Protection
CTDMV	Connecticut Department of Motor Vehicles
CTDOT	Connecticut Department of Transportation
CTDPH	Connecticut Department of Public Health
DAC	Disadvantaged Community
DCFC	Direct Current Fast Charging
DECD	Connecticut Department of Economic and Community Development
ED	Emergency Department
EDC	Electric Distribution Company
EJ	Environmental Justice
EV	Electric Vehicle
EVITP	Electric Vehicle Infrastructure Training Program
EVSE	Electric Vehicle Service Equipment
FHWA	Federal Highway Administration
FY	Fiscal Year
GIS	Geographic Information System
ICE	Internal Combustion Engine
IIJA	Infrastructure Investment and Jobs Act
JOET	Joint Office of Energy and Transportation
kW	Kilowatt
LCO	Legislative Commissioner's Office
LOT	Letter of Intent

MHD	Medium and Heavy Duty
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Device
NAAQS	National Ambient Air Quality Standard
NASEO	National Association of State Energy Officials
NEPA	National Environmental Policy Act
NEPHTN	National Environmental Public Health Tracking Network
NESCAUM	Northeast States for Coordinated Air Use Management
NEVI	National Electric Vehicle Infrastructure
NFPA	National Fire Protection Association
NOAA	National Oceanic and Atmospheric Administration
NREL	National Renewable Energy Laboratory
O&M	Operations and Maintenance
OCPP	Open Charge Point Protocol
OEM	Original Equipment Manufacturer
PCAP	Priority Climate Action Plan
PHEV	Plug-in Hybrid Electric Vehicle
PROWAG	Public Right-of-Way Accessibility Guidelines
PURA	Connecticut Public Utilities Regulatory Authority
RFP	Request for Proposals
RTPO	Regional Transportation Planning Organization
SFH	Single-Family Home
SHPO	State Historic Preservation Office
SLAMM	Sea Level Affecting Marshes Model
UCONN	University of Connecticut
USDOE	United States Department of Energy
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
ZEV	Zero Emissions Vehicle
ZE-MHDV	Zero Emissions Medium- and Heavy-Duty Vehicle

Introduction (Updated)

Connecticut will receive approximately $52 million in formula funding over five years from the passage of the Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58 (November 15, 2021) to support the expansion of a statewide electric vehicle (EV) charging network. The Connecticut Department of Transportation (CTDOT) will administer these funds. Pursuant to the state receiving the National Electric Vehicle Infrastructure (NEVI) funds, the NEVI program requires each state to submit a deployment plan to the Federal Highway Administration (FHWA) annually.[1]

CTDOT was notified in September of 2022 that the state's fiscal year (FY) 2022 and 2023 (FY22-23) Charging Ahead Plan (herein referred to as FY22-23 Plan) was approved by the United States Department of Transportation (USDOT) and FY22-23 formula funds were obligated to CTDOT. CTDOT submitted the state's FY 2024 (FY24) Charging Ahead Plan (herein referred to as FY24 Plan) update in August 2023 and was notified in September of 2023 that the Plan was approved by the USDOT. This FY 2025 (FY25) Charging Ahead Plan update (herein referred to as FY25 Plan) satisfies the annual requirement, provides updates on program development, and upon approval, will allow Connecticut to be apportioned FY25 NEVI formula funds.

The FY25 Plan incorporates actions that have occurred since 2023 as well as actions the state has initiated as part of the 2024 grant solicitation process.

Updates from Prior Plan

Updated sections in the FY25 Plan include:

- Introduction
- Public Engagement
- Plan Vision and Goals
- Contracting
- Civil Rights
- Existing and Future Conditions Analysis
- EV Charging Infrastructure Deployment
- Equity Considerations
- Labor and Workforce Considerations

[1] FHWA NEVI Formula Program Guidance updated on June 11, 2024 adjusted the Plan submission date from August 1 to September 1 for fiscal year 2025.

Table 1 provides an updated timeline of CTDOT's NEVI Implementation.

TABLE 1. Updated Timeline of CTDOT's NEVI Implementation

NEVI Phase 1 Implementation – *Priority Zones*	
Activity	**Date**
Letter of Interest (LOI) Submittal Open	September 28, 2023
LOI Informational Webinars	September 20, 2023 and October 3, 2023
LOI Submittal Closed	November 9, 2023
Request for Proposals (RFP) Released	January 29, 2024
RFP Informational Webinar	February 1, 2024
RFP Closed	March 13, 2024
CTDOT Proposal Review and Shortlisting of Proposals	March - June 2024
Conditional Award Letter Issuance	June 2024
Final Award Process	Summer 2024
Grant Agreements Executed	Fall 2024
NEVI Phase 1a Implementation – *Northern U.S. Route 7*	
Activity	**Date**
RFP Released	March 18, 2024
RFP Informational Webinar	March 21, 2024
RFP Closed*	June 7, 2024
NEVI Phase 1b Implementation – *All AFCs*	
Activity	**Date**
RFP Released	July 22, 2024
RFP Informational Webinar	July 31, 2024
RFP Closes	October 21, 2024
CTDOT Proposal Review	November 2024
Conditional Award Letter Issuance	December 2024
Final Award Process	Winter 2024/2025
Grant Agreements Executed	Winter 2024/2025

* No viable proposals were received for NEVI Phase 1a Implementation.

In November 2023, the Joint Office of Energy and Transportation (JOET) provided feedback on Connecticut's FY24 Plan. Feedback included overall strengths and opportunities for improvement. **Table 2** shows opportunities for improvement identified by JOET in the FY24 Plan, and how CTDOT has addressed those opportunities in the FY25 Plan.

TABLE 2. JOET Feedback Addressed by CTDOT

JOET Feedback on FY24 Plan	CTDOT Response in FY25 Plan
Many sections simply referenced the FY22-23 Plan with little detail on activities undertaken since that plan was approved nor updated future plans.	Updated sections within the FY25 Plan include details that describe actions undertaken since previous Plans, or actions identified for future Plans.
Priority sections, such as the Community Outcomes Report, Equity, Deployment (station details and fully built-out timelines), Public/Tribal Engagement, and Contracting need substantial content upgrades for the next plan, as well as executing on activities under these topic areas (i.e., demonstrating more actual results vs. plans for the future).	The Community Outcomes Report, Equity Considerations, EV Charging Infrastructure Deployment, Public Engagement (including Tribal Engagement), and Contracting sections have been substantially updated to include specific details, results, and progress to date.
This update provided little detail around compliance with 23 CFR 680 minimums standards, despite it being part of several plan sections. Future updates should include specific references to the applicable 23 CFR 680 minimum standards in the appropriate sections, as well as describing how these requirements will be implemented and/or plan to ensure the requirement is met.	Specific references to the applicable 23 CFR 680 minimum standards have been incorporated in the appropriate sections, as well as how these requirements will be implemented and/or met.
Community Outcomes Report provides a description of engagement activities, however it does not describe any specific outcomes. Specific to Disadvantaged Communities (DACs), little detail is provided and no outcomes are documented.	Specific outcomes from engagement that took place since the previous Plan update, including a focus on DACs, has been included in the Public Engagement section.

JOET Feedback on FY24 Plan	CTDOT Response in FY25 Plan
Besides recognizing the need for Tribal engagement, no specific activities are documented or planned.	Updates have been included in the Public Engagement section highlighting specific outreach targeted to Tribal communities and planned future engagement with Tribal communities.
The plan lists several partner organizations but does not provide any specific details of this outreach/engagement. Future plan updates should provide details on outreach to DACs.	Specific details on outreach to DACs, as well as planned future engagement with partner organizations, has been included in both the Public Engagement and Equity Considerations sections.

State Agency Coordination

In developing the FY22-23 Plan, CTDOT established a working group with Connecticut Department of Energy and Environmental Protection (CTDEEP) specifically focused on addressing NEVI Plan development and implementation. Two Bureaus within CTDEEP participated in preparing the NEVI Plan: the Bureau of Air Management and the Bureau of Energy and Technology Policy. CTDOT also coordinated and met with staff from the Connecticut Public Utilities Regulatory Authority (PURA). Each of these entities contributed staff time to help CTDOT draft the FY22-23 Plan and provide input on the implementation strategy. CTDEEP shared lessons learned from their experience managing the state's EVConnecticut Electric Vehicle Supply Equipment (EVSE) infrastructure program. They also provided valuable feedback and direction on how CTDOT could incorporate strategies outlined in *Connecticut's EV Roadmap: A Policy Framework to Accelerate Electric Vehicle Adoption*[2] (developed and published by CTDEEP in 2020) into NEVI planning.

Through the development of the Charging Ahead Plan, CTDOT continued to work with CTDEEP and other State partners regarding expanding EVSE to encourage the use of EVs. Monthly meetings were held with CTDEEP to discuss lessons learned from the 54 EV charging projects that CTDEEP awarded on June 27, 2023, as part of the Volkswagen Settlement program.

[2] Connecticut Department of Energy and Environmental Protection; *Connecticut's EV Roadmap: A Policy Framework to Accelerate Electric Vehicle Adoption*, accessed on July 28, 2022 from https://www.dpuc.state.ct.us/DEEPEnergy.nsf/c6c6d525f7cdd1168525797d0047c5bf/f7ed4932eec438d0852585520001c81b/$FILE/EV%20Roadmap%20for%20Connecticut.pdf

Though not regularly scheduled, CTDOT still meets with CTDEEP on a frequent basis to discuss NEVI and other State EV programs. CTDOT regularly engages with neighboring and other state Departments of Transportation as part of the National Association of State Energy Officials (NASEO), the American Association of State Highway and Transportation Officials (AASHTO), the Northeast Association of State Transportation Officials (NASTO), and through regional meetings with the JOET.

CTDOT acknowledges that charging and fueling infrastructure funded under this program will be required to adhere to the provisions of the Build America, Buy American Act. CTDOT has included the updated Federal requirements for the NEVI program within the state's grant solicitation.

Public Engagement (Updated)

CTDOT is committed to engaging with residents, businesses, and stakeholders throughout the five-year NEVI program to ensure the equitable and effective deployment of EV charging infrastructure across the state. This public engagement plan outlines CTDOT's approach to gathering meaningful input and fostering transparent communication with diverse communities, with a particular focus on engaging disadvantaged communities (DACs).[3] The engagement plan distinguishes between stakeholder engagement, which targets specific groups or organizations with a vested interest in the NEVI program, and broader public engagement aimed at reaching the general population.

Engagement Rounds and Goals

CTDOT designed and implemented a dynamic public and stakeholder engagement plan focused on gathering purposeful input from stakeholders and the general public, with particular focus on engaging DACs. This plan is periodically updated to address any gaps in engagement and lessons learned, ensuring that input received can guide the equitable and fair distribution of deployment, installation, operation, and use of EV charging infrastructure. The outreach efforts align with one or more of the following engagement goals:

[3] Disadvantaged communities (DACs) are designated under the Justice40 Initiative, which scores disadvantages across thirty-six indicators including energy burden, housing burden, park access, power outages, and cancer incidence. The higher the score, the more disadvantaged. Census tracts with at least 30% low-income households and disadvantage scores higher than 80 percent of those in their state are considered a disadvantaged community (DAC).

- Identify and involve key stakeholder groups in the Plan's development
- Build and strengthen relationships with stakeholders, including DACs and Tribal communities
- Ensure a variety of public engagement and educational opportunities
- Gather data to inform targeted outreach and content creation
- Continuously improve engagement processes based on feedback and outcomes

Round 1: Laying the Foundation

In this round, CTDOT focused on initial stakeholder engagement, baseline data collection, and raising awareness of the NEVI program. CTDOT held listening sessions with private-sector companies, utilities, environmental advocacy groups, community-based organizations serving DACs, municipalities, metropolitan planning organizations (MPOs), councils of governments (COGs), and other interested parties. Through these sessions, CTDOT gained a broad understanding of stakeholder perspectives and set the stage for future engagements.

Building on these meetings, CTDOT connected with a wide range of EV infrastructure stakeholders and communities during the Spring of 2022 to receive input on structuring the State's FY22-23 Plan and grant solicitation. Two public stakeholder webinars were held in February 2022, prior to the formal NEVI guidance release, to highlight the status of EV fast-charging technology and infrastructure gaps along Connecticut's major transportation corridors. The webinars garnered significant interest, with over 300 live participants and an additional 50+ views of the posted recordings. CTDOT received more than 60 written comments on the gap analysis, demonstrating the public's active involvement in the process. See *Table A.1 in Appendix A* for a breakdown of engagement activities completed during Round 1, and the engagement impact.

To encourage participation from various stakeholder groups, CTDOT provided public notice at least two weeks prior to the scheduled virtual meetings and posted the dates on CTDOT's public calendar. The meetings were also live streamed on YouTube, and the times of day were varied to accommodate different schedules. Live captioning was available during the meetings, and open captions were provided on the online recordings to ensure accessibility. CTDOT is committed to ensuring all public engagement activities and materials are accessible and comply with the Americans with Disabilities Act (ADA) and Section 508 of the Rehabilitation Act. This includes providing closed captioning for virtual meetings, ensuring website accessibility, and offering translation and interpretation services when requested. ***CTDOT will continue***

to prioritize accessibility and inclusivity throughout the NEVI program to ensure all stakeholders have equal opportunities to participate and provide input.

In addition to the virtual stakeholder meetings, CTDOT hosted and presented at four meetings, providing tailored opportunities to raise awareness about Connecticut's FY22-23 Plan development and solicit feedback on outreach ideas and specific criteria for the fast-charging grant solicitation (see **Table 3**).

TABLE 3. CTDOT-Hosted Stakeholder Meetings and Presentations

Date	Organization	Type of Stakeholder	Topic/Purpose
March 1, 2022	Connecticut COGs Teleconference	Coordinating Regional Agency	General NEVI Update
April 27, 2022	CTDEEP/CTDOT EJ Stakeholders Meeting	DACs; Coordinating State Agency	General NEVI Update tailored to DACs
May 5, 2022	Connecticut COGs Teleconference	Coordinating Regional Agency	General NEVI Update
May 25, 2022	CTDEEP/CTDOT EJ Stakeholders Meeting	DACs; Coordinating State Agency	General NEVI Update tailored to DACs

Interagency Coordination and Stakeholder Engagement

CTDOT worked closely with the Connecticut FHWA division office throughout the development of the FY22-23 Plan. The division office participated in several stakeholder NEVI listening sessions and calls with the JOET. CTDOT also met with the State Historic Preservation Office (SHPO) to identify opportunities to simplify the evaluation of EV charging projects and streamline the SHPO and National Environmental Policy Act (NEPA) review process. The Northeast States for Coordinated Air Use Management (NESCAUM), a regional nonprofit association of state environmental agencies to advance clean air, provided detailed information on the challenges and opportunities for permitting and installing EV charging equipment, which was instrumental in addressing related Plan sections.

Colleges, universities, and institutions of higher learning expressed interest in being EV charging site hosts or helping with research aspects of the State's FY22-23 Plan. For example, CTDOT supported the University of Connecticut (UCONN) on an ongoing study of optimal light-duty EV charging station locations with supplemental clean energy microgrids, beginning in August 2022.

Round 2: Understanding Our Audiences

Building on the insights from Round 1, CTDOT focused on understanding the unique needs and contexts of various communities, particularly DACs and Tribal communities. In January 2023, CTDOT launched the EValuateCT dashboard tool in partnership with CTDEEP and the Connecticut Department of Motor Vehicles (CTDMV), providing insights into the current state of vehicle electrification in Connecticut (see *Figure 1*). The dashboard generated significant interest from EV advocacy groups, city and town officials, and various other stakeholders, with several municipalities using the tool to plan for EV charger deployment and as a resource when applying for grant opportunities.

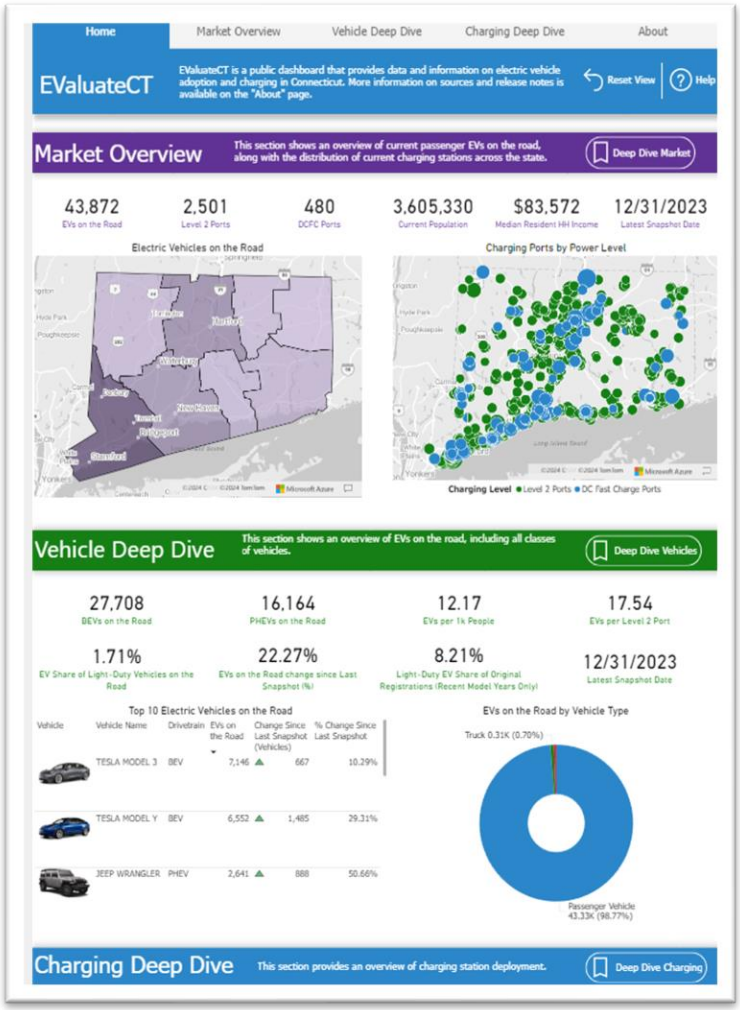


Figure 1. EValuateCT Dashboard Example

Between July 12 and August 7, 2023, a stakeholder survey was offered on CTDOT's website, presented at the July 2023 CTDOT-COGs coordination meeting, and emailed to stakeholders on the NEVI distribution list in preparation for the FY24 Plan. The survey received 23 responses. See *Appendix B* for a summary of the 2023 stakeholder survey responses.

CTDOT continued to engage stakeholders through multiple channels, including COG meetings, a recorded presentation on the Plan update, and a targeted survey to gather input from underserved and Tribal communities. The recorded presentation on the Plan update was shared with COGs, posted to CTDOT's NEVI website, and distributed to the NEVI listserv. CTDOT also provided support to potential applicants through informational webinars and office hours focused on the Letter of Intent (LOI) process.

See *Table A.2 in Appendix A* for a breakdown of engagement activities completed during Round 2, and their impact to the Plan development.

Public Survey with DAC Focus

In May 2024, CTDOT conducted a statewide survey with a focus on reaching all DAC geographies, addressing the weakness in engaging DACs and Tribes identified in the previous Plan. The two-week survey, available in both English and Spanish, was disseminated through assorted social media outlets using geotargeted paid advertisements to engage people in traditionally hard-to-reach communities. The survey received 2,871 responses statewide, demonstrating CTDOT's commitment to inclusivity and understanding diverse perspectives.

The significant response rate enables CTDOT to approach engagement intentionally and methodically, informed by data to guide future efforts. The survey results will be used to guide future messaging, identify areas for additional education and myth-busting, align perceived DAC benefits with Justice40 guidelines, understand EV charging preferences and habits to validate charging needs along Alternative Fuel Corridors (AFCs), and guide future policy decisions. CTDOT analyzed the survey data using a Power BI dashboard to identify patterns, differences, and potential gaps across demographics and geographic areas, helping CTDOT better understand communities and identify the most effective ways to engage with them.

See *Appendix C* for the 2024 survey materials including survey questions, a summary of responses, Power BI dashboard figures, and methods of distribution and advertisement.

Media Coverage and Public Comments

Media reporting on NEVI in 2022-2023 helped increase interest in CTDOT's program. CTDOT responded to media requests and provided information for several high-profile media pieces. Following the publication of articles in *Stateline* and *The New York Times* (see *Figure 2*), CTDOT received public comments focused on the need for safe, well-lit charging locations with amenities for drivers.

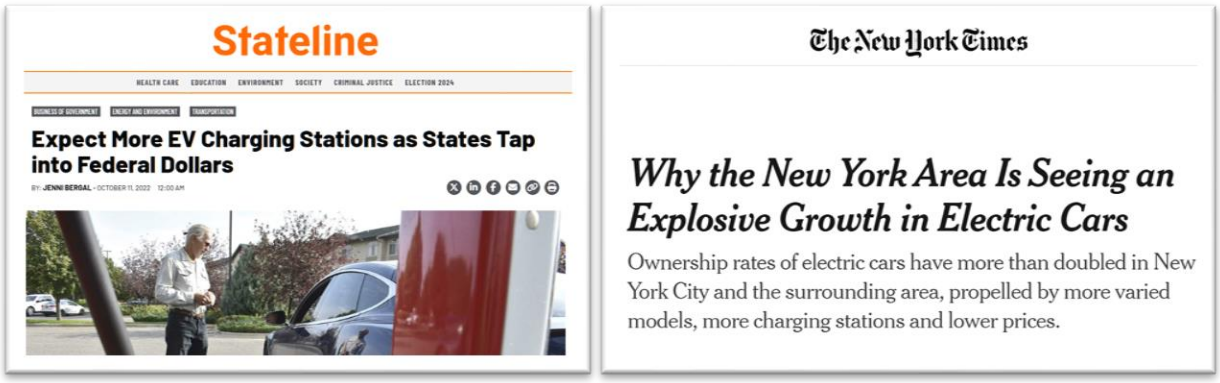


Figure 2. Media Outlet Posts on NEVI Program

In addition to the survey, CTDOT used social media to involve the public and raise awareness about the NEVI program. In May 2024, CTDOT conducted a series of posts on Instagram and Facebook, in English and Spanish. The posts earned significant engagement, with a total of 17,137 impressions, demonstrating the effectiveness of social media outreach.

Collaboration with Clean Cities

Through FY23-24, CTDOT held monthly meetings with Connecticut's Clean Cities Directors, who provided resources and information for the Plan's development. Clean Cities coordinators informed their members about NEVI resources, shared social media posts, and disseminated information regarding the FY24 Plan development. In June 2023, Greater New Haven Clean Cities and Capitol Clean Cities of Connecticut collaborated with the Connecticut Fire Academy to host a no-cost National Fire Protection Association (NFPA) First Responder EV-focused training (see *Figure 3*).

Figure 3. NFPA Training Flyer

Round 3: Targeted Outreach and Ongoing Engagement

Informed by the data and insights gathered in Round 2, CTDOT and its partners are designing targeted outreach strategies to effectively engage with DACs and address identified gaps. The findings of the 2024 survey are shaping the messaging and mechanisms used to refine dialogue. This includes developing tailored educational materials and resources to provide additional details about potential programmatic benefits and address common misconceptions. Additional public involvement activities include participating in community events, workshops, and forums to listen to residents' concerns and ideas, specifically building the content and questions based on the findings of the Round 2 survey results. CTDOT also plans to participate in existing community meetings to foster dialogue.

CTDOT is actively initiating conversations with leaders of DACs to gather their input on effective engagement strategies, including identifying other community leaders and community-based organizations who should be involved. CTDOT also plans to conduct focus groups and interviews as specific examples of targeted engagement activities to gain a deeper understanding of the needs and preferences of underserved communities. Representative sample focus groups will allow CTDOT to measure quantifiably the sentiments of specific audiences to various parts of the program by reviewing and reacting to the messaging and materials used to explain the program. This will allow CTDOT to measure the effectiveness of the materials at shifting sentiments prior to distributing them to the public at large and better understand which messaging resonates with which audience, recognizing that a given message may strike a different chord with specific demographics and geographies.

