

MWCOG Letter of Support

Uploaded by: Cindy Dyballa

Position: FAV



March 23, 2026

The Honorable Brian Feldman
Chair, Education, Energy, and the Environment Committee
Senator, Maryland General Assembly
2 West Miller Senate Office Building
2 West Miller Senate Office Building
Annapolis, Maryland 21401

RE: Support for HB 451, Maryland Zero Emission Vehicle Infrastructure Council

Dear Senator Feldman:

On behalf of the Climate, Energy, and Environment Policy Committee (CEEP) of the Metropolitan Washington Council of Governments (COG), I am writing to offer our support for HB 451, which alters the deadlines for the interim and final report requirements for the Maryland Zero Emission Electric Vehicle Infrastructure Council to June 30, 2031.

Climate change is a regional priority for COG, the association of local governments in metropolitan Washington. Zero emission vehicles are one of the main strategies to reduce greenhouse gas emissions. The COG Board has prioritized electric vehicles as necessary to meet regional climate goals. The extension of the Maryland Zero Emission Electric Vehicle Infrastructure Council would greatly facilitate these efforts by lowering the barrier of entry when acquiring a zero-emission vehicle.

COG supports your efforts to reduce greenhouse gas emissions from transportation, which aligns with our legislative priorities. Please contact Jeffrey King, COG Director of Climate, Energy, and Air Programs, at (202) 962-3238 or jking@mwcog.org if you have any questions. I appreciate your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Cindy Dyballa", with a horizontal line extending to the right.

Cindy Dyballa
Chair, Climate, Energy, and Environment Policy Committee

cc: Honorable Cheryl Kagan
Honorable Dalya Attar
Honorable Benjamin Brooks
Honorable Mary Beth Carozza
Honorable Jason Gallion
Honorable Kevin Harris
Honorable Katie Fry Hester
Honorable Bryan Simonaire

The Honorable Brian Feldman
March 23, 2026

Honorable Mary Washington
Honorable Ron Watson

HB 451 ZEEVIC Sunset Extension Testimony (Senate)

Uploaded by: David Fraser-Hidalgo

Position: FAV

DAVID FRASER-HIDALGO
Legislative District 15
Montgomery County



The Maryland House of Delegates
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Environment and Transportation
Committee

Subcommittees

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.¹ 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 2045.² 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.³ 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.⁴ 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

¹ S.B. 528, 2022 Leg., 444th Sess. (Md. 2022).

² *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.>

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

⁴ 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.⁵ 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.⁶ 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.⁷

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

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

⁶ 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>

⁷ Id.

⁸ 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>

⁹ Id.

robust industry transition by strengthening domestic supply chains.¹⁰ 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.¹¹

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.¹² 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.¹³ 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

¹⁰ Id.

¹¹ 2021 N.Y. Laws ch. 423.

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

¹³ Id. at 12

HB 451 - MoCo DEP - FAV (GA 26).pdf

Uploaded by: Garrett Fitzgerald

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

HB 451

DATE: March 24, 2026

SPONSOR: Delegate Fraser-Hidalgo

ASSIGNED TO: Education, Energy and the Environment

CONTACT PERSON: Garrett Fitzgerald (garrett.fitzgerald@montgomerycountymd.gov)

COUNTY POSITION: Support (Department of Environmental Protection)

Maryland Zero Emission Electric Vehicle Infrastructure Council – Membership, Duties, and Sunset Repeal

This bill would extend the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC), adjust its membership, and require annual reports to the General Assembly.

For many years, ZEEVIC has played an important role in bringing key stakeholders together to coordinate, develop, and advise on policies and investments to promote zero emission vehicle use and associated infrastructure development in Maryland. Despite significant progress to date, strategic issues continue to arise where ZEEVIC is well-positioned to play these lead roles in support of Maryland's ongoing transition to zero emission vehicles.

In alignment with State climate goals and strategies, Montgomery County encourages the adoption of zero emission vehicles as a core strategy to help achieve the County's climate goals. County staff regularly participate in ZEEVIC meetings and value the opportunity to learn from, coordinate, and collaborate with other stakeholders on these issues.

