

# Bidirectional EV Working Group

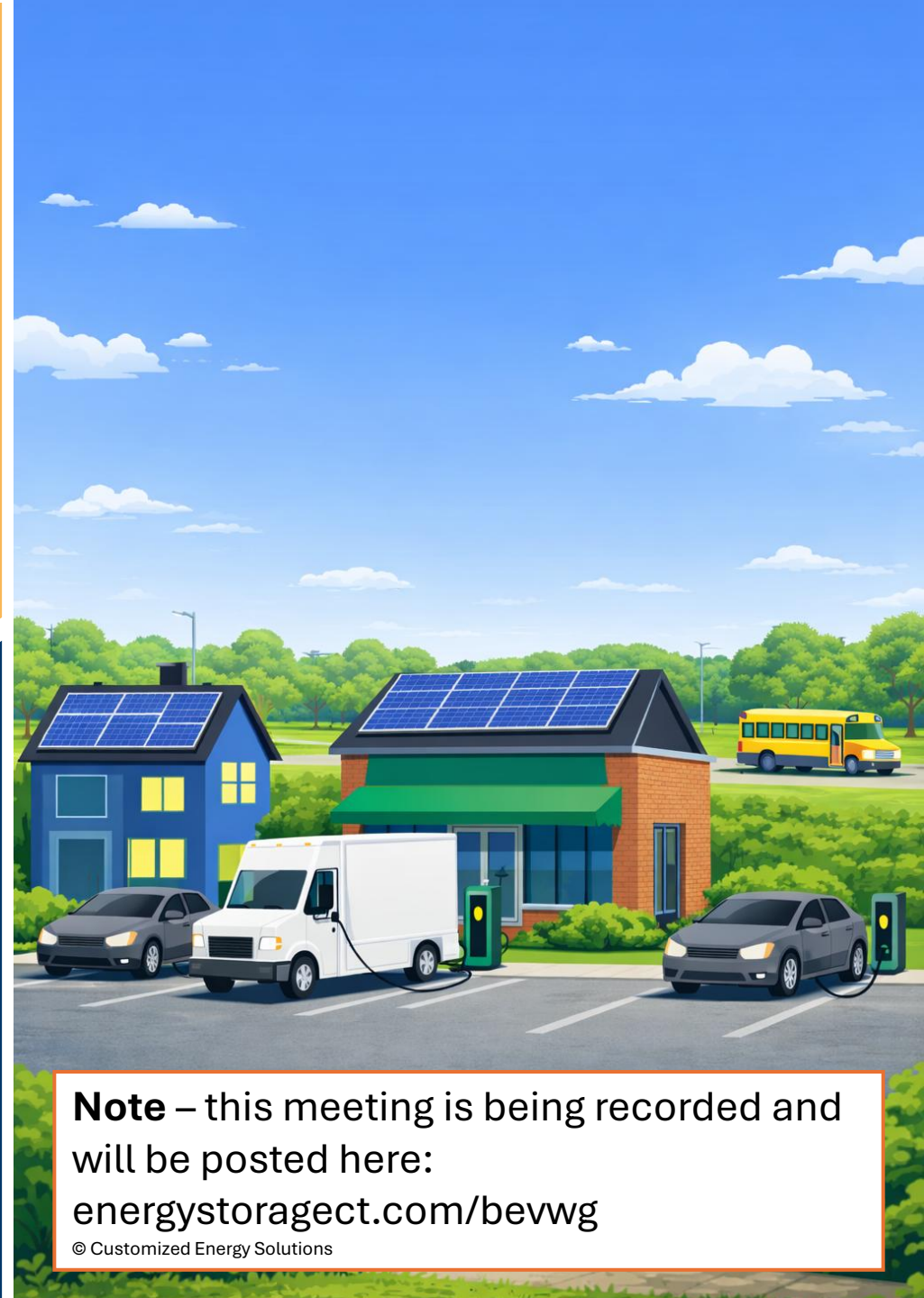
Meeting #6: Program Administrator Draft  
Recommendations and Next Steps



EVERSOURCE



June 12, 2026



**Note** – this meeting is being recorded and  
will be posted here:

[energystoragect.com/bevvg](https://energystoragect.com/bevvg)

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## Agenda

1. Welcome & Overview
2. Program Administrators' Draft Recommendations
3. Identification of Outstanding Issues and Discussion of Next Steps

## Objectives

- Discuss Program Administrator's intended, high-level recommendations to PURA
- Identify outstanding questions for further discussion

## Logistics

- ▶ For clarifying comments and questions, please use hand raise function.
- ▶ There will be discussion periods during each section.

