

Department of Legislative Services
Maryland General Assembly
2026 Session

FISCAL AND POLICY NOTE
First Reader

House Bill 451 (Delegate Fraser-Hidalgo, *et al.*)
Environment and Transportation

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

This bill extends, from June 30, 2026, to June 30, 2031, the termination date for the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) and establishes new interim and final reporting deadlines for ZEEVIC. **The bill takes effect June 1, 2026.**

Fiscal Summary

State Effect: Reporting and staffing requirements related to ZEEVIC can continue to be handled with existing resources. Revenues are not affected.

Local Effect: None.

Small Business Effect: Minimal.

Analysis

Bill Summary: The bill establishes new interim reporting deadlines of December 1 each year from 2027 through 2031. It also repeals the final report deadline of June 30, 2026, and establishes a new deadline of June 30, 2031, for that report.

Current Law: ZEEVIC was initially established, through uncodified language, by Chapters 400 and 401 of 2011 as the Maryland Electric Vehicle Infrastructure Council (EVIC) with a two-year duration. 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 uncoded changes that had been made to membership and reporting under Chapter 118.

Chapter 447 of 2024 codified ZEEVIC, added members, and otherwise generally clarified membership and reporting dates. ZEEVIC's most recent report can be found on its [website](#).

Additional Comments: The bill requires an interim report on December 1, 2031, which is five months *after* the final report deadline and the termination date of the council under the bill.

Additional Information

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

Designated Cross File: None.

Information Source(s): Maryland Department of Transportation; Department of Legislative Services

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jg/aad

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