Company
Docket No. 26-08-05
Response to Interrogatory CAE-20
Date of Submission: August 28th, 2026
Witness: Sergio Carrillo Connecticut Green Bank

Question:

CAE-20 Program Administrator Order No. 20 Compliance, Att. 1, pp. 63–64. For each milestone identified in the Bidirectional EV Report as a prerequisite for residential participation, identify the specific measurable criteria that the Program Administrators believe should be satisfied before recommending residential bidirectional EV eligibility.

Response:

The Green Bank notes the following residential participation milestones contained in the Bidirectional EV Report:

- *Completion of the Bidirectional Energy IES pilot.* The Bidirectional Energy IES pilot will likely provide useful insights on the overall discharging performance of bidirectional EVs versus stationary batteries, participation rates during specific event hours across the overall active event dispatch window, and general implementation challenges related to metering, interconnection, EM&V, etc. In terms of measurable criteria, the Green Bank recommends focusing on the following factors:
    - Average kW performance among the pool of pilot program participants.
    - Average participation at different hours during the 3:00-9:00 PM dispatch window. For example, are bidirectional EVs more likely to support discharging later in the dispatch window following typical working/commuting hours?
    - Qualitative implementation and customer experience challenges associated with metering integration (e.g. RRES co-participation), interconnection, active event communication notifications, customer education, etc.

Green Bank notes that Bidirectional Energy has requested a no-cost extension of the IES pilot, which would likely be required to fully capture the learnings identified here.

- *Further learnings from the MassCEC V2X Demonstration pilot.* The Green Bank anticipates relying on Eversource to collect information and provide insights on customer experience, interconnection processes, OEM-specific EV and charger considerations, and active event participation rates through this pilot program in their service territory. Leveraging best practices from this program could support a smooth pathway to expanding residential bidirectional EV charging

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opportunities in Connecticut. The Green Bank expects that Eversource will file various pilot program findings, case studies, etc. in relevant dockets with the Authority to help translate these learnings across their service territory. If possible, Green Bank encourages Eversource to specifically identify any learnings related to simultaneous participation in managed charging and V2G discharging programs. Alternatively, Eversource could compare the relative grid resiliency benefits of these two forms of vehicle-to-everything participation to help inform the implementation pathways for both managed charging and V2G discharging.

- *Establishment of a clear path to resolving dual-participation with managed charging.* The Program Administrators' recommendation is focused on how to encourage simultaneous participation in both ESS and the LD managed charging program in the future. The Green Bank's priority is ensuring that potential residential bidirectional EV ESS participants can effectively and economically participate in both ESS discharging and managed charging, which may require increased coordination between DERMS providers, whose contracts are managed by the EDCs. Given the technical complexity of this topic, the Green Bank encourages the EDCs and the Authority to investigate how various DERMS providers could interact to provide an integrated managed charging and V2G discharging offering for customers. If this level of DERMS integration is not technically practical, then it may be worth evaluating whether offering separate but compatible managed charging and V2G discharging enrollment options for bidirectional-capable EVs would ultimately provide the greatest opportunity for grid resilience.

- *Successful implementation and application of updated interconnection guidelines.* The Green Bank is interested in observing whether the Bidirectional Energy IES pilot participants encounter any unforeseen challenges with interconnecting their bidirectional-capable EVSE and EVs. The Bidirectional Working Group Final Report notes that minor modifications have already been implemented in PowerClerk to enable the interconnection of this equipment. In terms of measurable criteria, it will be worthwhile to compare the overall interconnection timeline of residential bidirectional EV equipment with residential BESS assets and the drivers of significant differences, if any, between the two.

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- *Clarification on metering and other implications of participating in ESS and the applicable distributed generation policy.* Both the GridEdge Networks and Bidirectional EV IES pilots have identified challenges due to metering policy when co-locating bidirectional charging equipment and behind-the-meter distributed generation assets. Addressing these metering and compensation issues may require coordination across multiple programs and dockets to enable the smooth launch of residential bidirectional charging opportunities. The Green Bank does not have any suggested criteria to evaluate this challenge but encourages the Authority to evaluate metering and compensation issues covered in Docket No. 26-06-04 with promoting energy storage innovations, including V2G technologies, in mind. Green Bank also notes the Program Administrators' recommendation to establish a new docket specifically focused on V2X technologies, which may enable focused examination of specific V2X implementation challenges like this one.