

Written Testimony in Support of HB 0451.pdf

Uploaded by: Andrew Fraser

Position: FAV



E-MOTION

Leading the way in EV Education, Consultation, & Support

EV Consultation EV Sales Training

Written Testimony in Support of HB 0451

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

Position: SUPPORT (FAV)

To: Members of the Environment and Transportation Committee

From: E-Motion, LLC

Date: February 10, 2026

I. Introduction

Thank you, Chair and members of the Committee. My name is Andy Fraser, and I am writing today to strongly urge a favorable report on HB 0451. This bill is vital for maintaining the progress Maryland has made toward its ambitious zero-emission goals by extending the sunset of the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC).

II. Federal Setbacks and Market Uncertainty

Now more than ever, Maryland needs a dedicated, expert body to navigate the shifting landscape of electric vehicle (EV) adoption. Recent federal policy shifts—including the freezing of National Electric Vehicle Infrastructure (NEVI) funds and the review of federal tax credits—have created a climate of uncertainty for consumers and manufacturers alike.

As federal support fluctuates, Maryland cannot afford a "wait and see" approach. ZEEVIC provides the necessary state-level coordination to bridge these federal gaps, ensuring that our infrastructure build-out remains on track despite headwinds from Washington.

III. Addressing New Barriers: MDA Inspection Fees

A significant and emerging hurdle to EV infrastructure is the Maryland Department of Agriculture's (MDA) recent plan to implement a **\$150-per-port annual inspection fee** for EV charging equipment.

- **High Operational Costs:** While equipment accuracy is important, the current fee structure is disproportionately high compared to traditional gas pump inspections.
- **Disincentivizing Investment:** These added costs make the installation and long-term maintenance of charging stations less financially viable for small businesses and local hosts.

ZEEVIC is the only multi-stakeholder body equipped to analyze the impact of such regulations and recommend more balanced solutions that protect consumers without stifling the growth of the charging network.

IV. Conclusion

The work of the Zero Emission Electric Vehicle Infrastructure Council is not finished. With the 2031 Greenhouse Gas reduction goals approaching, we need ZEEVIC to continue its role as a central hub for policy, data, and stakeholder collaboration.

I respectfully request a **favorable report** on HB 0451 to ensure Maryland remains a leader in clean transportation.

Sincerely,

A handwritten signature in blue ink that reads "Andy Fraser". The signature is written in a cursive, flowing style.

Andy Fraser

E-Motion, LLC

HB 451 ZEEVIC Sunset Extension Testimony (DFH, 202

Uploaded by: David Fraser-Hidalgo

Position: FAV

DAVID FRASER-HIDALGO
Legislative District 15
Montgomery County



The Maryland House of Delegates
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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 451: Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting and Sunset Extension.**

Maryland is in the midst of a critical transition toward a low-emission transportation sector. Transportation remains one of the largest contributors to greenhouse gas emissions in the state, and electric vehicles (EVs) and fuel cell electric vehicles (FCEVs) are key to meeting the goals established under the Climate Solutions Now Act.¹ The Climate Solutions Now Act of 2022 requires Maryland to reduce statewide greenhouse gas emissions by 60 percent by 2031 and achieve net-zero emissions by 2045.² Achieving these targets depends heavily on accelerating the adoption of electric vehicles and ensuring that charging and fueling infrastructure expands in a reliable, equitable, and cost-effective manner.

Central to this ongoing transition is the Maryland Zero Emissions Electric Vehicle Infrastructure Council (ZEEVIC), which was established by the General Assembly in 2011 and expanded in subsequent sessions to provide long-term planning and coordination for electric vehicle (EV) and fuel cell electric vehicle (FCEV) infrastructure across the state.³ ZEEVIC brings together stakeholders from state agencies, utilities, the General Assembly, local government, environmental advocates, and private industry to develop policy recommendations, promote coordinated infrastructure deployment, and support consumer awareness of zero emission transportation options.⁴ ZEEVIC works to align state and federal resources, foster interagency collaboration, and ensure Maryland's infrastructure keeps pace with rapidly evolving technology and adoption trends. Additionally, as the state continues to grapple with budget deficits, ZEEVIC will play a critical role in securing other funding sources. Cuts to EV tax

¹ S.B. 528, 2022 Leg., 444th Sess. (Md. 2022).

