Connecticut Distributed Generated Interconnection Working Group Meeting Summary

State of Connecticut Public Utilities Regulatory Authority Office of Education, Outreach & Enforcement

April 7, 2026 Meeting Summary

NOTE: *On Thursday, April 16th, GPI sent IX WG members a draft version of the April 7th IX WG meeting summary for review. IX WG members who attended the April 7th IX WG meeting were permitted to suggest revisions to the summary for GPI and EOE consideration. Suggested revisions must pertain to whether the summary accurately reflects meeting facts. The summary review period is not an opportunity for participants to add new items or details to the points discussed during the meeting. Suggested revisions were due no later Friday, April 24th. GPI reviewed all suggested revisions to determine whether incorporating them into the revised meeting summary would be appropriate.*

Substantive suggested revisions found to be appropriate for incorporation are reflected in this final version in red for clarity and transparency purposes. Minor revisions such as grammar and punctuation corrections are not indicated in red text but have been incorporated to improve clarity.

Introduction

The April 7, 2026 IX WG meeting focused on the following items:

- Vote on EDCs' revised approach to addressing Sprint Proposals 2 & 3
- EDC presentation on straw proposal for interconnecting bidirectional EVs
- EDC presentation on non-binding report on distribution study timelines & costs

The following pages provide an overview of IX WG discussion on these items.

Vote on Revised Approach to Addressing Sprint Proposals 2 & 3

This portion of the meeting included a brief presentation by the EDCs on their revised approach to addressing Sprint Proposals 2 & 3, as updated and modified based on discussion with developers. For now, the EDCs are referring to this as their "Agile Fast Track" process.

This item is a revision to the approach discussed extensively in IX WG meetings in Summer 2025. Additional information on this item is available via the following links:

- Order No. 5 in PURA's March 26, 2025 Interim Decision, which directed the EDCs to implement Sprint Proposals 2 & 3
- IX WG meeting summaries—the EDCs initial approach was discussed extensively during Summer 2025 IX WG meetings.

- PURA's February 4, 2026 ruling on Motion No. 17, directing the EDCs to file a revised proposed solution to addressing Sprint Proposals 2 & 3

The voting record on this item is documented in the table below. All voting members received a document outlining the revised approach in detail in advance of the IX WG meeting.

IX WG Voting Results: EDCs' "Agile Fast Track" Proposal

Representative Group	Voting Member(s)	Vote
CIEC (1 vote)	Jay Goodman	Yes
Clean Energy Developers (2 votes)	Mike Trahan (ConnSSA)	Yes
	James Cerkanowicz (Verogy)	Yes
EDCs (2 votes)	Carl Nowiszewski (Eversource)	Yes
	Joe Marranca (UI)	Yes
OCC (1 vote)	Jamie Talbert-Slagle	Yes

As demonstrated in the table, all IX WG voting members voted in support of the revised approach (full consensus support).

EDCs' straw proposal for interconnecting bidirectional EVs

Context

On December 17, 2025, PURA released its 2025 ESS Decision in Docket No. 25-08-05. The Decision contained two orders pertaining to bidirectional EVs.

- **Order 20** directs the ESS program administrators (the EDCs and the Connecticut Green Bank) to establish a Bidirectional EV Working Group. The Order highlights a number of requirements for the Bidirectional EV Working Group and establishes that the program administrators must submit a Bidirectional EV Report by August 1, 2026 that addresses these requirements. The Bidirectional EV Working Group started meeting in March.[1]
- **Order 25** specifically directs that by no later than July 1, 2026, the EDCs must file a recommended process for interconnecting bidirectional EVs. This filing must include proposed redlined and clean revisions to the interconnection guidelines and a description of necessary updates to PowerClerk to enable this process. The order requires IX WG involvement with the development of this process.

GPI clarified that to enable compliance with the EDCs' July 1, 2026 filing timeline for Order 25, the IX WG is targeting completion of this item by mid-June.