We respectfully request that the Education, Energy, and the Environment Committee issue a favorable report on House Bill 451.

HB 451_MDSierra_FAV_3.24.2026.docx.pdf

Uploaded by: Lindsey Mendelson

Position: FAV



Committee: Education, Energy, and Environment

Testimony on: HB 451 “Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting, and Sunset Extension”

Position: Support

Hearing Date: 3/24/2026

The Maryland Chapter of the Sierra Club supports HB 451. This bill would change the deadlines for the interim and final requirements for the Maryland Zero-Emission Electric Vehicle Infrastructure Council from June 30, 2026 to June 30, 2031. The bill also would extend the termination date for the Council until June 30, 2031.

Extending the lifespan of the Council is important to encourage the growth of Electric Vehicle (EV) purchases, reduce the number of gasoline and diesel-powered vehicles on the road, and ensure sufficient charging infrastructure is installed to power Maryland’s light-, medium- and heavy-duty EVs. This is critical because transportation is the largest contributor to greenhouse gas emissions in Maryland. Vehicle tailpipe emissions also are hazardous to human health and are linked to various cancers, heart disease, asthma, emphysema, and other respiratory diseases.

It is especially important to continue the work of the Council given the current political landscape at the national level, making State work even more critical to the goal of reducing harmful greenhouse gases and other pollutants from the transportation sector. ZEEVIC’s broad membership, consisting of representatives from various state agencies, state legislators, electric utilities, environmental nonprofits, vehicle and charger manufacturers, and members of the public, brings a wide variety of perspectives to this important issue.

In summary, this bill represents a necessary next step for the Council to promote more EV usage in our state and help the state meet its climate goals. We urge the Committee to issue a favorable report on this legislation.

Elizabeth Bunn
Member, Chapter Transportation Committee
ebunn8284@gmail.com

Josh Tulkin
Chapter Director
josh.tulkin@MDSierra.org

HB0451 - FAV - TSO - Maryland Zero Emission Electr

Uploaded by: Patricia Westervelt

Position: FAV

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.

The Honorable Brian Feldman
Page Two

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,

Joe McAndrew
Assistant Secretary
for Planning and Project Development
Maryland Department of Transportation

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

Honda Support Letter MD HB 451.pdf

Uploaded by: Craig Orlan

Position: FWA



American Honda Motor Co., Inc.
1001 G Street, N.W. Suite 950
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March 20, 2026

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

Re: Support for House Bill 451 If Amended

Dear Chairman Feldman,

Thank you for the opportunity to express Honda's strong support for extending the life of the Maryland Zero Emission Electric Vehicle Infrastructure Council. Honda shares the goals of the State of Maryland in working towards carbon neutrality and believes that the work of this council is crucial to helping Maryland develop the policies that will help support a successful transition to widespread adoption of zero emission vehicles.

While we support the work of the council, we are concerned that representatives from the Hydrogen industry are being removed as a part of this reauthorization. Honda is deeply invested in Hydrogen technology, and while it may not currently have widespread use in the private light-duty transportation sector, it has amazing possibilities for medium and heavy duty transportation, as well as for fleets that have different needs than individual consumers. As we've all learned, the widespread transition to zero emission vehicles is incredibly complicated and we need to utilize all the tools available to make this transition successful, including Hydrogen powered vehicles. We ask that you keep the hydrogen industry at the table so that the council can continue to take a wholistic view of Maryland's future transportation needs.

We appreciate your attention to this important environmental issue. Honda is proud of our relationship with Maryland, which is home to 29 authorized Honda and Acura dealerships that employ more than 2,200 people and provide Maryland consumers with a wide range of products that utilize the latest environmental and safety technologies. For more information on Honda's presence in the United States or our safety leadership, please visit www.hondainamerica.com or follow us on X formerly known as Twitter @HondainAmerica.

If you have any questions, or if Honda can otherwise be a resource for you, please do not hesitate to contact me.

