



# Maryland Zero Emission Electric Vehicle Infrastructure Council 2025 Annual Report



Presented by the  
Zero Emission Electric Vehicle Infrastructure Council  
(SB 714, Chapter 378, Acts of 2015)

Presented to  
Governor Wes Moore  
and the Maryland General Assembly

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## Message from the Chair

We've come a long way on the journey toward zero-emission vehicles, especially with sedans, sport-utility vehicles, and pickup trucks.

When ZEEVIC – back then simply EVIC -- launched in 2011 pursuant to state legislation, about 600 EVs plied our roads. As I type this in October, we near the 150,000 mark. While less than three percent of the total fleet, we are well-beyond the dictionary definition of the “early adopter” of this technology.<sup>i</sup> Signs of its maturation and normalcy abound, with plentiful offerings from automakers and increasing competitiveness in prices, especially if you count lower operating and maintenance costs for EVs.



This market shift is aided by the remarkable buildout of charging infrastructure in Maryland. Drivers can currently tap more than 5,000 Direct Current Fast Charging (DCFC) or Level 2 ports at stops across Maryland, with more than 500 added to that tally in the last twelve months. I'm not sure fellow drivers are aware of the size and reach of our charging network, comparing well to other states and offering confidence to those concerned about EV range issues.

This is not to say that our network is built out. MDOT, MDE, MEA, the PSC and our partners are intent on helping to fill in remaining deserts and gaps both on our highway corridors – something the NEVI program is specifically designed to address – as well as in communities.

In addition to adding to our charging network – and making it more reliable, which has admittedly been a challenge – where do we go from here?

Our main charge is to keep momentum up. This requires continuing to implement existing laws and programs described in this report. Sales of light-duty vehicles – sedans, SUVs, pickup trucks – are poised to continue growing, though perhaps not at the sizzling pace of recent years. This is helped by trendlines globally, especially in China and Europe. Medium- and heavy-duty vehicles could be more of a challenge, and public and private sectors alike must ensure the context allows for progress there too.

I'm deeply proud of what those around this table have achieved over nearly 15 years. Our conversations have been edifying and helpful, the camaraderie has been inspiring. As I scan the 2025 landscape, I realize that the time for different, deeper work by local and state governments, businesses and entrepreneurs, as well as citizen activists may be arriving.

I look forward to collaborating with each and every one of you, so we endure and prevail in equipping Maryland for a zero-emission vehicle future.

Thank you for your service,

Deron

### **Deron Lovaas**

Chief of Environment and Sustainable Transportation, MDOT

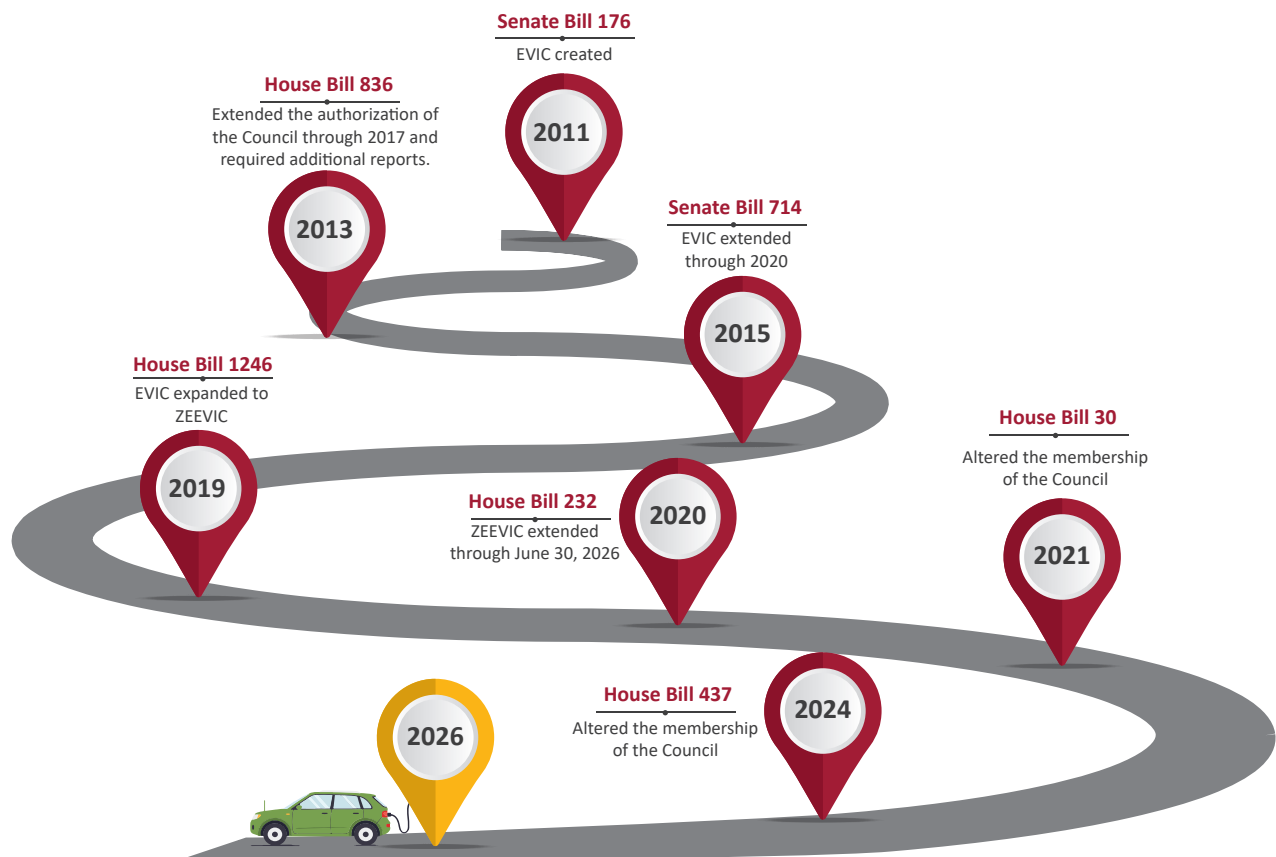
<sup>i</sup> Dictionary.com says an early adopter is “a person who uses a new product or technology before it becomes widely known or used.”

# 1. ZEEVIC Purpose and Members

## Introduction

The Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC or Council) was established as the Electric Vehicle Infrastructure Council (EVIC) in 2011 through Senate Bill (SB) 176. In 2013, Maryland House Bill (HB) 836 extended the Council's authorization and reporting requirements through 2017. In 2015, the Maryland General Assembly (MGA) extended the EVIC's term through 2020 and outlined requirements for the Council through SB 714. The Clean Cars Act of 2019 (HB 1246) expanded EVIC's responsibilities to include fuel cell electric vehicles (FCEVs) powered by hydrogen, prompting the name change to ZEEVIC. In 2020, ZEEVIC's term was extended to June 2026 through HB 232. In 2021, HB 30 altered the membership of the Council, followed by HB 437 in 2024, which further modified its membership. The Maryland Department of Transportation (MDOT) chairs and provides staff support to the Council. Current ZEEVIC members are listed in Table 1. Additional details on directives provided to ZEEVIC in enabling legislation can be found in Appendix A.

**This document fulfills the requirement to submit an annual report of ZEEVIC's work and recommendations to the Governor and MGA under the Maryland Electric Vehicle Infrastructure Council Act.**





## ZEEVIC Members

**Table 1: ZEEVIC Members**

Member Name and Affiliation	ZEEVIC Membership Seat
<b>Deron Lovaas</b> , Chief of Environment and Sustainable Transportation (Council Chair)	Maryland Department of Transportation
<b>Hyeon-Shic Shin, PhD.</b> , Morgan State University	Member from a Maryland Institution of Higher Education
<b>Weston Young</b> , Worcester County	Maryland Association of Counties - Rural Region
<b>Council Member Jolene Ivey</b> , Prince George's County Council District 5	Maryland Association of Counties - Urban or Suburban Region
<b>Nina Forsythe</b> , City of Frostburg	Maryland Municipal League - Rural Region
<b>David Edmondson</b> , City of Frederick	Maryland Municipal League - Urban or Suburban Region
<b>Scott Wilson</b> , Electric Vehicle Association of Greater Washington D.C.	EV Driver Advocacy Organization
<b>Amanda Janaskie</b> , BGE	Electric Companies
<b>Vincent Wynne</b> , PEPCO	
<i>Vacant</i>	Light-Duty Electric Vehicle Manufacturer
<b>Kelly Bobek</b> , Volvo Group North America	Heavy-Duty Electric Vehicle Manufacturer
<b>Joshua Cohen</b> , SWITCH Energy	Electric Vehicle Charging Station Manufacturer
<b>Robert Wimmer</b> , Toyota	Fuel Cell Electric Vehicle Manufacturer
<b>Walt Alfred</b> , Ally Power Inc.	Fuel Cell Electric Vehicle Infrastructure Equipment Manufacturer
<i>Vacant</i>	Fleet Operator
<b>Michael A. Wall</b> , Clinton Electric Company	Electrical Workers
<b>Ron Kaltenbaugh</b> , Electric Vehicle Association of Greater Washington D.C.	Environmental Community
<b>Sari Amiel</b> , Sierra Club	
<b>Paul Verchinski</b>	Public with Expertise in Energy or Transportation Policy
<b>John Bowis</b> , Chevy Chase Automotive	New vehicle dealer association
<i>Vacant</i>	Retail Electric Supplier Community
<b>Marcel Heuver</b> , LKQ Corporation	Zero Emission Vehicle Automotive Dismantler and Recycler
<b>Senator Clarence K. Lam, M.D.</b> , District 12, Anne Arundel and Howard counties	State Senate
<b>Delegate David Fraser-Hidalgo</b> , District 15, Montgomery County	House of Delegates
<i>Vacant</i>	
<b>Bihui Xu</b> , Secretary's Designee	Maryland Department of Planning
<b>Tim Shepherd</b> , Secretary's Designee	Maryland Department of the Environment
<b>Ryan Powell</b> , Secretary's Designee	Maryland Department of Commerce
<b>Kevin Mosier</b> , Executive Director's Designee	Maryland Public Service Commission
<b>Diego Lopez</b> , Director's Designee	Maryland Energy Administration
<b>David Lapp</b> , People's Counsel	Office of People's Counsel
<b>Korin Sharp</b> , Secretary's Designee	Maryland Department of General Services

## 2. ZEEVIC Meetings

### ZEEVIC Meeting Schedule and Topics

In 2025, ZEEVIC convened six meetings, utilizing a hybrid format that allowed participants to join either virtually via Microsoft Teams or in person at MDOT Headquarters in Hanover. These meetings were open to the public, with agendas made available in advance on the ZEEVIC website. Each session commenced with an opportunity for public comments. The ZEEVIC meeting dates and topics are presented in Table 2. Meeting notes are appended to this Report (See Appendix D).

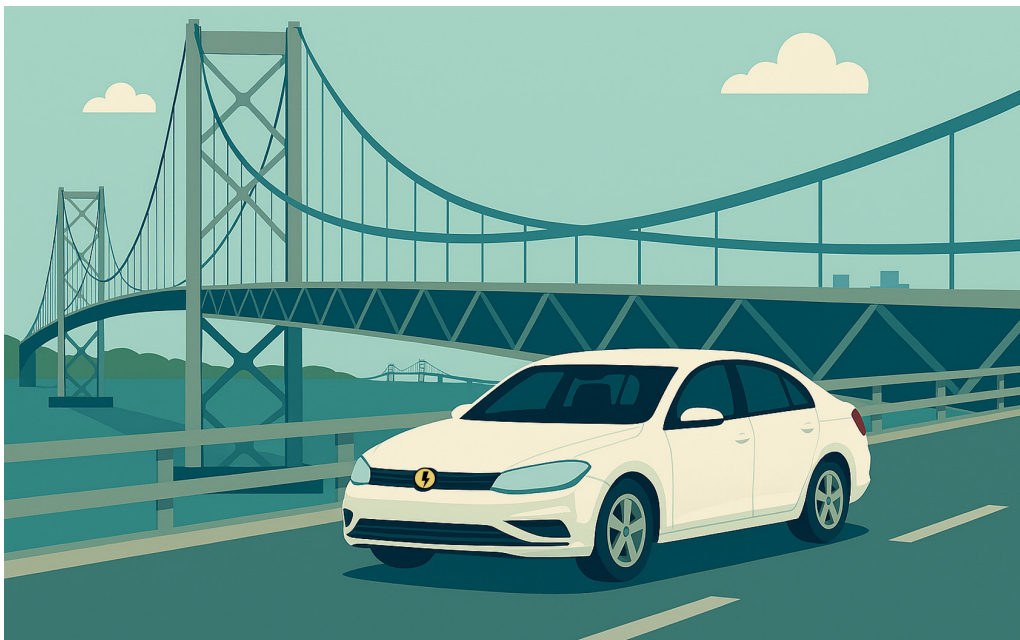
**Table 2: ZEEVIC Meeting Dates and Topics**

Date	Meeting Topics
January 22, 2025	<ul style="list-style-type: none"> <li>Vehicle to Grid (V2G) Integration – Perspectives               <ul style="list-style-type: none"> <li>Best practices for Vehicle-to-Grid charging</li> <li>PC44 Interconnection Working Group V2G Regulation Proposal</li> <li>BGE-Ford Vehicle-to-Home (V2H) Pilot Program</li> </ul> </li> <li>2025 Maryland General Assembly Legislative Session Update</li> <li>ZEEVIC Member Organization Updates</li> </ul>
February 12, 2025 (Virtual Only)	<ul style="list-style-type: none"> <li>ZEEVIC Legislative Positions (February 13 Draft Letter)</li> </ul>
March 14, 2025 (Virtual Only)	<ul style="list-style-type: none"> <li>ZEEVIC Legislative Positions (March 14 Draft Letter)</li> </ul>
May 15, 2025	<ul style="list-style-type: none"> <li>Maryland By the Numbers</li> <li>2025 Maryland General Assembly Legislative Session Recap</li> <li>Electricity Distribution System Planning – Implications for EV Charging Infrastructure Deployment               <ul style="list-style-type: none"> <li>Distribution System Planning and EV Charging Infrastructure Deployment</li> <li>Outcomes of the Distribution System Planning Work Group</li> </ul> </li> <li>Public Service Commission EV Pilot Program, Phase 2 – Milestones Update</li> </ul>
July 23, 2025	<ul style="list-style-type: none"> <li>Local Governments’ Role in Electrification               <ul style="list-style-type: none"> <li>Considerations for Local Governments Related to Zoning and Permitting for ZEV Freight Truck Charging Facilities</li> <li>Howard County 2023 Climate Forward: Action and Resiliency Plan</li> <li>Rockville Electric Vehicle Readiness Plan</li> </ul> </li> <li>ZEEVIC Communications Workgroup</li> <li>National Electric Vehicle Infrastructure (NEVI) Program</li> <li>State Agency Updates</li> </ul>
October 22	<ul style="list-style-type: none"> <li>ZEEVIC Future</li> <li>Automaker Perspectives on the EV Market and Landscape               <ul style="list-style-type: none"> <li>Ford Motor Company</li> <li>Volvo Group North America</li> <li>Tesla, Inc.</li> </ul> </li> <li>Sneak Peak: Advanced Clean Trucks (ACT) Needs Assessment and Deployment Plan (NADP)</li> <li>Zero-Emission Vehicle Infrastructure Plan (ZEVIP) - Maryland EV Charging Suitability Tool</li> </ul>

## ZEEVIC Working Groups

At the discretion of the Chair, the Council may establish working groups (WGs) for members to discuss specific topics. The WGs are open to ZEEVIC members, alternates from a member's organization, and invited speakers, as determined by the WG chair. ZEEVIC WGs serve as a forum for sharing information and discussing ideas in a small group setting. WGs do not make decisions on behalf of the full Council, but WGs can present recommendations to the Council for consideration. Three WGs were active in 2025.

