

# Meeting Notes: Bidirectional EV Working Group - Meeting 1 – Kickoff & Framing

Date: March 6, 2026] | Time: 9:00 AM ET

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On March 6, 2026, Customized Energy Solutions (CES) facilitated the first meeting of the **Bidirectional EV Working Group** (BEV WG). The meeting was held via Microsoft Teams. This memo summarizes the major topics of discussion, questions, and comments raised by participants.

## 1 Authority Charge, Timeline, and Working Group Structure

CES presented an overview of the Public Utility Regulatory Authority's (PURA's) December 2025 [Final Decision](#) in Docket 25-08-05, which directed convening of the BEV WG by **March 1, 2026** and submission of a report with recommendations by **August 1, 2026**. CES summarized the five required report elements: **(1) cross-program coordination; (2) technical requirements; (3) program terms and conditions; (4) incentive structure; and (5) distinctions between vehicle types**. CES also outlined the anticipated meeting cadence — six full working group meetings running through June 2026 — and the distinction between voting working group members and non-voting participants. The working group charter, meeting recordings, and materials are available at [www.energystoragect.com/bevwg](http://www.energystoragect.com/bevwg).

A participant asked about the process for selecting working group members. CES explained that PURA's order identified specific entities to be invited as voting members, and that a small number of additional invitations were extended by the Program Administrators and CES to ensure robust representation. The same participant asked whether there is an opportunity to petition for working group membership at this stage. CES indicated that requests could be submitted and that the matter would be addressed offline.

## 2 ESS Program Overview

The Connecticut Green Bank presented a high-level overview of the Energy Storage Solutions (ESS) Program, covering its residential and commercial tracks, performance incentive framework, program partners and aggregators, and key program parameters relevant to potential bidirectional EV integration.

A participant asked whether the ESS Program changes outlined in the 2025 Final Decision will be impacted based on the outcomes of this Working Group. Connecticut Green Bank clarified that the Program modifications are already being implemented and recommendations from this group will be considered separately via the report.

## 3 Vehicle Grid Integration: Definitions and Scope

### Terminology and Technology Categories

CES presented a framing of the bidirectional charging landscape, introducing common terms (vehicle-to-grid or V2G, vehicle-to-home or V2H, vehicle-to-building or V2B, vehicle to everything or V2X, V1G or managed charging) and a proposed scope boundary — focusing the group’s work on resources that discharge energy from the vehicle (both export-capable and non-export-capable serving on-site load), while excluding managed charging. This prompted participant discussion. Participants flagged several definitional nuances they felt warranted more careful treatment: the distinction between islanded-only and grid-parallel operation within the V2H category; the conflation of technically and regulatorily distinct situations within the V2B/non-export category; and the difference between V2G DC (inverter in the Electric Vehicle Supply Equipment also known as EVSE) and V2G AC (inverter onboard the vehicle), which have different interconnection processes. Participants also suggested the group adopt agreed-upon plain language terms rather than relying on acronyms, given that the same acronym can mean different things to different speakers. CES acknowledged these points and indicated the group will have dedicated opportunities to work through the specifics in future meetings.

### Export vs. Non-Export Compensation

A participant asked whether export-capable and non-export-capable systems would be compensated at the same level under the ESS Program. CES responded that this is a core question for a future meeting — the answer will depend on whether there is a meaningful difference in the grid benefits each configuration provides.

### Wholesale Market Participation

A participant asked whether the working group’s scope extends to ancillary services such as frequency regulation or voltage support. CES clarified that the Energy Storage Solutions Program does not currently include wholesale market participation; the program is structured around event-based dispatch. CES noted that capacity market participation is explicitly prohibited under the current program design.

## 4 IES Pilots and Lessons Learned

The Connecticut Green Bank introduced Connecticut’s Innovative Energy Solutions (IES) Program and highlighted three active pilots in the V2X space: **(1) a school bus fleet V2G integration pilot with United Illuminating (complete); (2) a residential pilot using a specific DC charger and EV model pairing (in progress); and (3) a pilot focused on electrifying municipal refuse trucks (in progress).** CES then summarized available findings from these pilots, covering technical readiness challenges (including charger-vehicle interoperability issues encountered in the school bus pilot), co-location with solar, and market and deployment readiness considerations.