## Additional Information

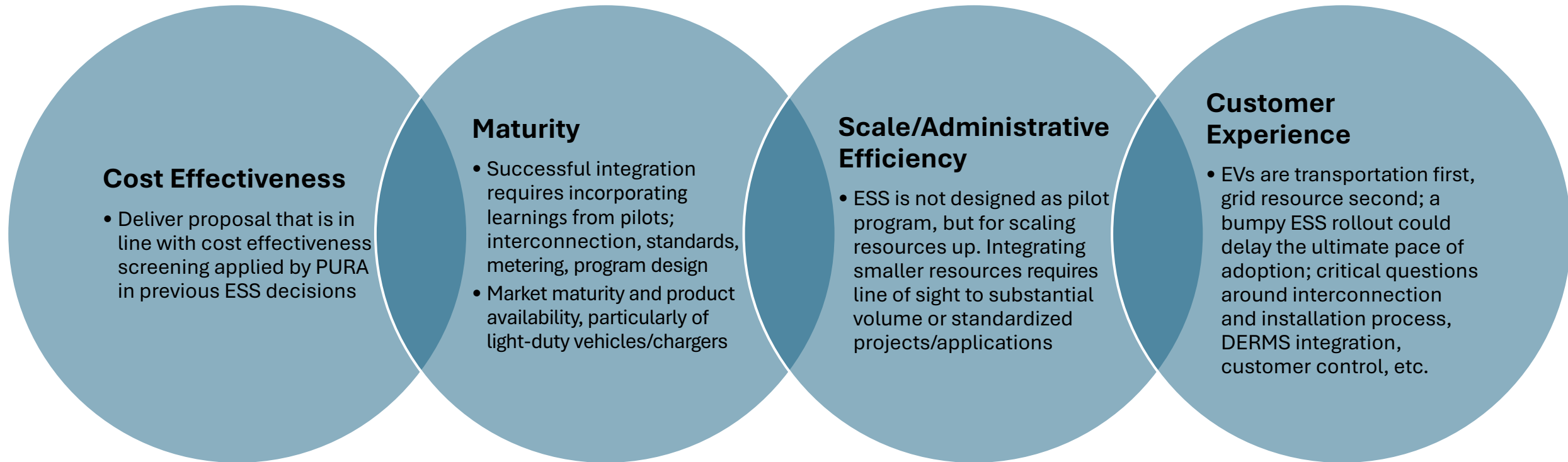
- ▶ The WG Charter, meeting notes, slides, presentations and other resources are accessible at: <https://energystoragect.com/bevwg/>



Program Administrator Draft Recommendations



- Program Administrators (PAs) discussed their recommended approach to integrating bidirectional EVs and EVSE into the Energy Storage Solutions (ESS) program
- **Primary objective:** roadmap for bidirectional EVs that works for customers, installers, regulators, PAs, and other stakeholders, ensuring a smooth, sustained rollout
- **Key considerations:**



**Note:** These recommendations reflect the PAs *initial* recommendations. The PAs intend to evaluate and potentially expand eligibility in subsequent program years.

## Commercial – Advance Now

### EVSE Eligibility Criteria:

- Must be installed behind a meter on a commercial rate
- Must have minimum discharge rating of at least 20 kW per port
- Cannot be enrolled in a Light Duty Managed Charging Programs

### Incentive Structure:

- Performance-based incentives follow current Small/Medium C&I performance rate (\$325/kW years 1-5, \$175kW years 6-10)
- No enrollment incentive

## Residential – Pending Pilot

### EVSE Eligibility Criteria:

- Must be installed behind a meter on a residential rate
- Cannot be enrolled in a Light Duty Managed Charging Programs (pending results of pilots and technical compatibility)

### Incentive Structure:

- Performance-based incentives follow current Standard/Underserved/Low Income structure
- No enrollment incentive



Feedback on Technical Integration Straw Proposals



- CES reached out for feedback on straw proposals developed in Meeting #3; most questions related to how to think about eligible equipment for the program and potential technical standards
- Five Working Group Members responded (note – not all participants in this group are members)
- Synopses below provide summary of responses, not full details of each response

## Proposal 1: Device Enrollment

- **Proposal:**
  - EVSE (as opposed to EV or EVSE+EV) is enrolled
- **Feedback**
  - Members supportive – may recommend refinements to specific information on EVSE collected

## Proposal 2: Qualified Product List

- **Proposal:**
  - QPL just for EVSE, not EV
  - QPL eligibility would require: Vehicle-to-grid capability, UL 1741 SB or SC certification, IEEE 1547 certification, UL 9741 certification, UL 2594 certification, PA DERMS integration
  - QPL does not attempt to address interoperability
- **Feedback**
  - Suggested IEEE 1547 reference may be redundant (incorporated into UL 1741 SB standard)
  - Advocated that QPL be based on ability to integrate w/ PA DERMS, as opposed to already integrated
  - Advocated for use of EPRI QPL

## Proposal 3: 1741 Certification Pathways

- **Proposal:**
  - Require all EVSE to be UL 1741 certified. DC-connected through 1741 SB, AC-connected through forthcoming 1741 SC OR 1741 WB CRD
- **Feedback**
  - Members supportive
  - Member noted that this is a current requirement of EPRI QPL