See **Table 4** for planned future engagement activities, and engagement completed since the previous Plan update.

TABLE 4. Summary of Round 3 Engagement Activities and Impacts

Date	Activity	Stakeholders	Purpose/Impact
April 2024	CTDOT presentation at COG Coordination Meeting	Councils of Governments (COGs)	CTDOT presentation at COG Coordination Meeting | Councils of Governments (COGs) | Eight of nine COGs in attendance, provided updates on NEVI program
Ongoing	Targeted outreach to DACs	Community-based organizations, local leaders	Develop tailored educational materials, participate in community events, conduct focus groups and interviews
Coming Late 2024	NEVI Virtual Listening Sessions	DACs and Tribes	Gather additional input and provide updates on program progress; better understand potential benefits and concerns related to EV charging installation
Coming Late 2024/ Early 2025	NEVI Focus Groups	General public, DACs, and Tribes	Better understand nuances to messaging and materials development to make statewide engagement more effective and efficient
Ongoing	Regional coordination work sessions	Neighboring states and partners	Ensure seamless regional charging network
Ongoing	Public outreach: website updates, social media posts, NEVI listserv emails, surveys	General public	Provide updated Plan information to the public while offering an opportunity for continued input into the Plan's development

Community Engagement Outcomes Report

CTDOT recognizes the importance of meaningful, equitable public outreach in ensuring the success of the NEVI program. Throughout the engagement process, CTDOT has prioritized the inclusion of diverse stakeholders, with a particular focus on DACs, Tribal communities, and utilities. As described in greater detail below, the various engagement activities, such as listening sessions, surveys, webinars, and targeted outreach, have provided insights that have shaped Connecticut's Charging Ahead Plan development and implementation.

Round 1 Outcomes

In Round 1, CTDOT conducted over 20 stakeholder meetings and webinars, engaging with participants across various groups. Stakeholders shared feedback on Plan components, outreach ideas, and specific criteria for the fast-charging grant solicitation. The input received from differing stakeholders, including environmental groups, community organizations, municipalities, utilities, and businesses, helped CTDOT identify priorities and refine the Plan to better meet the needs of various communities.

CTDOT learned the importance of providing multiple avenues for participation, such as virtual meetings, surveys, and targeted presentations. Varying meeting times and offering accessibility accommodations were crucial in promoting inclusive engagement. CTDOT also recognized the need for ongoing coordination with regional partners and stakeholders to ensure a seamless and effective EV charging network.

Round 2 Outcomes

Round 2 engagement activities focused on the specific needs and concerns of communities across the state, with a focus on reaching DACs and Tribes. The May 2024 survey focused on DAC geographies across the state and yielded 2,871 responses, providing insightful data on community opinions, concerns, and preferences regarding EV infrastructure. The targeted survey's results highlighted the importance of accessible and equitable EV charging infrastructure deployment. The survey further reinforced that engaging communities in their native languages and through familiar channels, such as social media, can significantly increase participation and provide a more comprehensive understanding of diverse perspectives.

The survey results, analyzed through the Power BI dashboard, highlight the demographic composition of the respondents, and provide a data-driven foundation for understanding the needs and preferences of different communities (see *Figure 4*).

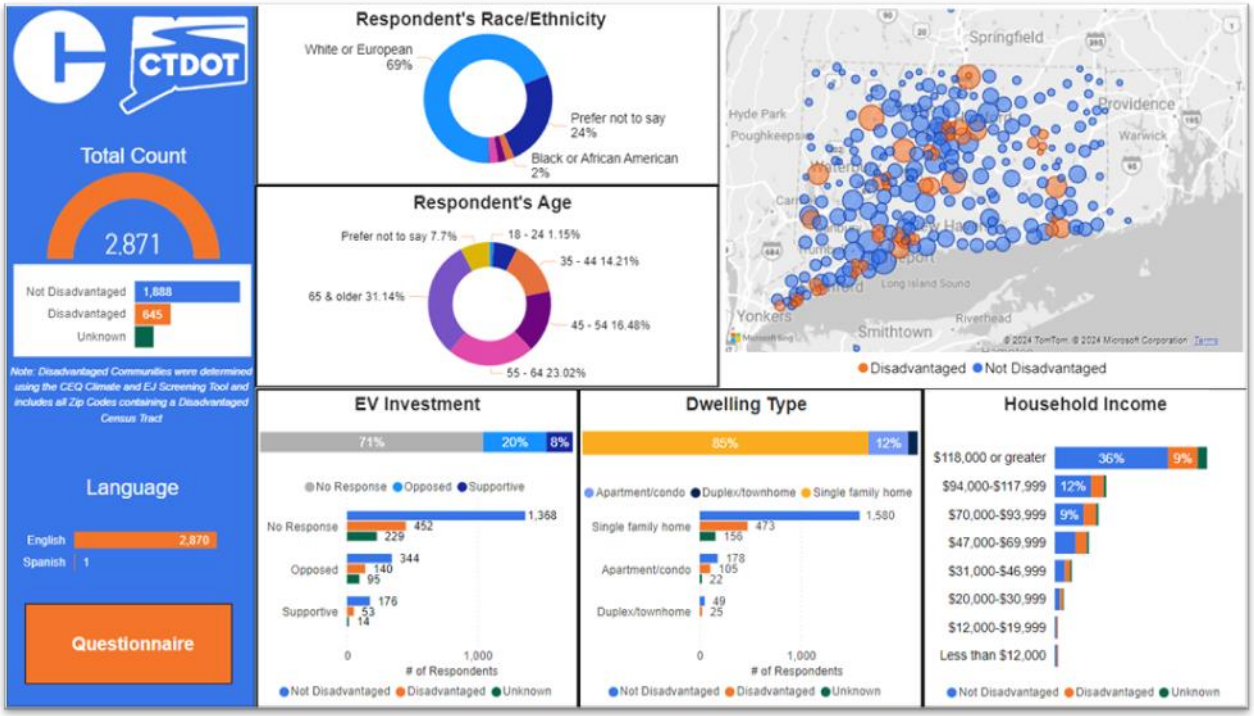


Figure 4. Power BI Dashboard

The dashboard highlights the demographic composition of the survey respondents for those who chose to provide this information, with 69% identifying as White, 31% being 65 or older, and nearly half having a household income of $118,000 or greater.[4] Importantly, almost a quarter (22.5% or 645) of respondents who provided zip codes were estimated to be part of geographically defined disadvantaged communities, providing crucial representation of their needs and perspectives.

The survey results revealed that while there were many similarities in opinions and preferences across the state, locations federally defined as DACs differed in a few key areas, highlighting the importance of accessible and equitable EV charging infrastructure deployment in these communities. Key takeaways from the survey include:

[4] Survey respondents skewed slightly older than the State as a whole (18.5% over 65 years old), slightly above the State's median income ($88,429), and slightly whiter than the State as a whole (61.6%).

- **Disparity in EV ownership and barriers to adoption:** Only 6% of respondents from DACs own or lease an electric vehicle, compared to 16% of non-disadvantaged respondents. The top reasons preventing EV adoption for both disadvantaged and not disadvantaged communities are the high cost of purchasing an EV (21%), preference for gas-powered vehicles (18%), and charging time concerns (11%).

- **High demand for convenient public charging locations:** Respondents from both disadvantaged and non-disadvantaged communities expressed strong interest in seeing more EV chargers installed at retail centers (18%), public parking lots/garages (17%), interstate rest areas (16%), and parks and recreational areas (15%).

- **Shared concerns around EV charging:** The survey highlighted perceived major concerns for both disadvantaged and non-disadvantaged communities, which included inconsistent charging station locations (21%), broken chargers (21%), lack of nearby amenities (14%), long charging times (12%), and electricity costs (10%).

- **Validation of environmental and equity benefits:** 51% of respondents believe their community would benefit from more equitable access to EV charging, and 49% cited environmental and public health benefits. There were no differences in priorities between disadvantaged and non-disadvantaged communities.

- **Differences in dwelling types:** Non-disadvantaged communities are more likely to live in single-family homes (SFH) compared to disadvantaged communities. The ratio of non-DAC to DAC respondents living in SFH is 3.3 to 1 (1,580 non-DAC vs. 473 DAC), while the ratio for multifamily homes is 1.7 to 1 (227 non-DAC vs. 130 DAC). This suggests that disadvantaged communities may have less access to home charging due to a higher proportion living in multifamily housing.

The open-ended responses provided qualitative data, with 17% expressing support for EV investments and 14% addressing specific charging infrastructure needs (see figures in *Appendix C). R*esponses also provided additional concerns that were not otherwise addressed in the survey, such as other priorities before EV investments, community concerns, electric grid capacity concerns, safety concerns, and environmental concerns. This feedback can help refine the Charging Ahead Plan to better address public concerns and priorities.

In addition, the EValuateCT dashboard also proved to be a useful tool for generating interest and facilitating informed decision-making among stakeholders. The collaboration with Clean Cities organizations and the Connecticut Fire Academy emphasized the importance of partnerships in promoting education and awareness about EV charging infrastructure. By the end of Round 2, the NEVI listserv had grown by 6%, indicating increased public interest and engagement.

Round 3 Outcomes

The targeted outreach and ongoing engagement in Round 3 will prioritize the needs and concerns of DACs, ensuring that the NEVI program benefits all communities equitably. By developing tailored educational materials, participating in community events, and conducting focus groups and interviews, CTDOT aims to address knowledge gaps, build trust, and gather meaningful input from underserved populations.

Using the insights gained from analysis of the May 2024 public survey, CTDOT will continue the development of targeted engagement strategies and educational materials to address knowledge gaps and support continuous improvement of engagement processes.

Tribal Engagement

CTDOT will continue to work closely with Connecticut's FHWA Division Office on coordination with federally recognized Tribes (Mashantucket Pequot and Mohegan) and state recognized Tribes (Schaghticoke, Paucatuck Eastern Pequot, and Golden Hill Paugussett) for NEVI program implementation. The May 2024 survey specifically targeted geographies associated with Tribal groups, including:

- Golden Hill Paugussett Reservation – Colchester, CT
- Schaghticoke Reservation – Kent, CT
- Mashantucket Pequot Reservation – Ledyard, CT
- Paucatuck Eastern Pequot Reservation – North Stonington, CT
- Mohegan Reservation – Montville, CT

By utilizing geotargeting, CTDOT tailored its messaging to encourage participation from these Tribal communities within the State. 0.5% of survey respondents identified as Native American or Alaska Native. CTDOT will continue to disseminate NEVI resources to these communities to promote equitable and accessible information.

Utility Engagement

CTDOT has been meeting regularly with Connecticut's Electric Distribution Companies (EDCs) and small municipal electric utilities to coordinate the implementation of programs supporting the state's transition to electric transportation. In February 2022, CTDOT began biweekly meetings with the EDCs to work collaboratively and coordinate efforts between the EDCs' light-duty EV managed charging and make-ready incentive program and CTDOT's work on the buildout of fast charging. While regular meetings ended in 2023, meetings continue to take place on an as-needed basis.

CTDOT also hosted meetings with other small municipal electric utilities operating within the state that are not regulated by PURA. Prior to these meetings, CTDOT sent out a 20-question survey to all participants, allowing them to discuss their answers one-on-one or submit written responses. Four out of seven survey responses were received, and many participants requested one-on-one meetings. These sessions provided an opportunity to discuss outstanding questions about NEVI and explore how each utility could play a role in the timely buildout of a fast-charging network within their territories and across the state.

Site-Specific Public Engagement

Throughout the procurement process (see Contracting section), CTDOT has received inquiries from dozens of potential hosts regarding DCFC site funding. Specific grant solicitation questions are answered within a designated timeframe during the procurement process to ensure fairness, and CTDOT anticipates ongoing engagement with the community and prospective partners in Plan updates and implementation in the coming years.

CTDOT will consider additional outreach strategies, such as ad placement, op-eds, and media engagement, to reach stakeholders effectively. There is significant interest in EVs and EV charging opportunities within the state, and CTDOT is committed to maintaining open communication and collaboration with the community throughout the NEVI program.

Public Engagement Conclusion

CTDOT's public and stakeholder engagement plan for the NEVI program demonstrates CTDOT's commitment to meaningful, equitable, and ongoing stakeholder and public involvement. Through a multi-round approach, CTDOT has engaged a wide range of stakeholders to gather insights and inform the equitable development and implementation of Connecticut's Charging Ahead Plan.

The various engagement activities, including listening sessions, webinars, surveys, and targeted outreach, have yielded significant participation and provided a platform for stakeholders to share their perspectives, concerns, and ideas. CTDOT has prioritized accessibility, inclusivity, and transparency throughout the engagement process, ensuring all communities have equal opportunities to participate and shape the future of EV charging infrastructure in the state.

As the NEVI program progresses, CTDOT will continue to incorporate lessons learned and adapt strategies based on feedback and evolving needs. CTDOT remains committed to maintaining open lines of communication, fostering partnerships, and collaborating with stakeholders to ensure the equitable and effective deployment of EV charging infrastructure across the state.

By prioritizing public engagement and stakeholder involvement, CTDOT aims to create a robust, accessible, and inclusive EV charging network that benefits all Connecticut residents and visitors, while contributing to the state's goals of reducing greenhouse gas emissions and promoting sustainable transportation options.

The data-driven, community-centered approach outlined in this Plan will guide CTDOT's efforts to engage with diverse audiences, address the unique needs and concerns of underserved communities, and ultimately ensure the success of the NEVI program in Connecticut.

Plan Vision and Goals (Updated)

The build out of both public DCFC and public Level 2 chargers is anticipated to play an important role in accelerating the adoption of EVs and in mitigating greenhouse gas and other transportation-related emissions. Connecticut suffers from some of the worst air quality in the country, especially along heavily traveled transportation corridors where criteria air pollutants are most densely concentrated. In Connecticut, the transportation sector remains the largest source of emissions, accounting for 40% of emissions in 2019 as outlined in the recent Connecticut *Priority Climate Action Plan*.[5]

Connecticut's *Priority Climate Action Plan* (PCAP), developed with funding from the Climate Pollution Reduction Grant (CPRG) program Phase 1 Planning Grant from the United States Environmental Protection Agency (USEPA), and released in March 2024, identifies new economy-wide and electric sector greenhouse gas (GHG) emissions reductions targets as follows:

- 20% below 1990 levels by January 1, 2020
- 45% below 2001 levels by January 1, 2030
- 0% from electricity supplied to electric customers in the state by January 1, 2040
- 80% below 2001 levels by January 1, 2050

The PCAP offers several implementation-ready climate action measures specific to the transportation sector. See **Table 5** for a quantitative PCAP goal directly related to the deployment of EVs.

TABLE 5. PCAP Climate Action Measure for EV Deployment

PCAP Climate Action Measure	Cumulative GHG emission reductions (metric tons CO_2e)	
Deploy electric vehicle chargers statewide to support light-duty and medium-heavy duty fueling needs	**2025–2030**	**2025–2050**
	1,840,000	11,020,000

CTDOT also recently developed a Carbon Reduction Strategy (CRS), submitted to FHWA in November 2023. The CRS lays out CTDOT's process for reducing GHG emissions from the transportation sector. Charging for CTDOT's EV Fleet was identified as an existing effort that could support the CRS.

[5] Connecticut Priority Climate Action Plan: https://portal.ct.gov/-/media/deep/climatechange/cprg/ct_pcap.pdf

Based upon the state's experience installing Level 2 EV infrastructure through the EVConnecticut program and in partnering with the utilities to install DCFCs in several of our Service Plazas, CTDOT has identified significant barriers to the development of viable business models to operate public DCFC networks. CTDOT does not intend to own and operate the state's NEVI charging network. Instead, CTDOT is providing competitive NEVI grants to other entities, both public and private, for their acquisition/installation of the public DCFC stations. To realize this, CTDOT has laid out a vision and supporting goals that will serve as a foundation to help guide the state's NEVI grant solicitation.

Vision

Connecticut's Charging Ahead Plan creates a multi-year roadmap for how the state intends to catalyze the expansion of a safe, reliable, accessible EV fast charging network by spurring investment in and ensuring equitable distribution of fast charging infrastructure throughout the state.

Overarching Goals of Connecticut's Charging Ahead Plan

- **Accelerate EV adoption/deployment** by making fast charging convenient and reliable while also providing a seamless New England EV traveler experience
    - Collaborate with state and local partners (frequent correspondence) to address gaps along Connecticut's highway network
    - Coordinate with other state agency partners and the utilities on EVSE installation and distribution (e.g., make-ready and Volkswagen EVSE grant funding)
    - Create a business opportunity for companies that provide public EV charging services
    - Support CTDEEP's efforts to work with state and municipal governments to modify building codes and permitting requirements to support EV infrastructure deployment
    - Promote regional EV initiatives/educational materials on CTDOT website and other formats
    - Leverage opportunities where existing DCFC infrastructure can be updated to NEVI standards
- **Provide equitable access to the benefits of electrification across the state**
    - Phase 2 of Connecticut's Plan, following the State's "fully built out" status, will run targeted outreach specific to rural areas and areas underserved by EV fast charging opportunities
    - Solicit applications and award funds through a transparent public process

- **Boost range confidence**
    - Provide sufficient coverage (in tandem with non-NEVI fast charging, workplace charging, residential charging, and other charging infrastructure), so that prospective buyers and EV drivers have confidence that they can recharge an EV in Connecticut when and where needed
    - Each NEVI station will have at least four units offering EV charging and, where feasible, CTDOT will encourage one charging space be available that offers a pull through space for passenger vehicles pulling trailers or recreational vehicles.
    - Charging locations will be discoverable online at the United States Department of Energy (USDOE) Alternative Fuels Data Center (AFDC) and various third-party applications
    - Ensure that OEMs and auto dealers within the state remain abreast of all DCFC buildout by providing quarterly DCFC infrastructure updates on the NEVI website
    - Fully build out 9 AFCs within 5 years of CTDOT's baseline Charging Ahead Plan
- **Engage stakeholders in the Plan development and program implementation**
    - Maintain a forward-facing Connecticut NEVI website
    - Maintain a NEVI specific email distribution list
    - Coordinate with COGs, community, business, and Environmental Justice (EJ) groups, and other stakeholder groups to listen and gather ideas on the Plan and implementation
    - Provide online survey opportunities to gauge stakeholder reaction to Plan direction/ideas
- **Ensure EV charging network is accessible and easy to locate**
    - Require clear Manual on Uniform Traffic Control Device (MUTCD) compliant wayfinding signage
    - Prioritize ADA and universal design considerations
- **Maximize investments to complement other available funding streams/programs**
    - Encourage NEVI applicants to also participate in utility EVSE programs (make-ready, managed charging, rate riders etc.) when applicable
    - Encourage creative public investment strategies
    - Leverage other state financial incentives aimed at building out EV infrastructure

Contracting (Updated)

Between Fall 2023 and Summer 2024, CTDOT completed a two-step procurement process to make initial awards from its $52 million in federal NEVI program funding. For this Phase 1 of NEVI funding, CTDOT made available approximately $15 million over FY22-23 to build DCFC stations in 12 priority locations.

As a first step, CTDOT required interested parties to submit a Letter of Intent (LOI) as a prerequisite; only entities that submitted an LOI were eligible to move forward in the procurement process. The LOI submittal period opened September 28, 2023, and closed November 9, 2023. The LOI was a short application intended to gather pertinent information regarding proposals for DCFC infrastructure. It provided references to federal regulatory requirements, defined the 12 Priority Zone locations for the Phase 1 program, and requested basic information from the interested party on the potential DCFC project. The latter included contact information, location, site readiness, budget, and eligibility to receive NEVI funds. It also included a series of attestations to confirm that the party would adhere to federal NEVI requirements, including those related to equipment specifications, operations, and maintenance. To assist interested parties in determining site readiness, the LOI provided links to state and federal online resources indicating floodplain locations, endangered species habitats, identified biodiversity areas, wetland resource areas, and National Register of Historic Places sites.

CTDOT received a total of 89 responses to the LOI, as summarized in *Table D.1 in Appendix D*. Of the 89 responses, 47 were not located in a Phase 1 Priority Zone, as defined by CTDOT in its FY24 Plan, although respondents indicated they were located within a Priority Zone. In addition, 3 responses were located more than one drivable mile from any intersection or exit along an AFC, which would make them ineligible to receive NEVI funding during this phase.

Following the completion of the LOI process, CTDOT released a Request for Proposals (RFP) on January 29, 2024, and closed the submittal period on March 13, 2024. The RFP included more detailed information on the NEVI program, including eligibility requirements for proposers, project locations, project types, and cost items, along with program requirements for operations and maintenance, interoperability, data reporting, customer information and accessibility, and compliance with other federal regulations. Only parties that had completed the LOI were eligible to apply to the RFP.

CTDOT received a total of 22 RFP responses, requesting a total of $18.4 million in NEVI funding to support projects totaling $27.9 million in cost. The 22 projects would provide a combined 187 ports. Of the proposals received, eight were located outside of a Priority Zone, leaving 14 eligible proposals. The Hartford, Meriden, New Milford, Plainfield (I-395, exit 32), and Willington Priority Zones all received multiple eligible proposals. The Danbury, Plainfield (I-395 service plazas), Putnam, and Waterbury Priority Zones each received one eligible proposal. The remaining Priority Zones did not receive an eligible proposal (Old Saybrook, Norwalk, and Route 7 North Canaan).

The LOI and RFP processes did not result in interested proposers for sites located along the northern Route 7 Alternative Fuel Corridor in the northwestern portion of the state. As a result, CTDOT issued a second grant solicitation referred to as NEVI Phase 1a Implementation, focused on this corridor, with the RFP period open from March 18, 2024, to June 7, 2024. No responses were received during this period.

CTDOT released an additional RFP in July 2024, referred to as NEVI Phase 1b Implementation, which considers locations along any Alternative Fuel Corridor in the state. The RFP is currently open and is set to close on October 21, 2024.

See **Table 1** for a timeline of CTDOT's NEVI Implementation.

Status of Contracting Process

The status of the contracting process is summarized in *Table D.2 in Appendix D*. CTDOT has completed two RFP processes, with a third underway, and has made conditional awards to twelve of the proposals received in the Phase 1 RFP process. Those twelve proposals have accepted the conditional awards and are summarized in *Table D.3 in Appendix D*. At the time of this FY25 Plan, final awards and grant agreements have not been executed.

Scoring Methodologies Utilized

The Phase 1 RFP established a three-part evaluation process for CTDOT to review proposals. The evaluation process included an initial set of screening criteria, core criteria, and bonus criteria. Screening criteria were designed to confirm that proposals were complete and responsive, that proposers would comply with federal NEVI requirements, and that proposers remained in good standing to conduct business in the state of Connecticut. These Initial Screening Criteria are summarized in *Table D.4 in Appendix D*. Proposals that met the initial screening criteria advanced to the core criteria evaluation.

Core criteria were scored across three categories:

- Qualifications (25 percent of the total score), which measured proposers' experience and financial capability.
- Technical merit (50 percent), which measured both technical aspects of the proposal and equity-related considerations.
    - Technical aspects of the proposal included siting, site readiness, operations and maintenance approach.
    - Equity-related considerations included how the proposal might improve upon ADA standards, support underserved populations, provide workforce training, or utilize local vendors.
- Financial criteria (25 percent), which measured project cost, financial viability, and availability of matching funds.

Core criteria are described in greater detail in *Table D.5 in Appendix D*.

Bonus criteria included site amenities, future-proofing, renewable energy, and use of local business. A maximum of 20 points in bonus criteria were made available but were only applied if the highest-scoring proposals in the same Phase 1 Priority Zone scored within 5 points of each other on the core criteria. Bonus criteria are shown in *Table D.6 in Appendix D*.