1. **The Legislative WG** met between December 2024 and March 2025 to review bills proposed in the 2025 MGA session. Chaired by ZEEVIC Member Joshua Cohen, the group drafted two letters with legislative positions on EV-related legislation, which were approved by the Council and sent to MGA committees on February 13 and March 14, 2025. (Legislative Letters are provided in Appendix C).
2. **The Interagency WG** brings together representatives from State agencies involved with ZEEVIC to facilitate coordination and information sharing. Led by MDOT, the group met intermittently, primarily for the purpose of reviewing the development of the Zero Emission Infrastructure Plan (ZEVIP) by MDOT in 2025.
3. **The Communications WG** aims to boost consumer awareness and demand for zero-emission vehicles (ZEVs) via public outreach. This WG is open to interested stakeholders and members of the public as well as ZEEVIC members. The WG focused on key initiatives, including outreach events for Earth Day and National Drive Electric Month, and other opportunities for cross-sector collaboration. Chaired by ZEEVIC member Ron Kaltenbaugh, the group convened in November 2024 and met quarterly in 2025.



### 3. 2025 Highlights

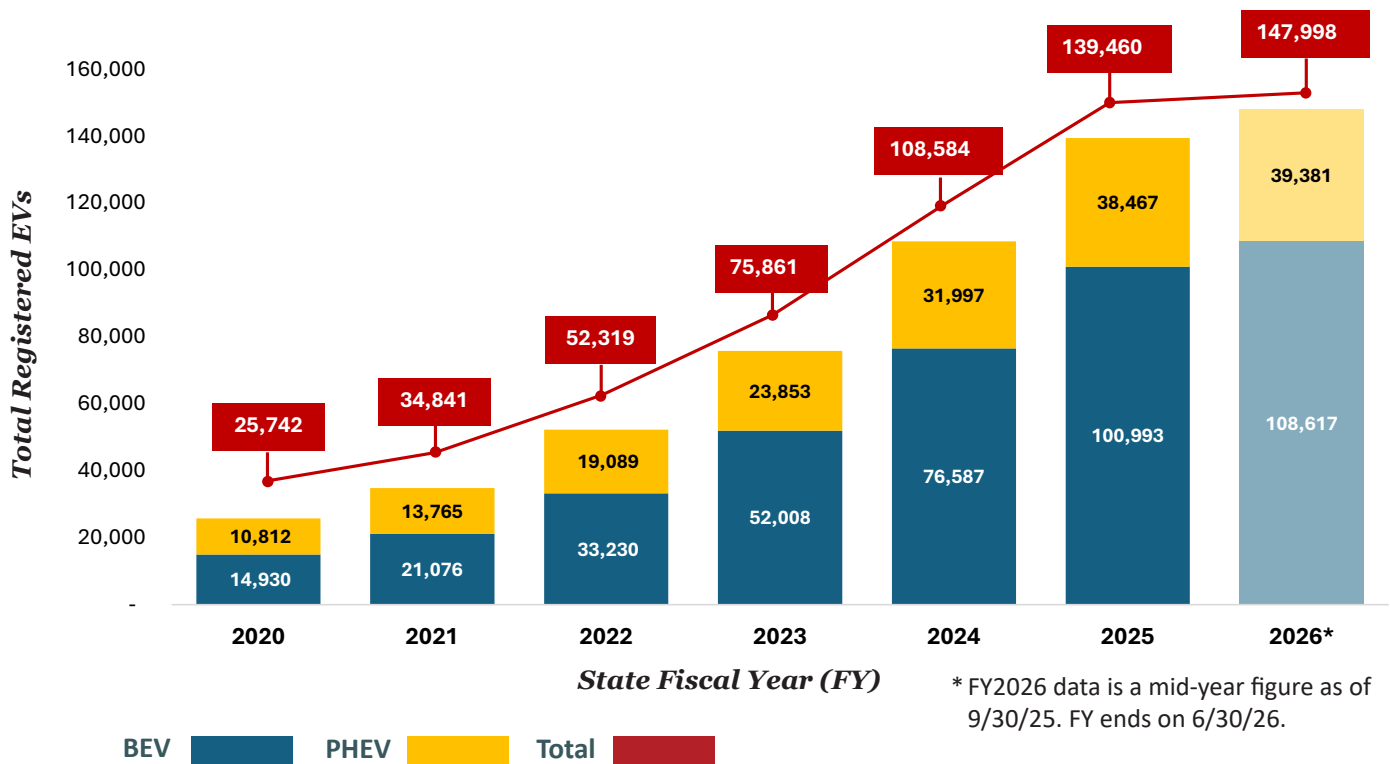
The Highlights section provides an overview of statewide developments in ZEV adoption, infrastructure expansion, public and private investment, interagency coordination, planning, and public engagement. This section aims to provide a holistic view of Maryland's momentum in building a clean transportation ecosystem. Many of the items in this section were announced and discussed at ZEEVIC meetings.

## Electric Vehicle (EV) Metrics

### EV Adoption

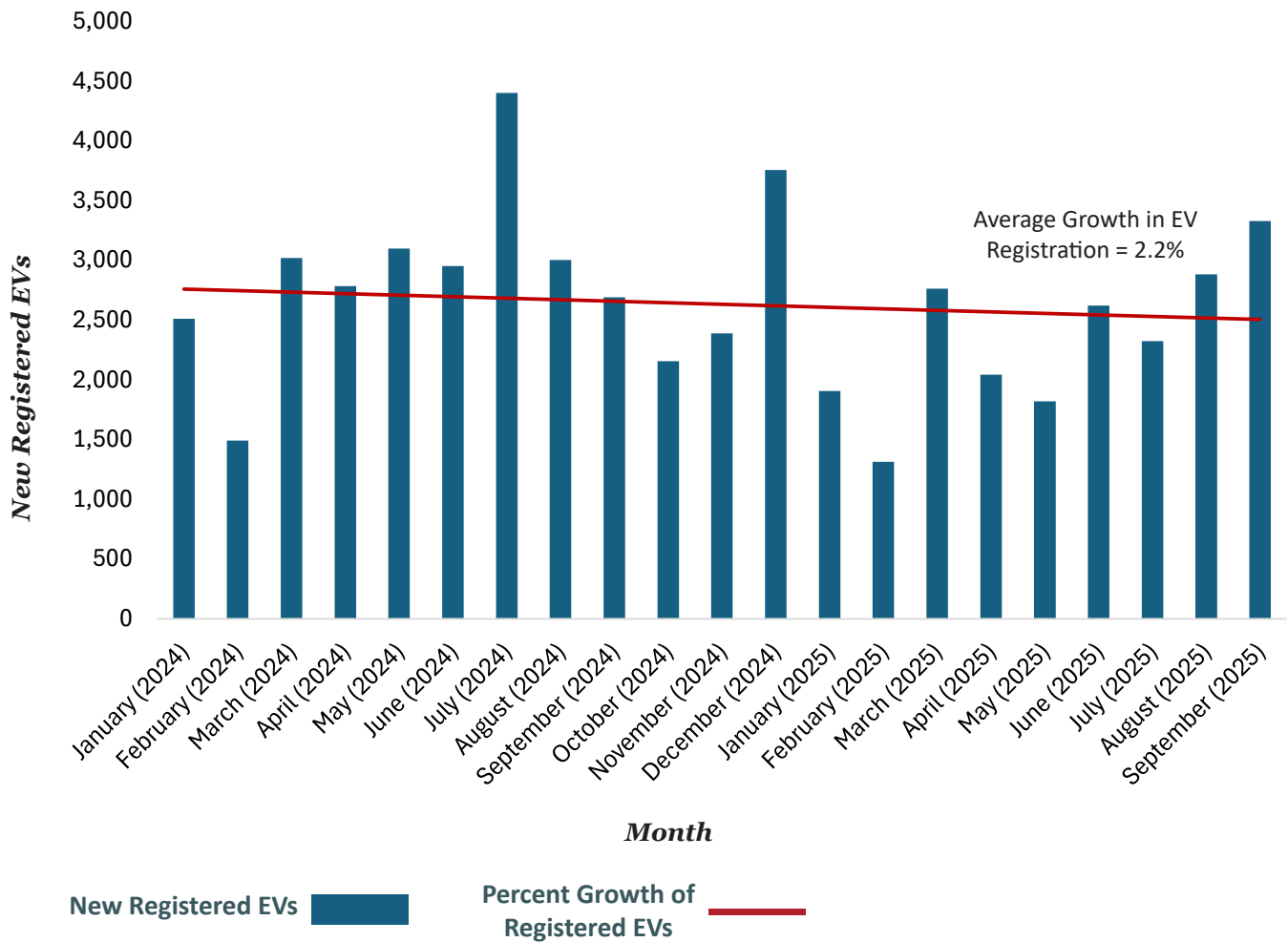
Throughout 2025, Maryland saw continued growth in EV registrations, driven by steady consumer interest and supportive state policy. In July 2025, EVs represented approximately 2.8% of all vehicles registered in Maryland. For up-to-date figures, maps, and ZIP code-level details, review the MDOT interactive EV Dashboard.

**Figure 1: Total Number of EVs Registered in Maryland**



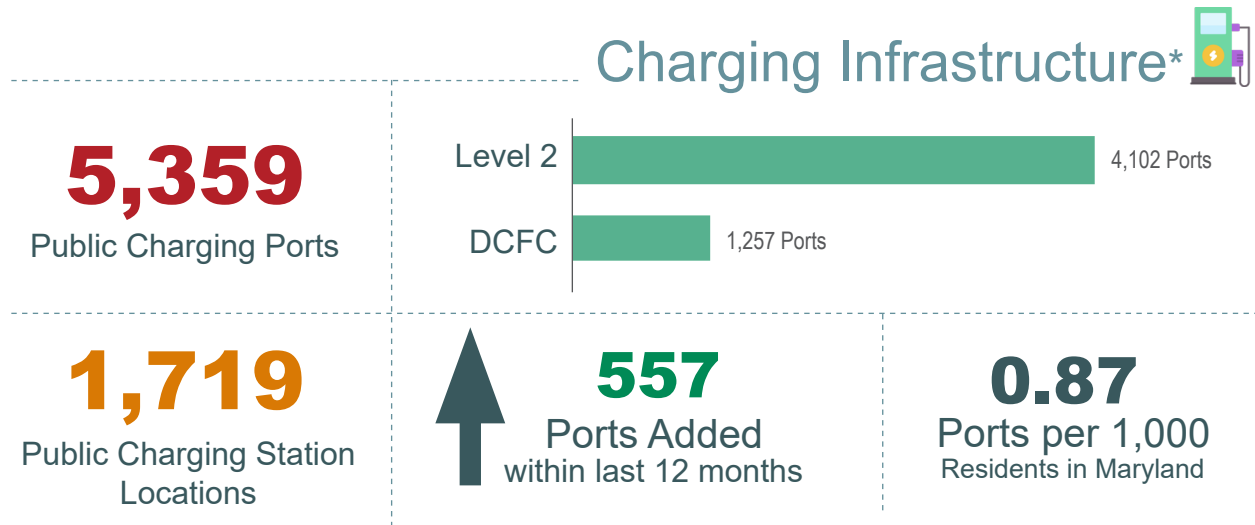
New EV registrations each month remain steady, with new registrations consistently near 2,000. New registrations peaked at over 4,500 in July 2024, with February consistently measuring low growth, as seen in Figure 2. The rate of growth, measured as a percentage of the total number of registered EVs, has declined slightly over time.

**Figure 2: Monthly Change in EV Registrations**



## Charging Infrastructure

To accommodate the increasing number of EVs in Maryland, the State has been expanding its EV charging infrastructure through multiple efforts detailed in this report. The State aims to enhance public access to charging infrastructure and achieve a target of 1.1 million EVs on the road by 2030.



\* Data as of September 30, 2025 from the Alternative Fuels Data Center

## State Investment & Incentives

Maryland State agencies invest in EVs and EV charging infrastructure through multiple incentives, grants, and programs administered by the Maryland Energy Administration (MEA), the Maryland Department of the Environment (MDE), and the Motor Vehicle Administration (MVA).


The investments and incentives listed in this section are limited to FY2025, and exclude federal funds awarded through State programs. Federal funds awarded through the National Electric Vehicle Infrastructure (NEVI) Program awards are depicted in a later section of this report (pg.12).


**Table 3: State investment and incentives FY2025**

State Investment and Incentives	Lead State Agency	FY2025 Investment (Millions)
EV and FCEV Excise Tax Credit	MVA	\$8.25
Electric Vehicle Supply Equipment (EVSE) Rebate Program	MEA	\$2.5
Community EVSE Grant Program	MEA	\$8.5
Medium-Duty and Heavy-Duty (MHD) ZEV Grant Program	MEA	\$7.8
Electric Corridors Grant Program	MDE	\$4.9
Charge Ahead Grant Program	MDE	\$0.5
Volkswagen Settlement MHD Program	MDE	\$1.8
Maryland State Fleet Electrification	DGS	\$ 1.7
School Bus Electrification	MDE, MEA	\$15
Plug-In Electric Vehicle High Occupancy Vehicle (HOV) Permit program	MVA	N/A
<b>Total State Investments</b>		<b>\$50.25</b>






Maryland encourages EV adoption through its Excise Tax Credit for purchase of new EVs and FCEVs. This incentive is funded through FY2027, but is routinely over-subscribed. FY2026 funds are fully committed. This incentive is managed by the MVA. Auto dealerships work closely with the MVA to help customers understand and access these benefits.

In FY2025   
**2,750** vehicles received  
**\$8.25 Million**  
 in Excise Tax Credits

In FY2025  
**\$2.5 Million**  
 in rebates issued for  
**2,595 ports**  
 245 commercial  
 2,350 residential

In FY2025, the MEA Electric Vehicle Supply Equipment (EVSE) Rebate Program continued to support the expansion of EV charging infrastructure by providing rebates for commercial and residential projects across Maryland.

