



Connecticut's Charging Ahead Plan

**A Strategy to Expand Public
Electric Vehicle Charging**



FY 2026

Submitted to FHWA on September 3, 2025



September 2, 2025

Division Administrator John McAvoy
Federal Highway Administration Connecticut Division
450 Main Street, Suite 612
Hartford, CT 06103

RE: FY2026 National Electric Vehicle Infrastructure – State of Connecticut Plan Update

Dear Administrator McAvoy:

The Connecticut Department of Transportation (CTDOT) is pleased to submit the enclosed FY2026 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 expedite the deployment of electric vehicle charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability nationwide.

Connecticut's FY2026 NEVI Plan Update addresses each of the elements in the NEVI Formula Program guidance, 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. Pamela 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
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O=Connecticut Department of
Transportation, OU=Bureau of Policy &
Planning, CN=Kimberly Lesay
Date: 2025.09.02 21:10:30-04'00'

Kimberly Lesay
Bureau Chief
Policy & Planning

Enclosure

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List of Acronyms

ADA	Americans with Disabilities Act
AFC	Alternative Fuel Corridor
CTDAS	Connecticut Department of Administrative Services
CTDOT	Connecticut Department of Transportation
DAC	Disadvantaged Community
DCFC	Direct Current Fast Charging
EDC	Electric Distribution Company
EV	Electric Vehicle
EVSE	Electric Vehicle Service Equipment
FHWA	Federal Highway Administration
FY	Fiscal Year
IIJA	Infrastructure Investment and Jobs Act
kW	Kilowatt
NEVI	National Electric Vehicle Infrastructure
O&M	Operations and Maintenance
PHEV	Plug-in Hybrid Electric Vehicle
PURA	Connecticut Public Utilities Regulatory Authority
RFP	Request for Proposals
SFH	Single-Family Home

Introduction

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.

This FY 2026 (FY26) Charging Ahead Plan update (herein referred to as FY26 Plan) satisfies the annual plan requirement, provides updates on program development, and upon approval, will allow Connecticut to be apportioned FY26 NEVI formula funds. While intended to be a standalone document that addresses the requirements outlined in the latest NEVI guidance effective as of August 13, 2025, a more in-depth overview of Connecticut's NEVI planning process can be seen in previous iterations of the plan.

EV Charging Infrastructure Deployment

Since FY22, and through FY26, CTDOT has been apportioned a total of \$52,503,813 through the NEVI Formula Program. Of that total funding amount, \$1,440,000 is obligated to the Alternative Fuel Corridor (AFC) Build Out as part of Phase 1. A total amount of \$51,063,813 is unobligated at the time of this plan update and is expected to be split almost evenly between the completion of the Phase 1 AFC Build Out and the Community Charging efforts under Phase 2. It is anticipated approximately \$2 million will be used for development phase activities, \$25 million on Phase 1 design and construction, \$24 million on Phase 2 design and construction, and the balance will be used towards on-premise signage. Table 1 provides a detailed breakdown of the planned spending of each Fiscal Year's allotment.

NEVI Planned Spending by Fiscal Year (FY)				
FY	NEVI Formula Funding *	Unobligated Balance	Plan for Spending Unobligated Funds	
2022	\$7,771,342	\$6,331,342	\$1,900,000	Planning, Administration, and Development Phase Activities
			\$4,431,342	Phase 1 – Priority Zone AFC Buildout – Design and Construction
2023	\$11,183,049	\$11,183,049	\$1,068,658	Phase 1 – Priority Zone AFC Buildout – Design and Construction
			\$10,114,391	Phase 1b – Statewide AFC Buildout – Design and Construction
2024	\$11,183,127	\$11,183,127	\$9,885,609	Phase 1b – Statewide AFC Buildout – Design and Construction
			\$1,297,518	Phase 2 – Community Charging – Design and Construction
2025	\$11,183,136	\$11,183,136	\$11,183,136	Phase 2 – Community Charging – Design and Construction
2026	\$11,183,159	\$11,183,159	\$11,019,346	Phase 2 – Community Charging – Design and Construction
			\$163,813	On-premise signage
* NEVI formula funds apportioned to each state on a per-fiscal-year basis do not need to be spent within that same fiscal year. NEVI funds remain available until expended, per the latest NEVI guidance, effective August 13, 2025.				