The Phase 1 RFP also established a selection process, including the opportunity for CTDOT to negotiate best-and-final offers with shortlisted proposals. The RFP also included a description of CTDOT's process to make final awards, beginning with a conditional award letter, preconditions of receiving an award, grant agreement, and notice to proceed. For reference, the RFP also provided a sample grant agreement in an appendix, along with required federal and state forms.

For the Phase 1a RFP, reference to use of local vendors was removed from the scoring criteria based on direction from Federal reviewers. Otherwise, the scoring criteria remained the same. For the Phase 1b RFP, additional changes were made to the scoring criteria including the shift of some bonus criteria to the core criteria section. Amenities that were previously only scored in the case where bonus criteria applied were moved to the core criteria section as CTDOT believes station proximity to these amenities (e.g., restrooms, retail, or food and drink) is in line with the goals of the NEVI program and should be prioritized.

Plan for Compliance with Federal Requirements

The RFP included background information for proposers regarding federal requirements for the NEVI program, including eligibility information (for proposers, project locations, project types, and costs) and technical requirements. The latter include operations and maintenance standards, interoperability requirements, data reporting requirements, and customer information and accessibility requirements defined in 23 CFR 680. The RFP includes references to relevant sections of the federal code for each item. In addition, the RFP includes reference information on compliance with other federal requirements, including general Title 23 requirements (e.g., Buy America, Build America, and Davis-Bacon) and adherence with the Americans with Disabilities Act, National Environmental Policy Act, Manual on Uniform Traffic Control Devices for Streets and Highways, and Uniform Relocation Assistance and Real Property Acquisition Act.

As described in the previous section, the RFP's initial screening criteria also required proposers to attest to each of the minimum federal requirements as listed in 23 CFR 680.

Civil Rights (Updated)

All proposed planned guidelines and recommendations for the deployment of EV charging stations will be created pursuant to all federal, state, and local laws, regulations, and statutes to ensure compliance with the Americans with Disabilities Act (ADA), Title VI of the Civil Rights Act of 1964 (Title VI), and Section 504 of the Rehabilitation Act of 1973 (Section 504).

To comply with ADA requirements:

- CTDOT will develop EV charging stations in accordance with ADA standards related to accessible parking spaces, including but not limited to Public Right-of-Way Accessibility Guidelines (PROWAG).
- CTDOT developed core criteria for evaluating RFP responses, including ADA compliance.
- CTDOT's solicitation will continue to ensure that NEVI-funded chargers can accommodate EV drivers and passengers with various levels of physical abilities and individuals using a wheelchair on an accessible path in accordance with federal guidelines.

To comply with Title VI requirements, CTDOT will:

- Educate low-income, minority and limited English proficient communities regarding the availability of EV charging stations.
- Conduct inclusive public outreach events to foster the engagement of traditionally underrepresented communities and provide translation and interpretation services when requested.
- Conduct targeted outreach to disadvantages and underrepresented communities.
- Require compliance with Title VI of the Civil Rights Act in any solicitations.

To comply with Section 504 requirements, CTDOT will:

- Ensure public outreach materials are developed to include appropriate auxiliary aids to allow for equal opportunity to participate.

Existing and Future Conditions Analysis (Updated)

State Geography, Terrain, Land Use Patterns, and Climate

Connecticut is the second smallest and southernmost state in New England, with a total of 5,018 square miles of land mass that is 110 miles long and 70 miles wide, with 96 miles of general coastline. It is bordered by New York to the west, Massachusetts to the north, Rhode Island to the east, and the Long Island Sound to the south. Within the central part of the state is the Connecticut River, which flows from north to south, and ultimately discharges into the Long Island Sound. Other major rivers draining to the Sound include the Housatonic and Thames Rivers. Connecticut's terrain consists generally of coastal plains to the south, a central valley region which can be categorized as generally flat, and hills located in the northwest and northeast parts of the state. Connecticut features a variety of landscapes, including mountains, open fields, farmland in inland areas, and coastal marshes and beaches along its southern coast. The highest mountain that lies wholly within Connecticut is Bear Mountain at approximately 2,320 feet, while many coastal land areas can be less than 20 feet above sea level.

According to the UCONN Center for Land Use Education and Research (CLEAR), developed land cover in the State increased by 3.1% between 1985 and 2015.[6] Connecticut's largest cities, by population, include Bridgeport, New Haven, Stamford, and Hartford. Urbanized areas within the State are generally dispersed along the

[6] State Land Cover Statistics. https://clear.uconn.edu/projects/landscape/ct-stats/

coast, and centralized around the Greater Hartford area, while the northeast and northwest regions of the State are more defined by rural landscape.

Connecticut experiences four well defined seasons, with temperatures having the ability to range anywhere from below zero to over 100 Degrees Fahrenheit. However, on average, temperatures are historically mild, with only about 12 days per year reaching over 90 degrees, and only about six days experiencing zero degrees or below. Connecticut experiences generally even precipitation patterns of rain and snowfall, with about one third of days seeing some amount of precipitation per year.

According to the National Oceanic and Atmospheric Administration (NOAA), Connecticut has been affected by 44 climate and weather disasters with losses exceeding $1 billion from 1980 to 2024.[7] The most expensive of these disasters was Hurricane Sandy, which caused a total of $72.8 billion in combined damages to all states affected, including Connecticut. Warming oceans and melting ice sheets are causing sea level rise on Long Island Sound directly affecting the Connecticut shoreline and low-lying terrain. In the last 100 years the waters of Long Island Sound have risen by nearly a foot, and that pace is accelerating. Under the state-adopted sea level change scenario of "20 by 50" (20 inches by 2050) (Public Act 18-82), in coastal areas a 100-year flood today will be more like a 23-year flood in 2050. The Sea Level Affecting Marshes Model (SLAMM) was applied to Connecticut's shoreline to better predict flooding along the coastal areas of Connecticut. The model indicates that some coastal area roads that currently flood only a few times a year will flood more regularly, in some cases as much as once a month, by mid-century.

Market Conditions

While consumerism has begun to expand the use of electric vehicles, many states have adopted the Zero Emission Vehicle (ZEV) program which was piloted by the State of California in 1990 through the Low Emission Vehicle regulation. Its main purpose over the years has been to incentivize the purchase of EVs and track market trends which project growth in the EV sector and therefore determine the necessary infrastructure required. This program has been modified since then to accommodate for the changing state of technology in California and was first adopted by Connecticut in December of 1994 and enacted in 1998. Various amendments have been made to these standards and regulations between 1994 and 2018.

[7] NOAA National Centers for Environmental Information (NCEI) U.S. Billion-Dollar Weather and Climate Disasters (2024). https://www.ncei.noaa.gov/access/billions/

Following the recognition of the ZEV program by CT government, it was made part of the Connecticut General Statues as Section 22a-174g "California motor vehicle emissions standards" which is intended to allow CTDEEP to adopt any of the California vehicle emissions regulations as seen fit. This was further cemented by the passing of Connecticut's Clean Air Act in 2022 whereby CTDEEP was officially authorized to enact regulations which mirrored those of California's standards, therefore effecting the EV market. Part of this regulatory market influence comes from the state's requirement for auto manufacturers to increase the import of ZEVs to CT, which aims to drive sales. Certified ZEVs are new passenger cars, light-duty trucks, and medium-duty passenger vehicles that produce zero exhaust emissions of any criteria pollutant (or precursor pollutant) under all possible operational modes and conditions. The minimum ZEV requirement for each manufacturer includes the percentage of passenger cars and light-duty trucks produced by the manufacturer and delivered for sale in Connecticut. During 2021, the ZEV program required 12% of imported vehicles to be eligible for ZEV credits (consumer incentives and/or tax credits).

The ZEV program has now been adopted by 14 other states and the District of Columbia through the Multi-State Zero Emission Medium-and Heavy-Duty Vehicle Initiative Memorandum of Understanding (MOU). This MOU was signed by Governor Lamont as a Connecticut guidance for regulation in July 2020. The basis of the MOU was to acknowledge the impact of MHD vehicles on greenhouse gas (GHG) emissions and develop a multi-state action plan to reduce this impact. The MOU also commits Connecticut to putting 125,000 to 150,000 additional EVs on the road by 2030.

The ZEV production requirement also includes opportunities for compliance with transitional zero emission vehicles, which must demonstrate certain exhaust emissions standards, evaporative emissions standards, on-board diagnostic requirements, and extended warranties. The Advanced Clean Cars II (ACCII) rule was finalized in November 2022, which determines the ZEV requirements for model years 2026-2035. ZEV production requirements are shown in **Table 6**.

TABLE 6. Zero Emission Vehicle (ZEV) Requirements under ACCII

Model Year	ZEV Requirement
2023	17%
2024	19.5%
2025	22%
2026	35%
2027	43%
2028	51%
2029	59%
2030	68%
20231	76%
2032	82%
2033	88%
2034	94%
2035 and later	100%

Lack of consumer participation and government implementation of these regulations since its adoption show that Connecticut is not on track to meet this commitment. To remedy this, the Connecticut General Assembly reintroduced similar emissions standards in the fall of 2023. This proposal laid out market requirements including manufacturer's obligations to offer for sale 100% of light duty vehicle (LDV) ZEVs and 40-75% of medium and heavy duty (MHD) ZEVs by 2035. With this increase, EVs would be more accessible to consumers with wider varieties and price ranges available.

For states looking to implement clean vehicle standards and/or regulations there are two options: comply with federal law under the USEPA or comply with California's stricter version. This is because California enacted clean vehicle regulations prior to the establishment of the USEPA, allowing them to supersede federal regulation. As previously mentioned, Connecticut has opted to work with the California version of this plan as it gives Connecticut a strong position to meet or exceed federal emissions goals. Because there are conflicting standards between the federal and state level, lawmakers were unable to reach resolution on Connecticut regulations in the fall of 2023 that comply with precedent.

Governor Lamont's administration proposed a new bill in the 2024 General Assembly, House Bill 5485, which intended to research the preceding standards/regulations and create an "Electric Vehicle Infrastructure Coordinating Council" of 40 members. After being referred to the Transportation Committee, a public hearing was held in March

2024 which led to the bill being deemed "joint favorable" and was filed with the Legislative Commissioner's Office (LCO). After being placed on the House Calendar for consideration, the bill was not taken up for a vote on final passage. For reconsideration, the bill will have to be reintroduced during Connecticut's next legislative session.

Following the passing of the IIJA in November 2021, Connecticut received $52.5 million in funding which will assist in developing passable standards/regulations that reflect precedent while considering Connecticut's current market. A portion of this money has already been used to establish the EValuateCT dashboard in order to begin visualizing how vehicle electrification may look in Connecticut's future.

EValuateCT is an online dashboard which tracks various statistics on Connecticut's use of electric vehicles and vehicle charging infrastructure. This dashboard was made possible through a collaboration between CTDOT, CTDMV, CTDEEP, and Atlas Public Policy. It is publicly accessible through the CTDOT website and provides relatively up to date information as aggregate data is fed into EValuateCT semi-annually by CTDOT. The data provided consists of the number of EVs on the road, and the quantity, type, and location of charging ports. It also provides statistical analysis of growth trends in electric vehicle ownership which assists CTDOT in understanding the current state of vehicle electrification in Connecticut.

As of December 2023, there are over 43,000 EVs on the road in Connecticut, and trends show that the market is continuing to grow at a rapid pace. This growth is largely due to advances in battery technology, expanded vehicle range, increased model availability, and state policies and regulations to reduce emissions and incentivize EV adoption. The transition from internal combustion engine (ICE) vehicles to EVs raises a variety of opportunities and challenges, including developing adequate charging infrastructure to meet consumers' charging needs, addressing increased electricity demand, maximizing the potential for more efficient use of the electric grid to lower electric rates for all ratepayers, and ensuring that low-income residents and underserved communities benefit from transportation electrification.

Additionally, EValuateCT dashboard indicates that as of December 2023, there are over 16,000 plug-in hybrid electric vehicles (PHEV) on the road in Connecticut. According to the National Renewable Energy Laboratory's (NREL) report, *The 2030 National Charging Network: Estimating U.S. Light-Duty Demand for Electric Vehicle Charging Infrastructure*, the number of PHEVs that will be on the road in Connecticut in 2030 is approximately 340,000.

NREL's models show that Connecticut will need roughly 1,500 public DC ports (a mixture of 150 kilowatt (kW)-350 kW stations) to meet that demand.

In July 2021, the Connecticut Public Utilities Regulatory Authority (PURA) issued a final decision in Docket No. 17-12-03RE04 that established a nine-year program to support the installation of electric vehicle charging infrastructure (Level 2 and DCFCs) across Connecticut (EV Charging Program). The EV Charging Program established deployment targets based on three-year program implementation cycles for the following market segments: DCFCs; Level 2 chargers installed at multi-unit dwellings, workplaces, and public "destinations"; and Level 2 chargers installed at residential, single-family dwellings. As part of this decision, Connecticut's largest electric distribution companies (EDCs), United Illuminating (UI) and Eversource, are required to coordinate and facilitate planning efforts between their light-duty EV managed charging and make-ready incentive program, and CTDOT's work on the buildout of fast charging. The status of the utility driven incentive program is currently uncertain as Eversource paused their EV charger rebate programs in Spring 2024.

Smaller municipal electric utilities operate within Bozrah, Groton, the borough of Jewett City, Norwalk, and Norwich, and are not regulated by PURA. CTDOT has been in close contact with utility companies throughout the solicitation process to ensure existing and future-planned grid capacity can meet the needs of future EV charging infrastructure deployment.

State Travel Patterns, Public Transportation, Freight and Other Needs

Connecticut has 346 miles of National Highway System interstate highways, 4,137 miles of state-maintained routes and roads and approximately 21,556 miles of public roadways. The New York to New Haven corridor is home to three of the state's largest cities — Stamford, Bridgeport, and New Haven. The transportation network in this corridor is a tight knit concentration of interstate routes, state highways, parkways, rail lines, and ports, most notably Interstate 95 and the Merritt Parkway which parallel the coast. State Routes 7 and 8 and other major roads connect this coastal corridor to the nearby cities of Danbury and Waterbury, approximately 30 miles inland. Despite the density of transportation assets, this is Connecticut's most congested corridor. The New York to Hartford corridor shares a long expanse of border with New York. It includes a dynamic mix of densely populated urban and suburban communities along I-84 and rural townships to the north. The transportation assets of this corridor link Connecticut to the national economy. They also link the Danbury, Waterbury, and Hartford economic regions.

The north-south Hartford to New Haven corridor includes two of the most populous cities in the state, Hartford, the state capital, and New Haven. The corridor also includes New England's second largest airport, Bradley International Airport. The corridor developed along the Connecticut River Valley, which links New Haven and Hartford, to Springfield, Massachusetts and other markets in Vermont, New Hampshire, and Canada, to the north. Interstate 91 and the CTrail Hartford Line (passenger rail service) are the transportation backbone of the corridor and connect the region to transportation assets in Massachusetts including I-90. Interstate 84 bisects the corridor from west to east; it links Hartford to the New York City metro area to the west and Boston to the east.

Eastern Connecticut borders Massachusetts in the north and Rhode Island to the east. The corridor includes a significant manufacturing sector dominated by General Dynamics Electric Boat in Groton and a large tourism industry comprising Mystic Seaport, Mystic Aquarium, major casinos, and coastal recreation. Interstate 95 and the Northeast Corridor rail line link this corridor to New Haven and New York City to the west and Providence and Boston to the east. Interstate 395, which traverses the corridor north-south, links eastern Connecticut's largest cities (New London and Norwich) to Worcester, Massachusetts and to I-90. The strategy for this region reflects its less urbanized nature and the importance of tourism and manufacturing.

CTDOT is one of the few State DOTs in the nation that directly owns and operates or subsidizes nearly all the State's public transportation services. Public transportation in Connecticut consists of commuter rail service, intercity passenger rail service, urban public transportation, and rural transportation providers. There are numerous providers of bus, paratransit, and commuter and intercity passenger rail service in Connecticut. CTfastrak, a bus rapid transit (BRT) system operating in central Connecticut, opened in 2015. In addition to bus, van, and rail services, the state provides grants, assistance, and incentives for other commuter programs, including telecommuting and ridesharing.

Connecticut has experienced slow population growth, and this trend is projected to continue over the next 30 years. Much of the state's population is concentrated in the central and southwestern parts of the state, paralleling I-95 and I-91, and centered in the cities of Hartford, Waterbury, New Haven, Stamford, and Bridgeport.

Connecticut's freight system is comprised of public and privately-owned infrastructure made up of roads, rails, ports, and airports; almost entirely operated by the private sector. Every business and resident in Connecticut depends on the freight

transportation system for commodities used daily. People have relied on the convenience of ordering something online and receiving it within a couple of days or perhaps even several hours of placing an order. Yet, freight transportation requires significant energy expenditures to move large quantities of goods quickly and over long distances. Tractor-trailers specifically contribute significantly to mobile-source CO2 emissions by traveling relatively long distances, carrying heavy loads, and using higher-carbon content diesel fuels. Recent data shows that nearly 94% of the freight that travels to, from, or through Connecticut does so by truck.[8] Truck traffic brings congestion and contributes to air quality concerns for health and the environment.

In response to emerging trends and technologies in the medium and heavy duty (MHD) sector, Connecticut has begun planning to support MHD fleets moving into the electric space. The increased market penetration of MHD EVs is expected to create greater demand for and consequent investment in Connecticut's EV charging network. Additional infrastructure will be necessary to support the introduction of long-haul HD EVs designed for and destined to travel the interstates through Connecticut. CTDOT's solicitation process included bonus criteria for futureproofing charging sites, including the installation of pull-through charging stations to accommodate MHD EVs.

Connecticut's Statewide Freight Plan, updated in 2022, includes a specific goal focused on equity, environmental protection, and livability. The objective associated with that goal is to mitigate freight movement impacts on communities located near freight facilities or freight corridors and reduce freight transportation-related greenhouse gas emissions by increasing EV charging and alternative fueling infrastructure. Also, as part of the analysis for the Freight Plan, the State has identified freight corridors that are critical to urban and rural freight delivery (See *Figure 5*). The critical freight corridors nearly mirror the State's AFCs (See *Figure 6*). These maps will be helpful as the State continues to explore where to prioritize fast charging buildout.

[8] Connecticut Statewide Freight Plan (2017) https://portal.ct.gov/-/media/dot/fastlane/freight_plan/ctdotfreightplanfinal111617pdf.pdf

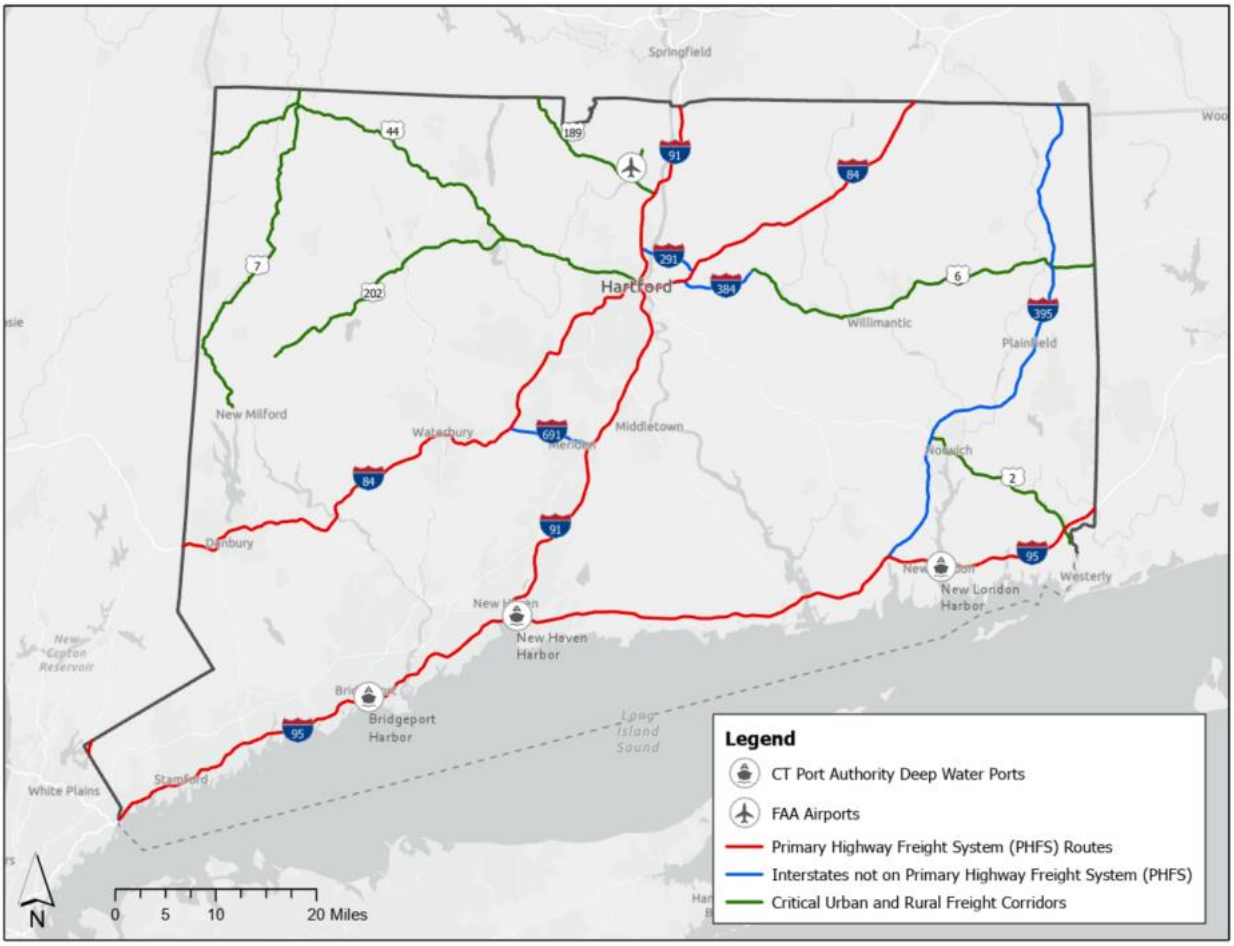


Figure 5. Connecticut's Freight Network

Known Risks and Challenges

Connecticut has gained experience in building out charging infrastructure through CTDEEP's EVConnecticut EVSE incentive programs that provided incentives to businesses, municipalities, and other entities to build Level 2 chargers, as well as PURA's EV Charging Program, which encompasses both Level 2 and fast charging expansion goals for the utilities to achieve. However, over the last several years of engaging stakeholders in the Charging Ahead Plan planning process, and developing the State's NEVI grant solicitation process, the State has discovered new risks and challenges, and opportunities to address them.

Supply chain shortages and disruptions, rising inflation, construction costs, and labor shortages are all challenges identified by stakeholders that could lead to increased installation costs or delayed project completion. The State received feedback from EV drivers utilizing existing DCFC infrastructure that new charging locations should offer overhangs or protection from the weather. Many of those same EV drivers also

expressed concern about the reliability of lighting at public DCFCs found along the AFCs in relation to safety and accessibility. A common theme heard from current EV drivers is that that the federal minimum standards don't go far enough in ensuring that a user's charging experience mirrors that of an internal combustion vehicle. CTDOT incorporated these concerns into the scoring criteria used for the NEVI grant solicitation process. Concerns about the environmental impact of charging infrastructure and range anxiety has surfaced in stakeholder engagement efforts. The State expects to address these concerns through continued community outreach and information sharing opportunities.

Potential risks were identified in preparing CTDOT's NEVI grant solicitation process and scoring criteria was leveraged to minimize these risks. Top potential risks included uncertainty around a proposer's qualifications or financial capabilities, proposed DCFC sites not being located in a place that benefits Connecticut's fully built out status, and unclear power availability for proposed DCFC sites. The list of potential risks were utilized by CTDOT to incorporate measures into the RFP to mitigate risk to the extent possible.