[1] For more information about the Bidirectional EV Working Group, please refer to that workgroup's webpage, available here: https://energystoragect.com/bevwg/

EDCs' Initial Straw Proposal

The EDCs' initial straw proposal is presented below. GPI provided this language to IX WG participants in advance of the April 7th IX WG meeting, and the EDCs briefly presented their approach during the meeting.

> ***Bidirectional EV Interconnection Process***
>
> *It is the position of the EDCs that electric vehicles with bidirectional capabilities, commonly referred to as V2X, V2G, V2H, and any other terminology referring to export of power from a vehicle to a grid connected load and operated in parallel with a power source provided by the utility, will be treated as any other inverter-based battery interconnections as defined in those guidelines within this document with the exception that the equipment shall be UL1741 Supplement SC at such time this standard in released, and UL9741 Standard for Safety of Electric Vehicle Power Export Equipment (EVPE). This requirement is in addition to compliance with Supplements SA and SB otherwise required in these Guidelines for ESS.*
>
> *Special Note: If the bidirectional charger is integral to the vehicle itself, the vehicle will not be permitted to export to the grid, or offset a load connected in parallel with a grid source of power at any location other than the point of interconnection with Municipal approval, a meter change when required, and the Permission to Operate documentation. Any material modifications to, or replacement of, bi-directional charging equipment will be subject to the requirements as otherwise referenced within these Guidelines.*

In presenting their straw proposal, the EDCs noted that they largely view a car the same way they view any bidirectional battery, so a standard process for interconnecting a bidirectional battery should apply in many instances. However, they noted that the most important part of interconnection is ensuring that the point of interconnection is associated with a specific location, meaning a car with a bidirectional battery cannot necessarily interconnect anywhere. The EDCs also noted that large setups (e.g., bus station charging) may require additional study.

The EDCs overall stated that this was an initial proposal and they are open to further iteration and discussion, as this is an emerging area.

Discussion

Overall, participants expressed that the proposal was generally consistent with Order 25, barring identification of necessary PowerClerk updates. However, IX WG members identified several areas of potential improvement and identified a need for technical refinement regarding some items. Discussion regarding these items is summarized below.

- Several IX WG participants identified the need to align with numerous technical standards some emerging), including those referenced in the EDCs' straw proposal. Standards referenced are listed below.
    - UL 1741 SB
    - UL 1741 SC
    - UL 1741 SB CRD
    - SAE J3072
- Kevin Xue (Tesla) identified a technical distinction relevant to the first sentence of the straw proposal. The first sentence currently states that V2H operates in parallel with the

grid, but V2H actually operates in a non-parallel, islanded state. He requested that the EDCs carve out non-parallel V2H systems from the interconnection requirements.
    - Rob Sazanowicz (UI) felt that this made sense—UI doesn't have interconnection requirements unless the project is capable of operating in parallel
    - The EDCs will make a V2H carve-out for the interconnection process
- Stephan Wollenburg (Customized Energy Solutions and facilitator of the Bidirectional EV Working Group) sought clarity regarding whether the rationale behind the requirements outlined in the second paragraph was driven mostly by the EDCs' understanding the UL code, or by the EDCs needing to know the storage capacity of the vehicle at a given location.
    - Joe Debs (Eversource) noted that their technical review is limited to a specific location.
    - Stephan Wollenburg (Customized Energy Solutions) asked if the EDCs would have concerns if there were a 1741 SC inverter at a studied location, and more than one vehicle were able to plug into that specific equipment. Joe Debs (Eversource) noted that their concern about this is that it is difficult to enforce.
    - Zach Woogen (VGIC) clarified that an SC charger functions like a "stationary babysitter" that provides oversight. If a vehicle is present that meets the charger's necessary requirements, power export limits, etc., those requirements can be enforced.
        - Rob Sazanowicz (UI) agreed with Zach's comments. The charger itself would have 1741 SC approval. In practice, the kWh of the battery isn't important to the EDCs, but the charge/discharge rate is. The EDCs aren't approving specific cars, they're approving a charger at a specific interconnection point with a meter.
        - Zach Woogen (VGIC) noted that while this last paragraph is probably unnecessary, it also does not necessarily seem harmful. If it makes the EDCs more comfortable, it is probably ok to keep.
    - Joe Debs (Eversource) suggested that these technical matters be discussed in greater detail in a subgroup setting.
        - GPI will schedule and coordinate a subgroup to discuss these technical items and further refine the EDCs' proposal.
- Zach Woogen (VGIC) asked if bidirectional EV charging can be added to an existing site.
    - Carl Nowiszewski (Eversource) clarified that this capability exists today in the form of adding batteries to an existing solar facility.
    - Rob Sazanowicz (UI) noted that there are some more programmatic concerns/questions regarding adding batteries to existing solar; it depends on the arrangement of the solar project, meter location, etc. These concerns largely pertain more to billing/tariff issues than the technical feasibility of interconnecting bidirectional EVs.
- Aileen Cole (GPI) asked if participants had any comments regarding necessary PowerClerk updates to enable bidirectional EV interconnection.