² *Office of Governor Wes Moore*, Governor Moore signs executive order to advance Maryland's pollution reduction plan, Press Releases - News - Office of Governor Wes Moore (2024), <https://governor.maryland.gov/news/press/pages/governor-moore-signs-executive-order-to-advance-maryland's-pollution-reduction-plan.aspx#:~:text=In%20December%202023%2C%20the%20Maryland,more%20comprehensively%20advance%20environmental%20justice.>

³ Md. Zero Emission Elec. Vehicle Infrastructure Council, 2025 Annual Report (2025), <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=81>

⁴ Md. Zero Emission Elec. Vehicle Infrastructure Council, 2025 Annual Report, 1-3 (2025), <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=81>

credits established under the Inflation Reduction Act (IRA) will continue to burden consumers and it is critical now more than ever that Maryland helps alleviate them.

HB 451 proposes extending ZEEVIC's sunset date from June 30, 2026 to June 30, 2031. It provides continuity for an existing and effective coordinating body at a time when long-range planning is critical to achieving state climate goals. By extending ZEEVIC's authorization, the General Assembly affirms the continuing need for a centralized, multi-agency forum that maintains oversight of infrastructure planning, helps integrate emerging federal programs, and evaluates progress toward statewide zero-emission vehicle targets. By requiring annual interim reporting to the Governor and General Assembly, HB 451 enhances transparency and oversight, enabling lawmakers to monitor key infrastructure deployment.

States with robust governance structures for zero-emission transportation planning and coordination have generally achieved more effective outcomes in EV infrastructure deployment and equitable access. For example, California's Advanced Clean Cars (ACC) Program has contributed to California's position as a national leader in EV adoption and infrastructure deployment. First adopted in 2012, the initial program focused on reducing greenhouse gas emissions through the 2025 model year.⁵ In 2026, a newer and more stringent update known as Advanced Clean Cars II (ACC II) will take effect. This will now require that 100% of new passenger vehicles meet zero-emission standards (including plug-in hybrids) by the 2035 model year.⁶ Additionally new initiatives have been created under ACC II such as the Zero Emissions Vehicle Equity Task Force. The task force will bring together key stakeholders such as environmental justice advocates, automakers, state government, and other organizations to expand access to zero emission vehicles.⁷

In alignment with California's leadership, New York state has also established a robust governance framework to accelerate the transition to zero-emission transportation. In 2025, the state announced the working group would be comprising ten key agencies such as the Department of Environmental Conservation (DEC), New York State Energy Research and Development Authority (NYSERDA), and the New York Power Authority (NYPA).⁸ New York is implementing a coordinated strategy to accelerate EV adoption by expanding high-speed charging infrastructure, streamlining regulations, and ensuring grid reliability.⁹ The state is simultaneously enhancing financial incentives and public awareness to make electric vehicles more affordable for both consumers and commercial fleets. Furthermore, the initiative supports a

⁵ Marie McNamara, Understanding California's Advanced Clean Cars II Regulation, RMI (June 13, 2023), <https://rmi.org/understanding-californias-advanced-clean-cars-ii-regulation/>

⁶ Cal. Air Res. Bd., Advanced Clean Cars Program (2026), <https://ww2.arb.ca.gov/our-work/programs/drive-forward-light-duty-vehicle-program/advanced-clean-cars>

⁷ Id.

⁸ N.Y. Dep't of Env't Conservation, New York State Agencies Form Working Group to Accelerate Clean Vehicle Adoption and Charging Infrastructure Deployment, Press Releases - News (May 28, 2025), <https://dec.ny.gov/news/press-releases/2025/5/new-york-state-agencies-form-working-group-to-accelerate-clean-vehicle-adoption-and-charging-infrastructure-deployment>

⁹ Id.

robust industry transition by strengthening domestic supply chains.¹⁰ This unified approach not only supports the state's mandate to reach 100% zero-emission light-duty vehicle sales by 2035 but also focuses on workforce development to prepare New Yorkers for the emerging clean energy economy.¹¹

HB 451's requirements for annual reporting and the extension of the Council's sunset date to 2031 are essential for Maryland to maintain alignment with federal opportunities, such as ongoing National Electric Vehicle Infrastructure Program (NEVI) funding rounds.¹² NEVI has resumed momentum after a 2025 funding freeze was overturned; the program provides approximately \$63 million in funding that the state used to install reliable EV infrastructure.¹³ Maryland's implementation of its NEVI Plan, which is incorporated into the broader Zero emissions Vehicle Infrastructure Plan (ZEVIP) depends on consistent cross-agency engagement to identify priority sites, align state and local investments. The continuation of funding will help Maryland construct medium- and heavy-duty charging stations with the aim of electrifying all vehicle types.