## Proposal 4: Communication Protocols

- **Proposal:**
  - ISO 15118-20 – required for equipment not already installed; PAs may grant exceptions
  - OCPP – don't include requirement
- **Feedback**
  - Mixed – one Member recommended waiting until third-party certification to 15118-20 becomes more readily available.
  - One Member generally advocated for setting functional requirements as opposed to relying on specific communication protocols, but, still, did not outright oppose the proposal

## Proposal 5: Safety Standards

- **Proposal:**
  - Require equipment to meet UL 9741 and either UL 2202 or UL 2594, as applicable. This would include requiring submission of documentation during the New Technology Application process
- **Feedback**
  - Members generally supportive
  - Member noted that this is a current requirement of EPRI QPL

## ▪ **Meeting #4: Cross-Program Participation**

- General consensus that programs discussed (e.g., Managed Charging, CHEAPR, etc.) do not claim the same set of values or incentivize the same action
- Potential for some implementation challenges for customers that would co-participate in Managed Charging and ESS – DERMS provider, enrollment process, impact on Managed Charging evaluation baseline, etc.
- **Additional feedback to be sought:** None planned.

## ▪ **Meeting #5: Incentive Structure**

- Differing perspectives on incentive structure, including:
  - Prioritizing upfront vs. performance-based structures
  - To the extent that upfront incentives are pursued, the appropriate denomination (e.g., per kW of EVSE discharge capacity, per port, etc.)
- Limited discussion of other incentive approaches (e.g., plug-in incentive)
- **Additional feedback to be sought:** potentially, poll asking for preference between performance-based vs. upfront incentive

- CES drafting the Report to be filed with PURA
- Report to be filed **by August 1, 2026**
- Report will:
  - Include background material (including materials presented during WG meeting)
  - Describe nature of discussions (summaries, as well as referencing meeting materials, notes, and recordings available here: <https://energystoragect.com/bevwg/>)
    - This will include noting where there were areas of non-consensus in the group
  - Include Program Administrator recommendations for:
    - EVSE that should be included in the program now
    - Recommendations for what thresholds/criteria would trigger potential expansion of eligible projects
  - Include additional, more detailed recommendations (e.g. communications protocols, approach to enrolling equipment, etc.)



## Wrap-Up & Next Steps



Meeting	Theme	Key Questions & Focus Areas
2	<b>Bidirectional EV Technology Requirements by Vehicle Class</b>	<ul style="list-style-type: none"> <li>• Technical characteristics of bidirectional EVs by vehicle class; ESS participation readiness.</li> <li>• Vehicle, charger, and site-level requirements for bidirectional operation.</li> <li>• Integration of IES pilot early lessons.</li> <li>• Potential for phased inclusion of bidirectional EVs into ESS by vehicle class</li> </ul>
3	<b>Technical Integration of Bidirectional EVs into ESS</b>	<ul style="list-style-type: none"> <li>• How ESS technical requirements must adapt for bidirectional EVs; data, telemetry, and verification needs.</li> <li>• DERMS capabilities, constraints, and potential workarounds.</li> <li>• Privacy, cybersecurity, and data access considerations.</li> </ul>
4	<b>Cross-Program Participation</b>	<ul style="list-style-type: none"> <li>• Overlap between ESS Program and other state EV programs, particularly Managed Charging.</li> <li>• Distinguishing load reduction vs. energy discharge across programs.</li> <li>• Considerations across programs to avoid double-counting.</li> <li>• Identification of relevant tariffs (enabling and/or potential conflicts)</li> </ul>
5	<b>Bidirectional EV Incentives</b>	<ul style="list-style-type: none"> <li>• Appropriate incentive structure for bidirectional EV participation in ESS.</li> <li>• Upfront versus performance-based incentives.</li> <li>• Incentives tied to EVSE, vehicles, or integrated systems.</li> </ul>
6	<b>Draft Recommendations Review</b>	<ul style="list-style-type: none"> <li>• Present draft findings; identify consensus vs. minority views; confirm alignment with PURA's five directives.</li> <li>• Document consensus positions and non-consensus items.</li> <li>• Alignment with Interconnection Working Group recommendations.</li> </ul>



## Appendix

- Several pilots already underway will inform approach to future integration
- Program Administrators must also reserve questions around implementation and customer experience for customers also participating in Managed Charging:
  - Ensure straightforward enrollment process
  - Ensure customers can simply and reliably ensure that vehicles are charged by the time they need to be charged by
  - Address potential for multiple involved vendors (which could challenge the two points above)
  - Finalize evaluation plan for Managed Charging, as co-participation in ESS will affect baseline
  - Manage/mitigate any secondary charging peaks

## Activity/Pilot

## Anticipated learnings

Initial rollout in ESS

- Necessary ESS processes and implementation
- Commercial bidirectional EVSE costs
- Installation/other implementation challenges

IES Pilot – Bidirectional Energy

- Residential bidirectional EVSE costs
- Residential participation rates
- Installation/other implementation challenges

MassCEC V2X Pilot

- Residential & commercial bidirectional EVSE costs
- Residential & commercial participation rates
- Installation/other implementation challenges
- Potential alternative residential incentive approaches