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Peninsula Clean Energy Supports Proposed DCFC Changes

Peninsula Clean Energy strongly supports the CEC's proposal to change DCFC requirements in CALeVIP from the current requirement that every charger must have both 1 CCS and 1 Chademo connector to a site-based approach where each location must have a minimum of 1 Chademo connector and CCS connectors must comprise 50% of rebated connectors. The CEC should enact this proposal for current CALeVIP projects as well as future projects.

We believe that this is an appropriate proposal given the market shift away from Chademo to CCS. For example, Nissan's announcement that its new EV SUV, the Nissan Ariya, will utilize a CCS connector rather than Chademo.

CEC's proposal also allows for greater flexibility and cost-effectiveness in DCFC projects. The change would allow for more charging options such as concurrent dual-port DCFC, which opens the door to better power management in DCFC. Since EVs charge at different speeds, dual-port DCFC can throttle accordingly, helping to mitigate grid impacts and demand charges for DCFC operators.

The CEC is right to make this proposal and PCE requests that this change not be limited exclusively to future CALeVIP projects. Current and soon to launch projects would greatly benefit from this proposal and should be included.

Up to 600 DCFC chargers will be deployed by the Peninsula-Silicon Valley Project (PSV) which will have long lived out of date architecture. Given that the PSV project is more than 3 months away from deployment this modification will have an enormous effect on charger availability with potentially twice as many DCFC ports (1,200) concurrently available and at higher capacities. We strongly urge rapid implementation of this important program flexibility in the State's highest EV growth region.