HB 451 provides the necessary continuity for a proven framework that is essential to Maryland's zero-emission future. By extending the Council's authorization to 2031, this bill preserves the institutional expertise required to hit state climate targets. This extension guarantees that our interagency coordination remains proactive rather than reactive, allowing infrastructure deployment to stay ahead of consumer demand while fostering a reliable, equitable charging network for all Marylanders. For these reasons, I respectfully urge a favorable report on HB 451.

Respectfully,



Delegate David Fraser-Hidalgo

¹⁰ Id.

¹¹ 2021 N.Y. Laws ch. 423.

¹² Md. Zero Emission Elec. Vehicle Infrastructure Council, 2025 Annual Report, 12 (2025), <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=81>

¹³ Id. at 12

CLPP Testimony HB0451 2026 FAV.pdf

Uploaded by: Donald M. Goldberg

Position: FAV

Committee: Environment and Transportation
Testimony on: HB 0451 Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting and Sunset Extension
Submitted by: Donald M. Goldberg, Executive Director
Position: Favorable
Hearing Date: February 12, 2026

Dear Chairman and Co-chair:

Climate Law & Policy Project (CLPP) is a Maryland-based nonprofit research organization that works to develop and promote sound and safe policies to slow, stop, and ultimately reverse the buildup of greenhouse gases in the atmosphere and ensure that vulnerable communities are protected from climate impacts that cannot be avoided. CLPP supports HB0451.

According to Maryland's Zero Emission Vehicle Report (2024), As of 2024 there were approximately 130,000 EVs on Maryland's roads. This is only one tenth what is needed to achieve Advanced Clean Cars II and Climate Solutions Now Act goals.

Marylanders need a substantial network of public, faster chargers. As of 2024, Maryland had about 5,000 public charging ports in the state. MDOT estimates that we will need about nine times that many by 2031.

The Maryland Zero Emission Electric Vehicle Infrastructure Council is vital to meeting Advanced Clean Car II and Climate Solutions Now Act goals. HB0451 would simply extend the work of the Council, requiring it to submit interim reports and recommendations to the Governor and General Assembly in each year through 2031 and a final report of its work and recommendations by June 30, 2031.

CLPP respectfully urges a favorable report on this bill.

HB 451 - MoCo DEP _Fitzgerald_FAV (GA 26).pdf

Uploaded by: Garrett Fitzgerald

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

HB 451

DATE: February 12, 2026

SPONSOR: Delegate Fraser-Hidalgo

ASSIGNED TO: Environment and Transportation

CONTACT PERSON: Garrett Fitzgerald (garrett.fitzgerald@montgomerycountymd.gov)

COUNTY POSITION: Support (Department of Environmental Protection)

Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting and Sunset Extension

This bill would extend the termination date of the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) from June 30, 2026, to June 30, 2031, and would require annual reports to the General Assembly through that time period.

For many years, ZEEVIC has played an important role in bringing key stakeholders together to coordinate, develop, and advise on policies and investments to promote zero emission vehicle use and associated infrastructure development in Maryland. Despite significant progress to date, strategic issues continue to arise where ZEEVIC is well-positioned to play these lead roles in support of Maryland's ongoing transition to zero emission vehicles.

In alignment with State climate goals and strategies, Montgomery County encourages the adoption of zero emission vehicles as a core strategy to help achieve the County's climate goals. County staff regularly participate in ZEEVIC meetings and value the opportunity to learn from, coordinate, and collaborate with other stakeholders on these issues.

We respectfully request that the Environment and Transportation Committee issue a favorable report on House Bill 451.

HB 451_MDSierra_FAV_2.12.2026.docx.pdf

Uploaded by: Lindsey Mendelson

Position: FAV

Committee: Environment and Transportation
Testimony on: HB 451 “Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting, and Sunset Extension”
Position: Support
Hearing Date: 2/12/2026

The Maryland Chapter of the Sierra Club supports HB 451. This bill would change the deadlines for the interim and final requirements for the Maryland Zero-Emission Electric Vehicle Infrastructure Council from June 30, 2026 to June 30, 2031. The bill also would extend the termination date for the Council until June 30, 2031.

Extending the lifespan of the Council is important to encourage the growth of Electric Vehicle (EV) purchases, reduce the number of gasoline and diesel-powered vehicles on the road, and ensure sufficient charging infrastructure is installed to power Maryland’s light-, medium- and heavy-duty EVs. This is critical because transportation is the largest contributor to greenhouse gas emissions in Maryland. Vehicle tailpipe emissions also are hazardous to human health and are linked to various cancers, heart disease, asthma, emphysema, and other respiratory diseases.