Table 1: NEVI Planned Spending by Fiscal Year (FY)

Phase 1 – AFC Build Out

Phase 1 is dedicated to building out NEVI-compliant charging stations along the AFCs, filling in identified gaps and achieving a fully built out network as expeditiously as possible. CTDOT remains committed to ensuring gaps between stations along AFCs do not exceed 50 miles and stations are located within 1 mile of an AFC exit ramp, where feasible. CTDOT reserves the right to determine the appropriate distance between stations along AFCs to allow for reasonable travel, meaning there may be flexibility in the distance between charging stations along AFCs and from AFC exits.

Phase 1: Planned Charging Stations

As a result of the Phase 1 procurement process that took place between Fall of 2023 and Summer of 2024, nine preliminary awards have been made and have moved forward into the contract phase. Locations of planned Phase 1 NEVI-compliant charging stations are shown in Figure 1. At the time of this FY26 Plan, final awards and grant agreements remain in progress. CTDOT will promptly execute the grant awards upon authorization from FHWA. CTDOT staff and their consultants will maintain regular communication with the awardees throughout the design and implementation process to ensure projects are completed in a manner consistent with NEVI guidance. Table 2 provides detailed information about planned Phase 1 charging stations in Connecticut, including their location, and anticipated number of charging ports.

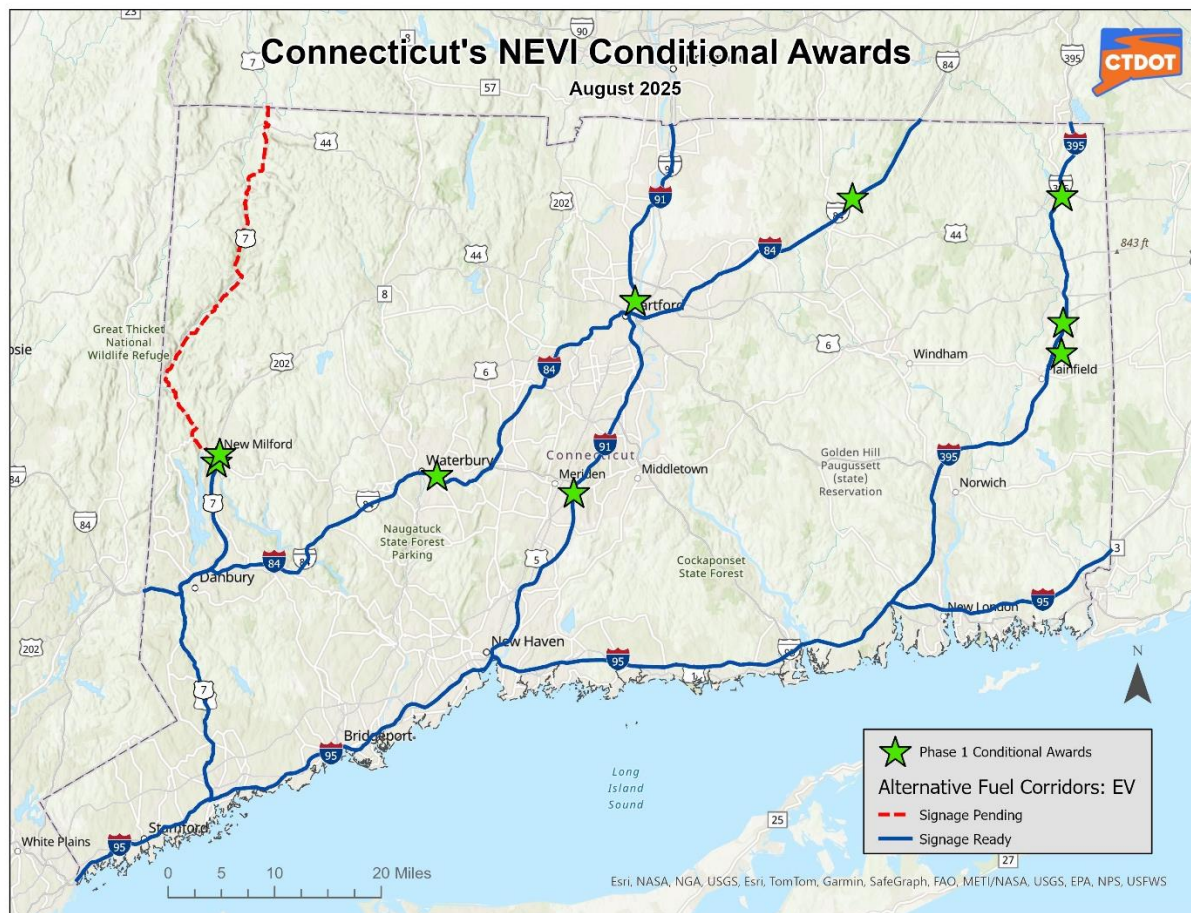


Figure 1: Phase 1 Conditionally Awarded Charging Stations

Phase 1 Conditional Awards				
AFC	Location		Number of DCFC Ports	NEVI Grant Award
I-91	1101 East Main Street	Meriden	4	\$629,655.00
I-91	10 Jennings Road	Hartford	4	\$623,554.06
I-84	3 Polster Road	Willington	4	\$700,000.00
I-84	105 Meriden Road	Waterbury	4	\$477,327.00
I-395	1 CT Turnpike East	Plainfield	4	\$495,000.00
I-395	12 South Main Street	Plainfield	4	\$738,665.00
I-395	50 Providence Pike	Putnam	4	\$489,327.00
Route 7	61 Danbury Road	New Milford	4	\$775,303.00
Route 7	4 East Street	New Milford	4	\$501,985.18

Table 2: Phase 1 Conditional Awards

Phase 1b: Filling the Remaining Gaps

The RFP for Phase 1b Implementation was released in July of 2024, and was open for response through October of 2024. CTDOT's solicitation process required 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 were 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. Bonus points were awarded to sites with additional amenities and sites which incorporated future-proofing in their designs.