Alternative Fuel Corridor (AFC) Designations

AFCs are critical to Connecticut's Charging Ahead Plan. Connecticut has a long history of supporting alternative fuel projects to improve public access to alternative motor fuels, improve air quality and reduce greenhouse gas emissions. Starting in 2016 and working with planning partners such as Connecticut Clean Cities, CTDOT has worked to nominate sections of interstate highways to the Electric Alternative Fuel Corridors network.

CTDOT nominated eight corridors for inclusion in the Alternative Fuel Corridor network during FHWA's initial solicitation in 2016, but not all corridors met the AFC criteria at that time: I-84, I-91, I-95, I-395, US-44/CT-2, CT-8, CT-9, and US-7.[9] Connecticut did not nominate any additional corridors during FHWA's 2017 Round 2 or 2018 Round 3 nomination cycles.

During FHWA's 2020 Round 5 nomination cycle, US-7 was designated as EV signage ready for the section between the I-95 interchange in Norwalk to New Milford. The remaining section of US-7 north of New Milford to the Massachusetts border was designated as EV signage pending until further alternative fueling station infrastructure becomes operational. Connecticut did not put forward AFC nominations

[9] US-44/CT-2, CT-8, and CT-9 did not receive AFC designation.

for the 2022 Round 6, or the 2023 Round 7 cycles. As of this FY25 Plan update, there are no new AFC nominations or changes to the designated AFCs. The following are Connecticut's signage-ready and signage-pending AFCs:

Signage-ready

- I-84 (NY border to MA border)
- I-91 (New Haven to MA border)
- I-95 (NY border to RI border)
- I-395 (Waterford to MA border)
- US-7 (Norwalk to Milford, CT)
- I-84 (Middletown, NY to CT/MA border)
- I-91 (New Haven, CT to Norwich, VT)
- I-95 (Augusta, ME to Petersburg, VA)

Signage-pending

- US-7 (Milford, CT to MA border)

See *Figure 6* for a map of Connecticut's AFCs.

The current focus of the State's allocation of NEVI funding is dedicated to building out NEVI-compliant charging stations along the AFCs, to fill identified gaps and achieve fully built out status as soon as possible.

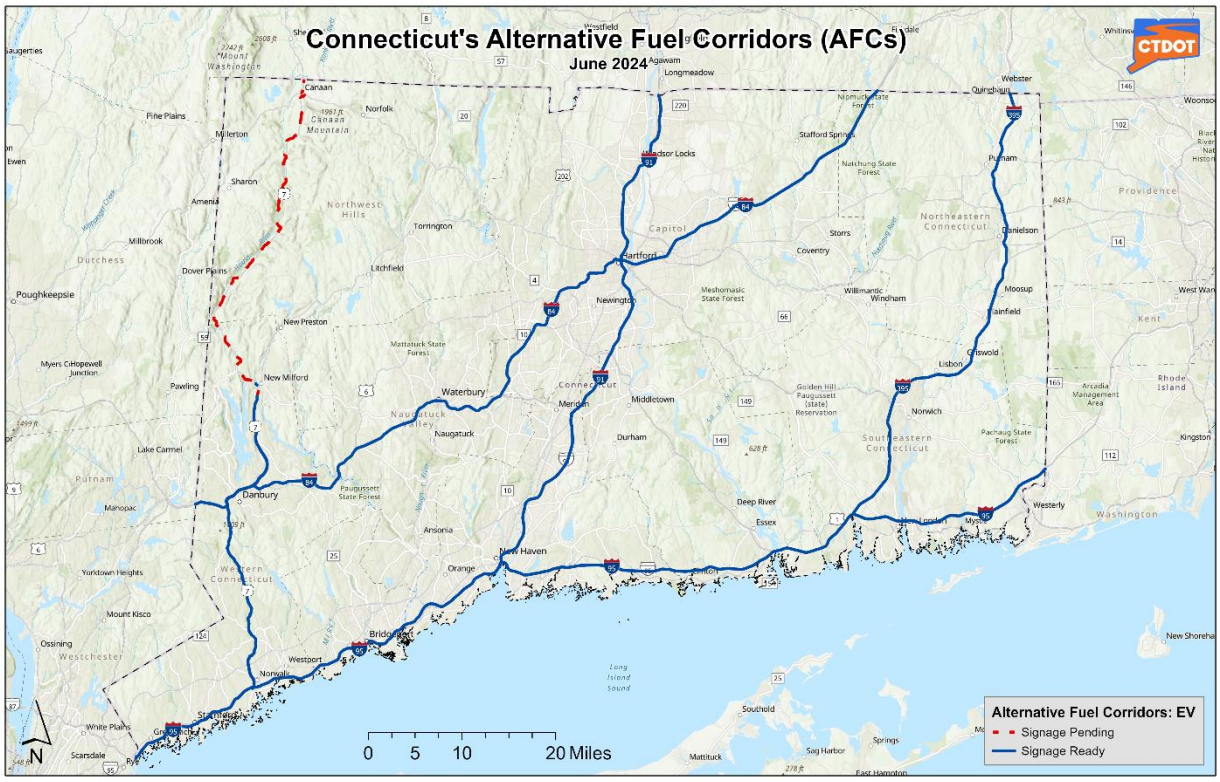


Figure 6. Connecticut's Alternative Fuel Corridors (AFCs)

Existing Charging Stations

According to the USDOE's AFDC, as of this FY25 Plan update, Connecticut has over 3,100 EV charging ports at over 1,000 stations.[10] Over 2,600 of those charging ports are Level 2, and over 500 are DCFC (including all connector types). *Figure 7* shows a map of Connecticut's existing public DCFC locations. These existing stations cannot be counted toward CTDOT's fully built out status as they have not been verified for compliance with the NEVI standards and requirements listed in 23 CFR Part 680 (e.g., the § 680.112 Data submittal requirements). CTDOT may verify compliance in the future. See *Appendix E* for a table of the State's existing public DCFC EV charging stations.

[10] US Department of Energy Alternative Fuels Data Center Electric Vehicle Charging Station Locations. https://afdc.energy.gov/fuels/electricity-locations#/analyze?fuel=ELEC

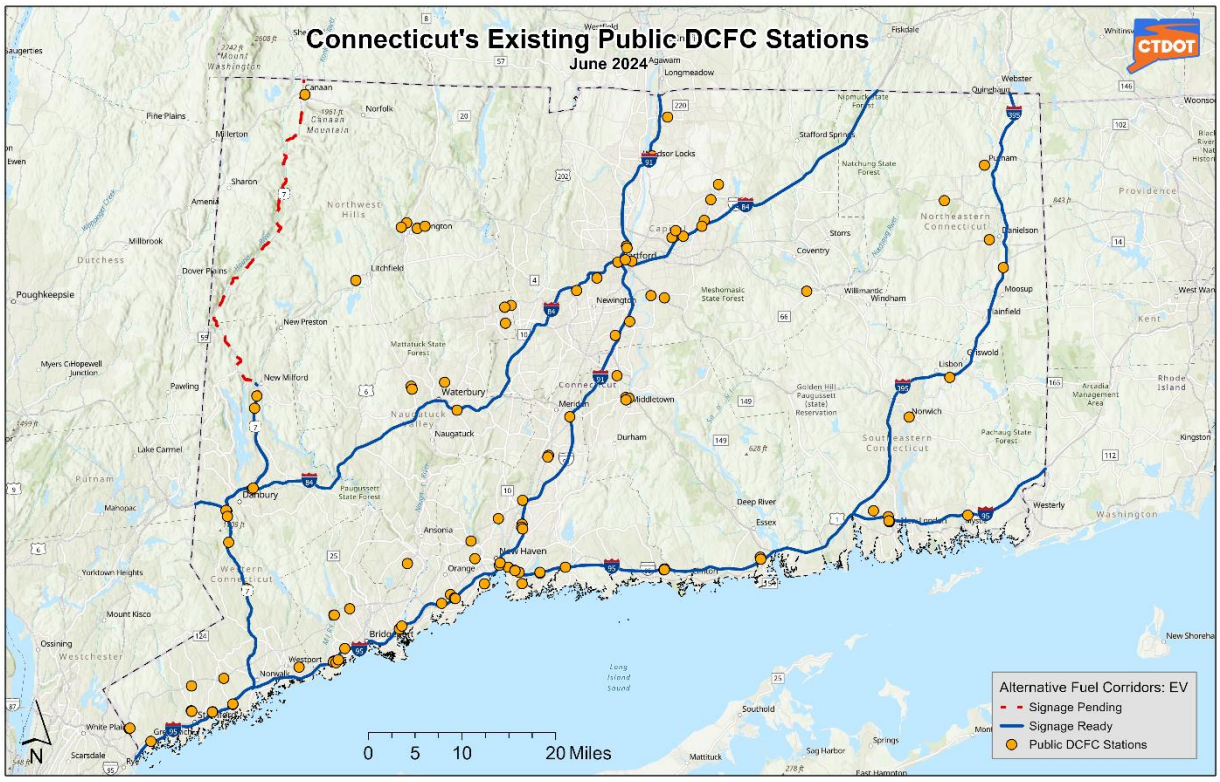


Figure 7. Connecticut's Existing Public Direct Current Fast Charger (DCFC) Stations

CTDOT anticipates using viable NEVI-compliant charging stations to achieve fully built out status. Viable NEVI-compliant charging stations are those that have accepted a Conditional Award for NEVI grant funding at the time of this FY25 Plan update. CTDOT will include the 12 viable stations, with between 4-10 ports at each station totaling 57 ports, towards the anticipated determination of fully built out status.

EV Charging Infrastructure Deployment (Updated)

Per the JOET guidance, Phase 1 of Connecticut's Charging Ahead Plan to deploy EV charging infrastructure is focused on building NEVI-compliant charging stations along the State's designated AFCs. Once Phase 1 installation is complete, CTDOT will shift focus to other parts of the state such as rural and urban communities to continue deployment of DCFC infrastructure and Level 2 chargers to the extent permitted under the NEVI program.

CTDOT identified twelve distinct zones, "Priority Zones", which if a NEVI-compliant charging station is installed within, would allow the State to complete Phase 1, and

achieve fully built out status. The Priority Zones were identified using stakeholder feedback, and proximity to commercial zones, annual average daily traffic, proximity to Justice40 DACs, suitable electrical supply, and the ability for chargers to provide coverage to more than one interstate or State route. The Priority Zones were mapped as a one-mile drivable buffer from the AFC exit ramp and located no more than 50 miles apart from each other.

The Priority Zones were used as criteria in CTDOT's Phase 1 NEVI grant solicitation. CTDOT released a procurement in late 2023 to initiate the buildout of the State's currently designated AFCs. Refer to the Contracting section for details on the procurement process. As a result of the Phase 1 procurement process, 12 preliminary awards have been made in nine Priority Zones and will move forward into the contract phase.

At the time of this FY25 Plan update, additional procurement processes are on-going to ensure the State can achieve fully built out status. While the initial procurement process utilized a LOI, future solicitations under Phase 1 will not use an LOI process in order to open submissions to all applicants. Also, CTDOT's Phase 1b solicitation does not require sites to be located within the identified Priority Zones, as it was discovered there is market interest and demand for locations in Phase 1-eligible areas, but outside of those Zones. Future Phase 1 solicitation will only require the site to be located within 1 mile of a designated AFC, as is required under the NEVI Formula Program. CTDOT anticipates this will help the State progress to fully built out status.

Planned Charging Stations

The current focus of the State's allocation of NEVI funding is dedicated to building out NEVI-compliant charging stations along the AFCs, to fill identified gaps and achieve fully built out status as soon as possible. *Figure 8* shows locations of viable NEVI-compliant charging stations. At the time of this FY25 Plan, final awards and grant agreements are in progress but have not been fully executed. The tables in *Appendix F* provide detailed information about Stations Under Construction and Planned Stations in Connecticut, including their location, anticipated number of charging ports, and estimated year the site will be operational.

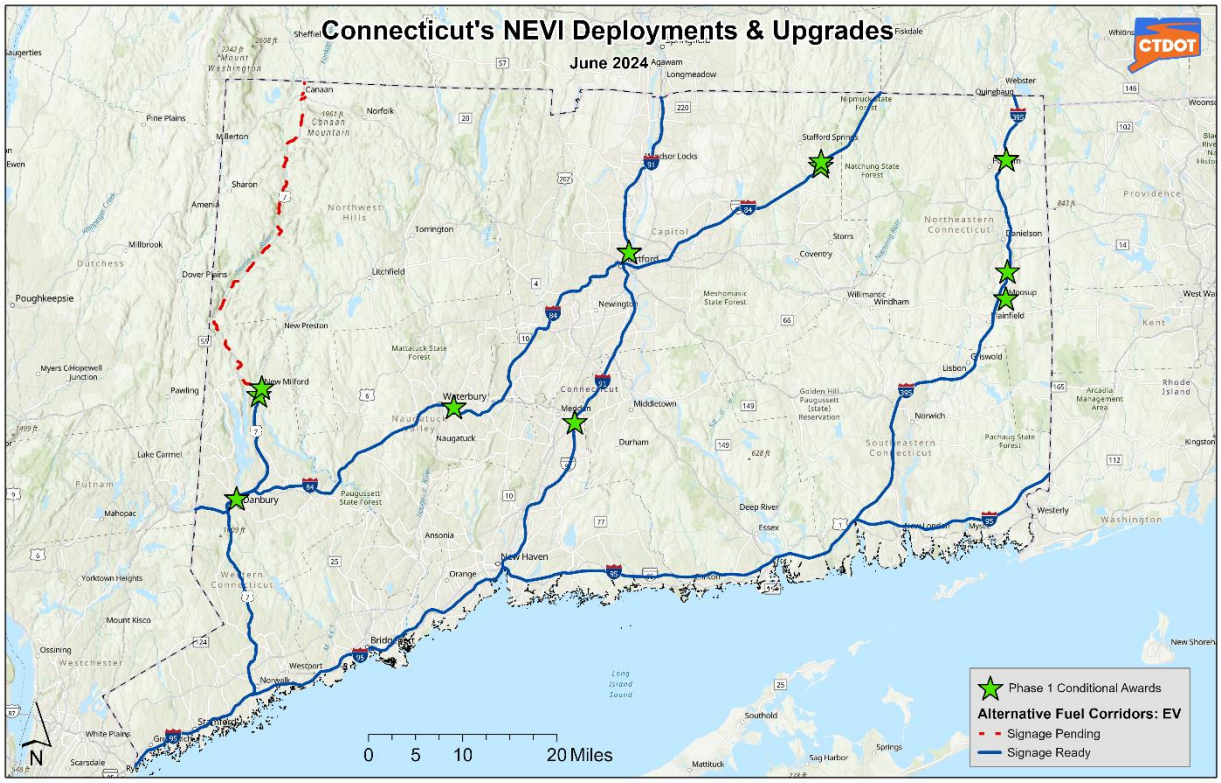


Figure 8. Viable NEVI-compliant charging stations

Planning Towards a Fully Built Out Determination

CTDOT will continue to release opportunities for public and private entities to apply for NEVI funding until the State is certified as fully built out. The RFP for NEVI Phase 1b Implementation was released in July of 2024, and will be open through October of 2024. With fewer restrictions around eligibility (e.g., the requirement to have submitted an LOI, and being located within a Priority Zone), CTDOT anticipates additional interest in NEVI funding, and in turn a shorter timeline to become fully built out.

For Connecticut to be considered fully built out, NEVI Compliant Stations must be spaced along all designated AFCs at a maximum distance of 50 miles apart and within 1 mile of the designated roadway, and all corridor termini must have a station located within 25 miles. See *Figure 9* for an analysis of Connecticut's Fully Built Out Status.

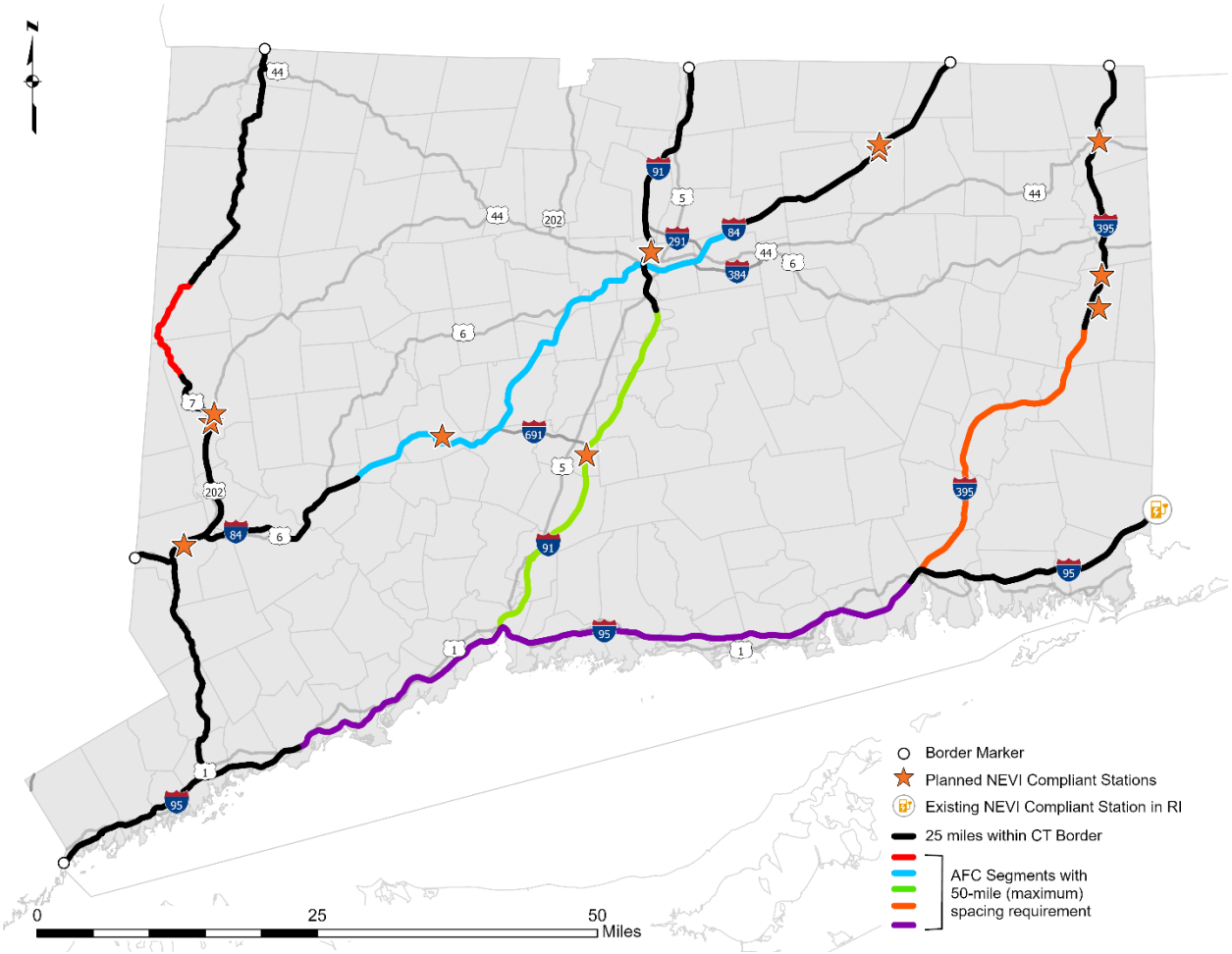


Figure 9. Connecticut's Fully Built Out Analysis

In *Figure 9*, the black segments represent the first 25 miles of the AFC corridor within the state's borders. Each of Connecticut's EV AFCs extend beyond the state's borders into the adjacent states (New York, Massachusetts, and Rhode Island), and are therefore not considered corridor termini. This means a station does not necessarily have to be located within the 25-mile segment. Instead, the 50-mile spacing must be maintained along the designated corridor across state lines. For example, since a NEVI Compliant Station opened in Ashaway, RI, Connecticut no longer needs to have a station within 25 miles of the CT/RI border but does need to maintain the 50-mile spacing along I-95. At the time of this FY25 Plan update, locations of other NEVI Compliant Stations in adjacent states are unknown.

The six (6) colored segments (red, blue, green, orange, and purple) in *Figure 9* represent the remaining portions of AFC segments where 50-mile (or less) spacing between stations has not yet been achieved.

If locations were optimized to meet the distance criteria described above, Connecticut would require as few as 3 additional stations to become fully built out (2 along I-95, and 1 along northern Route 7). Due to the requirements for station spacing along AFCs, there will likely be more stations installed through NEVI funding than the minimum required to achieve fully built out status.

Table 7 shows the anticipated minimum number of stations needed to achieve fully built out status, as well as the estimated date for when the State will achieve fully built out status. CTDOT will also maintain updated mapping of NEVI-compliant charging stations to keep track of the State's status.

TABLE 7. Achieving Fully Built Out Status

How many stations are still needed to achieve Fully Built Out status (based on the State's EV AFCs as of the date of this update's submission)?	3
Provide the estimated month/year to achieve Fully Built Out status:	Dec 2027

State, Regional, and Local Policy

As a key focus of the 2020 Electric Vehicle Roadmap for Connecticut, building codes and permitting requirements continue to drive State and local government efforts to establish the foundation for EVSE deployment. The State recognizes that the lack of zoning regulations for EVSE implementation may be a barrier for the 169 municipalities. While some Planning and Zoning Commissions in the State have implemented zoning regulations related to the use of EVSE in their respective municipalities, the State is exploring methods to help standardize the process. Connecticut currently seeks to establish a zoning regulations program that will train municipalities to develop and implement zoning regulations while educating them on best practices seen in similar programs across the nation.

To address stakeholder feedback on concerns about locations being awarded funding without consideration of the applicant's ability to secure utility and local government approvals, CTDOT's solicitation requires the applicant to demonstrate that they have begun coordinating with the relevant utility in which the charger resides. Applicants are responsible for coordinating with local property owners and municipalities on zoning and permitting.

As discussed in the Plans Visions and Goals section of this FY25 Plan, the State's recent PCAP and CRS establish actions that will help CTDOT meet the visions and goals of this Plan by identifying EV transition as a priority for the state.

Funding Sources

Funding for the Charging Ahead Plan is based on federal FY budget cycles that start on October 1 and end on September 30 of the following year. NEVI funds can be rolled over into the corresponding fiscal years. Per FHWA guidance, the NEVI program is to be administered as a Federal-aid highway program under Title 23, United States Code Chapter 1, and federal funds will be capped at 80% of project costs with a minimum of 20% non-federal match covered by grant recipients.

CTDOT's solicitation process requires applicants to provide documentation regarding the entity's financial capability to install and maintain EVSE equipment, provide the overall eligible cost of the proposed project, a plan to cover up-front business costs for installation of EV charging equipment, and a plan for long term operations and maintenance. Applicants are required to identify their funding source for the required non-federal match, indicating whether it is already secured or contingent upon future funding sources yet to be finalized. Applicants are also asked to elaborate on the nature of these funds, distinguishing between existing cash reserves, committed funding from identifiable sources, or anticipated debt mechanisms.

In January 2024, FHWA, through its Charging and Fueling Infrastructure (CFI) Discretionary Grant Program, awarded CTDEEP with a $14.6 million grant to fund community EV charging infrastructure. CTDEEP has allocated the funding to increase access to EV chargers in seven (7) communities where they will support neighborhood revitalization, transit-oriented development, and equitable access. The grant will fund 96 fast chargers and eight (8) Level 2 chargers. CTDOT will be applying for Round 2 of the CFI Grant Program, which is due August 28, 2024 for up to $600 million in funding. Currently, CTDOT is working on the details of the application, which involves deciding between the Community or the Corridor Program Grant, and the allocation of funding if awarded.