Sincerely,

Craig Orlan
Director of State and Local Government Affairs
American Honda Motor Company, Inc.

HB 451 - Unfavorable - Maryland ZEEVIC.pdf

Uploaded by: Emanuel Wagner

Position: UNF

March 20, 2026

Education, Energy, and the Environment Committee
Maryland Senate
2 West Miller Senate Office Building
Annapolis, MD21401

RE: Unfavorable HB 451: Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting and Sunset Extension

Dear Chair Feldman, dear Committee members,

My name is Emanuel Wagner, and I live in Takoma Park, MD. I've been active in the clean energy space for nearly two decades. I support the original version of HB 451 to extend ZEEVIC, but I am highly opposed to the current version that was amended after the House hearing to **narrow ZEEVIC to charging-only** by removing **fuel cell vehicles and hydrogen expertise**; I respectfully ask the Committee find this bill unfavorable unless it restores the **technology-neutral** scope of the original bill language.

As a background, I've owned and driven hydrogen fuel cell electric vehicles and battery electric vehicles in the State of Maryland, and I provide insights into clean transportation as part of the Maryland Clean Cities advisory board and my local Takoma Park Green Team, where I've been a vocal advocate for charging infrastructure deployment. I've also participated with ZEEVIC, including presenting to the Council on hydrogen, because I believe Maryland's ZEV transition will succeed only if our planning stays grounded in real-world deployment constraints and includes the full set of viable solutions.

I'm writing because the bill before you includes amendments made after the bill hearing in the House, and the lack of transparency regarding why this elimination was proposed. No public discussion was held on these amendments.

Relatedly, ZEEVIC provided a letter of support for the original bill (continuing the Council's work), but the amended version appears to go much further by removing hydrogen/fuel-cell expertise from the Council and creating a statutory disconnect that risks pushing ZEEVIC toward a charging-exclusive focus in practice. This was not discussed or supported in the meetings that ZEEVIC held since the bill was introduced.

As someone who follows both technologies in practice, this is not insignificant; instead, it is a major change in direction. Hydrogen fuel cell mobility options, like fuel cell electric buses, are a growing part of the zero-emission bus transition, and federal planning documents from the U.S. Department of Energy and the U.S. Department of Transportation for medium- and heavy-duty transportation decarbonization explicitly treat the challenge as **charging plus hydrogen refueling**, not charging alone.

I also want to highlight that Maryland sits next to a region where hydrogen is no longer theoretical. Two federally selected Regional Clean Hydrogen Hubs are being developed immediately adjacent to Maryland: the Appalachian Regional Clean Hydrogen Hub (ARCH2) spanning West Virginia, Ohio, and Pennsylvania with a total federal support of up to \$925 million, and the Mid-Atlantic Clean Hydrogen Hub (MACH2) spanning Pennsylvania, Delaware, and New Jersey with a federal funding of up to \$750 million.

These hubs are specifically designed to build out producers, end users, and connective infrastructure (including fueling and distribution), and regional coordination efforts are already underway to protect and accelerate them. In plain terms: Maryland's neighbors are actively building the hydrogen supply and project pipeline that makes fuel cells and hydrogen mobility more practical over time, and it would be counterproductive for Maryland's statewide ZEV infrastructure council to narrow its scope just as regional momentum is developing.

Industry resources describe hydrogen fuel cells and batteries as complementary tools rather than mutually exclusive solutions. For example, Hydrogen Fuel Cell Partnership's California Hydrogen Mobility Vision & Roadmap frames

hydrogen as complementary to battery-electric progress, particularly where rapid refueling, long range, and certain fleet duty cycles matter.¹

The Fuel Cell Hydrogen Energy Association similarly notes operational advantages for fuel cell buses versus battery-electric buses in certain conditions, and cites a Foothill Transit lifecycle analysis where operating FCEBs was reported to be \$12.9M less than BEBs on a specific route over a 12-year period.²

Maryland is also in the PJM region at a moment when PJM itself is warning that supply is not keeping pace with load growth. PJM's reporting on the 2027/2028 capacity auction reflects a 6,623 MW shortfall versus PJM's reliability requirement and highlights structural constraints that make new capacity difficult to deliver quickly.³

