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October 5, 2026

Public Utilities Regulatory Authority
Ten Franklin Square
New Britain, CT 06051

RE: Docket No. 26-08-06, Annual EV Charging Program Review – Year 6

Thank you for the opportunity to comment on PURA's Annual EV Charging Program Review.

On June 11, 2026, Tesla submitted a letter in this docket requesting that Connecticut's EV charging programs be modified to accept the North American Charging Standard (NACS) as an eligible connector type for charging incentives.

Since Tesla's June letter, multiple utility incentive programs in neighboring states have moved to recognize NACS/J3400 as a standard connector. In a September 18, 2026, Order, the New York Public Service Commission (NYPSC) found that stakeholders unanimously supported classifying J3400 as non-proprietary.[1] NACS/J3400 is now eligible for New York incentives without co-location of CCS or J1772 connectors.

Public Service Electric and Gas Company (PSE&G) has taken a similar step in New Jersey. On June 22, 2026, PSE&G filed a letter petition with the New Jersey Board of Public Utilities (BPU) seeking to expand equipment eligibility in its light-duty EV program to include both NACS and the Megawatt Charging System (MCS), the emerging standard for heavy-duty EV charging, without requiring co-location with CCS chargers.[2]

Tesla is encouraged by the changes adopted in New York and proposed in New Jersey. With these developments underway, the Year 6 Annual Program Review is an appropriate opportunity for Connecticut to modify its connector requirements, effective for Year 7 of the EV programs.

PURA should also consider adding the Megawatt Charging System, also known as MCS or SAE J3271, as an eligible connector type.[3] This change would align with New Jersey's proposed changes, future-proof the program's technical requirements, and allow

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[1] NYPSC, Case 18-E-0138, Order Classifying J3400 Charging Connector As Non-Proprietary, And Making Other Findings (issued September 18, 2026) at 10. Available at: https://nam11.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdocuments.dps.ny.gov%2Fpublic%2FCommon%2FViewDoc.aspx%3FDocRefId%3D%257B8081B5A0-0000-CE23-A7E5-4E1D566C5525%257D&data=05%7C02%7Cmskowron%40tesla.com%7Cf7afcbaf953d470c1c4d08df15a824fe%7C9026c5f486d04b9fbd39b7d4d0fb4674%7C0%7C0%7C639253484066595708%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=MwGUxfY%2FnWiut5jjxCLCDxcsY9aQXm38jETcC1Q5GYY%3D&reserved=0

[2] New Jersey BPU, Order Designating Commissioner and Presiding Officer, Docket Nos. QO20050357 et al. (Sept. 9, 2026), available at: https://nj.gov/bpu/pdf/boardorders/2026/20260909/8C%20ORDER%20Light%20Duty%20EV%20Designation%20of%20Commissioners.pdf

[3] More information on the MCS standard can be found at https://www.charin.global/technology/mcs/

commercial charging operators to use Connecticut's EV incentives for public charging that serves heavy-duty fleets. MCS is the connector standard Tesla will use to deliver megawatt charging to Tesla Semi, a Class 8 electric truck that entered volume production this year.

Thank you for your consideration of these comments.

Sincerely,

Mal Skowron
Staff Policy Analyst, Charging
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