MEA launched the Community EVSE Grant Program in March 2025 for FY2025, to increase access to affordable and reliable EV charging networks in low and moderate income, overburdened, and underserved communities in Maryland. The program awarded funding for EV infrastructure planning, make-ready costs, and EVSE installation. MEA plans to open the program for FY2026 applications in late Fall 2025.

In FY2025  
**\$8.5 Million**   
 in funding awarded for **157 ports**  
 **66 DCFC ports**  
**91 Level 2 ports**  
**6** Make-ready   
**5** EV infrastructure planning projects

The FY2025 cycle of the MEA Medium-Duty and Heavy-Duty (MHD) ZEV Grant Program awarded funding for both on-road and off-road ZEVs. The FY2026 program opened for applications in the Fall of 2025.

In FY2025

**\$7.8 Million**



in funding for **23** awards for

**96** MHD ZEVs

In FY2025

**\$4.9 Million**

awarded to **12** sites for



**45** DCFC ports

The MDE Electric Corridors Grant Program's third and final funding round funded the installation of public direct-current fast charging (DCFC) stations within five miles of Maryland's EV Alternative Fuel Corridors (AFC). The program prioritizes sites close to restrooms and retail locations, strengthening corridor and hub connectivity. Through three rounds, the program has awarded \$9.9 million in funding for 101 DCFC ports across 33 sites.

In its third and final funding round, the MDE Charge Ahead Grant Program advanced workplace EV charging at state-owned, private, and public workplaces, making it easier for employees to charge EVs while at work. In total, the program has awarded \$1.4 million in funding for 333 Level 2 ports across 49 sites.

In FY2025

**\$519,000**



awarded to **23** sites for



**134** Level 2 ports

In FY2025

**\$1.8 Million**



for **6** off-road EVs

The MDE Volkswagen Settlement MHD Program continues to support Maryland's transition to cleaner transportation by providing funding for both on-road and off-road vehicle projects. Another round of funding is anticipated in late 2025, which will further assist in covering the costs of MHD ZEV as well as the associated charging infrastructure.

The Maryland Department of General Services (DGS) continued to support State fleet vehicle electrification by installing Level 2 and DCFC infrastructure for State fleet vehicle charging. Including investments in FY2025, DGS has installed charging infrastructure at 40 sites, including 8 DCFC ports and 273 Level 2 ports.

In FY2025

**\$1.7 Million**

expended at **10** sites for



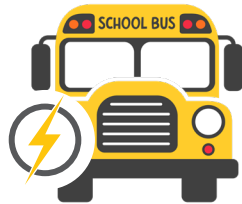
**5** DCFC ports

**82** Level 2 ports

In FY2025

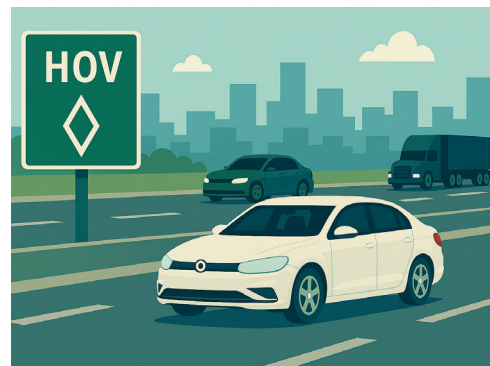
**\$15 Million** awarded to

**9** School Districts



Investment in School Bus Electrification continued in FY2025, with MEA and MDE offering grant programs supporting vehicle and infrastructure costs. MDE's Electric School Bus Program awarded \$3 million in grant funding to four Maryland school districts. In FY2025 MEA awarded \$12 million in grant funding to five Maryland school districts. The MEA FY2026 grant application is open until December 2025.

The Plug-In Electric Vehicle High Occupancy Vehicle (HOV) Permit program, which had been in place since 2023, was discontinued on September 30, 2025. The program had allowed Plug-In EV drivers to obtain a permit to use HOV facilities regardless of the number of passengers. The State's two HOV facilities are along I-270 in Montgomery County and along US 50 in Prince George's County. Under U.S. Code Section 166b of Title 23, federal legislation was required for States to continue this program, and this did not occur.



## National Electric Vehicle Infrastructure (NEVI) Program

Maryland was apportioned approximately \$63 million for the federally funded NEVI Program over 5 years. During the early years of the NEVI Program, MDOT has allocated federal NEVI funds to build out EV charging along EV AFCs. In the later years, MDOT will shift focus to investing in community charging. Round 1 of Maryland's NEVI Program launched in January 2024 and culminated with design-build contracts for 19 awarded projects. Feedback from Round 1 stakeholders led to a streamlined Round 2 Request for Proposals (RFP) process and the introduction of the Partnering Form. Applicable beyond the NEVI program, the Partnering Form is a tool designed to facilitate teaming and partnership opportunities for installing public charging infrastructure across Maryland. Maryland has received 85 responses so far from stakeholders interested in partnership opportunities, showing strong interest in EV charging infrastructure collaboration.



**23**

EV Corridors  
Designated in  
Maryland

**19** Awards

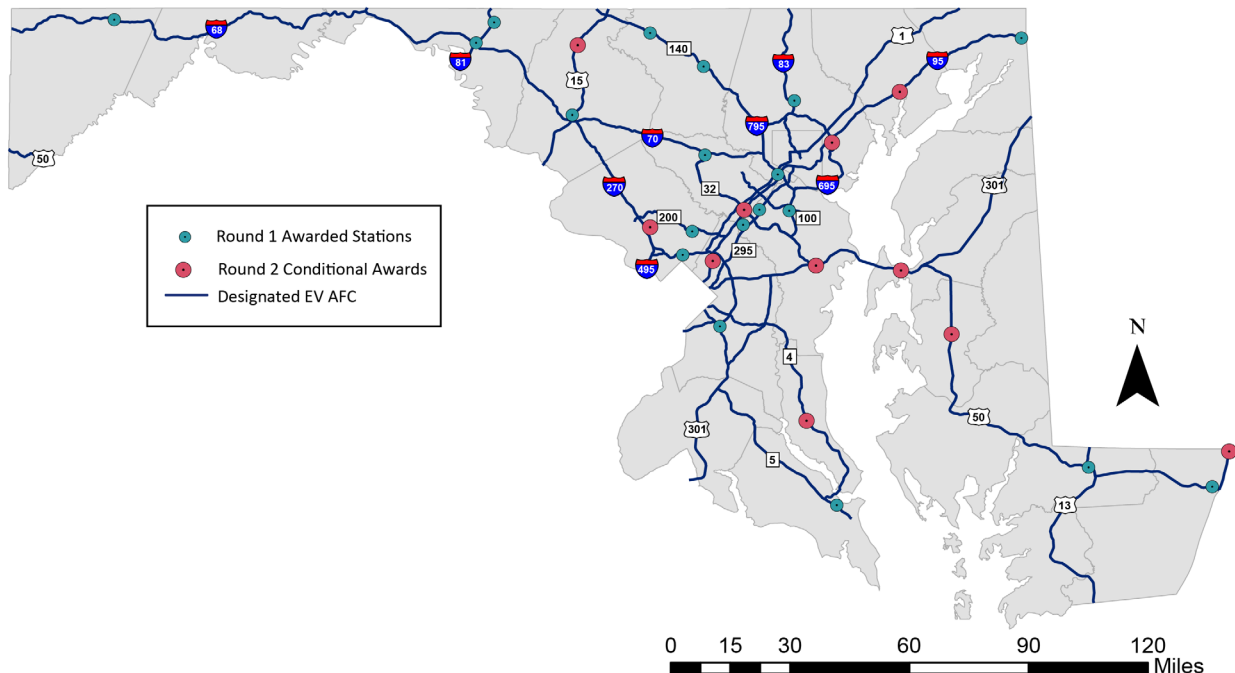
**\$9.5 Million**  
in NEVI Round 1 funding

**12** Conditional  
Awards

**\$9.6 Million**  
in conditional funding for NEVI  
Round 2

Maryland released the Round 2 NEVI Program RFP in December 2024. Round 2 identified 28 target areas for EV charging infrastructure development proposals. Due to the unexpected pause of the NEVI Program beginning February 2025, Maryland delayed closing its second RFP until August 2025. Round 2 conditional awards were announced in October.

**Figure 3: NEVI Program Round 1 Awards and Round 2 Conditional Awards**



In June 2025, the state broke ground on its inaugural NEVI site at the Grantsville Pilot Travel Center, marking a pivotal milestone in Maryland's commitment to expanding reliable, high-speed charging access. Two additional sites have since broken ground, Elkton Pilot Travel Center and Jessup Royal Farms, with all remaining Round 1 stations projected to open for public use by fall 2026. This progress highlights Maryland's proactive approach, ensuring that the growing community of EV drivers will have the charging resources they need along major travel corridors.

**3 NEVI sites**  
broke ground  in 2025  
**16 additional sites**  
expected in 2026

MDOT submitted its updated NEVI Formula Program Plan to the Federal Highway Administration (FHWA) in September 2025, aligning with new federal guidance released in August. The updated plan, which received approval in October, reflects Maryland's evolving strategy to expand reliable EV charging infrastructure, incorporating lessons from Round 1 and Round 2 RFPs, and stakeholder feedback.

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## State and Coalition-led Initiatives

Maryland's progress toward a zero-emission transportation future is underpinned by key policies, strategic partnerships, and planning efforts that, through coordinated policy development and interagency collaboration, have accelerated the state's clean transportation goals.

The initiatives listed in this section are not an exhaustive list, but were addressed in some fashion in ZEEVIC Quarterly meetings or ZEEVIC WG discussions in 2025. Details about each item listed in Table 4 are on the pages that follow.

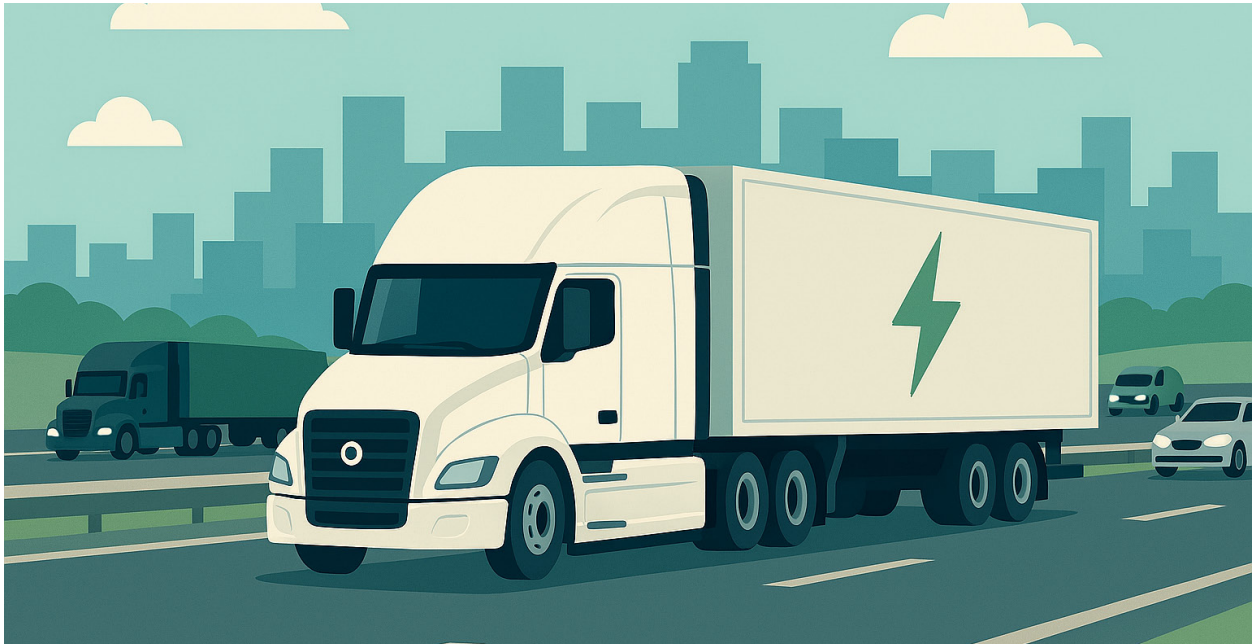
**Table 4: State and Coalition-led Initiatives FY2025**

State and Coalition-led Initiative	Lead State Agency
<b>ZEV Freight Corridors</b>	
Clean Corridor Coalition (federal funding)	MDOT, MDE
MD-NJ-PA-WV Charging Ahead Partnership (federal funding)	MDOT
Advanced Clean Trucks (ACT) Needs Assessment and Deployment Plan (NADP)	MDE
<b>Planning</b>	
Zero Emission Vehicle Infrastructure Plan (ZEVIP)	MDOT
Maryland EV Charging Suitability Tool	MDOT
Advanced Clean Cars II (ACC II) and Advanced Clean Truck (ACT) Working Group	Governor's Office
Local Comprehensive Planning and State Economic Growth, Resource Protection, and Planning Policy - Planning Principles	MDP
<b>Grid Modernization &amp; Charging Reliability</b>	
EV Pilot Program Phase II	PSC
V2G Regulation/DRIVE Act	PSC
Utility Reliability Reporting	PSC
Electric Vehicle Charger Registration Program	MDA
Distribution System Planning (DSP) Working Group	PSC

## ZEV Freight Corridors

The **Clean Corridor Coalition (C3)** was awarded a \$249M grant from the US EPA Climate Pollution Reduction Grant (CPRG) program in 2024. The I-95 corridor in Maryland, Delaware, New Jersey, and Connecticut are represented by the multi-state C3. The C3 issued a Request for Information (RFI) in August to inform design of a future solicitation to deploy electric MHD ZEV charging infrastructure along the I-95 corridor and adjacent freight segments. The RFI centered on charging technologies, infrastructure requirements, site design, and industry needs, as well as information on program design criteria. Maryland expects to invest approximately 80 million in EV charging infrastructure deployment and workforce development through this funding award.

The **MD-NJ-PA-WV Charging Ahead Partnership** secured federal support through FHWA's Charging and Fueling Infrastructure (CFI) Grant Program in 2024. This grant will support deployment of ZEV infrastructure along the I-81 and I-78 freight corridors in Maryland, Pennsylvania, and New Jersey. Maryland's share will fund one electric truck charging depot with multiple ports, contributing to a regional goal of six depots. The Charging Ahead Partnership expects to issue an RFI in late fall 2025 or winter 2026 that builds upon results from the C3 RFI and solicits additional information to inform siting and design of the six depots.





## Planning

The **Advanced Clean Trucks (ACT) Needs Assessment and Deployment Plan (NADP)**, was completed by MDE by the December 2025 due date. The NADP was required by the Clean Trucks Act of 2023 and assessed five topics relating to implementation of regulations affecting medium-and heavy-duty (MHD) ZEVs. The NADP assessed 1) grid infrastructure impacts; 2) MHD vehicle and charging infrastructure needs; 3) incentives recommended to support implementation; 4) transitioning State-owned MHD vehicles to zero emission; and 5) industry trends and early adopters.

