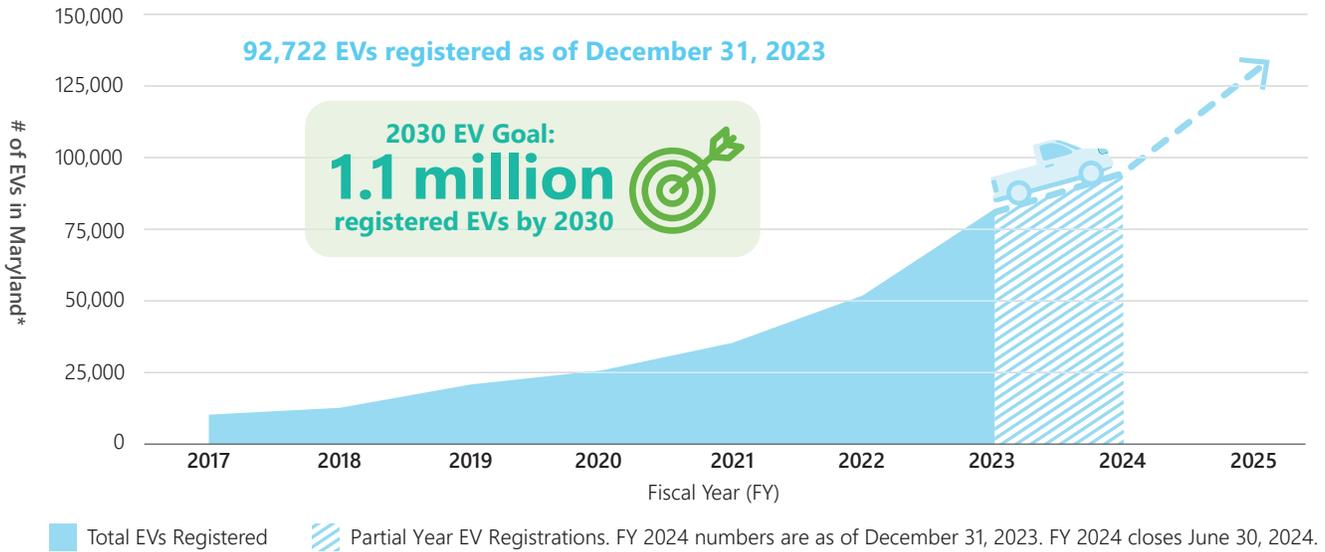


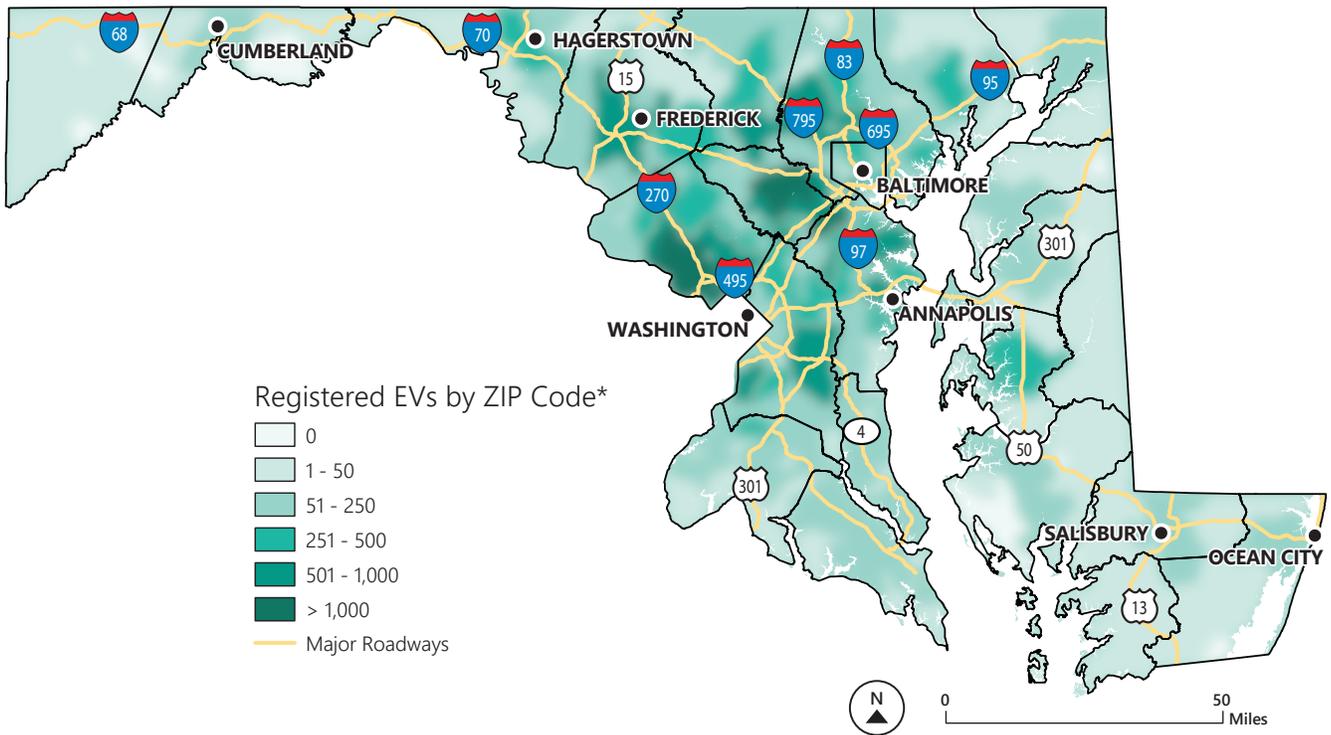
# Maryland ZEV Policy Scorecard



The Climate Solutions Now Act (CSNA) established a target of 60 percent reduction in greenhouse gas (GHG) emissions by 2031. Because transportation is the largest GHG generator in Maryland, representing over one third of total emissions, zero emission vehicles (ZEVs) play an integral role in helping meet Maryland's emissions reduction goal.



\* Includes both battery electric and plug-in hybrid electric vehicles.



\* Includes both battery electric and plug-in hybrid electric vehicles.

# Maryland ZEV Policy Scorecard

In 2023, ZEEVIC updated Maryland's ZEV Policy Scorecard. This Scorecard outlines policy options that have been considered or enacted across the United States to promote ZEV adoption and accelerate ZEV recharging and refueling infrastructure. The footnotes indicate the status of the policies/incentives in other states. The purpose of the Scorecard is to inform public policy decisions about how to advance EV infrastructure. The Scorecard focuses on policies and programs currently active in Maryland, and it is not intended to capture Federal policies and incentives.

State Policies to Support ZEV Deployment <sup>1</sup>	Active in Maryland?	Description	
