



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.

Respectfully,



Josh Cohen
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 two for the ZEEVIC membership list.

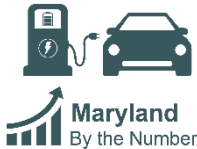
Where can I learn more?



MDOT.Maryland.gov/ZEEVIC



MarylandEV.org



MDOT.Maryland.gov/EV

ZEEVIC Membership

Member Name and Affiliation

ZEEVIC Membership Seat

Deron Lovaas , Chief of Environment and Sustainable Transportation	Maryland Department of Transportation (Council Chair)
Hyeon-Shic Shin, PhD. , Morgan State University	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 District 5	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	
<i>Vacant</i>	Light-Duty Electric Vehicle Manufacturer
Kelly Bobek , Volvo Group North America	Heavy-Duty Electric Vehicle Manufacturer
Joshua Cohen , SWITCH Energy	Electric Vehicle Charging Station Manufacturer
Robert Wimmer , Toyota	Fuel Cell Electric Vehicle Manufacturer
Walt Alfred , Ally Power Inc.	Fuel Cell Electric Vehicle Infrastructure Equipment Manufacturer
<i>Vacant</i>	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
<i>Vacant</i>	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
<i>Vacant</i>	
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