MDOT continued its work to develop the **Zero Emission Vehicle Infrastructure Plan (ZEVIP)** in 2025. Maryland's ZEVIP provides a comprehensive evaluation of the state's ZEV infrastructure network by identifying suitability for additional public charging infrastructure and opportunities for leveraging potential state, federal, and private resources. Additionally, a key component of the ZEVIP is a new multi-agency strategy to support the build-out of Maryland's vehicle charging infrastructure to close charging gaps. The ZEVIP is expected to be released in early 2026.

In 2025, MDOT developed the **Maryland EV Charging Suitability Tool** to support the ZEVIP. This tool helps identify optimal locations for publicly accessible charging stations along EV AFC and within communities, enabling data-driven planning and promoting equitable infrastructure expansion. MDOT released the tool to stakeholders in October, providing planners and partners with a resource to assess site suitability.

In 2025, Maryland updated its **comprehensive planning principles** through legislation (SB266 and HB286) by replacing twelve former visions with eight guiding principles—Land, Transportation, Housing, Economy, Equity, Resilience, Place, and Ecology. The Transportation principle emphasizes building energy-efficient, affordable, and reliable mobility networks, including better integration of land use planning and EV charging infrastructure to support the state's clean transportation transition.

On April 4, Governor Moore signed Executive Order 01.01.2025.10, Ensuring Success with Advanced Clean Cars II (ACC II) and Advanced Clean Truck (ACT) in Maryland. The Executive Order established the **Maryland ACC II and ACT Working Group** to develop recommendations for how the ACC II and ACT programs can be implemented successfully. The group met monthly through summer and fall to prepare findings and recommendations for the Governor and MGA by December 31, 2025.



## Grid Modernization & Charging Reliability

Proposals for **Phase II** of the Public Service Commission (PSC) **EV Pilot Program** were filed by utilities in December 2024, to extend certain provisions of Phase I, which began in 2019. Proposals addressed managed charging, charging-as-a-service (CaaS), make-ready incentives, utility ownership of charging station in multifamily communities and on public sites, fleet incentives, and rate structure and design. The PSC is expected to issue an order addressing the Phase II proposals by end of 2025.

In 2024, Maryland passed the Distributed Renewable Integration and Vehicle Electrification (DRIVE) Act, concerning **vehicle-to-grid (V2G) regulation** among other things. The legislation positions EVs as mobile energy storage units, enabling them to supply power back to the grid, and the DRIVE Act mandated development of new regulations. An Interconnection WG established by the PSC under PC44 developed a V2G regulation proposal. The PSC adopted V2G regulations in June 2025 under the RM87 rulemaking proceeding established for this purpose.

The EV WG established under PSC PC 44 finalized a **Utility Reliability Reporting** Template in May, 2025. This work effort was at the direction of the PSC in response to the 2023 Electric Vehicle Charging Reliability Act (HB 834). Utilities began filing reliability data for Utility-owned EV charging stations in August, and the PSC established a new docket for this purpose (Case No. 9809). As of June 30, 2025, utilities operate 818 public EV charging stations across the state, and operate additional chargers in multi-family communities.<sup>ii</sup>

In November 2024, the EVSE Work Group established by 2024 legislation (HB1028/SB 951) had completed a report recommending a framework for statewide EVSE reliability standards and State agency oversight. The Maryland Department of Agriculture (MDA) Weights and Measures program began registering service agencies and technicians responsible for installing and servicing EVSE in January. In October the MDA launched the **EV Charger Registration Program** for all EVSE currently in use for commercial transactions, with the registration period running through December 31, 2025. Starting January 1, 2026, all EVSE used commercially will be required to be registered prior to being available for customer use.



<sup>ii</sup>Utility Semi-Annual Reports, August 2025

Requirements for electric system distribution planning in Maryland were enacted via the Climate Solutions Now Act (CSNA) of 2022, and 2024 Electric System Planning bill (HB1393). A **Distribution System Planning (DSP)** WG established by the PSC concluded its work in May to develop a regulation proposal to implement electric system policies (CN 9665). The relationship between EV Load forecasting and distribution system planning was explored at the May ZEEVIC meeting (see Appendix D). The PSC subsequently initiated a rulemaking session (RM 89) to consider adopting the proposed regulations.



## Outreach & Education

Through Earth Day campaigns, Drive Electric Month activities, and year-round outreach, Maryland energized public awareness, inspired broader ZEV adoption, and advanced fleet electrification across diverse communities. These efforts reflect a coordinated push to connect with residents, share resources, and build momentum for a cleaner, more sustainable transportation future.

In 2025, the Electric Vehicle Association of Greater Washington, D.C. (EVADC) continued to lead impactful public engagement efforts that supported Maryland's clean transportation goals. During Drive Electric Month, EVADC shared event details and educational resources through its website, helping residents explore the benefits of EVs and connect with local events. In collaboration with the ZEEVIC Communications WG, EVADC also compiled and promoted Earth Day 2025 activities, amplifying visibility for community-led sustainability efforts across the state.



EVADC is conducts Ask an EV Owner webinars monthly, offering Marylanders the chance to hear directly from experienced EV drivers. These interactive sessions provide practical insights into EV ownership—from charging and maintenance to cost savings and performance—and create a welcoming space for open dialogue and questions.

The ZEEVIC Communications WG supported public outreach by sharing information about Earth Day events in April and Drive Electric Month events in October. These efforts raised awareness and contributed to broader visibility for local initiatives.



MEA hosted webinars in 2025, including webinars on the MHD ZEV Grant Program, and the Electric School Bus Grant Program. This outreach highlighted funding opportunities, policy developments, and strategies to support cleaner transportation solutions across Maryland.



Maryland Clean Cities and Communities (MDCC&C) promotes electric vehicle (EV) adoption throughout Maryland by organizing educational opportunities and events. MDCC&C collaborates with local governments and businesses to expand charging infrastructure and offer technical assistance for fleet electrification, thereby contributing to the state's transition to cleaner transportation.



The MDCC&C Advisory Board aligns coalition priorities with Maryland's clean transportation goals by sharing updates, fostering collaboration, and broadening its focus to include hydrogen and other clean technologies. Opportunities for engagement include interim Board roles, contributing to the Strategic Plan and Board Charter, and sharing organizational clean transportation initiatives.



To inform development of the Zero Emission Infrastructure Plan (ZEVIP) MDOT conducted a statewide EV survey from April to June 2025. MDOT collected 1,487 responses across five EV-related groups and engaged eight of nine targeted underrepresented ZIP codes. Distributed through partners and digital platforms, the survey revealed strong public interest in EVs, and results are available online for review.

How often do you use public EV charging?

What problems have you experienced at public EV charging stations?

Where would you like to see more public EV charging?

The MarylandEV.org website was updated to improve user experience and provide easy access to information on EV incentives, EV charging options, Utility assistance, and other EV resources.

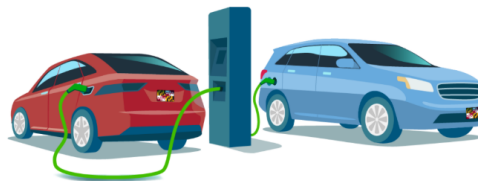
MDEV MARYLAND EV

INTRO TO ZEVS ~ EV CHARGING INCENTIVES UTILITY ASSISTANCE COMMUNITY EV PROGRAMS RESOURCES FAQ

## I'm Not Pumped, I'm CHARGED!

### Your Guide to Electric Vehicles in Maryland

Electric vehicles (EVs) can help you save! When you drive electric you can save on fuel, maintenance costs, and taxes, all while helping the environment. EV drivers and buyers may be eligible for federal and state tax incentives, and other benefits.



[Explore EV Incentives](#)

[Discover EV Resources](#)

## 4. 2025 Legislation Recap

ZEEVIC reviewed legislative bills affecting EVs and EV infrastructure that were introduced during the 2025 Session of the Maryland General Assembly (MGA). All bills listed in Table 3 failed to pass or were vetoed by the Governor. ZEEVIC formulated legislative positions on individual bills where the Council reached a consensus position, and took no position where it did not arrive at a consensus position. ZEEVIC Legislative positions were submitted to the MGA in February and March, and can be found in Appendix C.

**Table 5: 2025 Legislative proposals affecting EVs and EV infrastructure . (None of the bills listed were enacted).**

Bill Number	Bill Title	ZEEVIC Position
HB 0128 SB 0149	Originally Proposed: Responding to Emergency Needs from Extreme Weather (RENEW) Act of 2025  (NEW TITLE): Climate Change Adaptation and Mitigation - Total Assessed Cost of Greenhouse Gas Emissions - Study and Reports	Support
HB 0897	Maryland Department of Transportation – Electric Vehicle Charging Infrastructure Expansion – Plans and Programs.	Support
HB 1088 SB 0882	Coal Transportation Fee and Fossil Fuel Mitigation Fund (Coal Dust Cleanup and Asthma Remediation Act)	Support
HB 1176	Motor Vehicles – Plug-In Electric Drive Vehicles in HOV Lane – Termination Date	Support
HB 1457	Alternative Fuel, Fuel-Efficient, and Electric Vehicles – Highway Use Fees	Support
HB 1496	Building Code – Construction and Significant Renovation of Housing Units – Electric Vehicle Parking Spaces	Support
HB 0216	Electric Vehicles – Repeal of Excise Tax Credit and Establishment of Rebate Program	Support
HB 0673	Condominiums and HOAs – Governing Documents – EV Recharging Equipment	Support
HB 1273	Maryland Strategic Energy Investment Fund and Customer-Sited Solar Program – Alterations	Support
HB 1008 SB 0557	Vehicle-Miles-Traveled Tax and Associated Mandated Devices - Prohibition (Transportation Freedom Act of 2025)	Oppose
SB 1020	Environment – Advanced Clean Cars II Program – Application and Enforcement	Oppose
HB 1039 SB 0913	Department of Agriculture - Public Electric Vehicle Supply Equipment - Registration, Regulation, and Oversight	Did Not Comment
HB 1225 SB 0908	Public Utilities - Electric Distribution System Plans - Establishment (Affordable Grid Act)	Did Not Comment
HB 1427	Maryland Zero Emission Electric Vehicle Infrastructure Council - Revisions	Did Not Comment
HB 1556	Environment - Advanced Clean Cars II Program and Advanced Clean Trucks Regulation - Application and Enforcement	Did Not Comment



## **Appendix A:**

# **ZEEVIC Enabling Legislation and Directives**

### **ZEEVIC Legislative Basis**

The 2011 session of the Maryland General Assembly adopted, and Governor Martin O'Malley signed into law, Senate Bill 176, Chapter 400 Acts of 2011, which established the Electric Vehicle Infrastructure Council (EVIC or 'Council').

In 2013, Maryland House Bill 836 extended the authorization of the Council through 2017 and required additional reports.

In 2015, Maryland Senate Bill 714 extended the tenure of the Council until 2020 and set out annual reporting requirements.

In 2019, Maryland House Bill 1246 expanded the membership and responsibilities of the Council to include zero emission vehicles (ZEVs) and fuel cell electric vehicles. To reflect the expanded responsibilities of the Council, it was renamed the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC or 'Council').

In 2020, Maryland House Bill 232 altered the membership of the Council and reporting requirements. This bill also extended authorization of the Council through June 30, 2026.

In 2021, Maryland House Bill 30 altered the membership of the Council.

In 2024, Maryland House Bill 437 altered the membership of the Council.

### **Membership**

The membership of ZEEVIC, as outlined in its originating legislation and subsequently amended, serves to represent a diverse set of interests, perspectives, and responsibilities, including utilities, State agencies, private enterprise, and non-profit EV advocates. ZEEVIC Membership is comprised of the following 32 representatives:

1. One member of the Senate of Maryland, appointed by the President of the Senate
2. Two members of the House of Delegates, appointed by the Speaker of the House
3. The Secretary of Transportation, or the Secretary's designee
4. The Secretary of Planning, or the Secretary's designee
5. The Secretary of the Environment, or the Secretary's designee
6. The Secretary of Commerce, or the Secretary's designee
7. The Secretary of General Services, or the Secretary's designee
8. The Executive Director of the Technical Staff of the Maryland Public Service Commission, or the Executive Director's designee
9. The Director of the Maryland Energy Administration, or the Director's designee
10. The People's Counsel, or the People's Counsel's designee

The following members are appointed by the Governor:

11. One representative of an institution of higher education in the State with expertise in energy, transportation, or the environment
12. Two representatives of the Maryland Association of Counties, including:
  - a. A representative who resides in a rural region of the State
  - b. A representative who resides in an urban or suburban region of the State
13. Two representatives of the Maryland Municipal League, including:
  - a. A representative who resides in a rural region of the State
  - b. A representative who resides in an urban or suburban region of the State
14. One representative of an electric vehicle driver advocacy organization
15. Two representatives of electric companies in the State
16. One representative of a light-duty plug-in electric drive vehicle manufacturer
17. One representative of a heavy-duty plug-in electric drive vehicle manufacturer
18. One representative of a manufacturer of plug-in electric drive vehicle charging stations
19. One representative of manufacturers of fuel cell electric vehicles
20. One representative of manufacturers of fuel cell electric vehicle infrastructure equipment
21. One representative of fleet vehicle operators
22. One representative of electrical workers
23. Two representatives of the environmental community
24. One public member with expertise in energy or transportation policy
25. One representative of a new vehicle dealer association in the State
26. One representative of the retail electric supplier community
27. One representative of an automotive dismantler and recycler that dismantles, destroys, or recycles zero emission electric vehicles and that, if applicable, recycles lithium-ion batteries

### Directives

2011 directives established by Senate Bill 176, Chapter 400 Acts of 2011, and amended in subsequent bills, required the Council to:

1. Develop an action plan to facilitate the successful integration of zero emission electric vehicles into the State's transportation network.
2. Assist in developing and coordinating Statewide standards for streamlined permitting and installation of residential and commercial electric vehicle charging and hydrogen refueling stations and supply equipment.
3. Develop a recommendation for a Statewide electric vehicle charging and hydrogen refueling infrastructure plan, including placement opportunities for public charging and hydrogen refueling stations.
4. Increase consumer awareness and demand for zero emission electric vehicles through public outreach.

5. Make recommendations regarding monetary and nonmonetary incentives to support zero emission electric vehicle ownership and maximize private sector investment in zero emission electric vehicles.
6. Develop targeted policies to support fleet purchases of zero emission electric vehicles.
7. Develop charging solutions for existing and future multi-dwelling units.
8. Develop model procurement practices for light-duty vehicles that include an evaluation of the vehicle lifecycle costs inclusive of estimated fuel cost over the anticipated life of the vehicle.
9. Encourage local and regional efforts to promote the use of electric vehicles and attract federal funding for State and local zero emission electric vehicle programs.
10. Recommend policies that support zero emission electric vehicle charging and hydrogen refueling from clean energy sources.
11. Recommend a method of displaying pricing information at public charging and hydrogen refueling stations.
12. Establish performance measures for meeting zero emission electric vehicle–related employment, infrastructure, and regulatory goals.
13. Pursue other goals and objectives that promote the utilization of zero emission electric vehicles in the State.
14. Submit reports by certain dates regarding the progress on the above items.

