

Department of Legislative Services
Maryland General Assembly
2024 Session

FISCAL AND POLICY NOTE
Third Reader - Revised

Senate Bill 553

(Senator Corderman)

Education, Energy, and the Environment

Environment and Transportation

Maryland Zero Emission Electric Vehicle Infrastructure Council - Membership
and Reporting

This bill alters the composition of the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) – generally by adding three members. The interim and final reporting due dates for ZEEVIC are clarifying and simply restore the dates from Chapter 118 of 2020 (which were inadvertently omitted under further amendments to ZEEVIC by Chapter 607 of 2021). **The bill takes effect July 1, 2024.**

Fiscal Summary

State Effect: None. Altering representation on the council does not affect governmental finances.

Local Effect: None.

Small Business Effect: None.

Analysis

Bill Summary: The bill expands the membership of ZEEVIC to add (1) the Secretary of General Services (or designee); (2) one representative of the automotive dismantling and recycling industry; and (3) another member so that existing representation from a plug-in electric drive vehicle manufacturer can be bifurcated to encompass both light- and heavy-duty vehicle manufacturers. Otherwise, the bill retains representation on ZEEVIC as it was *prior* to changes made under Chapter 118.

Current Law: ZEEVIC was initially established, through uncodified language, by Chapters 400 and 401 of 2011 as the Maryland Electric Vehicle Infrastructure Council (EVIC). EVIC was required to develop a plan to expand the adoption of electric vehicles and develop an infrastructure charging network. In its (then) final report issued in December 2012, the council made several recommendations, including (1) extending EVIC through June 2015; (2) increasing the amount of zero emission State fleet vehicle purchases to 10% by 2020 and at least 25% by 2025; (3) establishing a grant program for electric vehicle support equipment installation and procurement of transaction management software for multiunit dwellings; and (4) extending the recharging equipment tax credit through December 2016, and the qualified electric vehicle excise tax credit to July 1, 2016. Consistent with those recommendations, Chapters 64 and 65 of 2013 extended EVIC through June 2015.

Since then, EVIC has been extended multiple times, with more reporting, membership changes, and a shift in focus. Specifically, Chapter 378 of 2015 extended EVIC for another five years to June 30, 2020, and shifted the reporting deadline to December 1 of each year, with a final report due June 30, 2020. Four years later, Chapter 213 of 2019 changed the name of the council to be ZEEVIC, expanded membership of the council, altered its responsibilities to focus more generally on zero emission vehicles and fuel cell electric vehicles, and required an additional interim report (on December 1, 2019). Even so, Chapter 213 did not extend the termination date of the council. Nevertheless, ZEEVIC received a six-year extension (from June 30, 2020, to June 30, 2026) by Chapter 118 of 2020, which also established six more interim reporting due dates (every December 1, from 2020 through 2025). Likewise, the final report was shifted to be June 30, 2026, concurrent with ZEEVIC's new termination date. Chapter 118 also further altered membership of ZEEVIC by adding one more member (a second representative of the environmental community) and slightly altering affiliations for three existing members, including eliminating the representative of the retail electric supplier community and adding a third representative of electric companies instead.

Chapter 607 of 2021, which altered the duties of the Office of People's Counsel, further modified membership of ZEEVIC – to include the People's Counsel or designee – but did not change reporting requirements or the duration of the council. However, Chapter 607 inadvertently omitted the uncodified changes that had been made to membership and reporting under Chapter 118.

Additional Comments: The bill restores the reporting requirements but not the changes to ZEEVIC membership made by Chapter 118 (all of which were inadvertently omitted under further amendments to ZEEVIC by Chapter 607 of 2021). Accordingly, the bill retains the following representation on the council:

- one representative of the Baltimore Electric Vehicle Initiative (which had been changed to be one representative of an electric vehicle driver advocacy organization under Chapter 118);
- two representatives of electric companies in the State (which had been changed to be three such representatives under Chapter 118);
- one representative of the environmental community (which had been changed to be two such representatives under Chapter 118);
- one representative of the Maryland Automobile Dealers Association (which had been changed to be one representative of a new vehicle dealer association in the State under Chapter 118); and
- one representative of the retail electric supplier community (which had been eliminated under Chapter 118 – with an additional electric company representative as noted above).

Additional Information

Recent Prior Introductions: Similar legislation has been introduced within the last three years. See HB 1291 and SB 950 of 2023.

Designated Cross File: HB 437 (Delegate Wivell, *et al.*) - Environment and Transportation.

Information Source(s): Maryland Department of Transportation; Maryland Energy Administration; Public Service Commission; Department of Legislative Services

Fiscal Note History: First Reader - February 8, 2024
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