Applicants have other opportunities for funding through state programs. Connecticut residents and businesses may qualify for the Alternative Fuel Vehicle Refueling Property Tax Credit. The Tax Credit has been extended and modified by the federal Inflation Reduction Act. In addition, CTDEEP receives funds from USEPA through the State Diesel Emission Reduction Act (DERA) Program. The program allows for various

types of projects that reduce diesel emissions. Several awarded projects have received funding for EV charging infrastructure material and installation. The Connecticut EV Charging Program provides a combination of incentives for infrastructure, including EVSE and fast charging stations, and accompanying rate design offerings. However, funding from the program is not available for sites not served by Eversource Energy or United Illuminating. Commercial and residential entities can apply for funding through the applicable utility company, as the Program is administrated separately for each utility.

In the Spring of 2024, the USEPA solicited eligible applicants to apply for the Clean Heavy-Duty Vehicle (CHDV) Program, funded by the Inflation Reduction Act, to support the adoption and deployment of zero emission vehicles. Administered by the USEPA, the funding will allow for the replacement of existing non-zero emission Class 6 and 7 heavy-duty vehicles. In addition, the funding can be used for ZEV refueling infrastructure, workforce development and training, and project implementation. States, municipalities, school districts, Indian tribes, and nonprofit school transportation groups were eligible to apply. The application window closed in July of 2024 and applicants will be notified of the awarded funds in November of 2024. At this time, it is unknown if or how many entities within Connecticut have applied.

The Clean Corridor Coalition (C3), a collaboration between CT, NJ, DE, and MD was awarded a USEPA CPRG Program Implementation Grant to fund investments in commercial and public zero-emissions medium- and heavy-duty vehicle (ZE-MHDV) charging infrastructure along the I-95 corridor and adjacent roadways from Connecticut to Maryland. C3 was awarded $227 million, $54 million of which will be allocated to CTDEEP. CTDEEP will provide funding for the development of two (2) to three (3) large scale ZE-MHDV charging sites, which will include 350kW fast chargers and at one site, a one (1) megawatt (MW) charger.

Implementation

Strategies for EVSE Operations and Maintenance (O&M)

Through previous community outreach, CTDOT heard concerns from EV drivers including that oftentimes they plan to use a specific fast charger as part of their travel, and upon arrival, find that the station is inoperable or in disrepair. Ensuring successful, continued operation and maintenance of the NEVI-funded DC fast charging infrastructure is a priority.

To ensure these stations stay viable for years to come, CTDOT has implemented, or will implement, the following strategies:

- Included in CTDOT's NEVI grant criteria, proposers must adhere to the operational aspects and maintenance requirements as described in 23 CFR § 680.106.
- Core Criteria used to score NEVI funding applications, summarized in *Table D.5 in Appendix D*, required applicants to provide a detailed description of their O&M approach. Higher scores were given to proposals that sufficiently addressed each of the O&M criteria.
- Included in CTDOT's NEVI grant criteria, proposers must provide proof of satisfactory average annual up-time greater than (97%).
- In addition, proposers must submit on a quarterly and annual basis the operational data, including energy dispensed and uptime statistics.
- CTDOT will monitor station up time through vendor reported usage data and general user satisfaction found on publicly accessible third-party charging web sites.

Applicants are required to submit an O&M Plan that addresses:

- How the proposer will ensure compliance with the federal NEVI requirements including: system uptime, ongoing functionality, and reliability of the system.
- Considerations for staffing – whether leveraging existing personnel or hiring.
- Strategies for meeting critical requirements such as cybersecurity, interoperability, payment processing, and reporting.
- The approach to NEVI requirement procedures, resources, tools, and training protocols that will be utilized to maintain operational integrity and security throughout the project's lifecycle.

Equity Considerations (Updated)

As a part of Executive Order 14008, Justice40 is an initiative to ensure 40% of the overall benefits of certain Federal climate, clean energy, affordable and sustainable housing, and other investments flow to DACs that are marginalized by underinvestment and overburdened by pollution. The Justice40 goal applies to the NEVI program.

Identification and Outreach to Disadvantaged Communities (DACs) in the State

Consistent with the White House Interim Guidance on Justice40, CTDOT uses the Climate and Economic Justice Screening Tool (CEJST) to identify DACs that may directly or indirectly benefit from the NEVI program. This tool incorporates publicly available data on vulnerable populations, health, transportation access and burden, energy burden, fossil dependence, resilience, and environmental and climate hazards.

CTDOT also utilizes State data, including Connecticut's EJ Community map which represents the EJ communities in Connecticut as defined by section 22a-20a of the Connecticut General Statutes.[11] The State's EJ communities include distressed municipalities as defined by the Department of Economic and Community Development (DECD), as well as census block groups in which 30% or more of the population lives below 200% of the federal poverty level. Additional data indicates the percent of the population that identifies their race as a race other than White alone and/or identifies their ethnicity as Hispanic and the percent of households that identify as having limited English proficiency.

Federally recognized Tribal Nations with reservations located within Connecticut include the Mashantucket Pequot Indian Tribe and the Mohegan Tribe of Indians of Connecticut. The State of Connecticut recognizes five Indian tribes including the Golden Hill Paugussett, the Mashantucket Pequot, the Mohegan, the Paucatuck Eastern Pequot, and the Schaghticoke, each of which have reservations in the State.[12] Consistent with Federal government's recognition of Tribal Nations as DACs, CTDOT recognizes Connecticut's Indian tribes as DACs for the purpose of equitable outreach and engagement and working towards the Justice40 initiative. *Figure 10* shows Justice40 census tracts (DACs) in Connecticut, as well as the State's EJ communities and Tribal lands.

For details on outreach to DACs, see the Public Engagement section.

[11] For more information on Connecticut's Environmental Justice Communities: https://portal.ct.gov/deep/environmental-justice/05-learn-more-about-environmental-justice-communities

[12] For more information on Connecticut's recognition of Indian tribes: https://www.cga.ct.gov/2002/rpt/2002-R-0072.htm

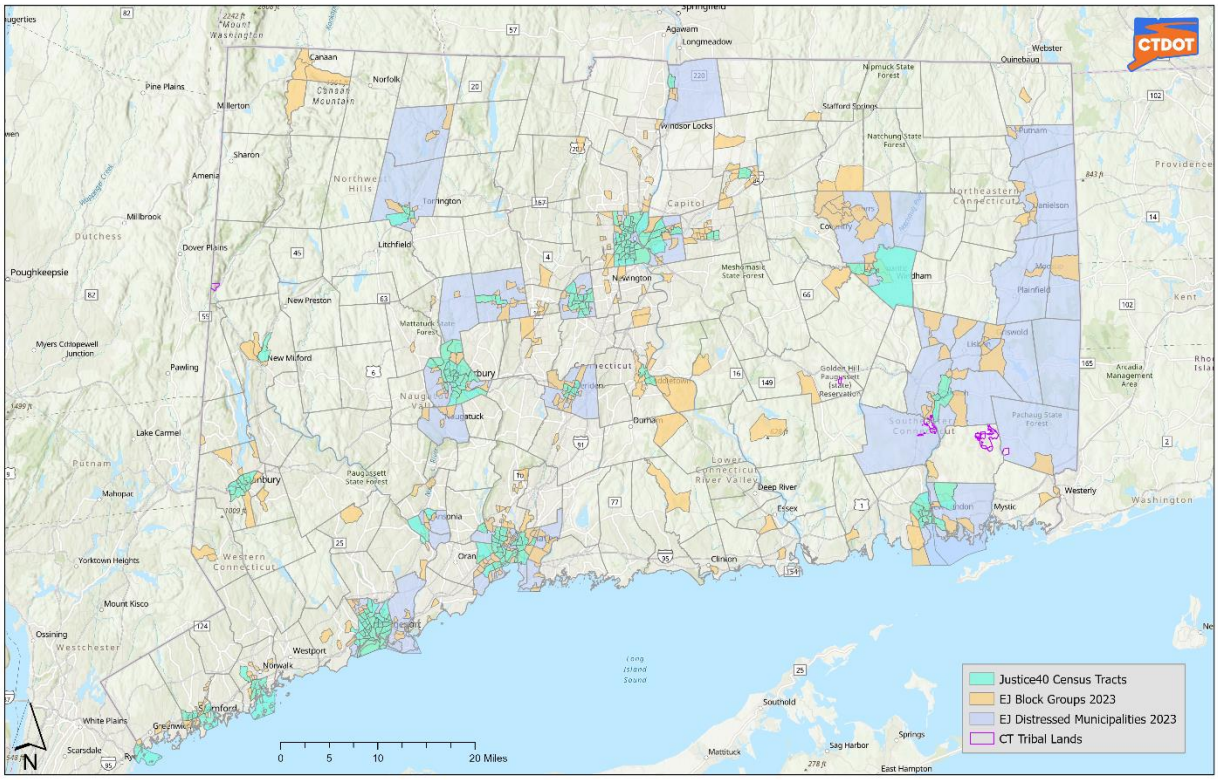


Figure 10. Connecticut Justice40 census tracts, Connecticut EJ Communities; and Connecticut Tribal Lands

Process to Identify, Quantify, and Measure Benefits to DACs

The FY22-23 and FY24 Plans identified two benefits to be measured:

- Improve clean transportation access through the location of chargers (baseline year 2022)
- Reduce environmental exposures to transportation emissions (baseline years 2020 and 2021)

For all benefits being measured, specific metrics, baselines and the data and analysis used to track metrics are presented in *Table G.1 in Appendix G* which is an update from prior Plan submissions. The information below provides baseline measurements and benefits to date, and CTDOT anticipates benefit metrics to continue to be available for inclusion in subsequent Plan submissions.

Improve clean transportation access through the location of chargers

Using data on the location of chargers available from the USDOE AFDC Alternative Fueling Station Locator, baseline values consisting of all Level 1, Level 2, and DCFC chargers located within DACs and within 5 miles of DACs, regardless of state, as of January 1, 2022 was calculated. **Table 8** provides a summary of these baselines, as

well as the number of chargers located in DACs and within 5 miles of DACs as of July 24, 2024. Although none of these existing chargers can currently be confirmed as NEVI compliant, the overall availability of chargers of all types has grown within and in proximity to DACs within the state.

TABLE 8. Total EV Chargers in and Adjacent to DACs

Location	January 2022 (baseline)	July 2024 (benefit)
Within a DAC	252	1045
Within 5 miles of a DAC	1029	2941

Reduce environmental exposures to transportation emissions

As outlined in *Appendix G*, metrics for this benefit are assessed relative to (1) ambient air quality as measured by ozone (8-hour average National Ambient Air Quality Standard (NAAQS) concentration of 0.070 ppm) and PM2.5 (24-hour NAAQS is 35.0 micrograms per cubic meter), (2) asthma and cardiovascular disease prevalence in adults and emergency department ED hospitalization rates, and (3) reduction of vehicle-related greenhouse gas emissions as a proxy for transportation emissions reductions.

For air quality, data available by census tract from the Centers for Disease Control and Prevention (CDC)'s National Environmental Public Health Tracking Network (NEPHTN) shows that the average number of days in 2020 (baseline year) at which the monitored and modeled ozone levels in all DACs exceeded the National Ambient Air Quality Standard was 6.89 days.[13] New Haven County DACs experienced the highest average number of days at 13, followed by Fairfield County at 11, New London County at 4, and Middlesex County at 2. DACs in all other counties did not exceed the standard in 2020. In areas of the state not identified as DACs, the average number of days of exceedance of the ozone standard was 5.93. No exceedances of the PM2.5 standard were exceeded in the state in 2020. These values will set a baseline until more recent data becomes available.

The CTDEEP monitors ozone concentrations at 12 monitoring stations located throughout the state. Six of those stations are located in municipalities with DACs and one (Stratford) is adjacent to a DAC. **Table 9** shows the number of days of exceedances of the 8-hour average ozone standard at these stations in 2020-2023. This point data provides a useful baseline to benchmark air quality along with the CDC's census-level data.

[13] 2020 is the most recent year that ambient air quality data by census tract is readily available.

TABLE 9. Count of Days Exceeding Ozone Standard at CTDEEP Monitoring Stations in or Directly Adjacent to a DAC

Station Location	Years			
	2020	2021	2022	2023
Danbury	1	5	7	7
East Hartford	--	1	5	5
Greenwich	8	12	14	15
Groton	5	6	4	7
Middletown	2	12	8	5
New Haven	3	4	5	3
Stratford*	8	13	12	15

*Note: Stratford was included as it is adjacent to Bridgeport which has a large DAC.

The prevalence of asthma within the adult (>18 years) populations in the baseline year 2021 was also used as a metric for this benefit. Data available at the census tract level from the CDC's NEPHTN illustrates that the average prevalence is 12.90% in DAC census tracts in Connecticut compared to 10.65% in other census tracts within the state. In addition, for all communities containing DACs, the number of emergency department (ED) visits with asthma as the primary diagnosis was 8,818 for adults and 4,258 for children reporting that they reside in municipalities with DAC-designated census tracts. The NEPHTN also provides municipal level data for hospitalizations where asthma was the primary diagnosis. In 2021 there were 931 hospitalizations of adults from municipalities containing DACs and 451 hospitalizations of children.

Cardiovascular health can also be impacted by air quality conditions. Data available at the census tract level for the baseline year 2021 shows that the average prevalence of coronary heart disease in adults is 5.70% in DAC census tracts compared to 5.19% in other census tracts within the state. In addition, data from the CT Department of Public Health (CTDPH) shows that age-adjusted hospitalization rates statewide in 2021 of non-Hispanic Black and Hispanic or Latino/a are higher than for non-Hispanic White and Connecticut residents overall.[14]

GHG emissions can be used as a proxy metric to assess changes in vehicles emissions over time. The estimated GHG emissions in Connecticut from the transportation sector in 2021 (baseline year) is reported as 15.22 MMT CO_2e in the PCAP[15] developed by CTDEEP in 2024.

[14] CT Department of Public Health Cardiovascular Inpatient Hospitalization Fact Sheet https://portal.ct.gov/-/media/departments-and-agencies/dph/dph/hems/chronic_dis/factsheets/cvd_hospitalizations_2021.pdf

[15] Connecticut Climate Pollution Reduction Grant Climate Action Plans https://portal.ct.gov/deep/climate-change/climate-action-plans

Labor and Workforce Considerations (Updated)

Connecticut anticipates that installing, operating, and maintaining the NEVI Formula Program's EV charging infrastructure will create new opportunities for the state's workforce. New jobs should become available, particularly in the electrical and other construction trades, while also creating opportunities within labor sectors tangentially connected to alternative transportation. Between 2021 and 2022, Connecticut's alternative transportation sector grew by 16.7%, outpacing national alternative transportation sector growth of 14.6%.[16] Moreover, Connecticut's hybrid electric and EV industries added 366 new jobs to the Connecticut clean energy labor market in 2022 collectively.[17] While Connecticut's clean energy workforce experienced minimal demographic shifts between 2021 and 2022, the workforce has made progress toward increased racial diversity.[18] Connecticut expects that the injection of NEVI funding into the state's alternative transportation sector will further bolster job growth in this sector of the state's clean economy.

CTDOT has incorporated workforce considerations into the procurement process for the installation, operation, and maintenance of EVSE deployed with NEVI program funding. In compliance with 23 CFR 680.106(j) to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining EVSE must receive certification from the Electric Vehicle Infrastructure Training Program (EVITP) or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the U.S. Department of Labor in consultation with the USDOT, if and when such programs are approved. See *Table D.4 and Table D.5 in Appendix D* for scoring criteria used to confirm proposers would comply with 23 CFR 680.106(j).

Physical Security and Cybersecurity

As the number of EVs increases in Connecticut, so will the need for more EV charging infrastructure to connect to the electric grid. Each EV fast charger that CTDOT funds under NEVI will be required to be networked, thus requiring an internet connection. A networked charger is critical for collecting and reporting data and for the charger to

[16] Connecticut Green Bank: Connecticut Clean Energy Industry Report, 2023, from https://www.ctgreenbank.com/wp-content/uploads/2024/04/2023-Connecticut-Clean-Energy-Industry-Report-.pdf

[17] Ibid.

[18] Ibid.

receive control signals if participating in a specific utility management program. In addition, research and workgroups developed at the national level indicate that EV chargers are a potentially vulnerable point where cyber security attacks could occur.

In 2018, a multi-disciplinary team of state government, local government, education, and private business developed the State of Connecticut's Cybersecurity Action Plan.[19] The Action Plan outlines how to plan, respond to, and recover from threats to the state's cybersecurity infrastructure at the state, local, and private-sector levels. Since then, the State has also published the State of Connecticut Cybersecurity Strategy which provides a roadmap for cyber risk mitigation for State, local, and Tribal levels of government and offers a plan to help protect critical infrastructure, networks, data, and technology systems.[20] While EV infrastructure is not explicitly called out, there is an emphasis on the fact that the state, businesses, and organizations need to stay engaged with the latest threats that might impact our residents and rely on organizations and industry standards when initiating new programs and services.

The Connecticut EDCs have created a Cybersecurity and Privacy Framework that incorporates cybersecurity best practices and industry standards consistent with leading authorities to address new and emerging threats. The EDCs rely on this Framework to apply the principles and best practices of risk management to improve the security and resilience of critical infrastructure. This Framework enables every EDC to provide a consistent approach to establishing cybersecurity and privacy objectives, managing risks, and implementing relevant cybersecurity capabilities and controls. CTDOT will ensure that any cybersecurity measures included in the NEVI program stay consistent with the EDC's Framework.

When the Connecticut Department of Administrative Services (CTDAS) developed the State's EVSE contract in 2022, the team found no set standard regarding security for EV chargers. CTDOT will recommend all vendors participating in the NEVI grant program abide by or surpass UL 2594 and require all vendors to meet Open Charge Point Protocol (OCPP) 2.0.1 standards in tandem with ISO 15118, each of which target the communication aspects of a networked EV charger.

[19] Connecticut's Cyber Security Plan, May 2018, available at: https://portal.ct.gov/-/media/DAS/BEST/Security-Services/CT-Cybersecurity-Action-Plan-Final.pdf?la=en

[20] State of Connecticut Cybersecurity Strategy, May 2022, available at: https://portal.ct.gov/-/media/ct-cybersecurity/connecticut-cyber-security-strategy.pdf

CTDOT will also require any charging station management system used with the fast-charging equipment to have an OCPP 1.6 Security Certificate. It will be the charger manufacturer's responsibility to ensure that chargers use the most recent OCPP and UL standards to communicate with other chargers or with a third party to aggregate data while also maintaining strict data security procedures.

In PURA's Final Decision in Docket No. 17-12-03RE04 that established the EDC's EV Charging Program, PURA directed Eversource and United Illuminating utilities to develop a comprehensive Data Privacy and Security Plan for the EV charging Make Ready program. The planning framework ensures that adequate attention is given to cybersecurity and customer privacy challenges to address new and emerging threats. All EV charging vendors participating in the utility make-ready program must follow strict security standards.

It has become evident in talking to EV equipment manufacturers and service providers, that the ecosystem framework around standards such as cybersecurity, OCPP certification, metering accuracy, and ISO 1511-2, is lacking in conformance. In the criteria set forth by CTDOT's procurement process, the State requires applicants to certify they will comply with NEVI Standards and Requirements in Title 23, CFR chapter I, subchapter G, § 680.106 (h). Applicants also must include a detailed operations and maintenance plan that addresses strategies for meeting critical requirements such as cybersecurity.

Program Evaluation

CTDOT will be re-evaluating the State's charging network bi-annually using USDOE's AFDC and monitoring private sector charger development. CTDOT also anticipates working closely with EDCs and other planning partners and stakeholders to identify new charging sites and make necessary improvements to existing charging sites. CTDOT hopes to examine usage data returned from installed equipment to help correlate the need for additional charging locations at developed sites.

CTDOT and CTDEEP, in conjunction with Atlas Public Policy, developed an EV-specific dashboard, EValuateCT, to track charging stations and EV registrations. CTDOT will continue to use EValuateCT to help guide future NEVI investments and gain insight into the current state of vehicle electrification in Connecticut.

CTDOT will update its Charging Ahead Plan annually. Future updates will address the completion of Phase 1 of the program and Phase 2 of the NEVI program, after FHWA certifies that the AFCs have been built-out in accord with NEVI requirements, though CTDOT's has begun collecting data for Phase 2 implementation through public engagement.

CTDOT's solicitations include information on the Program Requirements expected of the applicant, including the Quarterly, Annual, and One-Time Data Submittals as required and described in § 680.112(a), § 680.112(b), and § 680.112(c). At the time of this FY25 Plan, final awards have not been issued and therefore these reports have not yet been submitted.

Discretionary Exceptions

At the time of this FY25 Plan, procurement is on-going to identify NEVI-compliant sites which will allow Connecticut to reach the fully built-out status. There are no requests for discretionary exceptions at this time.

Appendices

Appendix A – Round 1 and Round 2 Engagement Activities

Appendix B – 2023 Stakeholder Survey Response Summary

Appendix C – 2024 Survey Materials

Appendix D – Contracting and Procurement Process

Appendix E – Existing Public DCFC Stations

Appendix F – Stations Under Construction and Planned Stations

Appendix G – DAC Benefits Analysis

Appendix A

Round 1 and Round 2 Engagement Activities

TABLE A.1. Summary of Round 1 Engagement Activities and Impacts

Date	Activity	Stakeholders	Impact
December 2021	Listening sessions	Private-sector companies, utilities, environmental and EJ/DAC advocacy groups, municipalities, MPOs, RTPOs, COGs, and other interested parties	Gained broad understanding from diverse stakeholders, set the stage for future engagements
February 2022	Two public stakeholder webinars	General public	300+ live participants, 50+ additional views of posted webinars, 60+ written comments on gap analysis
February 2022	Biweekly meetings	Electric distribution companies (EDCs)	Coordinated implementation of programs supporting CT's transition to electric transportation
February 2022	Meetings and 20-question survey	Small municipal electric utilities	Received 4 out of 7 survey responses, held one-on-one meetings to discuss NEVI and utility roles
March 2022	Biweekly meetings begin	Connecticut's Clean Cities coordinators	Informed members of NEVI resources, shared EV-related social media posts, disseminated information about NEVI FY24 Plan development

Date	Activity	Stakeholders	Impact
March 1, 2022	COG Coordination Teleconference NEVI presentation	COGs	Provided updates on NEVI program and plan development
April 26, 2022	Virtual stakeholder meeting - Environment	Environmental stakeholders	51 attendees, shared feedback on plan development and outreach ideas
April 27, 2022	DEEP/DOT Environmental Justice Stakeholders Meeting NEVI presentation	Environmental justice/DAC stakeholders	Provided updates on NEVI program tailored to DACs
April 28, 2022	Virtual stakeholder meeting - Community	Community stakeholders	25 attendees, shared feedback on plan development and outreach ideas
May 4, 2022	Virtual stakeholder meeting - Municipalities & Utilities	Municipal and utility stakeholders	67 attendees, shared feedback on plan development and outreach ideas
May 5, 2022	COG Coordination Teleconference NEVI presentation	COGs	Provided updates on NEVI program and plan development
May 6, 2022	Virtual stakeholder meeting - Business	Business stakeholders	30 attendees, shared feedback on plan development and outreach ideas

Date	Activity	Stakeholders	Impact
May 25, 2022	Connecticut Department of Energy and Environmental Protection (DEEP)/CTDOT Environmental Justice/DACs Stakeholders Meeting NEVI presentation	Environmental justice/DAC stakeholders	Provided updates on NEVI program tailored to DACs
August 2022	Partnered with University of Connecticut (UCONN) for 24-month study	University/research	Studying optimal light-duty EV charging station locations with supplemental clean energy microgrids
Ongoing	Coordination	Georgetown Climate Center, Connecticut Green Bank, NESCAUM	Addressed challenges and opportunities related to EV charging infrastructure
Ongoing	NEVI coordination sessions	MassDOT, NYDOT, RIDOT	Ensured seamless regional charging network
Ongoing	Public outreach	General public	Social media posts, state NEVI survey (93 responses distributed through Clean Cities Coordinators), established dedicated email address (CT-DOTEVPLANNING@ct.gov), NEVI listserv

TABLE A.2. Summary of Round 2 Engagement Activities and Impacts

Date	Activity	Stakeholders	Impact
January 2023	Published EValuateCT dashboard tool in partnership with CTDEEP and CTDMV	General public, EV advocacy groups, city and town officials	Provided insights into current state of vehicle electrification in CT, generated interest and feedback
Spring 2023	One in-person CTDOT COG quarterly meeting, one virtual CTDOT COG monthly meeting	COGs	Provided updates on NEVI program and plan development
July 2023	Recorded presentation on Plan update	COGs, NEVI listserv (~600 subscribers), general public	Shared changes requested by Joint Office, proposed questions for public feedback
July 12 - August 7, 2023	NEVI survey	NEVI listserv, general public	Received 23 responses to inform plan development
September 2023	Pre-LOI informational webinar	Potential applicants	Provided information and support for LOI process
October 2023	Post-LOI informational webinar, LOI office hours (Oct 11 and Oct 23)	Potential applicants	Provided information, one-on-one discussions, and support for LOI process

Date	Activity	Stakeholders	Impact
November 2023	Posted LOI FAQs to NEVI website	General public, potential applicants	Clarified process and requirements for LOI
February 2024	Two webinars about RFP process, posted Q&A to NEVI website	Potential applicants	Outlined RFP process, addressed questions; the first webinar had 9 attendees, and the second session had 21 attendees
May 2024	Bilingual, targeted survey to engage underserved and Tribal communities	DACs, Tribal communities	Gathered 2,871 responses on opinions and concerns regarding EV infrastructure
Ongoing	Monthly meetings	DEEP, CT Clean Cities Directors, United Illuminating Company, Eversource	Coordinated efforts and shared updates
Ongoing	Public outreach	General public	Website updates, social media posts, NEVI listserv emails (6% increase in subscribers by March 2024, from 384 contacts in FY23), media responses

Appendix B

2023 Stakeholder Survey Response Summary

2023 Stakeholder Engagement Survey

Response Summary

A stakeholder survey was offered on CTDOT's website, presented at the July CTDOT COG meeting, and emailed to stakeholders on the NEVI distribution list in preparation for the Connecticut FY24 NEVI Plan update. The survey was conducted between July 12 and August 7, 2023.