    - Carl Nowiszewski (Eversource) noted that Eversource already has V2G enabled in Eversource. Someone can submit a V2G application today.
- Zach Woogen (VGIC) noted the importance of follow-on education so customers and installers know clearly what's being asked of them, what forms they need to fill out, etc.

EDC presentation on non-binding report on distribution study timelines & costs

Context

In November 2025, IX WG members expressed interest in improved transparency into and earlier awareness of interconnection study costs and timelines. In response to this, the EDCs offered to share a template for a non-binding report that would provide initial distribution study cost estimates and timelines. Since that date, the EDCs have shared this report template with developers upon request. However, developers requested that this item be revisited, and the EDCs agreed to present an example of this report to the group.

Eversource presented a brief example document that provided non-binding distribution study cost and timeline estimates. The document provides some initial cost and timeline estimate information while awaiting completion of the transmission study. The report would be updated upon completion of the transmission study. UI does not currently offer this kind of report.

Developers agreed that the report was valuable, felt that it helped achieve improved information transparency goals, and were supportive of its use. However, developers, including Mike Trahan (ConnSSA) brought up an additional concern regarding transmission study costs and timelines, noting that their primary concern is a need for lower study costs overall, as such costs have become significant for developers. A summary of this discussion is provided below.

Discussion

- James Cerkanowicz (Verogy) noted that study costs have risen, studies take up to a year to receive, and then there are several more months to true up costs. Studies in Eversource territory cost approximately $95,000, paid upfront up to a year in advance, only to be refunded if the study costs less. Is it possible to charge a base amount and have a second charge once it's known if a transmission study is needed?
    - Joe Debs (Eversource) responded that costs are going up around the country and the complexity of the studies is increasing as the grid reaches saturation points. Eversource charges an upfront cost to get developers into the transmission queue—if developers miss a payment, they may then have to wait up to two years for a study.
    - James Cerkanowicz (Verogy) stated that UI does not require such large payments up front. However, Joseph Marranca (UI) stated that UI utilizes the same approach that Eversource uses, with full study cost due upfront. UI has payment plans for things like construction, but not for studies. At UI, distribution studies typically cost approximately $25,000, and transmission studies cost approximately $100,000, consistent with Eversource.

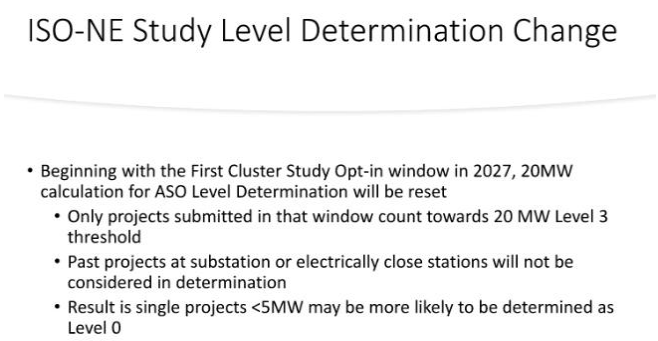
- James Cerkanowicz (Verogy) sought to better understand how the need for a transmission study is determined, what's included in the study, what the study timeline is, and whether the project will be caught in a cluster study.
    - Joe Debs (Eversource) explained that when Eversource gets an interconnection application for a project larger than 1MW, it reaches out to ISO NE. ISO NE determines whether a transmission study is needed, and then Eversource communicates that to developers. ISO NE is not always timely in responding and the process is not transparent.
    - James Cerkanowicz (Verogy) noted that study agreements contain generic statements, and developers don't know what track we they are on. ~~In response, Joe Deps (Eversource)~~ James provided the following information as a resource to developers.