The PJM Board has outlined 2026 actions aimed at preserving reliability and affordability, including avenues for large loads to bring new generation and frameworks that enable earlier curtailment during system needs. This is a clear signal that, in some locations, the grid cannot simply absorb massive new electric load on the timelines policymakers expect.⁴ Because transportation electrification depends on timely, affordable power delivery (interconnection, upgrades, and generation), these PJM constraints can **delay real-world ZEV adoption if Maryland's planning assumes that charging infrastructure alone will be sufficient everywhere**, on schedule, at predictable cost.

In contrast, hydrogen refueling can be implemented faster than multi-megawatt charging interconnections because the energy supply can arrive via delivered hydrogen rather than requiring large new electric capacity, even if stations need some electricity for compression and controls. Furthermore, mobile hydrogen power generators have been used to provide dispatchable electricity for EV charging and can be deployed in emergencies when grid outages limit vehicle charging, such as for emergency services.

Maryland has made real progress in supporting the deployment of charging infrastructure through major public programs and solicitations, including MDOT's NEVI awards and ongoing rounds of federal formula funding to build fast charging along designated corridors. Maryland also has additional EV charging grant mechanisms and program documents focused on EVSE planning and installations. On the other hand, Maryland does not provide infrastructure-focused state programs for hydrogen refueling. That imbalance is exactly why an infrastructure advisory council should not be narrowed to one technology pathway but rather advocate for all technologies that get us to the same goal.

I respectfully ask the Committee to restore the technology-neutral ZEEVIC scope of the original bill so the Council can continue to evaluate barriers and infrastructure needs across all ZEV options that Maryland residents, businesses, fleets, and agencies are actively relying on.

Respectfully,

/s/ Emanuel Wagner
Takoma Park, Maryland

¹ https://h2fcp.org/sites/default/files/resources_public_files/ZEV%20Fwd-public%20release_CA%20H2%20Mobility%20Vision%20%26%20Roadmap_July2025.pdf

² <https://fchea.org/wp-content/uploads/2025/03/Fuel-Cells-Driving-Public-Transportation-Decarbonization.pdf>

³ <https://www.pjm.com/-/media/DotCom/markets-ops/rpm/rpm-auction-info/2027-2028/2027-2028-bra-reserve-target-shortfall-report.pdf>

⁴ <https://insidelines.pjm.com/pjm-board-outlines-plans-to-integrate-large-loads-reliably/>

USHA Comment Letter HB 451 .pdf

Uploaded by: Roxana Bekemohammadi

Position: UNF



March 20, 2026

Senate Education, Energy, and the Environment Committee
2 West Miller Senate Office Building
Annapolis, Maryland 21401

RE: Oppose unless Amended for HB 451: Maryland Zero Emission Electric Vehicle Infrastructure Council - Membership, Duties, and Sunset Repeal

Dear distinguished Chair Senator Brian Feldman, distinguished Vice Chair Senator Cheryl Kagan, and distinguished Senate Education, Energy, and the Environment Committee,

We appreciate the opportunity to share our thoughts on HB 451. The United States Hydrogen Alliance (USHA) is a non-profit association of members advocating for the development, deployment and utilization of clean hydrogen in all 50 states. We serve the hydrogen industry through state and federal policy advocacy, market development, and community building. Our mission is to leverage the unique attributes of hydrogen to reduce emissions across traditional sectors, increase energy resiliency and diversity, enhance local economies and workforces, and protect the nation domestically and abroad.

USHA respectfully submits this letter in opposition unless amended to HB 451. USHA appreciates the General Assembly's continued commitment to advancing zero emission transportation infrastructure and recognizes the value of extending the Maryland Zero Emission Electric Vehicle Infrastructure Council. The Council has played an important role in coordinating statewide planning, identifying infrastructure needs, and convening stakeholders to accelerate the deployment of zero emission transportation solutions across Maryland.