Twenty-three stakeholders completed the survey.

Do you have any recommendations for the Community Engagement Outcome Report?

- Nine (9) comments were received for this survey question.
- Three (3) comments recommended NEVI stakeholder comments/survey responses be posted on the CTDOT website.
- Three (3) comments focused on future community engagement and the need for CTDOT to incorporate established Connecticut based non-profits to help with community engagement.
- Two (2) comments recommended developing more online EV/EVSE educational resources.
- One (1) comment focused on the need to evaluate an alternative option for a community engagement report and that metrics should be developed around community engagement to gauge the measure of success of the NEVI program.

How would you like to see CTDOT quantify expected EV charging benefits to disadvantaged communities?

- Eight (8) comments were received for this survey question.
- Three (3) comments focused on CTDOT working directly with disadvantaged communities to identify benefits.
- Two (2) comments focused on flexibility in calculating benefits to disadvantaged communities.
- One (1) comment focused on developing criteria that would help identify/rank project benefits within a disadvantaged community.

- Two (2) comments focused on how benefits to disadvantaged communities need to align with Federal NEVI rules.

Would you be in favor of including NACs and/or CHAdeMO connectors in addition to the (4) required CCS connectors at Phase 1 site locations? If so, how many?

- Eight (8) comments were received for this survey question.
- Three (3) comments recommended including NACs as an option in Phase 1 site selection criteria. 19
- One (1) comment recommend 2 NAC ports for every 6 CCS ports
- Nine (9) comments did not recommend using NACs as an option in Phase 1 site selection criteria.
- Four (4) comments did not recommend using CHAdeMo as an option in Phase 1 site selection criteria.

Regarding the importance of characteristics for locating DCFC stations during Phase 1 please rate the following from 1-least important to 10-most important.

- Eight (8) comments were received for this survey question and rankings varied across commentors. Criteria that ranked favorably on survey responses
- Thirteen (13) comments on proposal emphasizes station safety, accessibility, and convenience
- Five (5) comments on proposal are within an environmental justice area as defined by the Justice40 Initiative, or are able to directly serve low-income, minority or other disadvantaged populations
- Eight (8) comments on proposal requiring minimal operating assistance. Criteria that ranked low on survey responses
- Four (4) comments on proposal fills a charging gap.
- Three (3) comments on proposal offers a higher percentage (>20%) of the nonfederal funding match
- Three (3) comments on proposal serving corridors with higher traffic and truck volumes
- Five (5) comments on proposal providing “redundancy” along an AFC (more infrastructure in areas of high demand)

- Four (4) comments on proposal already hosts EV charging infrastructure and only requires upgrades to meet NEVI criteria.

Please share other feedback that could help us in updating our NEVI FY24 Plan.

- Three (3) comments focused on areas in the state where EV charging coverage was needed.
- Eight (8) comments were regarding utility coordination and providing better understanding of profit limits on NEVI funded chargers, variable rates, and grid considerations.
- Five (5) comments discussed wanting more NEVI program engagement opportunities focused on communities and local government.
- Eighteen (18) comments focused on grant solicitation (program design, timelines, site criteria, pull through requirements, etc.).

Two (2) comments were complimentary on the approach to the NEVI Plan.

Appendix C

2024 Survey Materials

2024 DAC Focused Public Engagement Survey

Survey Questions

Para acceder a la versión en español de esta encuesta, haga clic aquí.

The Connecticut Department of Transportation (CTDOT) would like your input!

Please take this 5-minute survey to help us better understand where electric vehicle chargers are needed in Connecticut, how adding chargers might benefit your community, and what your concerns may be around electric vehicles. All questions are optional.

We thank you in advance for your time. For more information on Connecticut's National Electric Vehicle Infrastructure (NEVI) Program, visit our website at https://portal.ct.gov/dot/sustainability-and-resiliency/nevi-home-page.

1. Do you own or lease an electric vehicle?
   A continues to number 2
   B continues to number 3
   a. Yes
   b. No

2. What type of electric vehicle do you have?
   A continues to number 3
   B-D continues to number 4
   a. Hybrid that doesn't require charging
   b. Plug-in hybrid
   c. Fully-electric (plug-in)
   d. Other [Fill-in box]

3. What are the top three reasons preventing you from purchasing or leasing a plug-in electric vehicle? (Check all that apply)
   All answers continue to question 8
   a. Cost of purchasing an electric vehicle
   b. Utility bill costs
   c. Lack of public charging stations
   d. Time to charge
   e. Uncertain if a charger will be available where and when I need it

f. Concern about the vehicle's charging range
g. Lack of charging station/ability at home
h. Waiting on a certain EV make/model
i. Don't want one/prefer gas-powered vehicles
j. Other [Fill-in box]

4. Where do you typically charge your vehicle? (Check all that apply)
   All answers continue to question 5
   a. At home/overnight - Level 1 Charger
   b. At home/overnight - Level 2 Charger
   c. At work
   d. Public charging stations - Level 2 Charger
   e. Public charging stations - Fast Charger
   f. Other [Fill-in box]

5. Where would you like to see more public EV chargers installed? (Check all that apply)
   All answers go to question 6.
   a. Interstate rest areas
   b. Gas service stations
   c. Retail & shopping centers
   d. Central business districts
   e. Public parking lots/garages
   f. Parks & recreational areas
   g. Schools & libraries
   h. Other (please specify)

6. On a typical day, how much time would you be willing to spend charging your vehicle when you're on-the-go between destinations (for example, at a fueling station or rest stop)?
   All answers continue to question 7
   a. Less than 5 minutes
   b. 5 - 15 minutes
   c. 15 - 30 minutes
   d. 30 minutes - 1 hour
   e. Over 1 hour
   f. Time charging does not matter to me
   g. Other [Fill-in box]

7. What concerns do you have around electric vehicles and charging? (Check all that apply)
   All answers go to question 10
   a. Electricity costs
   b. There isn't a charging station near me
   c. Inconsistent charging station locations
   d. Charging takes too long
   e. Chargers are often taken or broken
   f. I have or have almost run out of charge on a long drive
   g. Chargers are not located near amenities (restrooms, food, etc.)
   h. I haven't encountered any concerns or challenges
   i. Other [Fill-in box]

8. What would increase your interest in purchasing or leasing a plug-in electric vehicle? (Check all that apply)
   All answers continue to question 9
   a. Ability to charge at my home
   b. More convenient locations for charging stations
   c. Less distance between charging stations
   d. Learning more about their environmental benefits
   e. Funding assistance to buy an electric vehicle
   f. Funding assistance to install at-home charging infrastructure
   g. Discounted charging rates from my electric provider
   h. Test driving an electric vehicle
   i. None of the above would increase my interest
   j. Other [Fill-in box]

9. If you were to purchase or lease an EV, where would you like to see more chargers installed?
   All answers continue to question 10
   a. Interstate rest areas
   b. Gas service stations
   c. Retail & shopping centers
   d. Central business districts
   e. Public parking lots/garages
   f. Parks & recreational areas
   g. Schools & libraries
   h. Other (please specify)

10. How would your community benefit from having more public electric vehicle charging stations? (Check all that apply)
    All answers continue to question 11
    a. Economic (e.g., more jobs, tourists, etc.)
    b. Environmental/public health (e.g., improved air quality)
    c. More equitable access to electric vehicle charging (e.g., charging available for apartment dwellers)
    d. None
    e. Other [Fill-in box]

11. Please share any questions, feedback, comments, or concerns about CTDOT's NEVI Program.
    All answers continue to question 12
    a. [Fill-in box]

12. Please provide your email address if you are interested in entering the giveaway for a Visa gift card! This is optional and the information will only be used by CTDOT.
    All answers continue to Section 2, question 1
    a. [Fill-in box]

Section 2 – Demographic Data

Demographic data is voluntary and will be used to better understand our audience and to cater future engagements with you. **Any information provided will be kept confidential.**

1. What is your zip code? (Zip Code)
    a. [Fill-in box]

2. What race/ethnicity do you identify as?
    a. American Indian or Alaska Native
    b. Asian or Asian American
    c. Black or African American
    d. Hispanic or Latino/a
    e. Middle Eastern or North African
    f. Native Hawaiian or Pacific Islander
    g. White or European
    h. Prefer not to say
    i. Other [Fill-in box]

3. What is your age?
    a. 18-24
    b. 25-34
    c. 35-44
    d. 45-54
    e. 55-64
    f. 65 and older

4. What type of home do you live in?
    a. Single Family Home
    b. Duplex/Townhome
    c. Apartment/Condo
    d. Other [Fill-in box]
5. What is your household income?
    a. Less than $12,000
    b. $12,000-$19,999
    c. $20,000-$30,999
    d. $31,000-$46,999
    e. $47,000-$69,999
    f. $70,000-$93,999
    g. $94,000-$117,999
    h. $118,000 or greater

Thank you for completing this survey! If you are interested in receiving updates on CTDOT's National Electric Vehicle Infrastructure (NEVI) program, sign up at https://confirmsubscription.com/h/j/B442E21CC5D87BEB

2024 DAC Focused Public Engagement Survey

Response Summary

In May 2024, CTDOT created a survey targeting DACs and Tribal communities. This survey included easy-to-read questions built off our previous stakeholder engagement sessions and 2023 survey. The goal of this survey was to better understand the needs and concerns as well as potential benefits of electric vehicle infrastructure for DACs. Branching logic provided an individualized experience for survey participants, presenting only relevant questions for each respondent. For those who responded that they owned or leased an electric vehicle, there were seven multiple choice and checkbox questions and one open ended question. For those who responded that they do not own or lease an electric vehicle, there were five multiple choice and checkbox questions and one open ended question.

Answers were analyzed to gauge interest around questions such as:

- What concerns do you have around electric vehicles and charging?
- Where and in what types of locations would you like to see more public EV chargers installed?
- What would increase your interest in purchasing or leasing a plug-in electric vehicle?
- How would your community benefit from having more public electric vehicle charging stations?

Responses submitted provided a clearer understanding of participants' feedback and areas of concern. One of the survey questions, "Please share any questions, feedback, comments, or concerns about CTDOT's NEVI Program" prompted 1,407 of the total 2,871 respondents to provide questions, feedback, comments, and concerns. CTDOT refined these responses for analysis by qualitatively coding them into relevant categories such as cost/affordability, range anxiety, and environmental concerns. Categorical counts were then analyzed and displayed through an interactive, Power BI Dashboard to summarize the open-ended feedback (see Figures below). Similarly, multiple choice and checkbox responses were displayed through interactive charts in this dashboard to summarize participant feedback into focused topics to help direct plan development and grant solicitation development.

Total Count

2,871

Not Disadvantaged	1,888
Disadvantaged	645
Unknown	

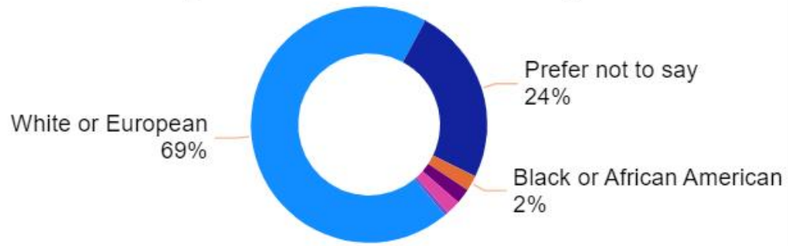
Note: Disadvantaged Communities were determined using the CEQ Climate and EJ Screening Tool and includes all Zip Codes containing a Disadvantaged Census Tract

