



Environment and Transportation  
Committee

Subcommittees

Chair, Energy

Environment

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

Chair Korman,

I am writing in favor of **HB 1225: Weights and Measures – Electric Vehicle Charging Equipment – Registration Fees, or the Charging Station Reliability and Fairness Act.**

Electric vehicle (EV) chargers have a reliability problem, with only 54 out of 88 fast chargers operated by Baltimore Gas and Electric functional during a virtual audit in October.<sup>1</sup> This is a real issue for regular Marylanders and Maryland's clean energy goals. Chargers are often unreliable or dispense less electricity than they claim to.<sup>2</sup> In response, the Maryland Department of Agriculture (MDA), which oversees standards such as gasoline and electricity dispensing, intends to inspect chargers in Maryland and penalize unreliable and inaccurate chargers, like they do with gas pumps.

To complete this task, MDA needs a device called a testing standard compliant with National Institute of Standards and Technology (NIST) Handbook 44, which lays out guidelines for electric vehicle supply equipment (EV chargers).<sup>3</sup> The standard is used to test if a charger is delivering the electricity it claims. Compliance with NIST standards ensures Maryland's chargers are as functional, reliable, and competitive as chargers across the nation. A standard provides an accurate measurement of electricity delivered to ensure a meter is not overcharging customers.<sup>4</sup> To facilitate this program, MDA is planning to assess an annual \$150 per-port fee on EV charging stations.<sup>5</sup> The inconsistency of public charging stations is also a significant equity concern, as home charging stations can be prohibitively expensive, costing hundreds or thousands of dollars to install.<sup>6</sup>

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<sup>1</sup> Lanny Hartman, *BGE Fast Charger Status*, Plug-In Sites (2025)

<https://pluginsites.org/bge-fast-charger-status-october-3-2025/>

<sup>2</sup> Christine Condon, *Maryland begins first ever inspection program for EV chargers*, Maryland Matters (2025)

<https://marylandmatters.org/2025/04/30/maryland-ev-charger-inspections/>

<sup>3</sup> Christine Condon *Maryland's EV charger inspection program rolls on, despite consumer, industry pushback*, Maryland Matters (2025) <https://marylandmatters.org/2025/11/14/md-ev-charger-inspections-pushback/>; John Greenwald, *NIST HANDBOOK 44: EVSE ACCURACY & COMPLIANCE IN 2025 AND BEYOND TESCO EVSE ACCURACY TESTING*, TESCO Metering (2025)

<https://www.tescometering.com/wp-content/uploads/2025/09/TESCO-EVSE-Overview-HB-44-JG-08-26-25.pdf>

<sup>4</sup> Christine Condon *Maryland's EV charger inspection program rolls on, despite consumer, industry pushback*, Maryland Matters (2025) <https://marylandmatters.org/2025/11/14/md-ev-charger-inspections-pushback/>

<sup>5</sup> COMAR 15.03.08.05Q (2025)

<sup>6</sup> Matt Yantakosol, *How Much Does It Cost To Install An EV Charger*, JD Power (2024)

<https://www.jdpower.com/cars/shopping-guides/how-much-does-it-cost-to-install-an-ev-charger>

Maryland's goal is to register 1.1 million EVs by 2023.<sup>7</sup> As of the end of January, 2026 there were about 150,000 EVs registered in the state.<sup>8</sup> We are not making enough progress, and given the recent losses of federal incentives for EV proliferation, it is possible Maryland will fall short of our goals.<sup>9</sup> Range anxiety and lack of charging stations are among the most cited reasons people decide not to switch from an internal combustion engine vehicle to an EV.<sup>10</sup> Both these concerns would be addressed by building more robust and reliable charging infrastructure. Introducing an additional \$150 annual cost to the charging station supply chain would be a barrier to companies looking to invest in the renewable transportation sector in Maryland.