Item	Milestones for Interconnection	By	Due Date
1.	Sign Impact Study Agreement	Developer	June 21th, 2025
2.	Provide payment in full (Cost of Study)	Developer	June 21th, 2025
3.	Submit documentation per Exibit B section 6	Developer/ Eversource	June 21th, 2025
4.	Attend a scoping meeting to review scope and expectations. (this is optional)	Developer	June 21th, 2025
5.	Conduct Impact Study & submit report	Eversource	See note 4
6.	Conduct transmission Study Level determination	ISO-NE	Timelines depends on ISO-NE. See note 2,3 & 4

Notes:

1. Study completion date depends on items 1 – 3 in the table above.
2. Functional Inverter models are required for this impact study and ISO-NE. the study clock starts once a working model is received (PSCAD).
3. The Transmission Study Timelines are dependent on ISO-NE queue. Expected start date is January 2026. Eversource cannot present an IA until the Transmission Study is completed.
4. Distribution study is approximately 40 to 60 business days from submitting all documentation including functional inverter models.

- Joe Debs (Eversource) ~~and~~ encouraged developers to learn the terminology in the study agreements to better understand the process and clarified that item 6 in the figure is determined by if the will be a voltage impact, which would require a Level 3 transmission study. This result depends on ISO NE's response
- Rob Sazanowicz (UI) noted that UI faces the same ISO NE challenges as Eversource. ISO provides guidance to UI, but the guidance is not binding, and UI doesn't really know what ISO is going to require. They also sometimes decide to force a project to wait behind another study.
- Luke Hanson (Scale Microgrids) noted that the ISO NE study level determination may be reset. This was an item of discussion at a recent meeting for the Massachusetts Technical Standards Review Group. Luke shared a screenshot of the slide (see below) from the workgroup meeting in which this was discussed.
    - The EDCs are aware of this, but for now are continuing the current process, as ISO-NE will be re-evaluating this approach late this year



- Val Stori (GPI) suggested that developers meet between IX WG meetings to discuss and identify their sticking points related to this topic. Following that, we may be able to invite ISO NE to an IX WG meeting to describe their study process and answer questions.

Next Steps and Action Items

The table below provides a summary of next steps and action items related to the topics discussed during the April 7, 2026 IX WG meeting.

Responsible Party	Action Item(s)
EDCs	• File updated approach to addressing Proposals 2 & 3, in accordance with today's IX WG vote • Incorporate feedback on the initial bidirectional EV interconnection proposal as necessary and appropriate, based on today's discussion • By no later than July 1st, file a proposed approach to enabling the interconnection of bidirectional EVs
Developers	• Interested developers should meet separately between IX WG meetings to discuss and identify their sticking points related to ISO-NE's transmission study to determine whether it would be valuable to bring ISO-NE to an IX WG meeting.
GPI/EOE	• Joe Debs (Eversource) suggested that these technical matters be discussed in greater detail in a subgroup setting. • GPI will schedule and coordinate a subgroup to discuss these technical items and further refine the EDCs' proposal. • Schedule a subgroup meeting in late April/early May for detailed technical discussion on revisions to the proposed bidirectional EV interconnection proposal • By no later than mid-June, enable the IX WG to develop a proposed approach to enabling the interconnection of bidirectional EVs, with revisions/iterations considered