

## **Written Testimony in Support of HB 0451**

**Bill Title:** Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting and Sunset Extension

**Position:** STRONG SUPPORT (FAVORABLE REPORT)

**To:** Members of the Environment and Transportation Committee

**From:** Robert Borkowski, Plug IO, Ijamsville, MD

**Date:** February 10, 2026

### **Introduction**

Thank you, Chair and members of the Committee, for the opportunity to submit written testimony. My name is Robert Borkowski. I am a Maryland business owner and charge point operator through Plug IO, based in Ijamsville. I have personally owned an electric vehicle since 2021. Through Plug IO I have installed 16 Level-2 charging ports at multi-unit dwelling (MUD) communities, advised numerous additional MUD properties in Maryland and Virginia on effective EV charging deployments, and organized a national giveaway that delivered home charging hardware to 27 new EV owners across nine states.

I am submitting this testimony to **strongly urge a favorable report** on HB 0451. Extending the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) to June 30, 2031 is essential to protect Maryland’s progress toward widespread EV adoption—particularly in multi-unit dwellings—and to prevent the Maryland Department of Agriculture Weights & Measures (MDA W&M) fee-based registration program from inflicting serious, long-term damage to the state’s charging network.

### **II. ZEEVIC’s Indispensable Role in Identifying and Solving Real Barriers**

ZEEVIC has served as the state’s only effective multi-stakeholder platform where key agencies, utilities, property managers, charge point operators, and advocates can openly surface obstacles, share data, and develop workable solutions. It was through ZEEVIC that the entire Maryland EV charging community first learned of—and then mobilized against—the MDA W&M’s proposed \$150-per-port annual registration and inspection fees.

Collective pressure from ZEEVIC participants and the national EV charging industry secured a temporary delay of full enforcement until July 1, 2026. That delay is welcome but insufficient. The underlying policy remains deeply flawed and must be fundamentally corrected.

### **III. The MDA W&M Fee-Based Registration Program Must Be Rejected for All Level-2 and DC Fast Chargers – With Special Urgency for Level-2 at MUDs**

Maryland’s existing Level-2 and DC fast charging (DCFC) infrastructure does **not** suffer from widespread metering **ACCURACY** problems. The overwhelming real-world issues reported by drivers, property managers, and operators are **RELIABILITY**, uptime, accessibility, installation cost, and long-term maintenance—not inaccurate measurement of delivered energy.

Applying a gasoline-pump-style, fee-based registration and annual inspection regime to EV chargers is completely mismatched to the technology and will cause substantial harm:

**Level-2 chargers at multi-unit dwellings (MUDs)** — the exact locations where charging access is most urgently needed — will be hit hardest.

The \$150-per-port annual fee will **force** MUD property owners and small-to-medium charge point operators to **decommission** otherwise reliable, well-functioning Level-2 chargers simply to avoid unsustainable recurring costs.

In MUD communities—where the majority of Maryland residents live and where private driveway charging is rarely possible—this outcome would be catastrophic. It would reverse years of progress, discourage new EV purchases among renters and condo owners, and widen equity gaps in access to clean transportation.

**DC fast chargers** will also face unnecessary economic pressure. While DCFC units are more expensive, the added annual per-port fees will still erode project economics, slow corridor and destination charging expansion, and make Maryland less competitive for federal and private investment.

A short-term delay is **not** an acceptable solution. **Fee-based registration must be permanently excluded** for **all** Level-2 chargers and **all** DC fast chargers.

If the state ever contemplates revisiting accuracy-based fees or testing in the distant future, it should be strictly conditioned on achieving major market penetration milestones—**only after 30–40% of Maryland’s registered light-duty vehicles are electric** should any discussion of imposing such fees even begin. Until that threshold is reached, any fee-based registration program applied to EV charging equipment would be premature, punitive, and destructive to the very network Maryland needs to build.

#### **IV. Conclusion**

ZEEVIC is the only body with the expertise, stakeholder reach, and mandate to continue analyzing these issues, convene the right parties, and drive evidence-based policy that prioritizes **deployment**, **reliability**, and **equitable access**—especially in MUD communities—over unnecessary and damaging regulatory burdens.

Extending ZEEVIC through 2031 is critical to ensuring the Council can advocate for the decisive change required: **permanent exclusion of all Level-2 and DC fast charging equipment from the**

**MDA Weights & Measures fee-based registration and testing program**, or at the very least a firm, long-term prohibition on any such fees until Maryland achieves substantial EV adoption (30–40% of registered vehicles).

Without this extension and continued ZEEVIC leadership, Maryland risks strangling the charging infrastructure growth that our climate goals, our residents, and our economy depend on.

I respectfully but firmly request a **favorable report** on HB 0451 so that ZEEVIC can continue its essential work and help deliver rational, effective policy instead of counterproductive regulation.

Thank you for your consideration. I am available to answer any questions.

Respectfully submitted,  
Robert Borkowski  
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Ijamsville, MD