



STATE OF CONNECTICUT

PUBLIC UTILITIES REGULATORY AUTHORITY

EV Charging Program Summary

Docket No. 17-12-03RE04

In this Decision, the Authority establishes a nine-year statewide electric vehicle program (EV Charging Program, or Program) to be launched on January 1, 2022. The Connecticut Light and Power Company d/b/a Eversource Energy (Eversource) and The United Illuminating Company (UI; collectively, EDCs) shall administer the Program in their respective service territories, with the same program offerings made available to all EDC customers through a coordinated outreach and education campaign. Through the Program, the Authority seeks to enable a self-sustaining zero emissions vehicle (ZEV) market on the scale necessary to meet the State's ZEV goals and greenhouse gas reduction targets, and achieve ratepayer, electric system, economic, health, and environmental benefits by equitably transitioning all communities across Connecticut to electric vehicles (EVs). The Program is structured around three-year program review cycles whereby the Authority will re-evaluate whether the expected benefits are being delivered to Connecticut ratepayers.

The EV Charging Program identifies five program areas to optimize the deployment of electric vehicle supply equipment (EVSE) and the associated distribution system infrastructure necessary to meet Connecticut's transportation electrification goals:

- (1) Residential Single-Family Level 2 Charging;
- (2) Residential Multi-Unit Dwellings (MUDs) Level 2 Charging;
- (3) Direct Current Fast Charging (DCFC);
- (4) Destination Level 2 Charging; and
- (5) Workplace & Light-Duty Fleet Level 2 Charging.

Table 1
EVSE Deployment Targets

NUMBER OF PORTS (STATEWIDE)					
PROGRAM AREA	Current Deployment	2022-2024	2025-2027	2028-2030	TOTAL
Residential Single-Family (Level 2)	-	15,000	17,500	17,500	50,000
Residential Multi-Unit Dwellings (Level 2) ¹	-	1,213	To be revisited	To be revisited	To be revisited
DCFC	69	137	172	172	550
Destination (Level 2)	771	789	1,654	1,654	4,868
Workplace (Level 2)	-	2,314	2,521	2,521	7,356

¹ The EDCs shall propose MUD Level 2 EVSE deployment targets and a supporting calculation methodology for the second and third Program Cycles for Authority review and approval.

The Authority utilized the National Renewable Energy Laboratory Electric Vehicle Infrastructure Projection Tool to determine the number of DCFC and Level 2 charging stations required to support 150,000 EVs in 2025 and 500,000 EVs in 2030. To accommodate the role of private market participants, the statewide EVSE deployment targets shown in Table 1 represent 50% of the required EVSE, which shall be apportioned 80%/20% between Eversource and UI, respectively.

The key program elements consist of a combination of incentives for networked Level 2 EVSEs and DCFCs, as well as accompanying rate offerings. The EDCs will invest in the make-ready infrastructure required to enable charging, up to the maximum incentive available per site. Additional incentives will be available for sites hosting EVSE in underserved communities. The EVSE and make-ready incentive structure is outlined in Table 2.

Table 2
EV Charging Program EVSE and Make-Ready Incentives

	Residential Single-Family (Level 2)	Multi-Unit Dwellings (Level 2)	Public Destination (Level 2)	Workplace (Level 2)	DCFC
Incentive Structure					
EVSE and Make-Ready Incentives	Up to \$500 EVSE rebate + a portion of necessary electrical upgrades ²	Up to 50% of EVSE cost + Up to 100% make-ready installation (≥ 2 ports)		Up to 50% of EVSE cost + Up to 100% make-ready installation (≥ 4 ports)	Up to 50% of EVSE cost + Up to 100% make-ready installation (≥ 2 ports)
Max. Incentive per Site (including make-ready costs covered by the Program)					
Baseline	-		\$20,000		\$150,000
Underserved Communities	-		\$40,000		\$250,000

Single-family residential and owner/operators of light-duty fleets receiving an incentive for a networked Level 2 and/or DCFC for non-public use will be required to enroll in a managed charging program, to be finalized by a working group prior to Program launch. MUD site hosts will have the option to lease EDC-owned Level 2 chargers. To mitigate potential demand charges for certain charging stations, the EDCs will offer EV Rate Riders in the near term before implementing a longer-term demand charge mitigation solution that scales volumetric charges down and demand charges up as charging station utilization increases. Site hosts installing DCFCs at workplace locations and for light-duty fleets may seek incentives through the DCFC Program, as long as the charging infrastructure installed through the Program participates in the applicable managed charging program.

² The EDCs will propose a cap on electrical upgrade incentives, as directed in Section V.A.3.