## **Appendix B:**

### **Status of ZEEVIC Directives**

In 2011, Senate Bill 176, Chapter 400 Acts of 2011, assigned an initial list of directives to the Council. These directives were affirmed in subsequent legislation (subsequent legislative bills are listed in Appendix A). The following table lists the status of fulfilling each directive.

Directive	Status
<p><b>Develop an action plan to facilitate the successful integration of zero emission electric vehicles into the State's transportation network.</b></p>	<p>The original Electric Vehicle Infrastructure Action Plan was completed in 2012.</p> <p>Maryland's first plan for National Electric Vehicle Infrastructure (NEVI) Formula Funding Deployment was completed in 2022, and was updated annually 2023 through 2025.</p> <p>The Maryland Zero Emission Vehicle Infrastructure Plan (ZEVIP) is nearing completion in 2025 and is expected to be released in early 2026.</p>
<p><b>Assist in developing and coordinating Statewide standards for streamlined permitting and installation of residential and commercial electric vehicle charging and hydrogen refueling stations and supply equipment.</b></p>	<p>ZEEVIC has responded to this directive through its annual correspondence to the MGA during the Legislative Session.</p> <p>Certain ZEEVIC member organizations were participants in the EVSE Working Group, which recommended a framework for reliability and reporting standards for EV charging stations in a 2024 report to the Maryland General Assembly (MGA).</p> <p>To streamline installation, federal legislation created the Electric Vehicle Infrastructure Training Program (EVITP) certification. Contractors in Maryland now employ EVITP certified electricians.</p>
<p><b>Develop a recommendation for a Statewide electric vehicle charging and hydrogen refueling infrastructure plan, including placement opportunities for public charging and hydrogen refueling stations.</b></p>	<p>The original Electric Vehicle Infrastructure Action Plan was completed in 2012.</p> <p>The Maryland ZEVIP, which includes a Multi-Agency Strategy, is nearing completion in 2025, and is expected to be released in early 2026. An online EV Charging Suitability Tool was developed as a component of the ZEVIP.</p>
<p><b>Increase consumer awareness and demand for zero emission electric vehicles through public outreach.</b></p>	<p>Consumer-facing education and outreach material is maintained on the MarylandEV.org website maintained by MDOT. MarylandEV.org provides links and referrals to online materials provided by State agencies, Utilities and other outlets.</p> <p>The ZEEVIC Communications WG has met quarterly to facilitate cross-sector collaboration and amplify outreach initiatives.</p>
<p><b>Make recommendations regarding monetary and nonmonetary incentives to support ZEV ownership and maximize private sector investment in zero emission electric vehicles.</b></p>	<p>ZEEVIC has responded to this directive annually through correspondence to the MGA during the Legislative Session.</p>

Directive	Status
<b>Develop targeted policies to support fleet purchases of zero emission electric vehicles.</b>	<p>In 2023, ZEEVIC prepared recommendations for electrification of medium- and heavy-duty vehicle fleets.</p> <p>The Climate Solutions Now Act of 2022 enacted State fleet electrification requirements, and the State passed Advanced Clean Cars II and Advanced Clean Trucks regulations.</p> <p>State agencies and Utilities offer grants and incentives supporting electrification of fleets, including fuel cell technologies.</p>
<b>Develop charging solutions for existing and future multi-dwelling units.</b>	<p>ZEEVIC provides comments on legislative proposals, through its annual correspondence to the MGA during the Legislative Session.</p> <p>The Public Service Commission (PSC) EV WG established under the Statewide EV Portfolio (CN 9478), has addressed EV charging solutions in multi-family communities among other things. Certain ZEEVIC members are involved with the PSC EV WG.</p> <p>MEA completed a Multifamily Residential EV Study in 2024, and updated the Study in 2025.</p>
<b>Develop model procurement practices for light-duty vehicles that include an evaluation of the vehicle lifecycle costs inclusive of estimated fuel cost over the anticipated life of the vehicle.</b>	<p>This directive was addressed through State Agency coordination in 2019 and 2020.</p>
<b>Encourage local and regional efforts to promote the use of electric vehicles and attract federal funding for State and local ZEV programs.</b>	<p>This directive has been addressed through various outreach efforts by ZEEVIC member organizations, in particular MDP and MDOT.</p>
<b>Recommend policies that support zero emission electric vehicle charging and hydrogen refueling from clean energy sources.</b>	<p>This directive has been addressed through State Agency coordination and programs by ZEEVIC member organizations, in particular MDE, MEA and MDOT.</p> <p>ZEEVIC prepared Policy Scorecards to track policies active in Maryland and in other States, to inform policy deliberations about how to advance EV infrastructure. Scorecards were prepared in 2022 and 2023.</p>
<b>Recommend a method of displaying pricing information at public charging and hydrogen refueling stations.</b>	<p>Federal standards and requirements enacted in 2023 address payment methods, customer service, communication of price, and other aspects of EV charging.</p>



Directive	Status
<p><b>Establish performance measures for meeting ZEV-related employment, infrastructure, and regulatory goals.</b></p>	<p>The Maryland Electric Vehicles Dashboard maintained by MDOT displays up-to-date performance measurement data for vehicles and charging infrastructure. The Dashboard is linked to the ZEEVIC web page and other web pages maintained by MDOT and ZEEVIC member organizations.</p> <p>MDOT publishes performance measures in its Annual Attainment Report on Transportation System Performance, which includes metrics for EVs and EV Charging infrastructure.</p>
<p><b>Pursue other goals and objectives that promote the utilization of ZEVs in the State.</b></p>	<p>At quarterly ZEEVIC meetings and through its WGs, ZEEVIC provides a forum for discussion of topics related to the advancement of ZEV Infrastructure in Maryland.</p>
<p><b>Submit reports by certain dates regarding the progress on the above items.</b></p>	<p>The ZEEVIC Annual Report is submitted to the Department of Legislative Services (DLS) annually in compliance with the reporting requirement.</p>

## **Appendix C:**

# **Legislative Positions Letters**

**February 13, 2025**  
**March 14, 2025**



February 13, 2025

House Economic Matters Committee  
 House Environment and Transportation Committee  
 Senate Education, Energy, and the Environment Committee  
 Senate Finance Committee

Re: Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) Statements of Position

Dear Chair Wilson, Chair Korman, Chair Feldman, Chair Beidle and Committee Members:

Maryland's Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) has reviewed the 2025 legislation below and respectfully offers the following statements of position.

#### About ZEEVIC

The Maryland General Assembly established ZEEVIC (originally the Electric Vehicle Infrastructure Council, or EVIC) via legislation in 2011 and expanded it in 2019 and 2024. ZEEVIC's mission is to evaluate zero emission vehicle (ZEV) ownership and charging station incentives; develop recommendations for a statewide infrastructure plan; and propose policies to promote the successful integration of EVs into Maryland's communities and transportation system. ZEEVIC's responsibilities are directly related to helping Maryland meet its greenhouse gas emissions reduction goals and support its transition to a clean transportation economy.

ZEEVIC is an independent council and each statement of position below represents a consensus viewpoint of ZEEVIC's diverse stakeholder membership. They do not represent the positions of the Moore-Miller Administration, state agencies or other individual ZEEVIC members.

#### ZEEVIC supports the following bills:

- **HB 0216: Electric Vehicles – Repeal of Excise Tax Credit and Establishment of Rebate Program.** This bill effectively converts Maryland's ZEV excise tax credit program into a rebate program for the dealer to administer at the point of sale, for vehicles purchased and titled between July 1, 2026 and June 30, 2027.

Comment: By converting Maryland's ZEV tax credit into a rebate, this bill will enable ZEV buyers to immediately benefit from the incentive at the time of purchase, rather than paying or financing the full purchase price up front and waiting until filing taxes the following year to receive the incentive.

- **HB 0128 / SB 0149: Responding to Emergency Needs from Extreme Weather (RENEW) Act of 2025.** This bill establishes a Climate Change Adaptation and Mitigation Payment

Program within MDE to secure payments from certain fossil fuel-related businesses, and establishes a Climate Change Adaptation and Mitigation Fund for those revenues to be used for climate change mitigation. Some of the eligible uses for this Fund directly support ZEVs and ZEV infrastructure and include MEA's EV charging rebate program, MEA's Medium- and Heavy-Duty ZEV Grant Program, and MDE's Zero-Emission School Bus grants.

Comment: By establishing a new and ongoing funding stream which can be used for ZEV infrastructure and related programs, this bill will help ensure continued funding for such initiatives which are critical for Maryland to achieve its zero emission goals and commitments. Some of these programs, like MEA's EV charging rebate program, have been underfunded and oversubscribed in prior years, so this bill should improve the availability and continuity of these incentives.

- **HB 0673: Condominiums and HOAs – Governing Documents – EV Recharging Equipment.** This bill prohibits condominium or HOA bylaws from unreasonably preventing installation of chargers in common areas for shared use by residents; authorizes the governing body to grant a license for up to three years for installation and operation of charging equipment; and requires the governing body to follow the standard budget process and consider the availability of sufficient parking for the community.

Comment: Chargers installed in community parking spaces for shared resident use help expand access to charging and enable more people to drive electric, particularly at properties where it is not as feasible for individual households to install their own dedicated chargers.

Additional information about ZEEVIC's membership, mission, and goals are available in the attached handout.

Thank you for your consideration of ZEEVIC's statements of position. If you have questions or if I can provide further information, please feel free to email [zeevic@mdot.maryland.gov](mailto:zeevic@mdot.maryland.gov).

Respectfully,



Josh Cohen  
Chair, Legislative Working Group  
ZEEVIC

Attachment



March 14, 2025

House Appropriations Committee  
 House Economic Matters Committee  
 House Environment and Transportation Committee  
 House Ways and Means Committee  
 Senate Budget and Taxation Committee  
 Senate Education, Energy, and the Environment Committee  
 Senate Rules Committee

Re: Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) Position Statements –  
 Second letter of the 2025 legislative session

Dear Members of the General Assembly:

Maryland's Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) has reviewed the 2025 legislation below and respectfully offers the following position statements. This is the second letter of position statements ZEEVIC has prepared for the 2025 Session.

#### About ZEEVIC

The Maryland General Assembly established ZEEVIC (originally the Electric Vehicle Infrastructure Council, or EVIC) via legislation in 2011 and expanded it in 2019 and 2024. ZEEVIC's mission is to evaluate zero emission vehicle (ZEV) ownership and charging station incentives; develop recommendations for a statewide infrastructure plan; and propose policies to promote the successful integration of EVs into Maryland's communities and transportation system. ZEEVIC's responsibilities are directly related to helping Maryland meet its greenhouse gas emissions reduction goals and support its transition to a clean transportation economy.

ZEEVIC is an independent council and each statement of position below represents a consensus viewpoint of ZEEVIC's diverse stakeholder membership. They do not represent the positions of the Moore-Miller Administration, state agencies or other individual ZEEVIC members.

ZEEVIC supports the following bills:

- **HB 0897: Maryland Department of Transportation – Electric Vehicle Charging Infrastructure Expansion – Plans and Programs.** This bill requires the Maryland Department of Transportation, in consultation with the Maryland Energy Administration, to estimate the amount of EV charging infrastructure needed to achieve Maryland's greenhouse gas (GHG) emission reduction goals, and further, to develop plans and programs to increase EV charging infrastructure.



Comment: Maryland's goal to reduce statewide GHG emissions by 60% from 2006 levels by 2031 serves as a valuable marker for the State's policy direction but is insufficient on its own to ensure the goal is met. The transportation sector accounts for more GHG emissions than any other sector in Maryland. If Maryland is to meet its climate goals, it is therefore imperative that the state keep pace with deployment of EV charging infrastructure. This bill will be helpful for Maryland to meet its climate goals by ensuring that Maryland identifies, plans for, and implements programs to deploy EV chargers at the scale and location needed.

- [HB 1088](#) / [SB 0882](#): **Coal Transportation Fee and Fossil Fuel Mitigation Fund (Coal Dust Cleanup and Asthma Remediation Act)**. This bill imposes a fee on the commercial, non-farm transportation of coal in Maryland and provides that the revenues shall fund a new Fossil Fuel Mitigation Fund. The Fund shall be used for activities and programs that reduce GHG emissions which may include EVs, electric school buses, and EV charging equipment.

Comment: By establishing a new and ongoing funding stream which can be used for EV infrastructure and related programs, this bill will help ensure continued funding for such initiatives which are critical for Maryland to achieve its climate goals. Some of these programs, like MEA's EV charging rebate program, have been underfunded and oversubscribed in prior years, so this bill may help improve the availability and continuity of these incentives.

- [HB 1176](#): **Motor Vehicles – Plug-In Electric Drive Vehicles in HOV Lane – Termination Date**. Maryland currently allows an EV driver to pay for a permit that allows their EV to use HOV lanes. This program is scheduled to end September 30, 2025. This bill extends this program by five years and establishes a new end date of September 30, 2030.

Comment: Allowing EV drivers to use HOV lanes helps encourage EV adoption at little to no cost to taxpayers. Although Maryland EV sales crossed the 10% threshold for the first time in 2024, EV adoption remains far short of the pace needed to achieve Maryland's climate goals and other policies such as the Advanced Clean Cars II rule. As such, the State continues to have a need to incentivize and support EV adoption. Extending the HOV privilege for another five years is a small but positive step towards that goal.

- [HB 1273](#): **Maryland Strategic Energy Investment Fund and Customer-Sited Solar Program – Alterations**. This bill modifies elements of the Strategic Energy Investment Fund (SEIF) and Customer-Sited Solar Program. The relevant provisions for ZEEVIC include allowing the SEIF to provide loans and grants for transportation electrification; and an expanded focus for these programs to support electrification in addition to their current focus on energy efficiency and conservation.

Comment: By authorizing the SEIF to fund EV infrastructure and related programs, this bill will help ensure continued funding for such initiatives which are critical for Maryland



to achieve its climate goals. Some of these programs, like MEA's EV charging rebate program, have been underfunded and oversubscribed in prior years, so this bill may help improve the availability and continuity of these incentives. Additionally, the State's historic energy policy framework of reducing electricity consumption as a metric for energy efficiency is inadequate to also support the State's increasing focus on decarbonizing the grid and increasing electrification; this bill makes appropriate modifications to reflect this more expansive policy approach.