Language

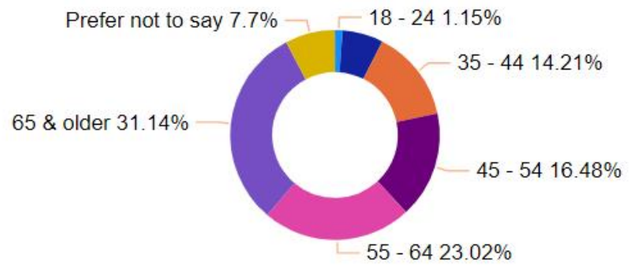
English	2,870
Spanish	1

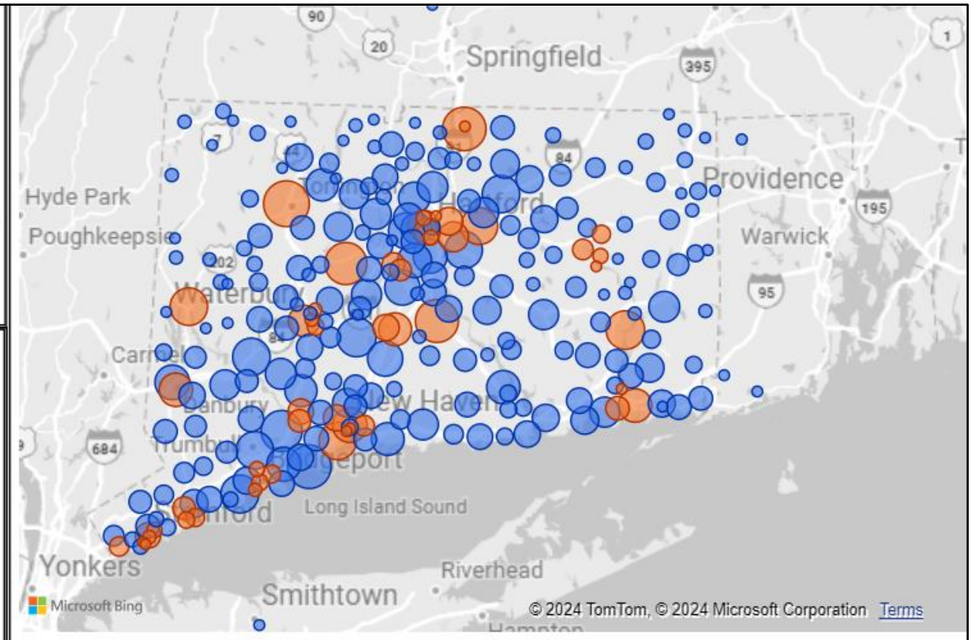
Questionnaire

Respondent's Race/Ethnicity

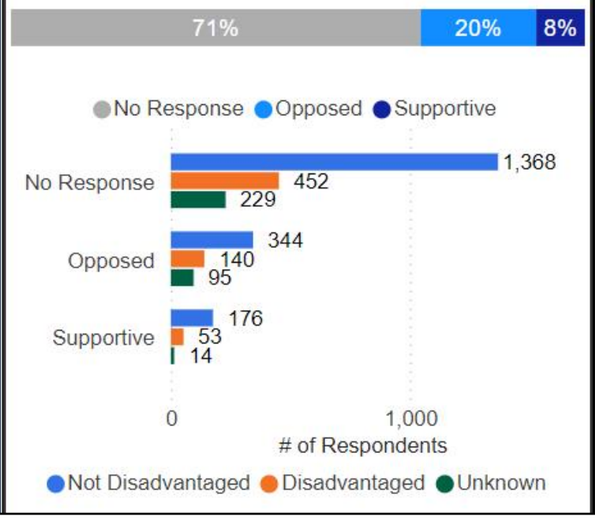


Respondent's Age

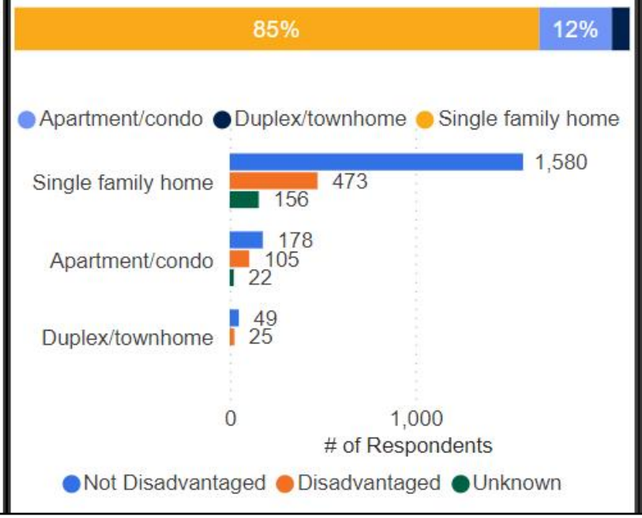




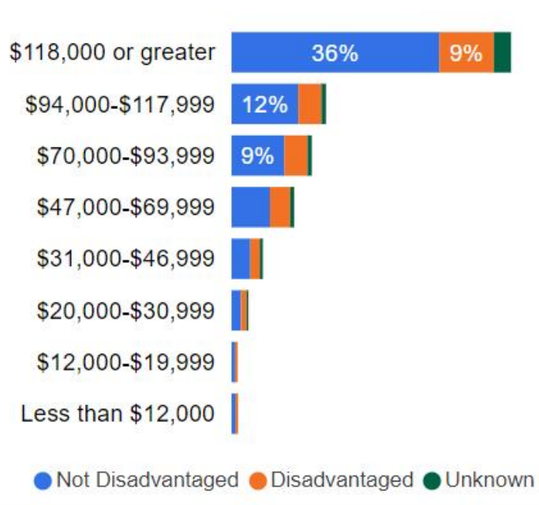
EV Investment



Dwelling Type



Household Income



CTDOT
CONNECTICUT DEPARTMENT OF TRANSPORTATION

Total Count

813

Language

English 813

Main Page

1. Do you own or lease an electric vehicle?

2. What type of electric vehicle do you have?

3. What are the top three reasons preventing you from purchasing or leasin…

4. Where do you typically charge your vehicle?

5. Where would you like to see more public EV chargers installed?

6. On a typical day, how much time would you be willing to spend charging…

7. What concerns do you have around electric vehicles and charging?

8. What would increase your interest in purchasing or leasing a plug-in electr…

9. If you were to purchase or lease an EV, where would you like to see mor…

10. How would your community benefit from having more public electri…

11. Please share any questions, feedback, comments, or concerns…

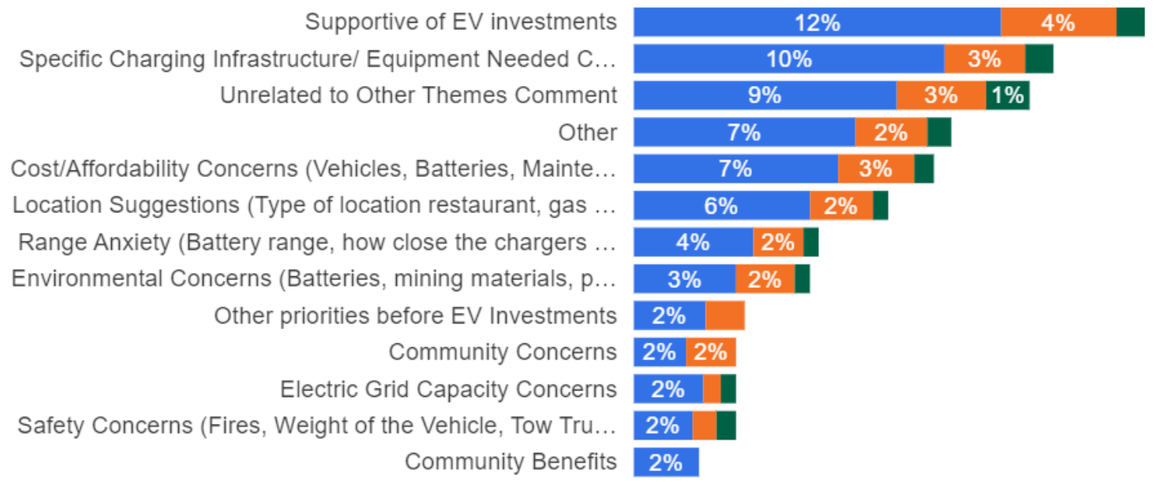
Not Disadvantaged Disadvantaged Unknown

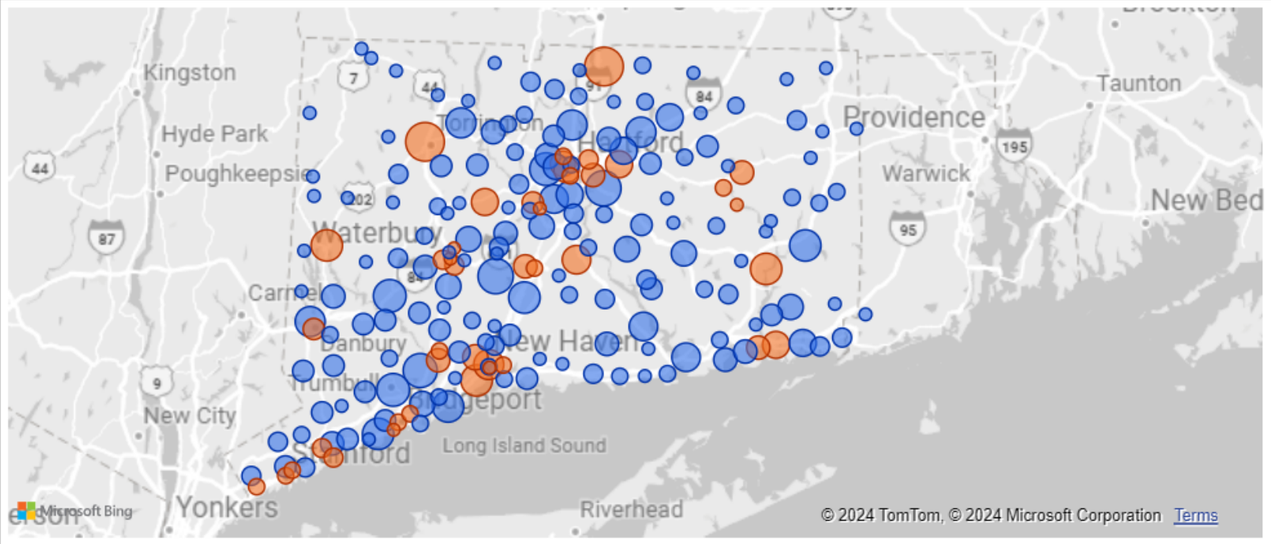
557

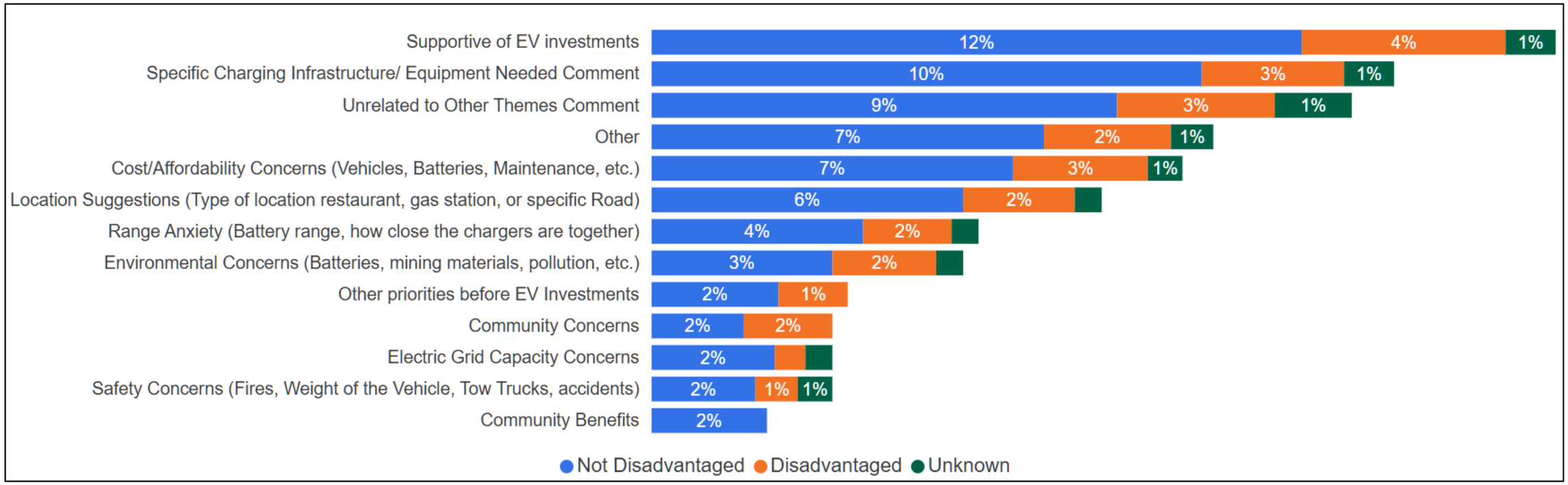
194

62

11. Please share any questions, feedback, comments, or concerns about CTDOT's NEVI Program






Supportive of EV investments
12%
4%
1%
Specific Charging Infrastructure/ Equipment Needed Comment
10%
3%
1%
Unrelated to Other Themes Comment
9%
3%
1%
Other
7%
2%
1%
Cost/Affordability Concerns (Vehicles, Batteries, Maintenance, etc.)
7%
3%
1%
Location Suggestions (Type of location restaurant, gas station, or specific Road)
6%
2%
Range Anxiety (Battery range, how close the chargers are together)
4%
2%
Environmental Concerns (Batteries, mining materials, pollution, etc.)
3%
2%
Other priorities before EV Investments
2%
1%
Community Concerns
2%
2%
Electric Grid Capacity Concerns
2%
Safety Concerns (Fires, Weight of the Vehicle, Tow Trucks, accidents)
2%
1%
1%
Community Benefits
2%
Not Disadvantaged
Disadvantaged
Unknown

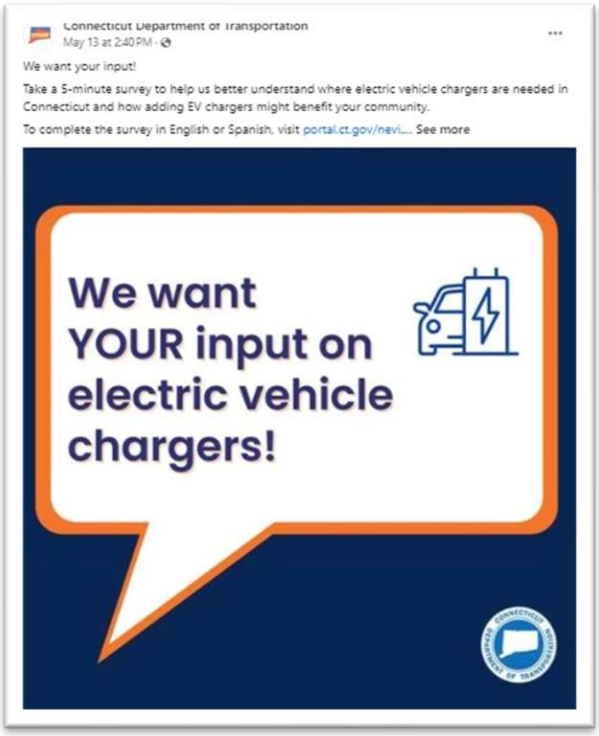
2024 DAC Focused Public Engagement Survey

Distribution and Advertisement

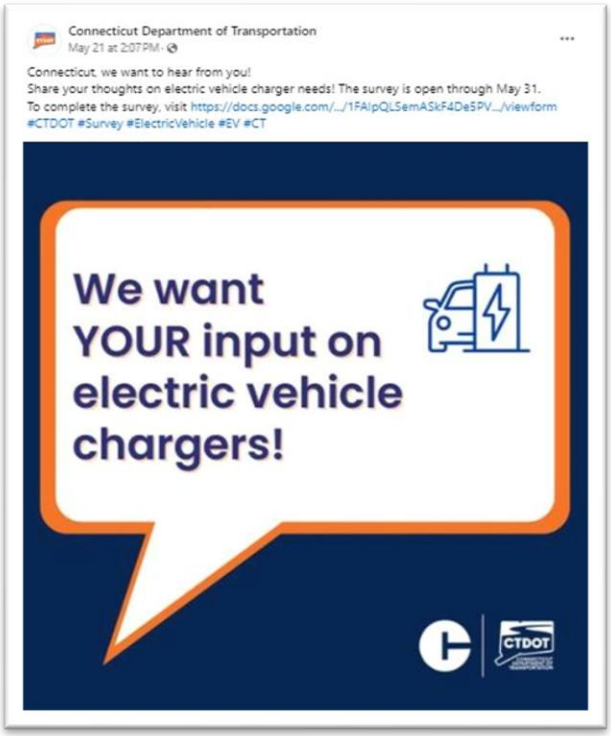
Three organic social media posts (in English and Spanish) were posted throughout the survey period to inform the public that CTDOT was interested in gathering opinions and feedback on electric vehicles for NEVI planning. The three posts linked directly to the CTNEVI page on the CTDOT website, where the public could access information on the program and access the survey. Posts generated discussion among the public as there were 93 individual comments left under the three posts. Additionally, the posts reached other audiences via 10 total post shares.

Two geotargeted paid Facebook ads (one in English and one in Spanish) were launched to specifically target DACs across the state. From the survey launch to its closing (May 13 through May 31, 2024), the ads reached nearly 50,000 users with 2,233 link clicks. In addition, emails were distributed to the Department's NEVI listserv twice to encourage survey participation.

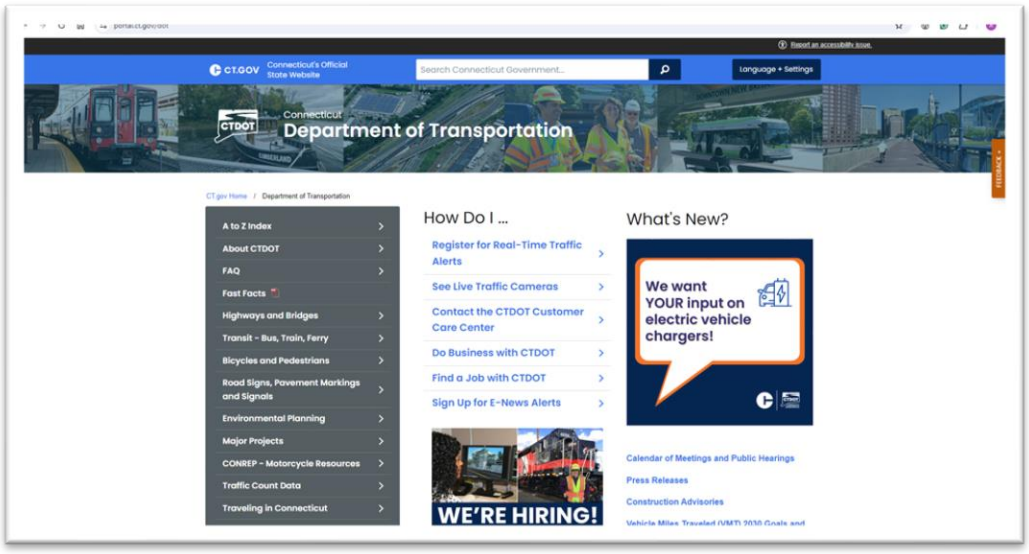
On the CTNEVI webpage itself, the survey graphic was featured under the "What's New?" section and directed users to the survey by clicking on the graphic. Making the survey accessible from the CTNEVI homepage ensured the survey was easy to find and reached a large audience.



CT NEVI's 2024 Survey Organic Post #1, in English



CT NEVI's 2024 Survey Organic Post #2, in English



CT NEVI's Homepage During 2024 Survey Period

Appendix D

Contracting and Procurement Process

Table D.1. Summary of LOI responses

Phase 1 Priority Zone (as indicated by respondent)	Number of responses
I-91: Meriden exit 16 NB, exit 17 SB	4
I-91: Hartford exit 33	20
I-84: Willington exit 71	10
I-84: Waterbury WB 22/EB exit 23	8
I-95: Old Saybrook I-95/State Route 9 Intersection off I-95 exit 69 NB/SB	7
I-395: Plainfield exit 32	8
I-84: Danbury exit 5 (also U.S. Route 7)	9
I-395 Putnam: I-395/U.S. Route 44 intersection at exit 47 off I-395 NB/SB	5
Route 7: New Milford U.S. Route 7/U.S. Route 202 Intersection	7
I-95: Norwalk I-95/U.S. Route 7 Intersection off I-95 exit 15 NB/SB	11
I-395: Plainfield NB/SB Plaza	1

Table D.2. Status of Contracting Process

Round of Contracting	Number of Proposals or Applications received	Contract Type (design-build-operate-maintain, design-build, or others)	Date Solicitation Released	Date Solicitation Closed	Date of Award
Phase 1 (Priority Zones along AFCs)	22	DBOM	January 29, 2024	March 13, 2024	June 13, 2024
Phase 1a (northern Route 7 AFC)	0	DBOM	March 18, 2024	June 7, 2024	N/A
Phase 1b (all AFCs)	TBD	TBD	July 22, 2024	October 21, 2024	TBD

Table D.3. Awarded Contracts

Round of Contracting	Award Recipient	Contract Type (design-build-operate-maintain, design-build, or others)	Location of Charging Station	Award Amount	Estimated Date of Operation
Phase 1	Universal EV LLC	DBOM	Danbury – I-84 Exit 5	$800,345.00	2026
Phase 1	Tesla	DBOM	Hartford – I-91 Exit 33	$459,101.00	2025
Phase 1	GPM Investments, LLC	DBOM	Meriden – I-91 Exit 16 NB	$629,654.56	2025
Phase 1	Global Montello Group Corp.	DBOM	New Milford – Route 7/Route 202 intersection	$775,303.00	2025
Phase 1	Applegreen Electric US Inc.	DBOM	Plainfield – I-395 NB Service Plaza	$495,000.00	2026
Phase 1	Cumberland Farms Inc.	DBOM	Moosup – I-395 Exit 32	$738,665.00	2025
Phase 1	Gridwealth EV LLC	DBOM	Putnam – I-395/Route 44 intersection	$489,327.00	2025
Phase 1	Gridwealth EV LLC	DBOM	Waterbury – I-84 Exit 22 WB	$477,327.00	2025
Phase 1	Tesla	DBOM	Willington – I-84 Exit 71	$577,384.00	2024
Phase 1	Loves Travel Stops Country Stores Inc	DBOM	Willington – I-84 Exit 71	$700,000.00	2026

Round of Contracting	Award Recipient	Contract Type (design-build-operate-maintain, design-build, or others)	Location of Charging Station	Award Amount	Estimated Date of Operation
Phase 1	Pride Operating, LLC	DBOM	Hartford – I-91 Exit 33	$623,554.06	2025
Phase 1	Atlantis Management Group II LLC	DBOM	New Milford – Route 7/Route 202 intersection	$507,585.18	2025

Table D.4. Initial Screening Criteria

Category	Subcategory	Criteria	Scoring
Project narrative		Required but not scored. Project narrative must indicate if the proposed project is located at the same address as submitted in the LOI.	Yes/No. Must fulfill all criteria.
Completeness and responsiveness		All completed forms and required certifications No omissions or errors that render the Proposal incomplete.	Yes/No. Must fulfill all criteria.
Minimum requirements		Certify that the Proposer will comply with NEVI Standards and Requirements in Title 23, CFR chapter I, subchapter G, part 680. This includes the following: • Charging equipment requirements - § 680.106 (b-d) • Operating hours - § 680.106 I • Payment - § 680.106 (f) • Equipment Certification - § 680.106 (g) • Security - § 680.106 (h) • Long-term stewardship - § 680.106 (i) • Workforce, training, and certifications - § 680.106 (j) • Customer service § 680.106 (k). • Customer data privacy h § 680.106 (l). • Use of program income § 680.106 (m). • EV charging infrastructure § 680.108 (a-d): • Traffic control devices f § 680.110 (a & b). • Data and reporting § 680.112. • Charging network connectivity § 680.114 (a-e)	Yes/No. Must fulfill all criteria.

Category	Subcategory	Criteria	Scoring
		• Pricing § 680.116 (a-c) • Other Federal requirements - § 680.118 • Waiver of Buy America Requirements for Electric Vehicle Charge–s – 88 FR 10619 • Within 1.0 miles of driving distance between the end of at least one off-ramp or highway intersection*	
Prequalification and good standing		Certify that the Proposer has not: • Been debarred, suspended, or is on the Federal List of Excluded Parties Listing System • Defaulted or had a contract with CTDOT terminated for cause	Yes/No. Must fulfill all criteria.

Table D.5. Core Criteria

Category	Subcategory	Criteria	Maximum Points

Qualifications	Experience	Provide a short narrative on the Proposer's experience including:
		• Key members on the team and their roles.
		• Key team members' experience.
		• Proposer's experience installing, operating, and maintaining DCFC charging infrastructure in the past 5 years. Include the following information:
		  ○ Project location (City/State)
		  ○ Scope of services provided (installation, operations, maintenance, etc.)
		  ○ Uptime (%) in past 6 months and uptime since beginning of operation.
		• Proposer's approach to provide licensed and qualified technicians required to accomplish the work in compliance with 23 CRF Part 680.106(j).
			20

	Financial capabilities	Provide documentation regarding your entity's financial capability to install and maintain EVSE equipment.	5
Technical	Siting	Provide a brief narrative and site schematic at an appropriate scale and level of detail for review showing existing conditions and proposed features, including at least the following: • Existing/proposed parking spaces • EVSE charger • Point of sale kiosk (if separate from charger) • Signage • Electric service point and electrical equipment • Space for future use	10

Category	Subcategory	Criteria	Maximum Points
		• ADA compliance • Vehicle access and egress • Existing/proposed lighting • Drainage and utility locations, if available • Any waterways, wetlands, or FEMA floodplains within 200 feet of proposed ground disturbance, if available • Any trees to be removed or substantially trimmed, if available	
	Site readiness	• Proposed schedule including installation milestones • Status of site host agreement • Existing conditions of the proposed site including existing land use, EVSE, pavement, lighting, curb cuts, utilities, drainage, natural features, etc. • Any deed restrictions or covenants on the property • Status of utility coordination to date and capacity information • Status of permitting: list of permits or approvals needed and timeframe for obtaining necessary permits and approvals. • Status of zoning: whether or not the current zoning allows for the installation of EVSE equipment or requires special permitting. If not, outline the process and anticipated timeline for a zoning amendment or special permit. • If in partially or fully enclosed space (e.g., garage) confirm local, state, federal fire protection requirements will be or are met. • EVSE equipment and all other electric equipment and material availability	15
	O&M approach	Provide a detailed description of the approach to Operations and Maintenance (O&M), detailing how Proposer will ensure compliance with	15

Category	Subcategory	Criteria	Maximum Points
		the federal NEVI requirements including system uptime and ongoing functionality and reliability of the system. Include considerations for staffing – whether leveraging existing personnel or hiring – and address strategies for meeting critical requirements such as cybersecurity, interoperability, payment processing, and reporting. Responses should encapsulate the approach to NEVI requirement procedures, resources, tools, and training protocols that will be utilized to maintain operational integrity and security throughout the project's lifecycle.	
	Equity, workforce, and economic development	Provide a narrative that outlines the commitment to promoting accessibility and equity, illustrating how the Proposal might improve upon ADA standards, support underserved populations, provide workforce training, or plans to utilize local vendors. l	10
Financial	Project Cost	Provide the overall eligible cost of the proposed project. Provide a cost breakdown with all costs, including: ○ Site costs ○ Project planning ○ Design ○ Operations and maintenance (O & M) ○ Data sharing ○ Utilities Include equipment costs	10
	Financial Viability	Describe the financial structure. Include information on approach to the proposed rate structure, methodology for assessing user fees, who will assume ownership of the project, receive financial benefits, and pay for operations, maintenance, and repair. CTDOT is not seeking detailed	10

Category	Subcategory	Criteria	Maximum Points
		financial or confidential information. Provide an overview of the plan to cover up-front business costs for the installation of EV charging stations. Provide an overview of the business plan for long term O&M.	
	Match	Specify the current status of local match funding, indicating whether it is already secured or contingent upon future funding sources yet to be finalized. Elaborate on the nature of these funds, distinguishing between existing cash reserves, committed funding from identifiable sources, or anticipated debt mechanisms.	5

Table D.6. Bonus Criteria

Category	Criteria	Maximum Points
Amenities	Indicate whether the site includes/will include amenities, such as the following: o Food and Drink o Lighting o Retail o Trash bins o Restrooms o Emergency call system o Canopy cover of charging area o Security cameras covering the charging area o Free wi-fi o Accommodates Tesla charge port standard, the North American Charging Standard (NACS) o Other	8
Future proofing	Indicate whether the Proposal includes any of the following features: o Site capacity for additional charging ports, stalls. o Site capacity for pull-through stall or medium and/or heavy-duty vehicle charging in the future. o Excess power exists to add charging points in the future o Backup battery storage. Indicate capacity, available footprint at site, and number of ports or other equipment it will serve	5
Renewable Energy	Indicate whether the Proposal incorporates renewable energy sources on-site.	5
Local Businesses	Indicate whether the Proposal includes services provided by Connecticut-based contractors	2

Appendix E

Existing Public DCFC Stations

Connecticut's Existing Public DCFC Stations*						
State EV Charging Location Unique ID	**Location**		**Number of DCFC Charging Ports**	**EV Network (if known)**	**Meets all relevant requirements in 23 CFR 680?**	**Intent to count towards Fully Built Out determination?**
102092	7 Backus Ave	Danbury	10	Tesla	No	No
102093	1 E Trail	Darien	10	Tesla	No	No
102094	1 West Ave.	Darien	12	Tesla	No	No
102095	2000 Merritt Parkway	Greenwich	4	Tesla	No	No
102096	3000 Merritt Parkway	Greenwich	4	Tesla	No	No
102097	777 Main Street	Hartford	6	Tesla	No	No
102098	1470 Pleasant Valley Road	Manchester	16	Tesla	No	No
102099	1201 Boston Post Road	Milford	14	Tesla	No	No
102100	1445 New Britain Ave.	West Hartford	8	Tesla	No	No
116790	160 Kukas Lane	Waterbury	8	Tesla	No	No
121737	915 Hartford Turnpike	Waterford	6	Electrify America	No	No
121739	411 Barnum Ave Cutoff	Stratford	8	Electrify America	No	No
149331	1 Connecticut Turnpike	Milford	2	Tesla	No	No
149332	2 Connecticut Turnpike	Milford	2	Tesla	No	No
149337	1145 High Ridge Rd	North Stamford	8	Tesla	No	No
149360	2233 Summer Street	Stamford	12	Tesla	No	No
151947	267 Round Hill Road	Fairfield	8	Tesla	No	No
151948	165 Round Hill Road	Fairfield	12	Tesla	No	No
153791	903 East Main Street	Meriden	8	Tesla	No	No
153822	I-95 North Avenue	Madison	10	Tesla	No	No
153823	I-95 South Street	Madison	10	Tesla	No	No
154662	351 North Frontage Road	New London	8	Tesla	No	No
155604	11 East Main Street	North Canaan	8	Tesla	No	No
164399	420 Buckland Hills Dr.	Manchester	6	Electrify America	No	No
168275	165 Leibert Road	Hartford	12	Tesla	No	No
170079	160 River Road	LIsbon	8	Tesla	No	No
186283	2233 Summer St	Stamford	8	Electrify America	No	No
186865	291 Danbury Road	New Milford	8	Tesla	No	No
187162	2100 Dixwell Avenue	Hamden	12	Tesla	No	No
189349	410 UNIVERSAL DRIVE NORTH	North Haven	4	Electrify America	No	No
202905	488 Colman Street	New London	1	ChargePoint Network	No	No

Connecticut's Existing Public DCFC Stations*						
State EV Charging Location Unique ID	**Location**		**Number of DCFC Charging Ports**	**EV Network (if known)**	**Meets all relevant requirements in 23 CFR 680?**	**Intent to count towards Fully Built Out determination?**
204787	5065 Main Street	Trumbull	4	Electrify America	No	No
207656	452 Broad St	New London	1	ChargePoint Network	No	No
220698	12 Coogan Boulevard	Mystic	12	Tesla	No	No
221096	234 Willimantic Rd	Columbia	1	Non-Networked	No	No
223284	777 Talcottville Rd	Vernon	4	LIVINGSTON	No	No
223850	1 South St	Madison	4	APPLEGREEN	No	No
227700	632 Cromwell Ave	Rocky Hill	12	Tesla	No	No
227948	355 Campbell Ave	West Haven	1	eVgo Network	No	No
227974	189 Forbes Ave	New Haven	1	eVgo Network	No	No
228021	116 Danbury Rd	New Milford	1	eVgo Network	No	No
228192	25 Welles St # 55	Glastonbury	2	eVgo Network	No	No
228502	7 Backus Ave	Danbury	2	eVgo Network	No	No
228594	2202 Bedford St	Stamford	1	eVgo Network	No	No
228595	550 Boston Post Rd	Orange	1	eVgo Network	No	No
228596	200 E Main St	Stratford	1	eVgo Network	No	No
228768	100 Universal Dr North	North Haven	6	eVgo Network	No	No
229413	100 Federal Road	Danbury	1	ChargePoint Network	No	No
229508	1448 E Main St	Torrington	1	ChargePoint Network	No	No
229509	1448 E Main St	Torrington	1	ChargePoint Network	No	No
230749	102 Federal Rd	Danbury	1	ChargePoint Network	No	No
230750	102 Federal Rd	Danbury	1	ChargePoint Network	No	No
230941	2065 E Main St	Torrington	3	EV Connect	No	No
233485	674 Straits Turnpike	Watertown	1	ChargePoint Network	No	No
233486	674 Straits Turnpike	Watertown	1	ChargePoint Network	No	No
234718	128 West Rd	Ellington	1	ChargePoint Network	No	No
234719	128 West Rd	Ellington	1	ChargePoint Network	No	No
237649	500 Sargent Drive	New Haven	12	Tesla	No	No
250431	65 Sylvan Ave	Bridgeport	1	ChargePoint Network	No	No
250432	65 Sylvan Ave	Bridgeport	1	ChargePoint Network	No	No
252563	1097 Farmington Ave	Bristol	1	ChargePoint Network	No	No
252621	152 Chase Avenue	Waterbury	2	eVgo Network	No	No