Other states, like Connecticut, also charge registration fees, but their EV charger registration fee is tied to their gas pump registration fee and set at \$50 per pump or plug.<sup>11</sup> Connecticut has 4,437 EV charging ports with a population of 3.6 million (1,232 charging ports per one million residents) while Maryland has 5,289 charging ports with a population of 6.2 million (853 charging ports per one million residents).<sup>12</sup> Having a fee will not inherently hinder EV charger proliferation, but a higher fee disadvantages Maryland compared to other states. Principles of pricing, supply, and demand show this fee may curtail at least some planned and future chargers, their associated carbon emission savings, and the jobs associated with their construction and maintenance, all while the state is trying to increase Maryland's competitiveness and reduce our fossil fuel consumption.

HB 1225 would ensure fairness between charging stations and gas pumps while also funding the Department of Agriculture's efforts to improve the reliability of our charging infrastructure. The bill establishes that the annual fee assessed on EV charging stations does not exceed a certain amount, ensuring fairness between charging stations and gas pumps.<sup>13</sup> Via ongoing conversations with the Department of Agriculture, sections of this legislation as proposed are being amended to better reflect proper implementation of infrastructure compliance and reliance in Maryland. Changes to the bill include a fee and enforcement structure for chargers that are non-functional, future planning for standing up an effective inspections

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<sup>7</sup> Maryland Zero Emission Electric Vehicle Infrastructure Council, *Maryland Electric Vehicles and Infrastructure By the Numbers – 2024*, Maryland Department of Transportation (2024)

[https://www.mdot.maryland.gov/OPCP/ZEEVIC\\_By\\_the%20Numbers\\_Final.pdf](https://www.mdot.maryland.gov/OPCP/ZEEVIC_By_the%20Numbers_Final.pdf)

<sup>8</sup> Maryland Department of Transportation, *EVs Registered*, Maryland Department of Transportation (2025)

[https://experience.arcgis.com/experience/d8d908d9e62f4054b14ec8f6cbb5392b/page/Fueling-Stations-%26-Corridors?views=Electric-Vehicles#data\\_s=id%3AdataSource\\_6-Designated\\_EV\\_AFC\\_9316%3A38%2Cid%3AdataSource\\_3-CNG\\_Stations\\_shapefile\\_5529%3A5](https://experience.arcgis.com/experience/d8d908d9e62f4054b14ec8f6cbb5392b/page/Fueling-Stations-%26-Corridors?views=Electric-Vehicles#data_s=id%3AdataSource_6-Designated_EV_AFC_9316%3A38%2Cid%3AdataSource_3-CNG_Stations_shapefile_5529%3A5)

<sup>9</sup> Chris Isadore, *Goodbye to the \$7,500 EV tax credit. What's that mean for EV prices?* CNN (2025),

<https://www.cnn.com/2025/09/23/business/ev-tax-credit-expire-prices/>

<sup>10</sup> Cherise Threewit, *Reasons People Don't Buy Electric Cars (and Why They're Wrong)*, U. S. News, 2024

<https://cars.usnews.com/cars-trucks/advice/why-people-dont-buy-electric-cars>

<sup>11</sup> CT Gen Stat § 43-3. (2024)

<sup>12</sup> Alternative Fuels Data Center, *Electric Vehicle Charging Station Locations*, (n.d.)

<https://afdc.energy.gov/fuels/electricity-locations#/analyze?fuel=ELEC&region=US-CT>; Alternative Fuels Data Center, *Electric Vehicle Charging Station Locations*, (n.d.)

<https://afdc.energy.gov/fuels/electricity-locations#/analyze?fuel=ELEC&region=US-MD>

<sup>13</sup> COMAR 15.03.08.05H (2025)

program, and a clear reporting structure. This would give MDA the ability to bring utility and charging companies into compliance, increase reliability, and ensure consumers get the electricity they pay for. HB 1225 will equip all Marylanders, Maryland companies, and the State to continue forging ahead toward a renewable future.

Respectfully,

A handwritten signature in black ink, appearing to read "David Fraser-Hidalgo". The signature is fluid and cursive, with a prominent flourish at the end.

Delegate David Fraser-Hidalgo