

West Hartford Electric Vehicle Infrastructure Plan – Key Findings

1. **Future EV Demand:** Based on the estimated adoption growth rates in West Hartford, by 2035 there could be over 30,000 registered electric vehicles (EVs) throughout the Town. This level of adoption will require more than 500 new public chargers to meet industry recommendations.
2. **Proposed Charging Locations:** Based on technical analysis, survey results, and upcoming capital improvement projects, the top priorities for new EV infrastructure include:
 - a. Town-owned parking in Blueback Square/West Hartford Center including the Arapahoe and Town Hall parking lots and on-street parallel parking along Isham Road.
 - b. Business districts including Park Road (on-street parking near the Playhouse on Park identified as a top priority), Bishops Corner Elmwood/Home Design District, and the New Britain Avenue corridor.
 - c. Town-owned schools and parks, with Wolcott Park Sterling Field/Charter Oak identified as a top priority.
3. **Grid Capacity:** Data from Eversource shows that the proposed locations identified have sufficient grid capacity to support charging. Other physical alterations (such as increased clearance space in parking lots, bollards to protect equipment, and upgrades to each site's electrical panel) will be required to meet industry safety and accessibility standards.
4. **Business Model:** Pricing of Town-owned EV chargers will balance long-term, reliable operations of equipment with low user costs to encourage adoption. The Town will seek a hybrid business model in which the Town retains ownership of equipping and price setting, with a third-party vendor performing maintenance, operations, and payment processing functions.
5. **Policy and Planning Updates:** For EVSE to become widespread, the Town will need new policy and regulatory tools to encourage adoption on private property. Potential strategies include changes to zoning and building codes to establish minimum standards for chargers.
6. **Funding Opportunities:** West Hartford plans to seek Charging and Fueling Infrastructure (CFI) grant funding to implement the priorities identified above in Proposed Charging Locations. Requirements for the CFI Community Charging funding stream include:
 - a. Awards range from \$500,000 to \$15 million, with a minimum non-Federal match of 20%. The Town anticipates approximately \$150,000 in local funding to be used to secure a grant of \$600,000.
 - b. Infrastructure must be located on a public road or publicly accessible location. Privately-owned locations are only allowed if they are publicly accessible 24/7.
 - c. Applicants must be public agencies, but recipients may contract with a private entity.
 - d. Program priorities include investment in environmental justice communities, reduced greenhouse emissions, and closing gaps in current public charging infrastructure.

As with many new funding streams in the Bipartisan Infrastructure Law, the CFI program is highly competitive. In the last round, U.S. DOT made 47 awards out of over 500 applicants. Using this plan as an input into the Town's application will demonstrate a thorough feasibility analysis. The Town is working with Stantec to refine the project scope and develop the CFI application. Fostering support from West Hartford's congressional delegation will also be critical to securing funding.

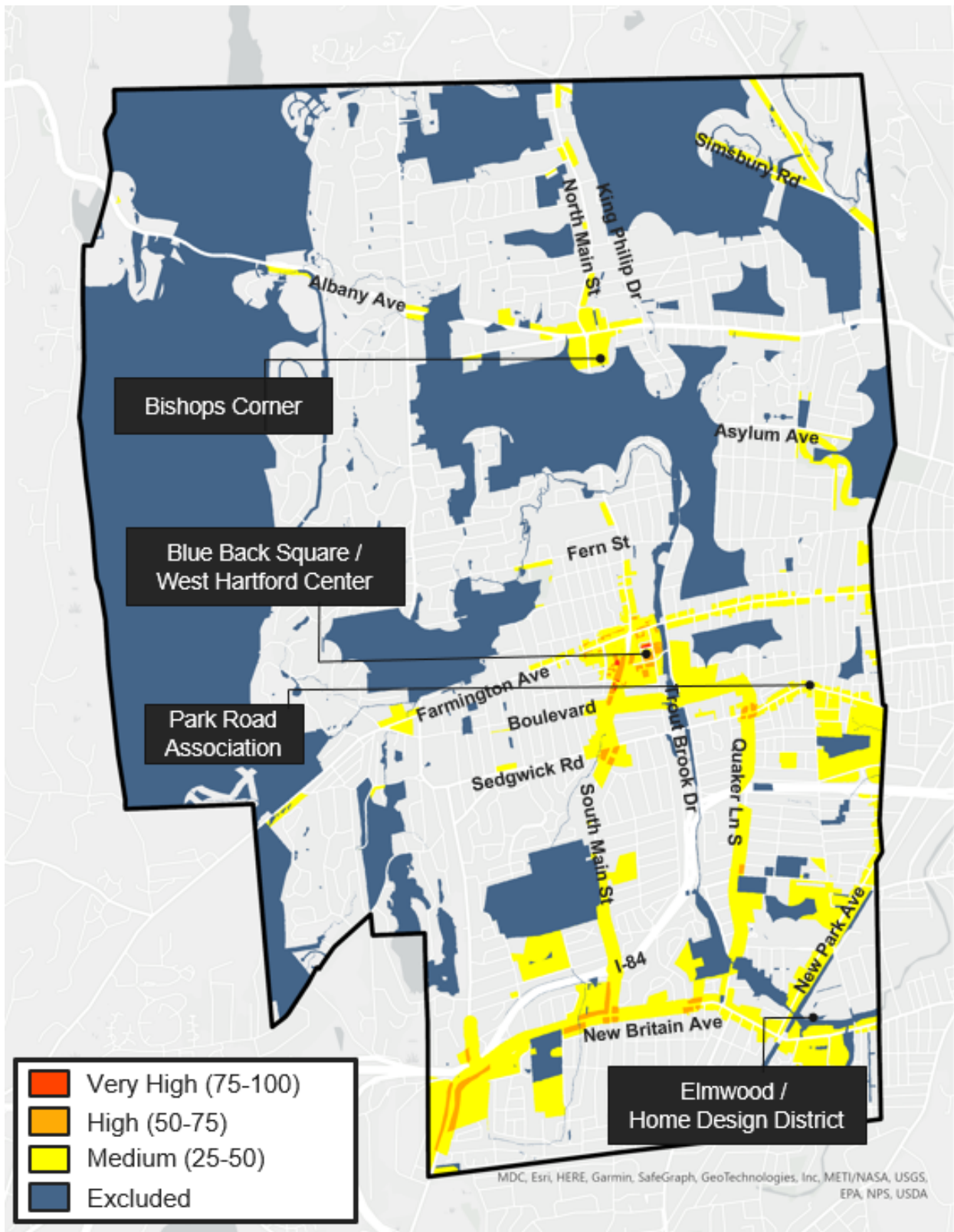


Figure 1. Priorities Identified in EV Charger Feasibility Analysis