

WRITTEN TESTIMONY IN SUPPORT OF HB 1225 WITH AMENDMENTS

Bill Title: Weights and Measures – Electric Vehicle Charging Equipment – Registration Fees

The Honorable Marc Korman, Chair
Room 251, House Office Building
Annapolis, MD 21401

Date: March 2, 2026

From: Robert Borkowski, Owner, Plug IO, Ijamsville, Maryland, and
Paul Verchinski, ZEEVIC Member representing the public

Position: FAVORABLE WITH AMENDMENTS

Chair Korman, Vice Chair Love, and Members of the Committee,

Thank you for the opportunity to testify. Plug IO is a Maryland-based company specializing in the design, installation, and operation of EV charging infrastructure at multi-unit dwellings (MUDs) across the state.

I support HB 1225 because it reduces the disproportionate registration fees imposed on EV charging equipment and directs the cost of inspection equipment to the Maryland Strategic Energy Investment Fund.

To further advance Maryland's electrification goals, I strongly urge the Committee to strengthen the bill with the following amendments:

1. Maryland should **eliminate the annual per-port fee entirely and replace the inspection regime with a complaint-driven model**. At a minimum, postpone all MDA Weights and Measures involvement with EVSE for a minimum of five years, or until the number of registered Battery Electric Vehicles (BEVs) in Maryland reaches 30–40% of the total registered vehicle fleet (approximately 1.6 million to 2.1 million BEVs). Maryland currently has approximately 110,000 registered Battery Electric Vehicles out of roughly 5.3 million total registered vehicles ($\approx 2\%$) (MDOT/MVA Open Data, December 2025: <https://opendata.maryland.gov/Transportation/MDOT-MVA-Electric-and-Plug-in-Hybrid-Vehicle-Regis/tugr-unu9>).
2. **Exclude all AC Level 2 EVSEs from registration and inspection requirements**, with particular emphasis on chargers serving multi-unit dwellings. MUD properties represent one of the largest and most critical gaps in Maryland's charging network.

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Maryland's EV charging infrastructure faces no accuracy challenges. No consumer complaints or industry reports have identified metering inaccuracies with EVSE in the state. **The only documented issues are reliability challenges**—chargers that fail to initiate, connect, or complete sessions. Weights and Measures inspections under NIST Handbook 44 address only metering accuracy. They do not address reliability.

The proposed \$150-per-port annual fee is over seven times higher than the \$20 fee charged for a gasoline pump. A single gasoline pump typically contains multiple meters because station operators offer different grades of gasoline to their customers. The Maryland Department of Agriculture's Weights and Measures program has failed to perform a basic financial impact analysis: a typical gasoline pump dispenses \$3,600 per hour while a Level 2 EVSE delivers only about \$3 per hour.

Given that EV adoption in Maryland remains below 3% statewide and is substantially lower at multi-unit dwelling properties, charge point operators such as Plug IO face severe financial challenges in keeping EVSEs operational after installation. These excessive ongoing costs threaten the long-term viability of existing chargers and will discourage future deployments where Level 2 charging is needed most.

By eliminating the annual per-port fee and replacing the inspection regime with a complaint-driven model, and by excluding all AC Level 2 EVSE (with particular emphasis on MUD chargers), these amendments will align the regulatory framework with Maryland's transportation electrification goals, remove unnecessary barriers to distributed Level 2 charging for MUD residents, and direct limited state resources more effectively.

Thank you for your consideration. We are available to answer any questions.

Respectfully submitted,

Robert Borkowski

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Ijamsville, Maryland

Paul Verchinski

Zero Emissions, Electric Vehicle Infrastructure Council, ZEEVIC
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