

DOCKETED

Docket Number:	22-EVI-01
Project Title:	California Electric Vehicle Infrastructure Project 2.0
TN #:	262898
Document Title:	California Electric Transportation Coalition Comments - Coalition Letter Supporting J3400 Connector Eligibility
Description:	N/A
Filer:	System
Organization:	California Electric Transportation Coalition
Submitter Role:	Public
Submission Date:	5/2/2025 9:16:39 AM
Docketed Date:	5/2/2025

Comment Received From: California Electric Transportation Coalition
Submitted On: 5/2/2025
Docket Number: 22-EVI-01

Coalition Letter Supporting J3400 Connector Eligibility

Additional submitted attachment is included below.


FAST CHARGING
California Electric Transportation Coalition

May 2, 2025

California Energy Commission
715 P Street
Sacramento, CA 95814

Re: J3400 Connector Eligibility for California Energy Commission-Supported Electric Vehicle Chargers

The undersigned organizations, dedicated to advancing the deployment of electric vehicles (EVs) and charging infrastructure across California, respectfully request that the California Energy Commission (CEC) incorporate the intent of its Updated Statement on the SAE J3400 North American Charging System (J3400 Statement) into the Clean Transportation Program charging infrastructure solicitations. **This effort would accelerate progress toward a more integrated, one connector future by allowing charging providers the option to strategically replace a subset of CCS connectors with J3400 connectors at CEC-supported charging stations at their own expense – where dictated by market demand – including those funded through the California Electric Vehicle Infrastructure Project (CALeVIP). This effort would also enable eligibility for J3400 connectors in all upcoming EV charging solicitations.**

Several automakers will begin releasing new EV models in the U.S. with native J3400 ports as early as this year following the release of SAE's J3400 Recommended Practice in September 2024. Many EV charging providers have also made similar commitments to deploying J3400 connectors nationwide. This major industry transition will require the rapid deployment of new fast charging stations with native J3400 connectors, as well as strategic J3400 connector retrofits at existing charging stations to meet near-term demand. Compared to deploying entirely new charging stations, retrofitting cables and connectors

at existing sites is a more time-efficient and cost-effective solution to support near-term J3400 availability. These efforts will also help drive the adoption of next-generation EV models needed to meet California's climate goals while balancing the need to preserve CCS connectors for the current fleet of CCS-capable EVs.

We appreciate that several recent CEC solicitations provided funding for J3400 connectors in alignment with the J3400 Statement and permit retrofits within the contract period. However, current and previous rounds of CALeVIP do not provide funding eligibility for J3400 connectors nor allow J3400 retrofits in alignment with the J3400 Statement. This approach may unintentionally limit charging options for the growing number of J3400-capable vehicles in California and potentially slow EV adoption at a critical time in the state's efforts to accelerate transportation electrification.

CALeVIP has long served as a model for other states to follow and is a key pillar of California's strategy to equitably expand access to EV charging, especially for drivers that do not have access to home charging. By allowing a portion of current and future CALeVIP sites to be equipped with J3400 connectors at no additional cost to the State, the CEC will enhance industry's ability to pursue the optimal mix of connectors needed to support EV market growth, manage EV charging demand, mitigate the need for adapter use, and support a more seamless charging experience for all EV drivers.

The CEC's J3400 Statement offers a pragmatic vision and roadmap for managing a large-scale transition in the EV industry. The CEC has the near-term opportunity to fully support this vision by conferring J3400 connector funding eligibility and permitting J3400 retrofits in all appropriate flagship funding solicitations – including current and recent CALeVIP solicitations. We look forward to further coordination with the CEC to accelerate the adoption of next-generation EVs and advance our shared EV adoption goals.

Respectfully submitted this 2nd day of May,

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