However, as currently drafted, the bill removes references to fuel cell electric vehicles from key provisions, including the definition of zero emission vehicles and the Council's membership structure. While the legislation continues to include hydrogen refueling infrastructure within the Council's duties, it no longer recognizes fuel cell electric vehicles as part of the zero emission vehicle framework.

Fuel cell electric vehicles are a fully zero emission technology that produce only water vapor at the tailpipe and play a particularly important role in heavy-duty transportation, fleet operations, and other



applications where rapid refueling, longer range, and higher power density are required. Removing these vehicles from the statutory definition creates a disconnect between the infrastructure the Council is directed to consider and the vehicles that utilize that infrastructure.

Additionally, the bill removes two designated representatives for manufacturers of fuel cell electric vehicles and related infrastructure equipment. This change would reduce the diversity of technical expertise and stakeholder perspectives available to the Council. The original structure appropriately recognized that achieving statewide zero emission transportation goals requires evaluating multiple technologies and infrastructure solutions.

This narrowing is inconsistent with widely recognized medium- and heavy-duty vehicle decarbonization pathways that explicitly include both charging and hydrogen refueling, and that emphasize the need for coordinated deployment across freight corridors and high-utilization hubs, including explicit recognition that infrastructure planning must address both grid needs and hydrogen fueling.

USHA therefore urges the General Assembly to amend HB 451 to retain fuel cell electric vehicles within the definition of zero emission vehicles and to restore the two representatives from the fuel cell electric vehicle industry and related infrastructure within the Council's membership. We respectfully request the following revisions:

1. Restore fuel cell electric vehicles to the Council "zero emission electric vehicle" definition in Transportation Article §2-113.
2. Restore the existing Council membership seats, one representing fuel cell electric vehicle manufacturers and one representing hydrogen refueling/hydrogen infrastructure equipment expertise.
3. Restore the Council's authority to consider hydrogen refueling infrastructure alongside charging infrastructure so barrier removal efforts remain aligned with real-world transit and medium- and heavy-duty vehicle deployment needs.

Maintaining a technology-inclusive approach will ensure that Maryland's transportation planning remains coordinated, forward-looking, and aligned with the full range of zero emission technologies available to consumers and fleet operators particularly for transit and medium- and heavy-duty applications.



For these reasons, USHA respectfully requests that HB 451 be amended to preserve the Council's inclusion of fuel cell electric vehicle technologies. With these amendments, the legislation could continue to support Maryland's zero emission transportation goals while ensuring a cohesive and comprehensive long-term strategy.

We at the United States Hydrogen Alliance thank you for your time and consideration. Please reach out to us if you have any questions.

Respectfully,

R. Bekemohammadi

Roxana Bekemohammadi
Founder and Executive Director
United States Hydrogen Alliance

Written Testimony Unfavorable HB451.pdf

Uploaded by: Walt Alfred

Position: UNF



To: Members of the Environment and Transportation Committee
From: The Office of the CEO of Ally Power
Date: March 20, 2026
In re: Written Testimony Unfavorable to HB451 Amendments

We at Ally Power believe that the ZEEVIC can provide meaningful impact on the lives of the people of Maryland through reduced tail pipe emissions from both types of EV vehicles (hydrogen and electric). We are in favor of extension the Council until 2031, and gladly join with the other favorable witnesses in that respect.

We write this unfavorable testimony today due to the elimination of the two members of the ZEEVIC Board which represent the manufacturer of fuel cell vehicles and the manufacturer of fuel cell infrastructure. We believe that both positions should be extended as they bring additional advantages to the State of Maryland in the creation of new jobs, investment, and access to federal resources for fuel cell vehicle and hydrogen infrastructure development.

We urge the Members of the Environment and Transportation Committee to extend these two positions.

Best regards,

Walt Alfred

A handwritten signature in black ink that reads "Walt ALFRED". The word "Walt" is written in a cursive script, while "ALFRED" is written in all-caps block letters.

**Ally Power Inc.
1629 K St. NW Suite 300
Washington, DC 20006
www.allypowerinc.com**