### Co-location with Solar and Metering

During the discussion of findings from the residential IES pilot, Bidirectional Energy (one of the IES participants) clarified that their use of net generation output meters was not a preference, but rather a consequence of the current regulatory structure: when export revenue from solar and export revenue from a bidirectional EV must be tracked separately (because they are compensated at different rates), a separate meter is required. The participant emphasized that Net Generation Output Meters (NGOMs) are cost-prohibitive for many sites and called for an open discussion on how to address this measurement challenge rather than defaulting to that solution.

A representative from UI noted that the PURA has already identified this co-location gap across multiple distributed resource technologies — not just bidirectional EVs — and offered to share a recently filed [legislative report](#) addressing the issue.

### Prior ESS Participation by Bidirectional EV Projects

A participant noted that their organization had a bidirectional charging project participating in the legacy Connected Solutions Program prior to the rule change that removed bidirectional EV eligibility, and asked whether any other such projects exist and whether the interconnection and participation experience from those projects could inform the group’s work. Eversource clarified that the project in question is in the Connected Solutions program, not ESS, and that Connected Solutions, a program designed to reduce a customer’s on-site load, does not currently include bidirectional EVs for Eversource with the exception of certain pilot projects.

## 5 Interconnection Working Group Coordination

CES presented an overview of the parallel **Interconnection Working Group (IXWG)** process, noting that PURA’s same December 2025 Final Decision (Order 25 of Docket No. 25-08-05) directed the electric distribution companies to make recommendations on updating interconnection standards to address bidirectional EVs, with a report due to PURA on **July 1, 2026**. CES outlined the division of scope: detailed interconnection process design falls to the IXWG, while the BEV WG will address program-level requirements (such as eligible equipment and metering standards) that will need to be harmonized with the IXWG’s work.

Several participants engaged on the question of how the two groups will coordinate:

- The Connecticut Green Bank asked whether CES could flag relevant IXWG public meetings or comment opportunities for BEV WG participants who might want to participate. CES indicated it would do so to the extent feasible.
- A participant who co-facilitates the IXWG confirmed that IXWG meetings are public and offered to add interested parties to the distribution list, sharing their contact information in the meeting chat.
- CES confirmed it will attend IXWG meetings at which Order 25 is on the agenda and will share relevant updates with the BEV WG.

## 6 Proposed Topics for Subsequent Meetings

CES presented a proposed sequence of topics for the remaining five working group meetings, organized around PURA’s five required report elements: **(1) bidirectional EV technology and vehicle class distinctions; (2) technical integration requirements (data, telemetry, DERM compatibility, cybersecurity); (3) cross-program participation and coordination with existing Connecticut programs; (4) incentive structure for bidirectional EVs under ESS; and (5) a final synthesis meeting for outstanding items and working group votes on recommendations**. CES noted that some topics may also be addressed through smaller parallel subgroups between full meetings.

CES solicited feedback on gaps or missing elements in the proposed sequence. Participants offered the following:

- A participant recommended that the meeting focused on vehicle classes and technology maturity also incorporate a forward-looking market perspective — specifically, products coming to market and evolving commercial availability of bidirectional chargers and EVs. Recent examples cited included the expansion of certain manufacturers’ bidirectional-capable lineups and new vehicle-to-home product announcements. CES accepted this suggestion and indicated it would be integrated into the framing of that meeting.
- A participant offered three specific suggestions: (1) that battery size be added as a dimension alongside vehicle class in the technical requirements discussion; (2) that bidirectional EV incentives acknowledge V2G’s dual identity — as both an energy storage resource and an electrification-of-transportation resource — and that special incentives be considered to encourage fleet operators to transition to EVs; and (3) that the group establish criteria for what would constitute sufficient readiness to scale from pilots to statewide deployment.
- A participant recommended that the technical integration meeting explicitly include EVSE — not just vehicles — as a subject requiring technical description and integration guidance.
- A participant raised the importance of distinguishing between systems that operate in parallel with the grid, those that operate only in islanded mode, and those capable of switching between modes — a distinction that had also surfaced during the earlier definitional discussion.
- A participant raised the question of whether technical requirements will focus on matched-pair registration of specific vehicles and chargers, or aim for broader interoperability standards. CES indicated the latter framing — broad interoperability — should be the primary focus, with specifics to follow.

## 7 Action Items and Next Steps

CES reiterated that meeting recordings and materials are available at [www.energystoragect.com/bevwg](http://www.energystoragect.com/bevwg). Working group members who had not yet confirmed their intent to serve were asked to do so by **March 11, 2026**. CES requested that any written questions or comments on the meeting should be submitted to CES by **March 12, 2026**.