

Q&A: Term & Auto DLM Vintage Year 2026

1. **Question:** Can electric vehicle (EV) chargers participate in both Term and Auto-DLM programs?

Answer: Yes, EV chargers can participate in both Term and Auto DLM for the Vintage Year 2026. DLM programs are technology agnostic.

2. **Question:** Is there any limitation on eligibility for front-of-the-meter (FTM) 5MW energy storage assets to participate in the program? In other words, is National Grid looking to accumulate multiple assets per substation or would a single asset be useful?

Answer: Eligible customers must be served under Service Classification Nos. 1, 1C, 2, 3, 3A, 4, 7, and 12 and have a National Grid interval meter. Additionally, for Auto-DLM, the customer must be located on one of the identified feeders. Any customer meeting these criteria (whether behind the meter or front of the meter) is eligible to participate.

3. **Question:** Is there a minimum and maximum bidding price?

Answer: No. There are established service fees for Auto-DLM zones (per the RFP), while Term-DLM accepts submitted bids. Participants choose what prices to submit in their capacity.

4. **Question:** What was the location for guidance on value stack interaction?

Answer: Rule 40.2 (Value Stack) and Rule 65.1 are the applicable tariff rules and should be reviewed in full for detailed guidance.

Excerpted from Rule 65.1:

“Customer-Generators that qualify for Value Stack compensation under Rule 40.2 are permitted to participate in the Term and Auto-DLM programs but will not receive DRV and/or LSRV compensation during the term of their participation in these Programs. Value Stack Customer-Generators that opt-into these Programs will be compensated for their injections using the same load reduction calculation methodology for load reductions as described in Rule 65.6. The Customer-Generator must notify the utility of its intention to opt in to the Term-DLM or Auto-DLM Program.”

5. **Question:** Can revenue grade interval meter data be used for these programs?

Answer: Participants can participate only if they have National Grid interval metering in place. National Grid is in the process of deploying advanced metering infrastructure (AMI) meters across the Upstate NY service territory

6. **Question:** For Term-DLM, is there any historical information available on the number of MWs typically awarded to Term-DLM and historical bid prices awarded?

Answer: Historical bid prices are not public information. Historical MWs awarded is shown in the table below:

Vintage Year	Bid #	MW
VY2022	1	55
VY2023	1	15
	2	2.6
	3	10
VY2024	1	15
	2	2
VY2025	1	1.5

7. **Question:** Does the Term DLM program cover the entire National Grid service territory, for example Massachusetts? Or is this program specific to National Grid's territory in upstate New York?

Answer: Term-DLM covers National Grid's entire NY electric service territory. Customers in Massachusetts are not eligible.

8. **Question:** How are Auto-DLM and Term-DLM related to flexible interconnections? Can we submit a proposal for a project or projects for a new energy storage project where we can interconnect faster or at less cost to us and National Grid?

Answer: Flexible interconnections are currently limited to pilot locations, none of which overlap with Auto-DLM locations. Flexible interconnection locations can be found on the National Grid NY System Data Portal under the "PV Hosting Capacity" tab and are represented by teal pentagons on the map.

Tentative residential AMI meter rollout timeline (subject to change):

- Auto-DLM Granby: About 85% deployment of meters by Dec 2024
- Auto-DLM Mexico: About 85% deployment of meters by Dec 2024
- Auto-DLM Pinebush: About 85% deployment of meters by Mar 2025
- Auto-DLM Karner Road: About 85% deployment of meters by Mar 2025
- Auto-DLM West Adams: About 85% deployment of meters by Mar 2025
- Auto-DLM Military Road: About 85% of deployment of meters by Oct 2026