- **[HB 1457: Alternative Fuel, Fuel-Efficient, and Electric Vehicles – Highway Use Fees](#).** This bill provides for EVs and other fuel-efficient vehicles to pay into the Transportation Trust Fund (TTF) based on their miles traveled rather than through a flat registration fee. This approach to TTF funding reflects the same “user pays” principle the state has taken with gas-powered vehicles via the gasoline tax: drivers who drive more miles buy more gasoline and pay more gas tax than drivers who drive less.

Comment: For decades, the State has relied on the gas tax to help fund the TTF. Drivers of fully battery electric EVs (BEVs), plug-in hybrid EVs (PHEVs), and other low-emission vehicles buy little or no gasoline, and as a result pay little to no gas tax. These vehicles need to contribute their fair share for the state's transportation infrastructure. A usage-based approach to paying for the state's transportation infrastructure, such as the approach this bill takes, is more equitable than a flat vehicle registration fee, which penalizes drivers who drive less and rewards drivers who drive more. This bill will level the playing field and ensure that EVs and other low- or zero-emission vehicles pay their fair share into the TTF based on how much they drive.

- **[HB 1496: Building Code – Construction and Significant Renovation of Housing Units – Electric Vehicle Parking Spaces](#).** This bill establishes EV-ready minimum requirements that increase over time for new construction or significant renovation of multifamily buildings.

Comment: It is far less expensive to plan, design, engineer, and install charging infrastructure at the time a building is being built than to retrofit existing construction. By establishing EV-ready requirements for specific types of buildings such as multifamily, this bill will help reduce barriers to charger installation and help enable more equitable charging access for Maryland households, because multifamily properties are underserved when it comes to EV charging.

ZEEVIC **opposes** the following bills:

- **[HB 1008](#) / [SB 0557: Vehicle-Miles-Traveled Tax and Associated Mandated Devices - Prohibition \(Transportation Freedom Act of 2025\)](#).** This bill prohibits the state and local jurisdictions from establishing a vehicle miles traveled (VMT) or other mileage-based program, even as part of a pilot program or study.

Comment: For decades, the State has relied on the gas tax to help fund the Transportation Trust Fund (TTF). Drivers of fully battery electric EVs (BEVs), plug-in hybrid EVs (PHEVs), and other low-emission vehicles buy little or no gasoline, and as a result pay little to no gas tax. These vehicles need to contribute their fair share for the state's transportation infrastructure. A usage-based approach such as VMT to pay for the state's transportation infrastructure is more equitable than a flat vehicle registration fee, which penalizes drivers who drive less and rewards drivers who drive more. By prohibiting drivers from participating even in a voluntary VMT-style pilot program or study, this bill would perpetuate an uneven playing field for Maryland EVs and other low- or zero-emission vehicles by preventing them from paying their fair share into the TTF based on how much they drive.

- **SB 1020: Environment – Advanced Clean Cars II Program – Application and Enforcement.** The Advanced Clean Cars II (ACC II) Program, which Maryland adopted in 2023, requires automakers to deliver an increasing percentage of light-duty zero-emission or hybrid vehicles with each subsequent model year beginning with Model Year (MY) 2027. This bill prohibits the State from implementing the ACC II Program prior to MY 2031 and further prevents the State from enforcing the Program.

Comment: By delaying ACC II implementation and preventing enforcement of it, this bill would hinder ZEV adoption in Maryland and serve as a barrier to realizing the associated benefits. The ACC II Program is a pivotal linchpin for accelerating adoption of ZEVs in Maryland and reducing transportation-related greenhouse gas emissions and air pollutants.

Additional information about ZEEVIC's membership, mission, and goals are available in the attached handout.

Thank you for your consideration of ZEEVIC's statements of position. If you have questions or if I can provide further information, please feel free to email [zeevic@mdot.maryland.gov](mailto:zeevic@mdot.maryland.gov).

Respectfully,



Josh Cohen  
Chair, Legislative Working Group  
ZEEVIC

Attachment

## **Appendix D: Meeting Notes**

**January 22, 2025**

**February 12, 2025**

**March 14, 2025**

**May 15, 2025**

**July 23, 2025**

**October 22, 2025**

## Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) January Meeting

**Meeting Date:** 1/22/2025

**Meeting Location:** Hybrid – Teams Meeting and MDOT HQ

**ZEEVIC Members/Appointed Representatives in Attendance:**

- Wilson, Scott, Acting Chair, (EVADC)
- Alfred, Walt (Ally Power)
- Amiel, Sari (Sierra Club)
- Bowis, John (Chevy Chase Automotive)
- Cohen, Joshua (SWTCH Energy)
- Forsythe, Nina (City of Frostburg/MML)
- Heuver, Marcel (LKQ Corporation)
- Ivey, Jolene (Prince George's County Council/MACO)
- Janaskie, Amanda (BGE)
- Kaltenbaugh, Ron (EVADC)
- Mosier, Kevin (PSC)
- Powell, Ryan (Commerce)
- Sharp, Korin (DGS)
- Verchinski, Paul (Public)
- Wall, Michael (Clinton Electric Company)
- Wimmer, Robert (Toyota)

**ZEEVIC Member Alternates:**

- Bracken, Grace (MDE)
- Buscemi, Natalie (MEA)
- Lindenbaum, Isaak (OPC)
- Van Hoy, Lori (PEPCO)

**Other Presenters:**

- Zach Woogen (VGIC)
- John Borkoski (PSC)
- Kristy Fleischmann Groncki (BGE)
- Amanda Hinh (MDOT)
- Ben Baker (PSC)

**Staff:**

- Burke, Virginia (MDOT)
- Cortazzo, Sophia (MDOT)

**Welcome**

Acting Chair Scott Wilson welcomed attendees and opened with a statement introducing the agenda and briefly outlined the meeting's main topic, Vehicle-to-Grid Integration.

- Virginia Burke (MDOT) explained that Chair Lovaas was absent due to attending a legislative briefing for the Maryland General Assembly (MGA), which was occurring at the same time. Topic of the briefing is the MD Zero Emission Vehicle Infrastructure Plan (ZEVIP) and the Maryland Clean Cars Program.
- Three new members were introduced:
  - Kelly Bobek, affiliated with Volvo Group North America, was appointed to the seat designated for a Heavy-Duty Electric Vehicle Manufacturer.
  - Korin Sharp was appointed as the Secretary's Designee for the Maryland Department of General Services (DGS).
  - Amanda Janaskie, affiliated with Baltimore Gas and Electric (BGE), was appointed to one of the seats designated for electric companies.



### Public Comments

- **Lanny Hartman** discussed the findings of the 2025 Maryland EV Charging Reliability Survey. This survey was conducted by 13 volunteer electric vehicle (EV) drivers who visited almost every direct current fast charging (DCFC) station in Maryland from December 23, 2024 to January 4, 2025. Survey findings are available to all interested parties. (Note: The Survey Overview was forwarded to the participant list after the meeting).
- **Emmanuel Wagner (US Hydrogen Alliance)** announced that the [final two regional clean hydrogen hubs](#) were awarded funding on January 17<sup>th</sup>. These hubs are the Mid-Atlantic Clean Hydrogen Hub (MACH2), located in the Philadelphia region, and the Heartland Hydrogen Hub, located in North Dakota. Also, the final rules for the [section 45V Clean Hydrogen Production Tax Credit](#) were released on January 3<sup>rd</sup>.

### Vehicle to Grid (V2G) Integration –Perspectives

#### Best Practices for Vehicle-to-Grid Charging

##### Zach Woogen, Vehicle-Grid Integration Council (VGIC)

- Zach Woogen explained that VGIC prioritizes unlocking the full value of flexible EV charging and discharging. Highlighted VGIC's Utility Collaboration Form which will be launched shortly. Explained relevant definitions and reasons behind the importance of Vehicle-Grid Integration (VGI). Discussed the pertinence of decarbonization and community resilience to VGI, how VGI can increase electricity affordability, and some opportunities to facilitate the advancement of VGI. Case studies of existing efforts and bidirectional charging product availability were also briefly discussed.
- Scott Wilson inquired about progress towards developing a V2G standard. Zach Woogen explained that interoperability has been a barrier to the development of a universal standard.
- Emmanuel Wagner asked about the effect of bidirectional charging on vehicle and battery warranties and vehicle mileage. Zach Woogen explained that some auto manufacturers have allowed bidirectional charging under certain conditions, and this subject area is currently being monitored.

#### PC44 Interconnection Working Group-V2G Regulation Proposal

##### John Borkoski, Public Service Commission (PSC)

- John Borkoski reviewed V2G regulation background, DRIVE Act requirements, and purpose of the Interconnection Working Group (WG). Goal is to reduce obstacles toward and facilitate interconnection between electric vehicle supply equipment (EVSE) and the electric grid. Outlined V2G definitions and V2G systems' interconnection and certification requirements.

#### BGE-Ford Vehicle-to-Home (V2H) Pilot Program

##### Kristy Fleischmann Groncki, Baltimore Gas and Electric Company (BGE)

- Kristy Fleischmann Groncki presented the Residential F150 Lightning V2H Demonstration project. Explained that it was funded by a DOE grant for smart charge management and approved by the PSC. The program's goal was to assess the capabilities of the F-150 Lightning in terms of its V2H functionality. The program was conducted from June 1, 2024 to September 30, 2024. Because of this program, BGE was the first utility company in the United States to power a house in parallel



with the grid instead of only when the grid is down. Highlighted some of the news articles and media clips.

- Scott Wilson asked if the program is ongoing. Kristy Fleischmann Groncki explained that it ended on September 30, 2024 and participating trucks were returned to their normal configuration. Stated that there are discussions about whether to repeat it this year.

### Legislative Working Group Update

#### Josh Cohen, ZEEVIC Legislative WG – Chair

- Josh Cohen briefly introduced the Legislative WG. Explained that it is comprised of all interested ZEEVIC members and meets weekly for the first half of the legislative session. The WG exists to facilitate ZEEVIC's consideration of relevant bills. So far, there have been 2 Legislative WG meetings for the 2025 Legislative Session of the MGA where the WG considered the two bills below:
  - [HB 0216 Electric Vehicles - Repeal of Excise Tax Credit and Establishment of Rebate Program](#): The Legislative WG tentatively recommends support for this bill.
  - [HB 0128](#) / [SB 0149](#) Responding to Emergency Needs From Extreme Weather (RENEW) Act of 2025: The Legislative WG tentatively recommends support for this bill.
- February 12<sup>th</sup> is the tentative date for an additional ZEEVIC meeting to review and approve a 2025 Draft Legislative Positions Letter for submission to the MGA.
- Acting Chair Scott Wilson explained that more bills could be introduced later in the session and that the Legislative WG's [2024 Legislative Positions Letter](#) can be found in the [2024 ZEEVIC Annual Report](#). The 2024 Legislative Positions Letter can also be found on the [ZEEVIC website](#).
- Lanny Hartman asked if Legislative WG meetings are open to members of the public who are not ZEEVIC members. Sophia Cortazzo clarified that Legislative WG meetings are not open to non-members of ZEEVIC but a draft of the 2025 Legislative Positions Letter will be available for public review ahead of the upcoming February 12 public meeting.
- Ron Kaltenbaugh asked if the draft letter would be released prior to the meeting. Josh Cohen confirmed that it would in order to comply with the [Maryland Open Meetings Act](#). Sophia Cortazzo explained that the draft letter will be posted online no later than Friday, February 7<sup>th</sup>.

### Updates and Announcements

- **Prince George's County:** County Council Member Jolene Ivey explained that [CB-105-2024](#) and [CB-67-2024](#) were enacted in November 2024. This legislation introduced new EV-related regulations for parking spaces in new construction of multi-family residential, mixed-use residential, and certain commercial buildings.
- **Maryland Department of Transportation (MDOT):** Amanda Hinh noted that a recently issued [Executive Order](#) may impact MDOT's efforts but the extent cannot be determined until further guidance is received. Updates:
  - Charging and Fueling Infrastructure (CFI) Program Round 2 Grant Award: [The MD-NJ-PA-WV Charging Ahead Partnership: I-81 and I-78 Freight Corridor](#) project was awarded \$18.6 million in funding. This is the bulk of the requested amount (requested \$19.5M).
  - NEVI Program Update: The [Round 2 Request for Proposals \(RFP\)](#) was issued on December 17, 2024. Stakeholder feedback from Round 1 was integrated and changes include a more streamlined RFP and a new resource, the [Partnering Form](#). This form is





not limited to the NEVI program and can be used by interested parties to find teaming and partnership opportunities for installing publicly available charging stations throughout Maryland.

- **Maryland Energy Administration (MEA):** Natalie Buscemi provided updates on multiple currently open programs:
  - [Medium and Heavy Duty Grant Program](#)
  - [Community EVSE Grant Program](#)
  - [School Bus EV Program](#): Deadline has been extended to March 17, 2025. Encouraged interested parties to sign up for the upcoming webinar.
  - [Open Innovation Grant](#)
- **Maryland Department of the Environment (MDE):** Grace Bracken provided information on multiple currently open programs:
  - [Maryland VW EVSE Infrastructure – Round 3 \(Final Round\)](#)
  - [Maryland Electric School Bus Program \(Final Round\)](#)
  - Kieran Reynolds (Greater Washington Region Clean Cities Coalition) asked if both public and private applicants are eligible for funding. Also asked if school districts are aware that this funding is available.
  - Grace Bracken explained that both public and private applicants are eligible. MDE is working with the Maryland Board of Education to disseminate information about the funding opportunity.
  - Natalie Buscemi (MEA) clarified that MEA's School Bus EV Program is also available to public schools and private fleet vendors. However, MEA works directly with school districts to raise awareness of the program.
  - Emmanuel Wagner asked if funding is available for hydrogen infrastructure. Natalie Buscemi (MEA) explained the MEA Medium/Heavy Duty Grant Program and the Open Innovation Grant Program provide funding for hydrogen infrastructure.
- **Maryland Public Service Commission (PSC):** Ben Baker announced that utilities filed phase 2 proposals in December and discussed topics that the PSC EV WG will address in 2025.
- **DGS:** Korin Sharp explained that DGS is responsible for providing charging for the State's EV Fleet. Provided an update on the State's Fleet charging infrastructure.
- Virginia Burke announced an upcoming event [Electrifying the Future: Strategies for Climate Pollution Reduction](#). This event will be hosted by the Metropolitan Washington Council of Governments (MWCOG) and Greater Washington Region Clean Cities Coalition at the Washington DC Auto Show. It will be held on January 30<sup>th</sup> and aims to address the role electric vehicles play in achieving the region's climate goals.

#### Closing Remarks

##### Acting Chair Scott Wilson

- The next ZEEVIC meeting dates are February 12 (tentative) and April 23.
- The date for the next Communications WG meeting will be set by Chair Ron Kaltenbaugh.

