

Testimony to the Senate Education, Energy, and Environment Committee  
HB 834 Electric Vehicle Charging Reliability Act  
**Position: Favorable**

28 March 2023

Senator Brian Feldman  
Chair, Senate Education, Energy, and Environment Committee  
2 West Miller Office Building  
Annapolis, MD 21401

Honorable Chair Feldman and Members of the Committee:

With both a Nissan Leaf and Chevy Bolt, our family has had extensive experience using public Level 2 and DC fast charging, both privately owned, such as by Electrify America or EVgo, and utility-owned, such as by Pepco and BGE. For a successful charge, three things must happen. First, the charger needs to be activated, usually with an RFID card or from a phone app. Second, the charger must turn on, and lastly, it must charge at or near its advertised charge rate. If any one of those three elements fails, even de-rated charging, the session should be flagged and action is taken to address it.

The issue is not that chargers break or go offline. Gas pumps break and go offline as well. The issue is how problems are reported and fixed. The data reporting this bill requires will lead to better knowledge, practical action, and thus better reliability. Quarterly reporting should be a small burden that will lessen as reliability improves. Importantly, this bill clearly defines the meaning of "uptime" as successfully dispensing electricity as designed. This common-sense definition is the only one that matters, since it is the driver who is at the end of a chain of events that must all work, and the entire purpose of the system is to enable the driver to charge in a timely manner. If a driver is unable to charge, the station is not up.

Better reliability benefits everyone: the occasional user, the frequent user, the LMI user, and the utility itself. It is in everyone's interest that the utility operation of charging is successful in situations where the private market is unwilling or unable to serve the need. The geography of Maryland guarantees that many drivers of many income levels will rely on public neighborhood charging, which is what the EV pilot program was designed to address. Now is the time to perfect the procedures needed to deliver performance that Maryland's current and future EV drivers can count on.

Thank you for your consideration, and I urge a favorable report on HB 834.

Respectfully,  
Scott Wilson, Silver Spring, MD