July 29, 2026

Via Electronic Filing

Mr. Jeffrey R. Gaudiosi, Esquire
Executive Secretary
Public Utilities Regulatory Authority
10 Franklin Square
New Britain, CT 06051

Re: **Docket No. 25-08-05, Annual Energy Storage Solutions Program Review – Year 5**, (Compliance with Order No. 20 of the Final Decision in Docket No. 25-08-05)

Docket No. 26-08-05, Annual Energy Storage Solutions Program Review – Year 6, (Compliance with Order No. 20 of the Final Decision in Docket No. 25-08-05)

Dear Mr. Gaudiosi:

The Connecticut Green Bank ("Green Bank"), The Connecticut Light and Power Company d/b/a Eversource Energy ("Eversource"), and The United Illuminating Company ("UI"; together with Green Bank and Eversource, the "PAs") respectfully submit to the Public Utilities Regulatory Authority ("PURA" or the "Authority") their compliance with Order No. 20 of the Final Decision issued in Docket No. 25-08-05 on December 17, 2025 (the "Year 5 Final Decision").

Specifically, Order No. 20 of the Year 5 Final Decision states:

> *No later than March 1, 2026, the ESS Program Administrators shall establish and jointly lead a Bidirectional EV Working Group. At a minimum, the Program Administrators shall invite OCC, DEEP, Tesla, Fermata, ACT, ConnSSA, ChargeScape, and First Student to participate in the Working Group. On behalf of the Bidirectional EV Working Group, the Program Administrators shall submit a Bidirectional EV Report as compliance in Docket No. 26-08-05 no later than August 1, 2026. This Report shall present the Working Group's findings and recommendations regarding the integration of bidirectional EVs into the ESS Program, and shall at minimum address the following: (1) whether bidirectional EVs participating in the ESS Program should be permitted to participate in other state programs, including but not limited to the state's EV managed charging program, considering potential overlap in ratepayer benefits and existing DERMS functionality; (2) ESS enrollment requirements specific to EVs, including data or telemetry requirements that may differ from those applicable to stationary storage systems; (3) proposed ESS Program terms and conditions tailored to bidirectional EVs; (4) eligibility criteria and enrollment incentive amounts for EVs—if enrollment incentives are recommended; and (5) any differentiated requirements or recommendations for MHD vehicles compared to LD EVs.*

The PAs, in conjunction with Customized Energy Solutions, the Working Group facilitator, established a Bidirectional Electric Vehicle Working Group as of February 24th, 2026, that held six meetings in total where its first meeting was held on March 6, 2026, and its last meeting held on June 12, 2026. Organizations such as OCC, DEEP, Tesla, Fermata, ACT, ConnSSA, ChargeScape, and First Student were invited to participate along with a few other organizations that had requested to participate or may have had industry knowledge that was beneficial to the Bidirectional EV Working Group. Updates on the Bidirectional Electric Vehicle Working Group were shared on the Energy Storage Solutions website.[1]

As a result of the Working Group meetings, a report, included as Attachment 1, entitled "Integrating Bidirectional Electric Vehicles into the Energy Storage Solutions Program" (the "Report"), was drafted by Customized Energy Solutions, that represents both the Working Group's learnings as well as the Energy Storage Solutions Program Administrators' recommendations for the future of Bidirectional EVs in the Energy Storage Solutions Program. Attachment 2, entitled "Meeting Notes Bidirectional EV Working Group Meetings 1 through 6" are included for reference.

In the Report, the PAs reached the following conclusions:

- Bidirectional chargers should be eligible for ESS enrollment, limited to installations of at least 20 kW per port located behind-the-meter for sites on commercial electric rates. This segment is the most technically and commercially mature today, with established DC-coupled architecture, demonstrated deployments, and sophisticated fleet operators able to manage program requirements. Eligible chargers would earn incentives at the existing Small/Medium C&I performance rate and would not be permitted to enroll simultaneously in light-duty Managed Charging.

- Residential enrollment is not recommended at this time. Instead, the Report lays out a milestone-based pathway tied to pilot results, interconnection guidance, and resolution of dual-participation and metering issues, with PAs seeking PURA direction on next steps and timing.

- The Report also addresses program eligibility criteria, technical and certification standards, telemetry requirements, and how bidirectional EVs should count toward the ESS Program's 580 MW storage goal.

The PAs hereby certify service of this filing upon all parties and interveners of record in this proceeding.

[1] https://energystoragect.com/bevwg/

Respectfully submitted,

THE CONNECTICUT LIGHT AND POWER COMPANY D/B/A EVERSOURCE ENERGY

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cc: Service List