#### Next ZEEVIC Meeting

**February 12, 2025**  
**(tentative)**





# Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) February Meeting

**Meeting Date:** 2/12/2025

**Meeting Location:** Virtual – Teams Meeting

**ZEEVIC Members/Appointed Representatives in Attendance:**

- Lovaas, Deron (MDOT), ZEEVIC Chair
- Alfred, Walt (Ally Power)
- Amiel, Sari (Sierra Club)
- Bowis, John (Chevy Chase Automotive)
- Cohen, Josh (SWTCH Energy)
- Edmondson, David (City of Frederick/MML)
- Forsythe, Nina (City of Frostburg/MML)
- Heuver, Marcel (LKQ Corporation)
- Kaltenbaugh, Ron (EVADC)
- Lopez, Diego (MEA)
- Powell, Ryan (Commerce)
- Sharp, Korin (DGS)
- Shin, Hyeon-Shic (Morgan State)
- Verchinski, Paul (Public)
- Wall, Michael (Clinton Electric Company)
- Wilson, Scott (EVADC)
- Wimmer, Robert (Toyota)
- Wynne, Vincent (PHI)

**ZEEVIC Member Alternates:**

- DuPont, Sam (BGE)
- Lindenbaum, Isaak (OPC)
- McAuliffe, Drew (PSC)
- Sheridan, John (Prince George's County Council/MACO) (PG County)

**Staff:**

- Burke, Virginia (MDOT)
- Cortazzo, Sophia (MDOT)

**Welcome and Announcements**

The meeting was convened to review a draft legislative positions letter prepared by the ZEEVIC Legislative Working Group (LWG). The draft letter was posted on the ZEEVIC web page on February 7, 2025.

**Legislative Working Group Recommendations**

Josh Cohen, Chair of the LWG, reviewed the letter's format and talked through the LWG's proposed position on each bill. Members had the opportunity to make comments and ask questions.

The LWG recommended support for the following bills:

**HB 0216: Electric Vehicles – Repeal of Excise Tax Credit and Establishment of Rebate Program**

- Explored concerns about the structure and efficacy of the rebate program.

**HB 0128/ SB 0149: Responding to Emergency Needs from Extreme Weather (RENEW) Act of 2025**

- No comments from the council/working group members.



**HB 0673: Condominiums and HOAs – Governing Documents – EV Recharging Equipment**

- Members discussed the purpose of the bill and explored its limitations.

**Council Vote**

- Nineteen ZEEVIC members in attendance voted to submit the letter to the MGA. One Member abstained (Deron Lovaas, MDOT).

**Closing Remarks**

**Deron Lovaas, Chair**

- Next quarterly ZEEVIC meeting is April 23.
- An additional meeting could be called (in the March timeframe) if the Legislative Working Group wants to recommend an additional legislative positions letter.

**Next ZEEVIC Meeting**

**April 23, 2025**



# Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) March Meeting

**Meeting Date:** 3/14/2025

**Meeting Location:** Virtual – Teams Meeting

**ZEEVIC Members/Appointed Representatives in Attendance:**

- Deron Lovaas (MDOT), ZEEVIC Chair
- Alfred, Walt (Ally Power)
- Amiel, Sari (Sierra Club)
- Cohen, Joshua (SWTCH Energy)
- Edmondson, David (City of Frederick/MML)
- Forsythe, Nina (City of Frostburg/MML)
- Heuver, Marcel (LKQ Corporation)
- Kaltenbaugh, Ron (EVADC)
- Lopez, Diego (MEA)
- Powell, Ryan (Commerce)
- Sharp, Korin (DGS)
- Shepherd, Tim (MDE)
- Verchinski, Paul (Public)
- Wilson, Scott (EVADC)
- Wimmer, Robert (Toyota)
- Wynne, Vincent (PHI)

**ZEEVIC Member Alternates:**

- Sam DuPont (BGE)
- Lindenbaum, Isaak (OPC)
- McAuliffe, Drew (PSC)
- Sheridan, John (Prince George's County Council/MACO)

**Staff:**

- Burke, Virginia (MDOT)
- Cortazzo, Sophia (MDOT)

**Welcome and Announcements**

The meeting was convened to review a second draft legislative positions letter prepared by the ZEEVIC Legislative Working Group (LWG). The draft letter was posted on the ZEEVIC web page on March 10, 2025. Chair Deron Lovaas briefly reviewed the reason for the second letter, the role of ZEEVIC, and outlined the structure of the meeting.

**Legislative Working Group Recommendations**

Josh Cohen, Chair of the LWG, discussed the LWG's proposed position on each bill. Members had the opportunity to make comments and ask questions.

The LWG recommended support for the following bills:

**HB 0897: Maryland Department of Transportation – Electric Vehicle Charging Infrastructure Expansion – Plans and Programs**

- No comments from the council/working group members.

**HB 1088/SB 0882: Coal Transportation Fee and Fossil Fuel Mitigation Fund (Coal Dust Cleanup and Asthma Remediation Act)**

- No comments from the council/working group members.



**[HB 1176](#): Motor Vehicles – Plug-In Electric Drive Vehicles in HOV Lane – Termination Date**

- No comments from the council/working group members.

**[HB 1273](#): Maryland Strategic Energy Investment Fund and Customer-Sited Solar Program – Alterations**

- No comments from the council/working group members.

**[HB 1457](#): Alternative Fuel, Fuel-Efficient, and Electric Vehicles – Highway Use Fees**

- Members discussed how this bill addresses issues of fairness and potential biases. Also discussed how this bill would be implemented.

**[HB 1496](#): Building Code – Construction and Significant Renovation of Housing Units – Electric Vehicle Parking Spaces**

- No comments from the council/working group members.

The LWG recommended opposition for the following bills:

**[HB 1008](#)/[SB 0557](#): Vehicle-Miles-Traveled Tax and Associated Mandated Devices - Prohibition (Transportation Freedom Act of 2025)**

- No comments from the council/working group members.

**[SB 1020](#): Environment – Advanced Clean Cars II Program – Application and Enforcement**

- Paul Verchinski explained the reasons for his support of ZEEVIC’s position on this bill.

**Council Vote**

- A motion was made to sign the existing letter as it is. The motion was seconded. However, a decision was made to discuss [HB 1457](#) in further detail before the vote.
- 14 ZEEVIC members in attendance voted to submit the letter to the Maryland General Assembly (MGA). One member abstained (Deron Lovaas, MDOT).

**Additional Remarks**

- Time was allocated for further discussion of [HB 1556](#) and [HB 1225](#)/[SB 0908](#). Paul Verchinski outlined the reasons for his support of HB 1225/SB 0908. In response, Ethan Holmes outlined the reasons for his opposition of HB 1225/SB 0908.

**Closing Remarks**

**Deron Lovaas, Chair**

- Expressed appreciation for everyone’s input on the second draft legislative positions letter.

**Next ZEEVIC Meeting**

**April 23, 2025**



## Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) May Meeting

**Meeting Date:** 5/15/2025

**Meeting Location:** Hybrid – Teams Meeting and MDOT HQ

### ZEEVIC Members/Appointed Representatives in Attendance:

- |   |   |   |
|---|---|---|
| • Lovaas, Deron (MDOT),<br>ZEEVIC Chair       | • Kaltenbaugh, Ron (EVADC)                      | • Wall, Michael (Clinton<br>Electric)         |
| • Amiel, Sari (Sierra Club)                   | • Lopez, Diego (MEA)                            | • Wilson, Scott (EVADC)                       |
| • Edmondson, David (City<br>of Frederick/MML) | • Powell, Ryan (Commerce)                       | • Wynne, Vincent (PHI)                        |
| • Forsythe, Nina (City<br>of Frostburg/MML)   | • Sharp, Korin (DGS)                            | • Young, Weston<br>(Worcester<br>County/MACO) |
| • Heuver, Marcel (LKQ<br>Corporation)         | • Shepherd, Tim (MDE)                           |   |
|   | • Shin, Hyeon-Shic (Morgan<br>State University) |   |
|   | • Verchinski, Paul (Public)                     |   |

### ZEEVIC Member Alternates:

- Baker, Ben (PSC)
- duPont, Sam (BGE)
- Lindenbaum, Isaak (OPC)
- Sheridan, John (Prince  
George's County  
Council/MACO)

### Other Presenters:

- Bankard, Rebecca  
(MDOT/MBI)
- Borkoski, John (PSC)
- Cortazzo, Sophia (MDOT)
- Hinh, Amanda (MDOT)
- Reed, Catherine (NASEO)
- Verclas, Kirsten (NASEO)

### Staff:

- Burke, Virginia  
(MDOT)
- Francis, Kameice  
(MDOT/MBI)

### Welcome

- Chair Deron Lovaas briefly welcomed attendees and opened with a statement reaffirming MDOT's commitment to Maryland's ZEV fleet and infrastructure.

### Public Comments

- Lanny Hartman highlighted the [State of the Industry Report: U.S. EV Fast Charging — Q1 2025](#). This study examined the reliability of public fast charging stations across the United States. Explained that only 4 states had a score lower than Maryland. Sought insight on how Maryland's score could be improved.

### Maryland By the Numbers

#### Rebecca Bankard, MDOT/MBI

- Rebecca Bankard reviewed the monthly electric vehicle (EV) registration numbers for Maryland.
- A lower average growth rate was observed from January 2024 to April 2025. During the period of January 2024 to April 2025, EVs had an average growth rate of 2.4% per month. In comparison, January 2023 to April 2024 had a 3.1% average growth rate. From January 2024 to April 2025, the highest monthly growth rate was 4.1% and the lowest monthly growth rate was 1.0%.





- More battery electric vehicles (BEVs) are registered in Maryland than plug-in hybrid electric vehicles (PHEVs) and the percentage difference is growing. As of April 2025, 72% of all EVs in Maryland were BEVs.

## **2025 Maryland General Assembly Legislative Session Recap**

### **Sophia Cortazzo, MDOT**

- Sophia Cortazzo provided a recap of the 2025 Maryland General Assembly (MGA) legislative session on behalf of ZEEVIC Legislative Working Group Chair, Josh Cohen. She provided a brief summary of ZEV-related bills from the 2025 session including bills that passed and did not pass, and implications for the future.

## **Electricity Distribution System Planning – Implications for EV Charging Infrastructure Deployment** ***Distribution System Planning and EV Charging Infrastructure Deployment***

Kirsten Verclas and Catherine Reed, National Association of State Energy Officials (NASEO)

- Kirsten Verclas introduced NASEO and explained its role. Outlined how the distribution system planning has changed and its status nationally and within Maryland. Also, explained how load forecasting has evolved due to changes in demand and delved a little deeper to discuss EVs' impacts on load forecasting. Explored other topics related to distribution system planning such as modelling, hosting capacity analysis and gaps, and rate design.

## ***Outcomes of the Distribution System Planning (DSP) Work Group – Electric System Planning Regulation***

John Borkoski, Public Service Commission (PSC)

- John Borkoski provided background information on electric system planning regulation in Maryland. Gave an overview of six regulations proposed by the PSC's DSP Workgroup. Further explained proposed regulations .03-Plan Process, .04-Plans and Plan Updates, and .05-Metrics.

## ***Questions***

- Sari Amiel asked if annual plans respect changes to state policy. John Borkoski confirmed that they do.
- Nina Forsythe asked for more information on the largest load problem areas. John Borkoski explained that while this is utility-specific, a study was recently conducted and determined that any load demand increases observed will be manageable. Ethan Holmes (BGE Planning) supplemented John's response and explained that rapid electrification is concerning but will be addressed using DER storage.
- Scott Wilson asked whether utilities address stress on the grid proactively or after the stress is evident. Also, asked about the feedback time the planning process after stress appears. Ethan Holmes explained that for utilities, communication with customers and access to Advanced Metering Infrastructure (AMI) data is key to addressing stress on the grid.
- Virginia Burke asked about relevant aspects of electricity system planning for those interested in EV infrastructure deployment. Kirsten Verclas explained it would be prudent to observe the behavior of EVs, data centers, and electrified buildings. Stated that the locations of concentrations of medium and heavy duty EVs should also be noted. Recommended ongoing commitment to data collection to inform expectations and planning.
- Ron Kaltenbaugh asked if the PSC was watching the development of solar panels and clean energy generation.



### State Agency Announcements & Updates

- **Maryland Department of Transportation (MDOT):** Amanda Hinh highlighted MDOT's Zero Emission Vehicle Infrastructure Plan (ZEVIP) Survey. The survey may be accessed [here](#) and closes on June 13, 2025.
- **Maryland Energy Administration (MEA):** Diego Lopez provided updates on multiple programs:
  - [EVSE Rebate Program](#)
  - [Medium & Heavy-Duty EV Grant Program](#)
  - [School Bus Grant Program](#)
  - [Community EVSE Grant Program](#)
- **Maryland Department of the Environment (MDE):** Tim Shepherd provided updates on the EVSE infrastructure programs funded by the [Volkswagen settlement](#).
- **Maryland Department of General Services (DGS):** Korin Sharp provided an update on the State Fleet [Electric Vehicle Infrastructure Program \(EVIP\)](#) and highlighted the April 30 DGS [Earth Day event](#).

### EV Phase 2 Program – Milestones Update

#### Virginia Burke, MDOT

- Virginia Burke provided a high-level recap of the EV Phase 2 Program milestones achieved between December 2024 and May 2025. Summarized program types, proposals, written comments, and program themes. Briefly discussed ZEEVIC's potential role.

### Closing Remarks

#### Chair Deron Lovaas

- The next ZEEVIC meeting will be held on July 23.
- To receive ZEEVIC Meeting Notices, email: [ZEEVIC@mdot.maryland.gov](mailto:ZEEVIC@mdot.maryland.gov).

### Next ZEEVIC Meeting

**July 23, 2025**



## Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) July Meeting

**Meeting Date:** 7/23/2025

**Meeting Location:** Hybrid – Teams Meeting and MDOT HQ

### ZEEVIC Members/Appointed Representatives in Attendance:

- Lovaas, Deron (MDOT), ZEEVIC Chair
- Alfred, Walt (Ally Power)
- Amiel, Sari (Sierra Club)
- Bowis, John (Chevy Chase Automotive)
- Cohen, Joshua (SWTCH Energy)
- Forsythe, Nina (City of Frostburg/MML)
- Delegate Fraser-Hidalgo, David (MGA)
- Heuver, Marcel (LKQ Corporation)
- Kaltenbaugh, Ron (EVADC)
- Lopez, Diego (MEA)
- Powell, Ryan (Commerce)
- Shepherd, Tim (MDE)
- Verchinski, Paul (Public)
- Wilson, Scott (EVADC)
- Wimmer, Robert (Toyota)
- Xu, Bihui (MDP)
- Young, Weston (Worcester County/MACO)

### ZEEVIC Member Alternates:

- Budhathoki, Saubhagya (DGS)
- duPont, Sam (BGE)
- Lindenbaum, Isaak (OPC)
- McAuliffe, Drew (PSC)

### Other Presenters:

- Bankard, Rebecca (MDOT/MBI)
- Campbell, Amanda (City of Rockville)
- Goetz, Matthew (Georgetown Climate Center)
- Hinh, Amanda (MDOT)
- Lattimer, Tim (Howard County)

### Staff:

- Burke, Virginia (MDOT)
- Cortazzo, Sophia (MDOT)
- Francis, Kameice (MDOT/MBI)
- Rodi, Nicole (MDOT/MBI)

### Welcome

- **Chair Deron Lovaas** briefly welcomed attendees and introduced the main meeting topic, zero emission vehicle (ZEV) infrastructure work being done at the local government level.

