

## Introduction

These questions have been provided by existing and prospective Term- or Auto-DLM Participants as part of Con Edison's November 17<sup>th</sup>, 2023, stakeholder session or by email. The questions are listed anonymously and answered publicly. All capitalized terms have been defined as part of the [RFP](#) or the [Con Edison Electric Tariff](#), primarily in Rider AC.

## Submitted Questions

- 1. Regarding section 6.7 Rider R Customers of the Program Guidelines, can Con Edison confirm whether a standalone ESS currently participating in VDER and applying for Auto-DLM will receive performance payments?**

As stated in the Rider AC section of the Electric Tariff, performance payments **will not** be made to customers in Term- or Auto-DLM which are taking service under Rider R.

- 2. It's understood that a VDER customer enrolled in Rider T cannot receive DRV compensation. Please confirm the project will regain eligibility for DRV at the end of the 3-5 year DLM contract term?**

Participants enrolled in Term- or Auto-DLM must forego the DRV and LSRV components of the Value Stack for the duration of their signed Program Agreement. Once the agreement's maturity date has been reached, the participant will regain eligibility for DRV and LSRV payments.

- 3. If an ESS is called under Term or Auto DLM, will the system perform a steady discharge, or can the profile vary? (e.g. 3 MW bid but 3.8 MW POI allowance; would the battery always be called at 3 MW/ hr or might that vary between 0-3.8 MW/ hr such that the average over any 4-hr period was 3 MW/ hr)**

The Rider AC program is technology agnostic. Therefore, ESS technology that is called can perform using any discharge profile such that the contracted load relief quantity is met during the event call-window, and there is no violation of the system's interconnection requirements.

- 4. Pg 6 paragraph 3 indicates that there would be an annual procurement going forward. How will this work when this procurement is 2 years? Will there be another batch of 2026 procurement next year along with 2027 or will ConEd skip a year?**

Except for 2025, Applicants will have two opportunities to submit RFPs for each Vintage Year. The multi-year RFP structure will continue to be evaluated annually prior to distributing new opportunities, any changes will be communicated to our stakeholder community.

5. **"Acceptance options The Applicant will have the option of accepting or rejecting the set of Aggregations listed in the award in full but not in part." Will the applicant have the option to accept all aggregations in one year and reject the other. For example, the applicant was awarded X MW in 2025 and Y MW in 2026 - can the applicant accept the award for 2025 only?**

Each submission will be evaluated separately. Therefore, applicants will have the option to accept or reject awards for each Vintage Year respectively.

6. **pg 8 notes "If day-ahead notification is provided for a Term- or Auto-DLM Event, Applicants using energy storage technology cannot charge on the day the notification is called for between 11 AM and midnight." Please confirm that providers can use primary service for aux use during that period (ie we have the ability to use 300kw service from our primary as AUX and want to confirm that this isn't counted as "charging". Note that if we were to use our secondary service the load would be the same just on a different service.**

Applicants will be eligible to use their primary service for auxiliary power during the event hours. The restriction is meant only for charging the energy storage system.

7. **In the event a Tier 1 Network becomes a Tier 2 or equivalent network in 2025 or 2026, will the applicant then be evaluated by 140 percent of a Tier 1 Network?**

Evaluation of Tier 1 and Tier 2 networks will be completed as they are listed at the time of submission on the [Networks, Call-Windows, and Tiers webpage](#). Changes to this page will be made by 12/31 each year. Bids will not be re-evaluated if the network Tier level changes after the award notification has been distributed.

8. **Please explicitly confirm Ridgewood, Richmond Hills, Crown Heights, and Jamaica are considered "Other Priority Networks" and are evaluated at 140 percent of an equivalent Auto-DLM Aggregation in Tier 1 Networks.**

It is confirmed that the Ridgewood, Richmond Hills, Crown Heights, and Jamaica networks are evaluated at 140 percent of an equivalent Tier 1 Auto-DLM network as they have been identified as priority networks.

9. **For Auto-DLM, do the call windows stay within the allotted network windows or can any network be called anytime from 6AM-midnight?**

Auto-DLM customers can be called anytime between 6AM and midnight for contingency events on no less than ten minutes notice. Auto-DLM customers will also be called for system-wide peak shaving events under Term-DLM and must provide load relief during their respective network call-window on not less than 21 hours notice. Therefore, these customers must be able to provide load relief anytime from 6AM to midnight and during their network call-window.

It should also be noted that there is currently an open petition which was submitted to NYSDPS on 11/15/23 to change the Auto-DLM contracted hours to 8AM – midnight.

**10. Does Con Edison have a limit or requirement (min or max) for the incentive amount paid to the customer by the applicant?**

Con Edison does not have visibility or policy regarding the secondary agreement between the Applicant and their customers to provide load relief. Therefore, there is no limit or requirement for the customer's incentive amount which is distributed by the Aggregator. Con Edison does expect Aggregators to adhere to the NYSDPS [Uniform Business Practices for Distributed Energy Resource Suppliers](#) when participating in our Demand Response programs.

