



DRAFT February 19, 2026

House Appropriations Committee
House Economic Matters Committee
House Environment and Transportation Committee
Senate Budget and Taxation Committee

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

Dear Chair Barnes, Chair Valderrama, Chair Korman, Chair Guzzone, and Committee Members:

Maryland's Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) has reviewed the 2026 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 necessarily represent the positions of the Moore-Miller Administration, state agencies or other individual ZEEVIC members.

ZEEVIC **supports** the following bills:

- **HB 0405: 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.

- **SB 0059 / HB 0437: Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**. This bill relates to MDOT's planning and development of certain major transportation projects. The provisions relevant to ZEEVIC include requiring MDOT to assess the impact of vehicle electrification on achieving greenhouse gas emission reduction targets, and to consider the direct climate benefits of investing in electrification of state vehicles and charging infrastructure.

Comment: The Maryland Department of Transportation and Maryland Commission on Climate Change have both stated that increased EV adoption is directly linked to reduced GHG emissions. MDOT has estimated that the 30,876 additional EV registrations between June 30, 2024 and June 30, 2025 resulted in a reduction in GHG emissions of 140,000 metric tons of CO₂e. This annual reduction is roughly equivalent to the greenhouse gas savings from about 40,000 Maryland homes switching their space heating and cooling from natural gas furnaces to electric heat pumps.

References: [2025 MDOT Climate Action Status Report](#), [Maryland Commission on Climate Change 2025 Annual Report](#), [Rewiring America](#)

- **HB 0451: Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting and Sunset Extension**. This bill extends ZEEVIC by five years, by changing its current termination date of June 30, 2026 to a new date of June 30, 2031.

Comment: Since its creation in 2011, ZEEVIC has served as a forum for a broad range of public and private stakeholders to collaboratively share information, receive feedback, and coordinate in advancing Maryland's ZEV infrastructure planning and development. When the General Assembly first established ZEEVIC, the ZEV infrastructure ecosystem was in its very early days. Fifteen years later, in 2026, the ecosystem is evolving and facing different challenges than when it was just beginning. Particularly now, as the federal government has changed its posture towards ZEVs from supportive to oppositional, the need for continued coordination and leadership by the State is as strong as ever.

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 we can provide further information, please feel free to email zeovic@mdot.maryland.gov.

Respectfully,

Josh Cohen
Chair, Legislative Working Group
ZEEVIC

Scott Wilson
Vice Chair, Legislative Working Group
ZEEVIC

Attachment