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Environment and Transportation  
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Chair, Energy

Environment

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

Chair Feldman,

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.<sup>1</sup> 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.<sup>2</sup> 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.<sup>3</sup> 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.<sup>4</sup> 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

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<sup>1</sup> S.B. 528, 2022 Leg., 444th Sess. (Md. 2022).

<sup>2</sup> *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.>

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

<sup>4</sup> 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.<sup>5</sup> 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.<sup>6</sup> 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.<sup>7</sup>

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).<sup>8</sup> New York is implementing a coordinated strategy to accelerate EV adoption by expanding high-speed charging infrastructure, streamlining regulations, and ensuring grid reliability.<sup>9</sup> 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

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

<sup>6</sup> 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>

<sup>7</sup> Id.

<sup>8</sup> 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>

<sup>9</sup> Id.

robust industry transition by strengthening domestic supply chains.<sup>10</sup> 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.<sup>11</sup>

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.<sup>12</sup> 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.<sup>13</sup> 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

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<sup>10</sup> Id.

<sup>11</sup> 2021 N.Y. Laws ch. 423.

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

<sup>13</sup> Id. at 12