**11. Will the 2025 and 2026 bid documents be treated as separate bids? Will each of the 2025 Term, 2025 Auto, 2026 Term, and 2026 Auto bids be separate bids with independent contracts?**

Each bid that is submitted will be evaluated separately and Program Agreements will be distributed for each Vintage Year. Awards for bids submitted in both Term- and Auto-DLM in the same Vintage Year would be included in one Program Agreement. For example, a 2025 Vintage Year contract may contain both Term- and Auto-DLM obligations, they would not be separate contracts for that Vintage Year.

**12. Will there be a 2026 and 2027 vintage year RFP release in 2025?**

We expect to continue the multi-year RFP structure going forward. Therefore, we plan to provide opportunities for 2026 and 2027 Vintage Years in 2025. The multi-year RFP structure will continue to be evaluated annually prior to distributing new opportunities, any changes will be communicated to our stakeholder community.

**13. Can special purpose entities (SPE) submit individual bids for their own projects? What is required for an entity to pass the Aggregator in Good-Standing screen? Additionally, can an SPE be a Direct Participant rather than participating as an Aggregator?**

SPEs may submit bids for their own projects so long as each submission provides a minimum of 50kW of load relief in each aggregation. To qualify as an aggregator in good standing, the SPE must apply to become an Approved Direct Enrollee prior to submitting a bid by reaching out to the Demand Response team directly at [demandresponse@coned.com](mailto:demandresponse@coned.com). The SPE must also provide all information noted on Page 13 of the RFP in a document attached to the proposal. If the bid is submitted by the SPE directly and is accepted, they would participate as a Direct Enrollee.

- 14. Rider AC states that customers that enroll under this Rider are “ineligible to receive Demand Reduction Value and Locational System Relief Value compensation for the duration of their participation.” Can you confirm that projects participating in Rider AC DLM programs can resume DRV and LSRV payments at the end of their DLM contract? Conversely, Rider T demand response programs state that enrolling represents “a one-time, irreversible decision” on behalf of customers in Rider R VDER programs to forgo DRV or LSRV compensation for the remainder of Customers’ term.**

Once a signed Program Agreement reaches its maturity date, a Value Stack customer participating in Rider AC may resume DRV and LSRV payments.

- 15. In the 2025 and 2026 vintage year DLM Program RFP, the 'adjusted performance factor' is distinguished between Auto-DLM and Term-DLM "events". If a customer is contracted under Auto-DLM, but is notified to participate in a Term-DLM event, which of the adjusted performance factors is applicable for that event?**

The adjusted performance factor threshold for all Auto-DLM participants will be 0.9 as stated in the RFP, regardless of the event type. Auto-DLM bids are reviewed at a higher value and therefore expected to display higher performance.

- 16. For a DER project, is the Network based on the local street address and how the site is recorded within the Company’s CSRP map or Hosting Capacity Map or based on the feeder circuit(s) the project interconnects to? For example, feeder lines from a different substation may be located within another Network Area’s mapped boundary. For a typical Customer, the meter/account’s Network and Zone would simply be based on the address (as a Customer would not have information about the interconnection coupling). Is this different from a Customer-Generator which has followed the SIR and/or Non-SIR process?**

For all participating customers, regardless of type, networks are identified by determining the feeder they are providing load relief to. To determine the network, you can utilize the account lookup tool in the Smart Usage Rewards portal or reach out to the team directly at [demandresponse@coned.com](mailto:demandresponse@coned.com) with the account information.

- 17. Will the amended Auto-DLM hours (8am-12am) apply universally to all participants, including those contracted under 2021-2023 RFPs? (As this is a Tariff revision and not a contract amendment.)**

If the petition is accepted by the NYSDPS, the amended Auto-DLM hours will apply to all participants in the program, regardless of their Vintage Year.



**18. Will the Company agree to a Consent of Collateral Assignment or similar agreement with DER project financiers/lenders at the time of contract acceptance? This is important for making DLM revenue “bankable”/underwritten.**

The Company has agreed to and executed Consent of Collateral Assignments in the past and will continue to analyze these requests on a case-by-case basis.

**19. How will discrepancies from BESS project’s CESIR contracts and DLM program objectives be handled? Will there be a window in which this can be discussed and resolved between the parties?**

Rider AC is a technology agnostic program. Therefore, it is the responsibility of the Applicant to ensure that any technology assets participating in the program are eligible to provide the contracted quantity of load relief during all contracted hours in accordance with their CESIR and other SIR documentation. If there are any changes to the system’s operating parameters after a Program Agreement has been executed, the Applicant may reach out to the team directly at [demandresponse@coned.com](mailto:demandresponse@coned.com) to discuss mitigation strategies.