It is especially important to continue the work of the Council given the current political landscape at the national level, making State work even more critical to the goal of reducing harmful greenhouse gases and other pollutants from the transportation sector. ZEEVIC’s broad membership, consisting of representatives from various state agencies, state legislators, electric utilities, environmental nonprofits, vehicle and charger manufacturers, and members of the public, brings a wide variety of perspectives to this important issue.

In summary, this bill represents a necessary next step for the Council to promote more EV usage in our state and help the state meet its climate goals. We urge the Committee to issue a favorable report on this legislation.

Elizabeth Bunn
Member, Chapter Transportation Committee
ebunn8284@gmail.com

Josh Tulkin
Chapter Director
josh.tulkin@MDSierra.org

Written Testimony in Support of HB 0451-Borkowski

Uploaded by: Robert Borkowski

Position: FAV

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
Owner, Plug IO
Ijamsville, MD

Erdman_HB_451 2026.pdf

Uploaded by: Robert Erdman

Position: FAV

HB 0451 — Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting and Sunset Extension

Position: Favorable

February 10, 2026

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

Honorable Chair Korman and Members of the House Environment and Transportation Committee:

My name is Robert Erdman, and I am a Maryland resident and electric vehicle owner who has been actively involved in public education and outreach about electric vehicles through volunteer work with EVADC, a nonprofit dedicated to EV education. I am writing to respectfully request a **favorable report on HB 0451** to extend the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC).

Maryland has made meaningful progress in transportation electrification, but there is still substantial work ahead. Public understanding of electric vehicles, charging infrastructure, and total cost of ownership remains uneven. Many residents still have basic questions about how EVs work, how to charge, and how they benefit both drivers and the broader community. ZEEVIC plays a critical role in coordinating accurate information, aligning agencies, and supporting informed decision-making across the state.

ZEEVIC's multi-stakeholder structure is especially valuable. It brings together state agencies, utilities, industry participants, advocates, and technical experts in one forum. That convening function allows participants to understand what others are doing, avoid duplication, identify gaps, and develop practical synergies. Without this coordinated venue, efforts become fragmented and less efficient. As EV adoption grows and infrastructure scales, cross-sector coordination becomes more—not less—important.

Electric vehicles provide benefits that extend well beyond individual owners. EV adoption improves air quality by reducing tailpipe emissions and associated health impacts. It reduces greenhouse gas emissions and supports Maryland's climate goals. EVs also improve energy security by shifting transportation energy demand toward domestically produced electricity rather than imported petroleum. Operating costs are typically more stable and often lower, which benefits household budgets. In addition, EVs can support grid efficiency through managed charging and future vehicle-to-grid capabilities, while growing the clean transportation sector strengthens local economic development and workforce opportunities.

I attend ZEEVIC meetings regularly and can attest that participation remains strong and engagement remains high across agencies and stakeholders. The Council continues to address current, real-world issues affecting EV deployment and charging infrastructure. Its work is active, relevant, and ongoing — not complete.

Extending ZEEVIC's authorization ensures Maryland retains a central, expert coordination body at a time when technology, markets, and policy are evolving quickly. Maintaining that structure is a prudent and low-cost way to preserve momentum and improve outcomes.

I respectfully urge the Committee to give HB 0451 a favorable report.

Sincerely,

Robert Erdman
Potomac, MD 20854

HB451-ZEEVIC.pdf

Uploaded by: Ronald Kaltenbaugh

Position: FAV

Hello

My name is Ronald Kaltenbaugh, and I have been an EV driver since 2012. Currently, my wife and I have two EVs. The transition to electric vehicles is important for so many reasons, including the quality of the air we breathe, addressing climate change, and the lowering of total cost of ownership for transportation. As with any transition there are barriers to adoption of this new technology. Some of these are normal growing pains, some are resistance from incumbents and those with vested interest in the status quo. ZEEVIC provides a critical forum for a variety of stakeholders to discuss and work on efforts to address the fundamental infrastructure and needed education to promote vehicle electrification. I strongly support this bill to extend the existence of ZEEVIC.

Ron

4112 Old Bridge Lane

Jefferson, MD 21775

HB0451 - FWA - Maryland Zero Emission Electric Veh

Uploaded by: Megan Outten

Position: FWA



Maryland

Energy Administration

TO: Chair Korman, Vice Chair Guyton, and Members of the Environment & Transportation Committee

FROM: MEA

SUBJECT: HB 451 - Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting and Sunset Extension

DATE: February 12, 2026

MEA Position: FAVORABLE WITH AMENDMENTS

The Maryland Energy Administration respectfully submits this letter of support with amendments for House Bill 451.