Connecticut's Existing Public DCFC Stations*						
State EV Charging Location Unique ID	**Location**		**Number of DCFC Charging Ports**	**EV Network (if known)**	**Meets all relevant requirements in 23 CFR 680?**	**Intent to count towards Fully Built Out determination?**
254011	144 Railroad Avenue	Greenwhich	1	EV Connect	No	No
256122	6443 I-95	Madison	2	APPLEGREEN	No	No
256123	95 Connecticut Turnpike	Fairfield	4	APPLEGREEN	No	No
256124	165 Round Hill Rd	Fairfield	2	APPLEGREEN	No	No
256125	47 Gerdes Rd, Merritt Pkwy Southbound	New Canaan	2	APPLEGREEN	No	No
257671	96 Frontage Rd	East Haven	12	Tesla	No	No
259326	45 Winsted Rd	Torrington	1	ChargePoint Network	No	No
260098	746 US-7	Ridgefield	1	ChargePoint Network	No	No
260099	746 US-7	Ridgefield	1	ChargePoint Network	No	No
260326	985 POST RD.	FAIRFIELD	1	EV Connect	No	No
260587	805 E Main Street	East Hartford	4	Electrify America	No	No
279377	1899 Silas Deane Hwy	Rocky Hill	6	Electrify America	No	No
295519	1097 Farmington Ave	Bristol	1	ChargePoint Network	No	No
296729	145 Talcottville Rd	Vernon	8	Tesla	No	No
302200	696-700 Post Rd	Fairfield	12	Tesla	No	No
302759	256 Oakwood Drive Suite 3	Glastonbury	1	EV Connect	No	No
314735	70 Wyllis Ave	Middletown	2	FLO	No	No
314736	110 Church St	Middletown	2	FLO	No	No
316537	265 Church St	Middletown	2	FLO	No	No
320695	3000 Merritt Pkwy	Greenwich	4	APPLEGREEN	No	No
320696	I-395 Southbound Between Exits 32 & 35	Planfield	2	APPLEGREEN	No	No
320781	1 Darien Cl	Darien	4	APPLEGREEN	No	No
320782	1 West Ave	Darien	2	APPLEGREEN	No	No
323256	I-95 Branford Service Plaza Northbound	Branford	2	APPLEGREEN	No	No
323257	Interstate 95 Southbound	Branford	2	APPLEGREEN	No	No
323308	490 Broad St	New London	1	ChargePoint Network	No	No
324976	439 Bantam Rd	Litchfield	2	ChargePoint Network	No	No
324978	US-202	Litchfield	2	ChargePoint Network	No	No
325404	439 Bantam Road	Litchfield	2	ChargePoint Network	No	No
326007	801 Evergreen Way	South Windsor	8	eVgo Network	No	No
326025	115 Peat Meadow Rd	New Haven	1	ChargePoint Network	No	No

Connecticut's Existing Public DCFC Stations*						
State EV Charging Location Unique ID	**Location**		**Number of DCFC Charging Ports**	**EV Network (if known)**	**Meets all relevant requirements in 23 CFR 680?**	**Intent to count towards Fully Built Out determination?**
327589	225 Middlesex ave	old saybrook	1	EV Connect	No	No
328212	490 Broad Street	New London	1	ChargePoint Network	No	No
328279	471 New Park Ave	West Hartford	1	ChargePoint Network	No	No
328761	700 Connecticut Blvd	East Hartford	1	ChargePoint Network	No	No
328762	700 Connecticut Blvd	East Hartford	1	ChargePoint Network	No	No
329576	512 Providence Rd	Brooklyn	1	EV Connect	No	No
330902	14 N Rd	East Windsor	1	ChargePoint Network	No	No
330903	14 N Rd	East Windsor	1	ChargePoint Network	No	No
331999	365 East Main Street	Branford	1	ChargePoint Network	No	No
332000	365 East Main Street	Branford	1	ChargePoint Network	No	No
332589	5 Haven Rd	Pomfret Center	2	FLO	No	No
333400	399 North Colony Road	Wallingford	1	Blink Network	No	No
333500	85a Hemingway Ave	East Haven	1	ChargePoint Network	No	No
334529	95 Water St	New Haven	2	LIVINGSTON	No	No
335530	84 West Road	Ellington	2	LIVINGSTON	No	No
346504	1 Miry Brook Road	Danbury	1	ChargePoint Network	No	No
346574	24 Adams St	Manchester	1	ChargePoint Network	No	No
346593	10 Miry Brook Rd	Danbury	1	ChargePoint Network	No	No
346691	238 Broad St	Bristol	1	ChargePoint Network	No	No
346692	238 Broad St	Bristol	1	ChargePoint Network	No	No
346959	139 POMFRET ST	PUTNAM	1	EV Connect	No	No
347086	1455 Whalley Ave	New Haven	12	Tesla	No	No
347231	4647 Merritt Pkwy	Fairfield	4	APPLEGREEN	No	No
347232	1396 Merritt Pkwy	Fairfield	2	APPLEGREEN	No	No
347234	I-95 Connecticut Turnpike	Milford	2	APPLEGREEN	No	No
347235	I 95 Northbound	Milford	2	APPLEGREEN	No	No
347236	14 Upper State St	North Haven	4	APPLEGREEN	No	No
347500	831 Straits Turnpike	Watertown	2	ChargePoint Network	No	No
347646	600 Executive Blvd S	Southington	12	Tesla	No	No
349564	351 N Frontage Rd	New London	8	Tesla	No	No
349567	16 Pearl St	New London	1	Non-Networked	No	No

Connecticut's Existing Public DCFC Stations*						
State EV Charging Location Unique ID	**Location**		**Number of DCFC Charging Ports**	**EV Network (if known)**	**Meets all relevant requirements in 23 CFR 680?**	**Intent to count towards Fully Built Out determination?**
349684	406 South Orchard Street	Wallingford	1	Blink Network	No	No
349748	1040 Boston Post Rd	Milford	1	ChargePoint Network	No	No
** Publicly accessible 24/7 DCFC charging stations as of July 3, 2024.*						

Appendix F

Stations Under Construction and Planned Stations

Table F.1. Planned Stations in Connecticut

Planned Stations in Connecticut*								
State EV Charging Location Unique ID	**Route**	**Location**		**Number of DCFC Ports**	**Estimated Year Operational**	**Estimated Cost ($)**	**NEVI Funding Sources**	**New Location or Upgrade?**
Unkown	I-91	1101 East Main St	Meriden	4	2025	839,539.41	FY 22/23, FY24	New
Unkown	I-84	327 Ruby Rd	Willington	10	2024	923,569.00	FY 22/23, FY24	New
Unkown	I-91	165 Leibert Rd	Hartford	7	2025	719,269.00	FY 22/23, FY24	Upgrade
Unkown	I-395	12 South Main Street	Moosup	4	2025	1,003,007.00	FY 22/23, FY24	New
Unkown	U.S. Route 7	61 Danbury Road	New Milford	4	2025	1,051,857.00	FY 22/23, FY24	New
Unkown	I-395	1 CT Turnpike East	Plainfield	4	2026	1,104,505.88	FY 22/23, FY24	New
Unkown	I-395	50 Providence Pike	Putnam	4	2025	865,992.00	FY 22/23, FY24	New
Unkown	I-84	105 Meriden Rd	Waterbury	4	2025	845,992.00	FY 22/23, FY24	New
Unkown	I-84	17 Thorpe St Ext	Danbury	4	2025	1,143,350.00	FY 22/23, FY24	New

** Planned stations are those that received a Conditional Award letter for Phase 1 NEVI grant funding on June 10, 2024.*

Table F.2. Stations Under Construction in Connecticut

Stations Under Construction in Connecticut*								
State EV Charging Location Unique ID*	**Route****	**Location**		**Number of Ports**		**Estimated Year Operational**	**Estimated Cost**	**NEVI Funding Sources**
				Level 2	**DCFC**			
257076	I-84 and I-91	185 Asylum St	Hartford	2		2023	Unknown	No NEVI
325979	I-95 and Route 7	12 S Main St	Norwalk	2		2024	Unknown	No NEVI
335530		84 West Road	Ellington	6	1	2024	Unknown	No NEVI
346051		245 Hartford Rd	New Britain	2		2024	Unknown	No NEVI

** As of June 12, 2024*

*** Route identified for stations within 1 mile of AFC*

Appendix G

DAC Benefits Analysis

TABLE G.1. Measuring Benefits of the NEVI Formula Program Investments

Benefits Category (i.e., goals)	Metrics	Data Sources/ Analysis	Baseline Metric	
Improve clean transportation access through the location of chargers	• Number of NEVI-compliant and other chargers within DACs • Number of NEVI-compliant and other chargers within 5 miles of DACs	• CEJST Mapping Tool for DAC locations • USDOE AFDC Alternative Fueling Station Locator • CTDOT NEVI Phase 1 awards • GIS analysis	Existing number of NEVI-compliant and other chargers in DACs in 2022	• NEVI-compliant = 0 • Other = 252
			Existing number of NEVI-compliant and other chargers within 5 miles of DACs in 2022	• NEVI-compliant = 0 • Other = 1029
Reduce environmental exposures to transportation emissions	• Air quality metrics • Prevalence of asthma and coronary heart disease • Asthma and cardiovascular disease-related emergency department visits and hospitalizations • Emissions reductions	• CT Public Health Data Explorer[1] • CTDPH health surveillance[2] • CTDEEP air quality monitoring data • CDC National Environmental Public Health Tracking Network • CT Priority Climate Action Plan[3]	Air quality metrics in 2020	• Average number of days O_3 exceeds NAAQS in DAC census tracts = 6.89 • Percentage of days $PM_{2.5}$ exceeds NAAQS in DAC census tracts = 0
			Average prevalence of asthma in DACs	• 12.9% of adult population in DAC census

[1] https://stateofhealth.ct.gov/
[2] https://portal.ct.gov/dph/health-education-management--surveillance/asthma/asthma-statistics
https://portal.ct.gov/dph/health-information-systems--reporting/hisrhome/heart-disease--stroke-surveillance-system
[3] https://portal.ct.gov/-/media/deep/climatechange/cprg/ct_pcap.pdf

				tracts
			Average prevalence of coronary heart disease in DACs	• 5.7% of adult population in DAC census tracts
			Asthma and cardiovascular disease-related emergency department visits for residents of DACs in 2019	• ED Visits 8,818 adults 4,258 children • Hospitalizations 931 adults 451 children
			Estimated non-EV vehicle emissions in 2021	• 15.22 MMT CO_2e

Methodology

BENEFIT CATEGORY: IMPROVE CLEAN TRANSPORTATION ACCESS THROUGH THE LOCATION OF CHARGERS

Method:

1. Download data of charger locations from the U.S. Department of Energy Alternative Fuel Station Locator - https://afdc.energy.gov/stations
2. Download Disadvantage Community (DAC) census tract information from the Climate and Economic Justice Screening Tool - https://afdc.energy.gov/stations
3. Use GIS to determine
    a. Charging stations locations by type within the boundaries of DAC census tracts
    b. Charging station locations by type within a 5-mile buffer of DAC census tracts

Baseline:

Public CT Charging Stations within a DAC Prior to January 2022				
Census Tract in DAC	**Sum of EV Level 1**	**Sum of EV Level 2**	**Sum of EV DC Fast**	**Total Chargers**
YES	12	202	38	**252**
NO	9	716	274	999
Total	21	918	312	1251

Public CT Charging Stations within 5 mi of a DAC Prior to January 2022				
Census Tract in DAC	**Sum of EV Level 1**	**Sum of EV Level 2**	**Sum of EV DC Fast**	**Total Chargers**
YES	19	728	282	**1029**
NO	2	190	30	222
Grand Total	**21**	**918**	**312**	**1251**

Metrics for FY25 Plan:

Public CT Charging Stations within a DAC as of July 2024				
Census Tract in DAC	**Sum of EV Level 1**	**Sum of EV Level 2**	**Sum of EV DC Fast**	**Total Chargers**
YES	7	952	86	**1045**
NO	4	1921	459	2384
Grand Total	11	2873	545	3429

Public CT Charging Stations within 5 mi of a DAC Prior to July 2024				
Census Tract in DAC	**Sum of EV Level 1**	**Sum of EV Level 2**	**Sum of EV DC Fast**	**Total Chargers**
YES	11	2429	501	**2941**
NO	0	444	44	488
Grand Total	11	2873	545	3429

BENEFIT CATEGORY: REDUCE ENVIRONMENTAL EXPOSURES TO TRANSPORTATION EMISSIONS

Method:

1. Air Quality Metrics
    a. Download data from the Centers for Disease Control (CDC) National Environmental Public Health Tracking Network
        i. Air Quality>>National Ambient Air Quality Data>>O3 number of days (monitor and modeled)>>State by Census
        ii. Air Quality>>National Ambient Air Quality Data>>PM2.5 number of days (monitor and modeled)>>State by Census
    b. Download Disadvantage Community (DAC) census tract information from the Climate and Economic Justice Screening Tool - https://afdc.energy.gov/stations
    c. Merge datasets to determine:
        i. Average number of days the National Ambient Air Quality Standards were exceeded in DAC census tracts for ozone (O3) and PM2.5.
    d. Review the CTDEEP air quality monitoring station data (https://portal.ct.gov/deep/air/monitoring/annual-summary-information-for-ozone and https://portal.ct.gov/deep/air/monitoring/trends/fine-particle-trends) to determine days of NAAQS exceedances for O3 and PM2.5 at stations located in or adjacent to DACs.

Baseline

CDC 2020 Number of Days O3 is above Air Quality Standards	
Justice 40 Disadvantaged Community	**Average Number of Days O3 is above Air Quality Standards**
YES	6.89
NO	5.93
CDC 2020 Percentage of Days 2.5PM is above Air Quality Standards	
Justice 40 Disadvantaged Community	**CDC 2020 Percentage of Days 2.5PM is above Air Quality Standards**
YES	0.00
NO	0.00

Method

2. Prevalence of asthma and coronary heart disease
    a. Download data from the Centers for Disease Control (CDC) National Environmental Public Health Tracking Network
        i. Asthma>>Prevalence of Asthma among Adults >>Crude Presence of Current Asthma among Adults >=18 Years of Age >>State by Census Tract
        ii. Heart Disease and Stroke >>Prevalence of Coronary Heart Disease>> Crude Prevalence of Coronary Heart Disease among Adults >=18 Years of Age
        iii. Download Disadvantage Community (DAC) census tract information from the Climate and Economic Justice Screening Tool - https://afdc.energy.gov/stations
    b. Merge datasets to determine:
        i. Average prevalence of asthma among adults in DAC census tracts
        ii. Average prevalence of coronary heart disease among adults in DAC census tracts

Baseline

CDC 2021 Asthma Prevalence			
Justice 40 Disadvantaged Census Tract	**Average of Value**	**Average of Confidence Interval Low**	**Average of Confidence Interval High**
YES	**12.90%**	11.50%	14.40%
NO	10.65%	9.46%	11.95%

CDC 2021 Prevalence of Coronary Heart Disease in Adults			
Justice 40 Disadvantaged Community	**Average Prevalence**	**Average of Confidence Interval Low**	**Average of Confidence Interval High**
YES	**5.70%**	5.02%	6.42%
NO	5.19%	4.48%	5.98%

Method

3. Asthma and cardiovascular disease-related emergency department visits and hospitalizations
    a. Asthma
        i. Download CT DPH data on asthma surveillance to determine hospitalization and emergency department rates by patient town of residence.
        ii. Determine municipalities in Connecticut that contain DACs.
        iii. Merge data sets to identify hospitalizations and ED visits for asthma in DAC municipalities.
    b. Cardiovascular Disease
        i. Download data on Cardiovascular Inpatient Hospitalization for Connecticut Residents from CTDPH.
        ii. Review age-adjusted hospitalization rates (AAHRs) for cardiovascular diseases.

Baseline

CT 2019 Asthma Hospitalizations			
Asthma Hospitalizations	**Adult N**	**Child N**	**Grand Total**
Ansonia	**79**	**34**	**113**
Asthma Primary Diagnosis ED Visit	79	34	113
Asthma Primary Diagnosis Hospitalization Visit	0	0	0
Bridgeport	**1122**	**587**	**1709**
Asthma Primary Diagnosis ED Visit	1000	521	1521
Asthma Primary Diagnosis Hospitalization Visit	122	66	188
Bristol	**258**	**104**	**362**
Asthma Primary Diagnosis ED Visit	229	96	325
Asthma Primary Diagnosis Hospitalization Visit	29	8	37
Danbury	**213**	**109**	**322**
Asthma Primary Diagnosis ED Visit	181	101	282
Asthma Primary Diagnosis Hospitalization Visit	32	8	40
Derby	**57**	**29**	**86**
Asthma Primary Diagnosis ED Visit	41	22	63
Asthma Primary Diagnosis Hospitalization Visit	16	7	23
East Hartford	**276**	**168**	**444**
Asthma Primary Diagnosis ED Visit	251	149	400
Asthma Primary Diagnosis Hospitalization Visit	25	19	44
Enfield	**94**	**42**	**136**
Asthma Primary Diagnosis ED Visit	81	36	117
Asthma Primary Diagnosis Hospitalization Visit	13	6	19
Greenwich	**55**	**61**	**116**
Asthma Primary Diagnosis ED Visit	55	61	116
Asthma Primary Diagnosis Hospitalization Visit	0	0	0
Groton	**175**	**51**	**226**
Asthma Primary Diagnosis ED Visit	175	51	226

CT 2019 Asthma Hospitalizations			
Asthma Primary Diagnosis Hospitalization Visit	0	0	0
Hartford	**1595**	**698**	**2293**
Asthma Primary Diagnosis ED Visit	1471	629	2100
Asthma Primary Diagnosis Hospitalization Visit	124	69	193
Manchester	**272**	**156**	**428**
Asthma Primary Diagnosis ED Visit	242	134	376
Asthma Primary Diagnosis Hospitalization Visit	30	22	52
Meriden	**358**	**146**	**504**
Asthma Primary Diagnosis ED Visit	328	135	463
Asthma Primary Diagnosis Hospitalization Visit	30	11	41
Middletown	**172**	**38**	**210**
Asthma Primary Diagnosis ED Visit	172	38	210
Asthma Primary Diagnosis Hospitalization Visit	0	0	0
New Britain	**804**	**331**	**1135**
Asthma Primary Diagnosis ED Visit	746	310	1056
Asthma Primary Diagnosis Hospitalization Visit	58	21	79
New Haven	**1150**	**763**	**1913**
Asthma Primary Diagnosis ED Visit	974	638	1612
Asthma Primary Diagnosis Hospitalization Visit	176	125	301
New London	**324**	**121**	**445**
Asthma Primary Diagnosis ED Visit	295	111	406
Asthma Primary Diagnosis Hospitalization Visit	29	10	39
New Milford	**47**	**12**	**59**
Asthma Primary Diagnosis ED Visit	47	12	59
Asthma Primary Diagnosis Hospitalization Visit	0	0	0
Norwalk	**233**	**122**	**355**
Asthma Primary Diagnosis ED Visit	198	108	306
Asthma Primary Diagnosis Hospitalization Visit	35	14	49

CT 2019 Asthma Hospitalizations			
Norwich	**243**	**88**	**331**
Asthma Primary Diagnosis ED Visit	228	80	308
Asthma Primary Diagnosis Hospitalization Visit	15	8	23
Shelton	**58**	**37**	**95**
Asthma Primary Diagnosis ED Visit	58	37	95
Asthma Primary Diagnosis Hospitalization Visit	0	0	0
Stamford	**334**	**198**	**532**
Asthma Primary Diagnosis ED Visit	310	178	488
Asthma Primary Diagnosis Hospitalization Visit	24	20	44
Torrington	**103**	**49**	**152**
Asthma Primary Diagnosis ED Visit	103	49	152
Asthma Primary Diagnosis Hospitalization Visit	0	0	0
Vernon	**90**	**46**	**136**
Asthma Primary Diagnosis ED Visit	90	46	136
Asthma Primary Diagnosis Hospitalization Visit	0	0	0
Waterbury	**1273**	**532**	**1805**
Asthma Primary Diagnosis ED Visit	1118	515	1633
Asthma Primary Diagnosis Hospitalization Visit	155	17	172
West Haven	**178**	**127**	**305**
Asthma Primary Diagnosis ED Visit	160	107	267
Asthma Primary Diagnosis Hospitalization Visit	18	20	38
Windham	**186**	**60**	**246**
Asthma Primary Diagnosis ED Visit	186	60	246
Asthma Primary Diagnosis Hospitalization Visit	0	0	0
Grand Total	**9749**	**4709**	**14458**

Cardiovascular Inpatient Hospitalization Connecticut Residents

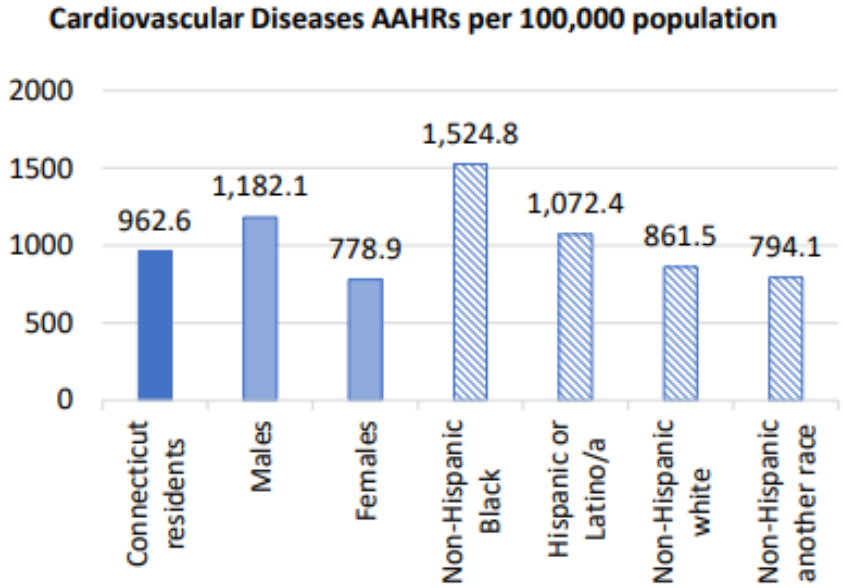
2021 Connecticut Inpatient and Emergency Department Visit Dataset

Community, Family Health and Prevention Section ● June 2023

In 2021, heart disease accounted for 10.6% of all Connecticut resident inpatient hospitalizations and stroke accounted for 2.7%.

Age-adjusted hospitalization rates (AAHRs) for cardiovascular diseases, heart disease, coronary heart disease, stroke, and heart failure vary by gender, with men having higher AAHRs compared with women.

The AAHRs also vary by race and ethnicity. Non-Hispanic Black and Hispanic residents have the highest AAHRs for cardiovascular diseases, heart disease, stroke, and heart failure. Also, Hispanic residents have a higher coronary heart disease AAHR compared with residents of other ethnic and racial groups.



Method

4. Emissions Reductions
    a. Baseline data downloaded from the CT Priority Climate Action Plan (2024). Source data available from EPA's State-level GHG inventories available at https://www.epa.gov/ghgemissions/stateghg-emissions-and-removals