MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council

March 13, 2026

House Environment and Transportation Committee
Senate Education, Energy, and the Environment Committee

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

Dear Chair Feldman, Chair Korman, 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. **These statements of position are based on the first readers of the bills as introduced, and do not reflect any amendments.** This is the second letter of position statements ZEEVIC has prepared for the 2026 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 necessarily represent the positions of the Moore-Miller Administration, state agencies or other individual ZEEVIC members.

ZEEVIC **supports** the following bills:

- SB 0622: **Maryland Strategic Energy Investment Fund - Required Uses - Building Electrification and Transportation Electrification**. This is a straightforward and simple bill that amends and clarifies the allowable uses for Maryland's Strategic Energy Investment Fund (SEIF). SB 622 establishes that the SEIF's allowable uses include providing "loans and grants for building electrification and transportation electrification."
  – AND –
- HB 1040: **Maryland Strategic Energy Investment Fund - Mandated Uses - Climate Change Programs.** This bill requires that for FY28 through FY32, money in the Maryland Strategic Energy Investment Fund be allocated in set amounts to certain programs that

reduce the impact of climate change. These allocations include $25 million each year towards zero emission vehicles (ZEVs) and related infrastructure.

Comment: Both of these bills seek to leverage the SEIF to advance transportation electrification, but take different approaches in how they do it. ZEEVIC does not advocate for one bill over the other; rather ZEEVIC supports the bills' common approach of using the SEIF to fund transportation electrification. Given the fiscal challenges facing the State's general fund, it is essential to identify other funding sources for transportation electrification to meet the State's statutory emission reduction commitments enacted into law through the Climate Solutions Now Act of 2022. Particularly now, in 2026, as the federal government has changed its posture towards transportation electrification from supportive to oppositional, the need for continued leadership by the State is as strong as ever.

- HB 1225: **Weights and Measures - Electric Vehicle Charging Equipment - Registration Fees**. This bill changes the source of funding for the Maryland Department of Agriculture's Weights and Measures EVSE inspection program from being solely fee-funded, to a mixture of fee-funded and appropriated from the Strategic Energy Investment Fund. It also caps the annual EVSE registration fee to be no more than the annual fee for retail motor fuel dispensers.

  Comment: ZEEVIC supports this bill because it reduces the annual registration fee for charging operators from $150 per meter to not exceed the fee charged per meter for a retail motor fuel dispenser meter. This change will ease financial pressure on operators, many of whom run chargers on thin margins and offer them primarily as a customer convenience. Lowering the fee will help prevent the removal of these chargers and preserve Maryland's EV infrastructure, particularly among small, locally owned providers.

- HB 1374: **Alternative Fuel, Fuel-Efficient, and Electric Vehicles - Highway Use Fees**. This bill modifies the existing flat annual $125 registration surcharge for plug-in electric drive vehicles to allow drivers to voluntarily opt-in to pay a mileage-based user fee (MBUF) in lieu of the flat fee, similar to current practice in Virginia. This approach more closely approximates 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. Under this bill, EV drivers will choose either to pay the existing $125 annual registration surcharge, or to opt-in to the MBUF program. Drivers in the MBUF program will pay a fee which is proportional to their miles driven, capped at the $125 annual fee.

  Comment: ZEEVIC supports this bill because it will allow low-mile drivers to avoid paying for miles they don't drive, while preserving the current surcharge structure for EVs that exceed the state average mile threshold. ZEEVIC takes no position on the provisions in the bill that would allocate the funds towards MARC commuter rail service.

ZEEVIC **opposes** the following bills:

- HB 0673: **Consumer Goods - Restrictions Based on Energy Source - Prohibition (Energy Equality Act of 2026).** This bill prevents a local government or unit of State government from establishing procurement requirements for vehicles and other consumer goods on the basis of the fuel or energy source for transportation. It also repeals MDE's low emissions vehicle program and MDE's ZEV sale requirements for medium- and heavy-duty vehicles.

  Comment: ZEEVIC opposes this bill because it would prevent the State and local governments from establishing and implementing both new and existing programs that support the sale or procurement of zero-emission vehicles. Policies, including ZEV procurement standards, are essential tools to enable the State and local governments to meet their emission reduction goals and to advance ZEV adoption more broadly.

- HB 1019: **School Bus Transition - Propane-Powered School Buses - Grant Program, Fund, and Purchase.** This bill expands the Zero-Emission Vehicle (ZEV) School Bus Transition Grant Program (and a corresponding special fund) by incorporating propane-powered school buses within existing provisions governing ZEV school buses. Additionally, beginning in fiscal 2030, the bill authorizes a local board of education to enter into a new contract for the purchase of school buses that are propane-powered.

  Comment: ZEEVIC opposes this bill because it would enable funds intended solely for ZEV school buses to be used for propane-powered buses. ZEEVIC acknowledges that propane-powered school buses have less tailpipe emissions and produce less air pollution than diesel school buses, but ZEV school buses are the only school bus technology without any tailpipe emissions or air pollution. Moreover, ZEV school buses have proven to offer value to the electric grid through managed charging. This can include charging during off-peak hours when electricity on the grid is abundant, and sending power back to the grid during periods of peak demand.

  Because ZEV school buses are more costly than either diesel- or propane-powered school buses, financial support such as the ZEV School Bus Transition Grant Program is often essential to help local school districts purchase these vehicles. Diluting that fund for other purposes would reduce funding for ZEV school buses and make it more difficult for local school districts to purchase them.

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 zeevic@mdot.maryland.gov.

Respectfully,

Josh Cohen
Chair, Legislative Working Group
ZEEVIC

Scott Wilson
Vice Chair, Legislative Working Group
ZEEVIC

Attachment

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council

Who created ZEEVIC?

The Maryland Legislature created the Electric Vehicle Infrastructure Council (EVIC) in 2011 to address and remove barriers related to electric vehicle (EV) adoption in Maryland. In 2019, the membership, responsibilities, and reporting requirements of EVIC were expanded to include zero emission vehicles (ZEVs) and fuel cell electric vehicles (FCEVs). To reflect the expanded responsibilities of the Council, EVIC was renamed the **Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC)**. In 2020, the membership of ZEEVIC was expanded further and the Council's sunset date was extended to 2026. The membership of the Council was again altered in 2021 and 2024.

What does ZEEVIC do?

ZEEVIC is charged with supporting the development of:

- **Policies, recommendations, and incentives that increase awareness of ZEVs, support the ownership of ZEVs, and promote investment by the private sector in ZEVs.**
- **Recommendations for a statewide EV charging and hydrogen refueling infrastructure plan.**
- **Other potential policies to promote and facilitate the successful integration of ZEVs into Maryland's transportation network.**

ZEEVIC's responsibilities support Maryland's greenhouse gas (GHG) emissions reductions goals outlined in the Climate Solutions Now Act (CSNA). The CSNA sets a goal of 60% GHG emissions reductions by 2031 and net-zero by 2045. Transportation is the single largest GHG emissions generator in Maryland, representing over one-third of total GHG emissions. As a result, ZEVs play an integral role in helping Maryland meet the CSNA emissions reduction goal.

Who is part of ZEEVIC?

See page 2 for the ZEEVIC membership list.

Where can I learn more?

MARYLAND ZERO EMISSION Electric Vehicle Infrastructure Council	MDEV MARYLAND EV	Maryland By the Numbers
MDOT.Maryland.gov/ZEEVIC	MarylandEV.org	MDOT.Maryland.gov/EV

Who is part of ZEEVIC?

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

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