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## **Rampant reliability issues force utility-owned charging network to scale back**

*CAP previously warned regulators that Baltimore Gas and Electric's program was a waste of ratepayer money.*

Charge Ahead Partnership, a coalition advocating for expanded access to electric vehicle (EV) charging, supports Baltimore Gas and Electric's (BGE) decision to begin removing broken chargers from its expensive, inefficient and anti-competitive EV charging program.

BGE submitted a plan on Nov. 21 to the Maryland Public Service Commission, requesting permission to shut down several of its broken EV charging stations. The proposal says the utility's network cannot meet reliability standards, due to the high cost of maintaining the chargers.

Charge Ahead Partnership previously testified before the Maryland PSC, cautioning that BGE's program harms the EV charging marketplace and wastes ratepayers' money. Private businesses are better suited to build out the nation's charging network. Businesses can only recover costs from customers, incentivizing them to provide the best experience possible, while a power company using ratepayer funds has no such incentive. BGE's Nov. 21 letter to the PSC finally acknowledged that they were not the appropriate entity to provide charging services.

"While the 88 DCFCs (direct current fast chargers) in BGE's public network have served an important role, the company recognizes that other market participants may be better positioned to deploy and maintain high-powered DCFCs," the letter from BGE to the Maryland PSC stated.

BGE spent more than \$15 million in ratepayer funds to place chargers in government-owned or controlled buildings like public libraries and government administrative offices. These types of locations have none of the food, drink and restroom amenities that drivers expect when they refuel. The chargers had extremely low utilization and many fell into disrepair. BGE's customer satisfaction survey in 2023 found that 27% of users had encountered broken equipment.

"While BGE's program promised to increase EV adoption in Maryland, it has likely had the opposite effect. Potential EV drivers in Maryland who see a broken BGE charger in a government parking lot will think twice before getting an EV," said Charge Ahead Partnership Executive Director Jay Smith. "We tried to warn the PSC. This failed multi-million-dollar experiment is a perfect example of why power companies should leave serving drivers and their 'refueling' needs to the retailers who have decades of experience doing so."

Charge Ahead Partnership encourages BGE to focus on distributing electricity to support the private businesses that are investing in building the much-needed charging infrastructure.

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*To learn more about **Charge Ahead Partnership (CAP)** and join our efforts to help expand America's EV charging network please visit [www.chargeaheadpartnership.com](http://www.chargeaheadpartnership.com). In addition to joining CAP you can stay connected with us by following us on social media on Twitter at [@EV\\_ChargeAhead](https://twitter.com/EV_ChargeAhead), Facebook at [@ChargeAheadPartnership](https://facebook.com/ChargeAheadPartnership) and on Instagram at [@EVChargeAhead](https://instagram.com/EVChargeAhead).*