
March 24, 2026

The Honorable Brian Feldman
Chair, Education, Energy, and the Environment
2 West Miller Senate Office Building
Annapolis, MD 21401

RE: Letter of Support – HB 451 – Transportation – Maryland Zero Emission Electric Vehicle Infrastructure Council – Membership, Duties, and Sunset Repeal

Dear Chair Feldman 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 appreciates the work of the sponsor and the House of Delegates to focus the Council's mission and ensure the Council is equipped to address the next stages of electric vehicle (EV) adoption and proliferation within Maryland.

As amended, HB 451 makes ZEEVIC a permanent body under State law and makes several changes to the structure and goals of the Council. Specifically, the bill alters the Council's membership and sharpens its goals to focus on EV infrastructure and charging deployment and performance, developing targeted policies to support fleet purchases, and establishing performance measures to meet certain goals.

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.

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These facts mean that Maryland has progressed past the vehicle-electrification early-adopter phase and has entered the deployment era. HB 451, as amended by the House, redirects the focus of the Council while maintaining ZEEVIC as a critical forum for public sector coordination on EV issues generally. MDOT is grateful to the sponsor for his advocacy on this issue and for the partnership 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.

Respectfully submitted,

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