

Comments by Ralph Megna

EV driver (2023 Ford F-150 Lightning)
for the 25 January 2024 meeting of the
California Air Resources Board

Madame Chair and members of the board, my name is Ralph Megna and I live in Landers, California.

For the record, I am an Electrify America Pass+ member who has used EA for 95 billed DC fast charging sessions in the last 12 months, spread over eight different states. That number does NOT include many dozens of failed sessions, two of which occurred just yesterday at EA's flagship station in Baker, California. In short, I am a VERY experienced - and VERY frustrated - customer of Electrify America.

Today I wish to reiterate the point I made back in August, when I provided both oral and written comments related to the Cycle 4 plan: It doesn't matter if EA has opened hundreds of stations in California IF THEY DON'T WORK. Surveys and studies by industry professionals, academics and analytical EV enthusiasts agree that:

First, charging station reliability - not their number and locations - is now the single most troubling obstacle to EV adoption.

Second, Electrify America is - BY A WIDE MARGIN - the worst EV charging network in the United States, with quality of experience scores that are just a fraction of Tesla's. It is not hyperbole to say that EA is single-handedly undermining the transition to EVs with its miserable operational performance.

Today you have a chance to start fixing this disaster. As an EV driver who must use public DC fast charging on long trips, I beg you to reject EA's comic parody of a plan, along with the staff review, and demand that they return with a road map that includes hard data on EA's current performance levels, methodology and metrics for judging future performance, and a detailed budget that makes reliability, speed and quality of experience the priorities, and not the sheer number of new stations.

Thank you.