Hi Tim, Thanks for holding the EVSE rule making overview meeting.

As an EV owner and user of public charging stations, I'd like to provide my initial suggestion of topics to be discussed prior to or at the future meetings.

**Meeting 1 - Multiple payment option requirement for all publicly available level 2 and DC fast charger supply equipment.**

25 (f) Means for conducting a charging session in languages other than English; -- I think the best way to achieve this goal is to encourage or require that all public level 2/3 charging stations have a simple analog Start/Stop/Cancel button system option on the EVSE. Many DC Fast charging have analog buttons to start/stop/cancel, however they only work after interacting with a touch screen menu. Many Level 2 chargers don't have any analog buttons.

The touch screen menus are problematic because: they malfunction like any other computer. The screen can freeze or become unresponsive and the only way to continue is to call the EV Charging company and have them remotely restart the station's computer; they are hard to read in all conditions. Direct sunlight makes some screens very difficult to read. I have also seen screens that are damaged and unreadable due to being exposed to prolonged direct sunlight; Screens need to be programmed to many languages. A simple start/stop/cancel button system with universal symbols would be enough to fulfil the language requirement in the bill.

**Meeting 2 - Meeting nonproprietary interoperability standards for publicly available level 2 and DC fast charger supply equipment**

I think it will be important to discuss how memberships to different Charging companies will work with the interoperability standards. EVGo for example, has lower prices for paying members vs. non-members. Will other charging networks share membership information? Will third party apps like Pay with Plugshare know that I'm a paying member of EVGo and automatically apply my discount when I'm at an EVGo charging station?

Will public charging access to people with disabilities be discussed during this process? Level 3 chargers and cables can be heavy and difficult to use for some people. Will there be an assistance requirement similar to gas stations?

**Meeting 3 - Establishing fees and reporting requirements.**

Until charging stations are ubiquitous, I think a valuable reporting requirement should be a station Up and Down time recording. There's been many times when I arrive at a charging station to find that only 1 out of 6 stations is working, or that the station has not been functioning for a while. Currently, reading user comments on third party apps like Plugshare, is the best way to determine if a station is functioning or not. The constant uncertainty of not
knowing if a charging station will work increases the amount of range anxiety among users and discourages new electric vehicle adoption. For example, If there's only one charging station for 20 miles, common on interstates, and I get there with only 15 miles of range left on my battery and it's not working, my only options are to tow the vehicle to a charger or hire a mobile charging company, if available. Requiring charging networks to record and report functional vs non-functional equipment time, and establishing clear definitions of functional vs. non-functional time will increase user confidence in the network.

Thanks for reading my comments. I look forward to the next meeting.

--John Mauger