

HB 1225 Weights and Measures - Electric Vehicle Charging Equipment - Registration Fees
Environment and Transportation Committee

March 2, 2026

Position: **Unfavorable**

Chair Korman and Members of the Committee:

I am writing to express my opposition to House Bill 1225, which addresses registration fees for Electric Vehicle Supply Equipment (EVSE) under the Maryland Department of Agriculture's (MDA) Weights and Measures program for public EV chargers used in commercial transactions. While the bill's intent to cap fees and redirect some funding sources is understandable, it does not resolve the underlying concerns with the program itself.

Information obtained through a Maryland Public Information Act (MPIA) request I received on February 27, 2026, shows that MDA projects spending **\$3,370,684** over five years to implement testing, compliance, and enforcement starting July 1. This includes:

- **\$2,262,551** for salaries and benefits for Weights and Measures staff;
- **\$778,033** for testing equipment (with major purchases in Years 1 and 3);
- **\$84,755** for travel; and
- **\$245,345** for training, administrative costs, and other items.

These substantial costs are intended to support inspections and testing of EV chargers, akin to inspections for gas pumps and grocery store scales. However, the MPIA response revealed only 22 formal complaints related to EVSE meter accuracy, billing, or charging concerns from January 1, 2025, to the present. I personally submitted 14 of these complaints. They began unintentionally in April 2025 when I shared an image and details of a charger's time-based pricing with a fellow EV driver; that individual forwarded it to the Director of Weights and Measures, who recognized it as a method-of-sale violation and issued stop-use orders on the affected ports. Recognizing that a formal consumer complaint is required to initiate an investigation and corrective action, I continued reporting similar issues, one location at a time, primarily stations billing by time rather than by kilowatt-hour. I have assisted Weights and Measures with correcting about 81 charging ports across the 14 sites I've reported.

While I support Weights and Measures addressing these issues to protect consumers, the department's existing inspectors resolved them effectively using current resources, such as temporary stop-use warnings and compliance notifications, without requiring additional staff, specialized equipment, or the expanded program's \$3.37 million five-year budget. Excluding my submissions, independent consumer complaints remain remarkably low.

This raises a critical question: Is it proportionate or necessary to commit millions in registration fees and Maryland Strategic Energy Investment Fund (SEIF) resources to inspect EV charger electricity meters when available data indicate very few Maryland EV drivers have experienced verifiable metering or billing problems?

The program appears to be a solution in search of a problem at a time when Maryland should prioritize accelerating the deployment of reliable public charging infrastructure to meet the state's goal of supporting 1.1 million zero-emission vehicles by 2030. Even if fees were reduced (for example, through contributions from the Maryland Energy Administration to lower the current \$150 per-port fee, as discussed in MDA budget hearings), the core issue remains: the program imposes significant regulatory overhead and costs without clear evidence of widespread accuracy or billing complaints justifying such intervention.

HB1225, as introduced, would cap the per-port fee at the level charged for retail motor fuel dispenser meters and require supplemental funding from SEIF. While these changes might mitigate some financial burdens on smaller operators, they would still perpetuate and fund an unnecessary inspection framework. Any effort to compromise between the proposed (\$20) and current fee (\$150) would similarly fail to address the lack of demonstrated need.

I urge the Committee to oppose HB1225 and consider more reasoned approaches, such as:

- Pausing or repealing mandatory EVSE registration and inspection requirements until independent data show a significant pattern of issues;
- Limiting enforcement to complaint-driven investigations rather than yearly testing; or
- Delay all funding and fees until a work group can study and advise on the issue.

These steps would better align state policy with EV expansion goals rather than risk deterring new installations or removal of existing chargers due to unnecessary costs and red tape.

Thank you for considering my perspective on this matter. I ask for an **unfavorable** report.

Respectfully submitted,



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Enclosure: MPIA response – MDA Weights and Measures EVSE Testing Budget

UNIFORM GRANT BUDGET TEMPLATE		Commerce & Economic Opportunity							
Organization Name:	Maryland Department of Agriculture	UEI#	0	NOFO #					
CSFA Number:		CSFA Description:		Fiscal Year:	2025				
ON A -- GRANT FUNDS				Grant #					
Revenues (a). State or Maryland Grant Amount Requested				TOTAL REVENUE					
BUDGET SUMMARY BY YEAR									
Budget Expenditure Categories	OMB Uniform Guidance Federal Awards Reference 2 CFR 200		YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	TOTAL EXPENDITURES	
1. Personnel (Salaries & Wages)	200.430		\$306,262.70	\$285,659.63	\$288,141.75	\$420,463.88	\$441,101.56	\$ 1,741,629.52	
2. Fringe Benefits	200.431		\$ 91,603.17	\$ 85,440.80	\$ 86,183.20	\$ 125,760.75	\$ 131,933.48	\$ 520,921.39	
3. Travel	200.474		\$ 17,227.00	\$ 17,227.00	\$ 14,051.00	\$ 18,125.00	\$ 18,125.00	\$ 84,755.00	
4. Equipment	200.439		\$ 511,876.00	\$ -	\$ -	\$ 266,157.00	\$ -	\$ 778,033.00	
5. Supplies	200.94		\$ 6,079.18	\$ 2,674.00	\$ 2,674.00	\$ 4,944.12	\$ 2,674.00	\$ 19,045.30	
6. Contractual Services & Subawards	200.318 & 200.92		\$ 10,800.00	\$ 10,800.00	\$ 10,800.00	\$ 10,800.00	\$ 13,500.00	\$ 56,700.00	
7. Consultant (Professional Services)	200.459								
8. Construction									
9. Occupancy (Rent & Utilities)	200.465								
10. Research & Development (R&D)	200.87								
11. Telecommunications			\$ 1,800.00	\$ 1,800.00	\$ 1,800.00	\$ 3,000.00	\$ 3,000.00	\$ 11,400.00	
12. Training & Education	200.472		\$ 1,800.00	\$ 1,800.00	\$ -	\$ 900.00	\$ -	\$ 4,500.00	
13. Direct Administrative costs	200.413 (c)								
14. Miscellaneous Costs			\$ 55,740.00	\$ 33,240.00	\$ 33,240.00	\$ 15,740.00	\$ 15,740.00	\$ 153,700.00	
15A.Acquisition									
15B.Capital									
15C.Design Engineering									
15D.Rehabilitation Administration (Insp)									
15E.GRANT EXCLUSIVE LINE ITEM									
15F.GRANT EXCLUSIVE LINE ITEM									
15G.GRANT EXCLUSIVE LINE ITEM									
15H.GRANT EXCLUSIVE LINE ITEM									
15I.GRANT EXCLUSIVE LINE ITEM									
15J.GRANT EXCLUSIVE LINE ITEM									
15K.GRANT EXCLUSIVE LINE ITEM									
16. Total Direct Costs (lines 1-15)	200.413								
17. Indirect Costs* (see below)	200.414								
Rate:									
Base:									
Total Costs			\$ 1,003,188.05	\$ 438,641.43	\$ 436,889.95	\$ 865,890.75	\$ 626,074.04	\$ 3,370,684.21	