### Maryland By the Numbers

#### Rebecca Bankard, MDOT/MBI

- **Rebecca Bankard** reviewed the monthly electric vehicle (EV) registration numbers for Maryland.
- There are currently 139,460 EVs registered in Maryland. From May 31 to June 30, there were 2,623 additional EVs registered in Maryland. A 1.9% monthly growth rate was observed.

### Question

Is this a net number? Does it account for those who leave the state?

- **Rebecca Bankard:** Yes. The total registration also accounts for temporary registrations.

### Public Comments

- **Lanny Hartman (EV Driver)** discussed some preliminary findings from a currently underway survey looking at the pricing of EV charging in Maryland. Recognized the Weights and Measures Program of the Maryland Department of Agriculture and ZEEVIC Member Paul Verchinski for



their efforts in ensuring that stations charge by time only. Also suggested getting Alison Wilkinson, Chief of the Weights and Measures Program, to talk to ZEEVIC in the future.

- **Scott Wilson (EVADC)** highlighted the [Maryland Advanced Clean Cars II \(ACC II\) and Advanced Clean Trucks \(ACT\) Working Group \(WG\)](#) and encouraged ZEEVIC members to participate.

## Local Governments' Role in Electrification

### *ZEV Freight Truck Charging Facility Zoning and Permitting*

Matthew Goetz, Georgetown Climate Center

- **Matthew Goetz** briefly introduced the Georgetown Climate Center and explained how it serves as a resource for state and local governments. Provided information on how local governments can play an important role by streamlining and clarifying zoning and permitting requirements for medium and heavy duty (MHD) EV charging stations. Provided discussion questions to which local government officials were encouraged to respond.

### *Climate Forward: Accelerating EVs in Howard County*

Tim Lattimer, Howard County

- **Tim Lattimer** provided context to explain how Howard County's recent 1000-year floods underscored the need for their '[Climate Forward: Climate Action and Resiliency Plan](#).' Outlined the plan's development and steps that have been taken towards implementation. Highlighted the [Howard County Climate Forward Dashboard](#), monthly newsletter, [Clean Miles Club](#), and their social media platforms.

### *Rockville EV Readiness Plan*

Amanda Campbell, City of Rockville

- **Amanda Campbell** discussed the City of Rockville's '[Electric Vehicle Readiness Plan](#)' which was adopted in March 2025. Presented lessons learned, background information, scope of the plan, and community engagement timeline and strategies.

## Questions

Matthew Goetz posed two key questions to local government representatives:

- *Is your jurisdiction already addressing or considering this topic?*
- *What have you heard from trucking / freight companies or charging station developers?*
  - **Tim Lattimer** hasn't heard any concerns regarding ZEV charging from the trucking industry in Howard County but will keep an eye on the issue.
  - **Bihui Xu (MDP)** explained that the location of trucking charging stations can be a controversial issue for communities.
  - **Brian Booher (Montgomery County)** has not heard anyone ask about heavy duty ZEV charging.

## ZEEVIC Communications Workgroup Update

Ron Kaltenbaugh (Communications WG Chair)

- The Communications Workgroup has convened three times to date. The next meeting is tentatively scheduled for September 5, 2025, from 10:00–11:00 AM. Discussions have centered on identifying both tailwinds and headwinds in the EV space, and on strategies to enhance outreach and engagement with ZEEVIC partners and the broader public. A recurring theme is the need to collect and share compelling stories that highlight the real-world benefits and co-



benefits of EV adoption—stories that can resonate with diverse audiences and help drive behavior change. Members are encouraged to submit ideas or request to join the distribution list by emailing [ZEEVIC@mdot.maryland.gov](mailto:ZEEVIC@mdot.maryland.gov).

#### Comments

- **Brian Booher** noted doing campaigns regarding the federal [New Clean Vehicle Tax Credit](#) which will end on September 30, 2025.
- **Chair Deron Lovaas** highlighted the importance of the Communications WG's role to promote EV technology and minimize miscommunication.

#### National Electric Vehicle Infrastructure (NEVI) Program

##### Amanda Hinh, MDOT

- **Amanda Hinh** highlighted that the first NEVI Round 1 site broke ground in Grantsville in June 2025. Explained that NEVI Round 2 will continue after Maryland joined 16 other states in [State of Washington v U.S. DOT](#) over the pause of NEVI and rescission of previously approved NEVI plans. The Court issued a [preliminary injunction](#) in favor of the Plaintiff states. The [Request for Proposals](#) closes on **August 27**. Also stated that [updated NEVI draft guidance](#) is under Office of Management and Budget (OMB) review. However, the timeline for completion is not yet known.

#### State Agency Announcements & Updates

- **Maryland Department of Transportation (MDOT):** **Amanda Hinh** gave a brief overview of some preliminary results of MDOT's [Zero Emission Vehicle Infrastructure Plan \(ZEVIP\)](#) Survey. This survey was conducted to understand Marylanders' charging preferences and needs and inform the ZEVIP. Discussed next steps including sharing further survey results and continued interagency coordination.
- **Maryland Department of Planning (MDP):** **Bihui Xu** discussed the passage of Maryland's Sustainable Growth Planning Principles legislation ([Senate Bill 266](#)) which will inform State capital investments and guide local comprehensive plans. Legislation was passed in April 2025 and will be effective in October 2025.
- **Maryland Energy Administration (MEA):** **Diego Lopez** provided updates on multiple programs:
  - The [Electric Vehicle Supply Equipment \(EVSE\) Rebate Program](#) was officially launched and is now available via an online portal.
  - The [Medium-Duty and Heavy-Duty ZEV Grant Program Grant Program](#) is also available via online application. Requested assistance in connecting with private and public fleets.
  - The [Community EVSE Grant Program's](#) award list is available. The program was oversubscribed and will reopen in September 2025.
  - The award list for [Electric School Bus Grant Program](#) was discussed. The program will be reopening in September 2025. Would appreciate advice on connecting with rural school districts.
- **Maryland Department of the Environment (MDE):** **Tim Shepherd** provided updates on the EVSE infrastructure programs funded by the [Volkswagen settlement](#).
- **Maryland Department of General Services (DGS):** **Saubhagya Budhathoki** introduced the new EV project manager and summarized the number of State Fleet EVSE ports available.





**Closing Remarks****Chair Deron Lovaas**

- The next ZEEVIC meeting will be held on Wednesday, October 22, 2025.
- To receive ZEEVIC Meeting Notices, email: [ZEEVIC@mdot.maryland.gov](mailto:ZEEVIC@mdot.maryland.gov).

**Next ZEEVIC Meeting****October 22, 2025**

## Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) October Meeting

**Meeting Date/Time:** October 22, 2025 – 2:00 to 3:30 PM

**Meeting Location:** Hybrid – Teams Meeting and MDOT HQ

### ZEEVIC Members/Appointed Representatives in Attendance:

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|---|---|--|
| • Lovaas, Deron (MDOT),<br>ZEEVIC Chair     | • Delegate Fraser-Hidalgo,<br>David (MGA) | • Shepherd, Tim (MDE)                      |
| • Alfred, Walt (Ally Power)                 | • Heuver, Marcel (LKQ)                    | • Verchinsky, Paul (Public)                |
| • Amiel, Sari (Sierra Club)                 | • Kaltenbaugh, Ron (EVADC)                | • Wilson, Scott (EVADC)                    |
| • Bobek, Kelly (Volvo)                      | • Mosier, Kevin (PSC)                     | • Wynne, Vincent (PEPCO)                   |
| • Cohen, Joshua (SWTCH<br>Energy)           | • Powell, Ryan (Commerce)                 | • Xu, Bihui (MDP)                          |
| • Forsythe, Nina (City of<br>Frostburg/MML) | • Sharp, Korin (DGS)                      | • Young, Weston (Worcester<br>County/MACO) |

### ZEEVIC Member Alternates:

- Buscemi, Natalie (MEA)
- Lindenbaum, Isaak (OPC)
- Sheridan, John (Prince  
George's County  
Council/MACO)

### Other Presenters:

- Eum, Shawn (MDOT MVA)
- Kailas, Aravind (Volvo)
- Justman, Lilly (Tesla)
- Nies, Tim (Tesla)
- Polster, Mark (Ford)

### Staff:

- Burke, Virginia (MDOT)
- Francis, Kameice (MDOT/MBI)
- Rodi, Nicole (MDOT/MBI)

### Welcome and Announcements

- **Chair Deron Lovaas** introduced the main meeting topic, Automaker perspectives on the electric vehicle (EV) market and landscape.

### Public Comments

- **Robert Borkowski** discussed the Maryland Department of Agriculture's (MDA's) recently launched [EV charger registration program](#). Stated that the new registration fees are expensive and could deter deployment of more EVSE. Is especially concerned about L2 deployments in MUDs and condos. Highlighted the October 30 [EV Charging Stakeholder Briefing](#) by MDA.
- **Paul Verchinski** followed up on Robert Borkowski's comments. Expressed displeasure at the lack of public notice from MDA, given the specific recommendations related to public notice included in the 2024 Report of the EVSE Working Group. (The Report and Working Group were required by 2024 legislation).
  - **Chair Deron Lovaas** stated that MDA was invited, but declined to present at the ZEEVIC meeting. Encouraged participants to attend the October 30 EV Charging Stakeholder Briefing.
- **Lanny Hartman** agreed with Robert Borkowski and Paul Verchinski. Voiced concern that, while more chargers are being installed, there are also chargers disappearing – is aware of two EVSE in



Howard County that were pulled out without explanation. Is encouraged by State investment but need to put claw-back provisions in contracts if chargers aren't functional.

- **Jackie Guild** recently attended a conference held at WISP in Western Maryland and was concerned about the distance gaps between chargers on the journey. Expressed disappointment that there was no charging at the conference location.
  - **Chair Deron Lovaas** responded briefly with details about NEVI-funded installations in Western Maryland.
  - **Nina Forsythe** explained that there are Tesla superchargers on the way that could work with an adapter. Also expressed disappointment that there was no charging at the conference venue.

### **MDOT Motor Vehicle Administration (MVA) Updates**

Shawn Eum

- Discussed the expired [High Occupancy Vehicle \(HOV\) Permit Program](#) and explained that it ended due to a loss of federal authorization. Discussed program's success and public outreach to inform program participants of program's conclusion. Discussed the current [EV Tax Credit program](#). Highlighted the [Maryland EV Data Dashboard](#).

### **ZEEVIC Future**

Chair Deron Lovaas

- Discussed ZEEVIC's June 30, 2026 Sunset dates, and noted that ZEEVIC's directives, as written in 2011, have been fulfilled. Outlined changes in the EV landscape since ZEEVIC's inception.

### **Questions/Comments**

- **Delegate David Fraser-Hidalgo** discussed EV headwinds and proposed introducing a bill to extend ZEEVIC to maintain momentum.
- **Paul Verchinski** noted the greenhouse gas (GHG) reduction goals of the [Climate Solutions Now Act](#) (CSNA) and noted EV growth is necessary to meet the CSNA goals. Acknowledged federal headwinds, but expressed that Marylanders should have a forum for participating in discussions regarding EVs. Raised reliability issue and other issues needing attention and work.
- **Ryan Powell** suggested that more emphasis be placed on the advertisement of how affordable EVs are to operate instead of focusing on incentives.
- **Ron Kaltenbaugh** agreed that we are at a different phase of this effort. May need to either replace or change ZEEVIC.
- **Scott Wilson** explained that ZEEVIC's most useful function is a public forum. Current headwinds could justify a refreshed charge, and could warrant a look at other states' efforts.
- **Delegate David Fraser-Hidalgo** acknowledged that needs are shifting and ecosystem is different than it was at the time ZEEVIC was formed. Changing ZEEVIC's charge would be beneficial. Would be willing to introduce an emergency bill.
- **Lanny Hartman** asserted that ZEEVIC should be focused on infrastructure, as it is in the name.



## **Automaker Perspectives on the EV Market and Landscape**

### ***Ford Motor Company***

Mark Polster, Vehicle Environmental Regulatory Strategy Manager

- Discussed sustainability history, achievements, and aspirations. Discussed 'Model T Moment' which includes a new Louisville Assembly Plant and BlueOval Battery Park Michigan. Spoke about the 2027 launch of first midsize electric truck.

### ***Tesla, Inc.***

Tim Nies, Project Manager and Design Engineer, and Lilly Justman, Staff Government Program Analyst

- Discussed Tesla's NEVI involvement. Highlighted 2 sites in Maryland that are under construction and should be completed in the next couple of weeks (6 sites total). Explained why Tesla did not participate in Round 2 of the NEVI program. Discussed recommendations and proposed solutions for Maryland's NEVI program.

### ***Volvo Group North America***

Aravind Kailas, Advanced Technology Policy Director

- Gave an overview of Volvo Group North America. Reiterated Volvo's commitment to achieving net-zero value chain emissions within the next decade. Discussed navigating policy and market headwinds. Highlighted opportunities for Maryland in zero-emission freight and what the next phase of ZEV adoption will entail.

### ***Questions***

- **Ben Baker** asked if the private sector has considered coming together to fund some of the infrastructure necessary.
  - **Aravind Kailas** explained that conversations are happening where there are large deployments of Class 8 BEVs. Using data and overlaying LDV, building electrification, and EVSE deployment to identify freight vehicle hotspots.
  - **Mark Polster** shared that infrastructure has lagged behind vehicles. Explained that there have been occasions when customers have been willing to buy EVs, but have been deterred by the timeline for charging infrastructure installation.

### **Sneak Peak: Advanced Clean Trucks (ACT) Needs Assessment and Deployment Plan (NADP)**

Tim Shepherd, MDE

- Gave an overview of why the NADP was created, and what it entails. Briefly outlined the report contents. Report will be released on December 1, 2025. Willing to do a more thorough presentation after the release of the report.

### **Zero-Emission Vehicle Infrastructure Plan (ZEVIP) - Maryland EV Charging Suitability Tool**

Amanda Hinh, MDOT

- Amanda Hinh was not able to present due to a lack of time. Presentation slides are available on the [ZEEVIC website](#).

### **Closing Remarks**

Chair Deron Lovaas

- The next ZEEVIC meeting will be held on January 28, 2026.
- To receive ZEEVIC Meeting Notices, email: [ZEEVIC@mdot.maryland.gov](mailto:ZEEVIC@mdot.maryland.gov).

**Next ZEEVIC Meeting**

**January 28, 2026 (subject to change)**

