
February 12, 2026

The Honorable Marc Korman
Chair, Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

RE: Letter of Support with Amendments – HB 451 – Transportation – Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting and Sunset Extension

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 451 as a means to extend the work of the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) and offers several amendments to focus the Council’s mission and ensure it is equipped to address the next stages of electric vehicle (EV) adoption and proliferation within Maryland.

HB 451 extends the ZEEVIC five years beyond its statutory sunset on June 30, 2026. In addition to extending ZEEVIC’s tenure to 2031, it also extends annual reporting by the Council through 2031.

Originally named the Electric Vehicle Infrastructure Council (EVIC) and created by the legislature in 2011 to address and remove barriers to EV adoption in Maryland, the Council was renamed by statute in 2019, with expanded membership, remit, and reporting. Its membership was further expanded in 2020 and altered in 2021 and 2024. ZEEVIC currently has 32 members and is charged with 13 directives, including assisting with the development of standards for streamlining permitting; recommending a plan and siting for EV charging and hydrogen refueling stations; increasing consumer awareness; developing model procurement practices; and recommending pricing information display methods.

MDOT concurs that extension of ZEEVIC is warranted as a venue for addressing barriers to, and performance of, Maryland’s charging infrastructure. MDOT also notes that the challenges ZEEVIC faces in 2026 and beyond have evolved substantially since it was enacted 15 years ago. At the inception of ZEEVIC, there were a few hundred EVs on Maryland roads; now there are about 150,000. Maryland has 1,743 public charging stations with 5,480 ports, or 0.89 ports per 1,000 people, ranking near the top nationally. And a 2024 study from the University of Maryland’s Center for Global Sustainability calculated an average of 113 stations were added every year between 2011 and 2023.

These facts mean that Maryland has progressed past the vehicle-electrification early-adopter phase and has entered the deployment era. Accordingly, MDOT has engaged the sponsor on several amendments to sharpen the goals of ZEEVIC around EV infrastructure and charging

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deployment and performance, as well as new areas for EV adoption and how to respond to the current federal landscape. MDOT believes its amendments accomplish these goals while maintaining ZEEVIC as a critical forum for public sector coordination on EV issues. MDOT is grateful to the sponsor for his advocacy on this issue and for the continued engagement on this bill.

The Maryland Department of Transportation respectfully requests the Committee consider this information during its deliberation and issue House Bill 451 a favorable report with the proposed amendments.

Respectfully submitted,

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