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Charging Speed Commitment

In a few places, this document makes reference to the presence or location of DCFCs rated at 150kw or more, their count and location, the potential to upgrade some sites to accomodate this, etc. but does not actually commit to installing DCFCs that are at least that fast. The current stste-owned DCFCs at Caltrans facilities are frequently 50kw, with some even slower. The stations identified as 100kw stations are routinely delivering 40kw. This will not suffice for electric mobility needs. This plan need to commit to installing only 150kw or faster chargers - faster being the key term here; the current (no pun intended) top-performing DCFCs operate at 350kw and some have the option to go to 475kw. This level of performance would allow most EVs to achieve an 80% charge in under 15 minutes - this is what's needed for real EV transportation. As the EV fleet grows and batteries increase in capacity, the need to charge quickly will be very important. Missing this mark will frustrate drivers and slow EV adoption.