HB 451 extends the termination date of the Maryland Zero Emission Electric Vehicle Infrastructure Council (“ZEEVIC” or “Council”) and updates the Council’s interim and final reporting deadlines. MEA believes the council plays a critical role in aligning State agencies, utilities, local governments, and private-sector partners around the planning and deployment of EV charging infrastructure. As Maryland accelerates the transition to electric transportation, the work of this Council has shifted from early-stage planning to implementation, coordination, and problem-solving. Extending the Council’s timeline allows the State to sustain that momentum and respond to evolving infrastructure, grid, workforce, and equity considerations.

MEA actively supports initiatives that advance EV adoption and charging infrastructure across Maryland through grant programs, technical assistance, federal funding coordination, and stakeholder engagement. The Council complements this work by providing a formal forum to surface barriers, track progress, and develop actionable recommendations that strengthen program delivery and maximize public benefit. The Council provides a platform for stakeholder interaction to advance EV adoption, especially at a time when federal support has declined. Continued reporting ensures transparency and provides policymakers with timely information to guide future investments and policy decisions. Extending the Council ensures Maryland remains well-positioned to leverage State and federal resources, support local implementation, and meet growing demand for electric transportation options.

MEA supports the bill. However, MEA urges that the committee carefully consider the amendments being proposed by the Maryland Department of Transportation (“MDOT”). These amendments would alter the structure and mission of ZEEVIC to better align with the current environment, as it stands, when it comes to EV deployment.

For these reasons, MEA urges the committee to adopt the MDOT amendments and issue a favorable report.

Our sincere thanks for your consideration of this testimony. For questions or additional information, please contact Megan Outten, Policy manager, at megan.outten@maryland.gov or 443.842.1780.

HB0451 - FWA - TSO - Maryland Zero Emission Electr

Uploaded by: Patricia Westervelt

Position: FWA

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

The Honorable Marc Korman
Page Two

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,

Joe McAndrew
Assistant Secretary
for Planning and Project Development
Maryland Department of Transportation

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

Wilson HB 451 FWA.pdf

Uploaded by: Scott Wilson

Position: FWA

Testimony to the House Environment and Transportation Committee
HB 451 Maryland Zero Emission Electric Vehicle Infrastructure Council - Reporting and
Sunset Extension

Position: Favorable With Amendment

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

10 Feb 2026

Honorable Chair Korman and Members of the House Environment and Transportation Committee:

My name is Scott Wilson, and I drive a 2017 Chevy Bolt EV and a 2013 Nissan Leaf. I'm Vice President of the Electric Vehicle Association of Greater Washington DC, and I serve on the Maryland Zero Emission Electric Vehicle Infrastructure Council. The following remarks are entirely on my behalf.

ZEEVIC's membership includes state agencies, legislators, local governments, utilities, vehicle and charging-equipment manufacturers, environmental organizations, auto dealers, members of the public, and driver advocacy groups. Its greatest strength is serving as a forum where stakeholders and the public can stay informed about current developments promoting zero-emission vehicle adoption in Maryland.

The transition to electrified transportation necessarily involves many interdependent elements, including public policy, private-sector investment, infrastructure deployment, and consumer adoption. This is a team effort, and it is essential that participants remain aligned and aware of one another's activities. That coordination helps avoid duplicated, inefficient, or ineffective efforts. EV adoption remains in an early stage, and bringing this volunteer-staffed body to a premature end would be shortsighted.

Having served on ZEEVIC for several years, I would recommend an amendment to establish a smaller, centralized group composed of MDOT, the Maryland Energy Administration (MEA), the Maryland Department of the Environment (MDE), and the Public Service Commission (PSC). This group would be charged with coordinating and implementing a statewide ZEV strategy. Led by MDOT, it could be modeled on the Colorado Energy Office, which serves as the central state agency for EV programs and incentives, administering grants, rebates, education, and planning.

In Colorado, the Energy Office operates separately from the Department of Transportation. In Maryland, I would suggest situating this EV strategy function within MDOT, which is already preparing to release its Zero Emission Vehicle Infrastructure Plan (ZEVIP). This will be an essential piece in an overall EV strategy.

This structure would give Maryland a clear center of gravity for EV policy, ensuring coordinated action and measurable progress toward statewide ZEV goals.

Thank you for your time,

Scott Wilson