With fewer restrictions around eligibility (e.g., no longer being required to have submitted a Letter of Intent (LOI) and no longer being required to be located within a Priority Zone), CTDOT received over 80 respondents with interest in NEVI funding. With \$20 million available for this solicitation, CTDOT intends to fund as many of the top scoring sites as possible. Conditional awards can be made shortly after acceptance of this NEVI plan by FHWA. CTDOT expects Phase 1b to be the final round of awards before submitting for fully AFC built out status.

Phase 2 – Community Charging

Phase 2 of Connecticut's Plan, *Community Charging*, will expand beyond the AFCs, prioritizing areas with few existing EV fast charging opportunities. The solicitation will focus on existing retail locations with onsite amenities that provide safe environments and access to restrooms. In an effort to accelerate project delivery, priority will be given where the charging station operator is also the site host. Additional consideration will be given for demonstration of existing agreements between the site host and the charging station operator. Assuming federal funds are available, the RFP for Phase 2 Implementation will be released subsequently following the Secretary's certification that Connecticut's AFCs are fully built out.

Plan for Compliance with Federal Regulations

The RFPs for both Phase 1 and Phase 1b Implementation 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 included operations and maintenance standards, interoperability requirements, data reporting requirements, and customer information defined in 23 CFR 680. The RFPs included references to relevant sections

of the federal code for each item, and the RFPs initial screening criteria required proposers to attest to each of the minimum federal requirements as listed in 23 CFR 680. Future solicitation, i.e., Phase 2, will comply with the federal requirements listed in 23 CFR 680 and the FHWA's revised National Electric Vehicle Infrastructure (NEVI) Formula Program Interim Final Guidance effective August 13, 2025.

Community Engagement Outcomes Report

CTDOT recognizes the importance of meaningful 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 disadvantaged communities (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.

