

Department of Legislative Services
Maryland General Assembly
2025 Session

FISCAL AND POLICY NOTE
Third Reader

House Bill 1427

(Delegate Miller, *et al.*)

Environment and Transportation

Education, Energy, and the Environment

Maryland Zero Emission Electric Vehicle Infrastructure Council - Revisions

This bill requires the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) to study and make recommendations on (1) design elements for increasing safety at electric vehicle charging stations, including improved lighting, monitoring by security cameras, smart phone applications aimed at reporting incidents to local law enforcement, emergency blue lights, and potential methods for the occupant of an electric vehicle to safely disconnect from a charging station without having to exit the vehicle and (2) improving the reliability of current charging stations. The bill also includes the Secretary of State Police, or the Secretary's designee, as a member of ZEEVIC. **The bill takes effect July 1, 2025.**

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase by \$75,000 in FY 2026 only, as discussed below. Revenues are not affected.

(in dollars)	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	75,000	0	0	0	0
Net Effect	(\$75,000)	\$0	\$0	\$0	\$0

Note: () = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate increase; (-) = indeterminate decrease

Local Effect: The bill does not directly affect local government operations or finances.

Small Business Effect: Minimal or none.

Analysis

Current Law: ZEEVIC is staffed by the Maryland Department of Transportation (MDOT) with assistance from the Maryland Energy Administration and the Public Service Commission. ZEEVIC has various responsibilities related to increasing the use of zero-emission vehicles in the State, including, among other things:

- developing an action plan to facilitate the successful integration of zero-emission electric vehicles into the State's transportation network;
- developing a recommendation for a statewide electric vehicle charging and hydrogen refueling infrastructure plan, including placement opportunities for public charging and hydrogen refueling stations;
- recommending policies that support zero-emission electric vehicle charging and hydrogen refueling from clean energy sources; and
- establishing performance measures for meeting zero-emission electric vehicle-related employment, infrastructure, and regulatory goals.

ZEEVIC was required to submit an interim report of its work and recommendations to the Governor and the General Assembly by December 1, 2024. A second interim report is due by December 1, 2025. By June 30, 2026, ZEEVIC must submit a final report of its work and recommendations to the Governor and the General Assembly. The council terminates June 30, 2026. ZEEVIC's most recent report, which includes information and details about the State's efforts to encourage the use of zero-emission vehicles, can be found on its [website](#).

State Expenditures: In the execution of its duties, MDOT often engages expert consultants to handle research, evaluations, studies, and staffing duties. To meet the bill's requirements, MDOT anticipates engaging a consultant to conduct a study and make recommendations on both (1) design elements for increasing safety at electric vehicle charging stations and (2) improving the reliability of current charging stations. Therefore, TTF expenditures increase by \$75,000 in fiscal 2026 for MDOT to hire a consultant to complete the required studies.

Expense reimbursements for the additional member of ZEEVIC are assumed to be minimal and absorbable within existing budgeted resources.

Additional Information

Recent Prior Introductions: Similar legislation has not been introduced in the last three years.

Designated Cross File: None.

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

Fiscal Note History: First Reader - February 25, 2025
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Analysis by: Richard L. Duncan

Direct Inquiries to:
(410) 946-5510
(301) 970-5510