Early Engagement Outcomes

Prior to the release of its first NEVI plan, 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.

Mid-Implementation Engagement Outcomes

The engagement activities that occurred during program implementation 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 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 2*).

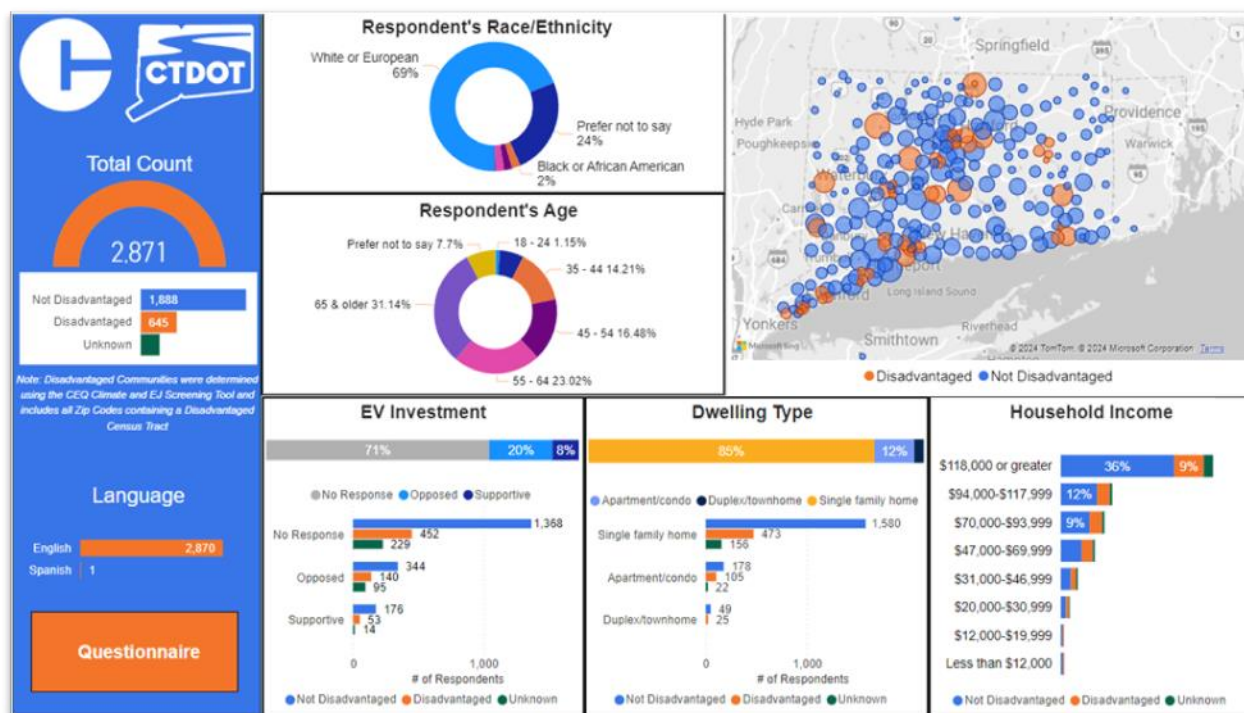


Figure 2: Power BI Dashboard

- **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 benefits:** 51% of respondents believe their community would benefit from 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. Responses 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 [EValueCT](#) 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.

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 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.¹ 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.² 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 Electric Distribution Companies (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.

The Connecticut Department of Administrative Services (CTDAS) developed the State's EVSE contract in 2022. Under the NEVI program, CTDOT will recommend all vendors participating in the NEVI grant program abide by or surpass UL 2594 and

¹ 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>

² State of Connecticut Cybersecurity Strategy, May 2022, available at: <https://portal.ct.gov/-/media/ct-cybersecurity/connecticut-cyber-security-strategy.pdf>

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.

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.

Discussions with EV equipment manufacturers and service providers have revealed that uniform standards for cybersecurity, OCPP certification, metering accuracy, and ISO 1511-1 currently do not exist. As a measure of standardization and to protect cybersecurity, CTDOT has set forth criteria in the procurement process requiring 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.