<b>Goals</b>			
State ZEV Adoption Goal <sup>2</sup>	Yes	• 1.1 million EVs registered by 2030	
State Light-Duty Fleet Procurement Goal <sup>3</sup>	Yes	• Climate Solutions Now Act (2022) • 100% State Fleet of passenger vehicles must be ZEV by 2031 • 100% State Fleet of LDVs must be ZEV by 2036	
State Charging Infrastructure Deployment Goal <sup>4</sup>	Yes	• MD National Electric Vehicle Infrastructure (NEVI) Plan • Build out 23 EV Alternative Fuel Corridors	
Greenhouse Gas (GHG) Emission Reduction Target <sup>5</sup>	Yes	• Climate Solutions Now Act (2022) • 60% emission reduction by 2031, net-zero by 2045	
ZEV Funding for EJ Communities <sup>6</sup>	Yes	• MD NEVI Plan • Justice40 mandates 40% of federal investments go to disadvantaged communities	
<b>Financial Incentives</b>			
Point of Sale Rebates <sup>7</sup>	No		
Rebates for New EVs <sup>8</sup>	No		
Rebates for Used EVs <sup>9</sup>	No		
Rebates or Grants for EV Charging Infrastructure <sup>10</sup>	Yes	• MEA Electric Vehicle Supply Equipment (EVSE) Rebate Program • MDE Electric Corridors Grant Program (ECGP)	
Grants for Alternative Fuel Technologies <sup>11</sup>	Yes	• MEA grant & loan program, Clean Fuels Incentive Program (CFIP) • MEA Maryland Smart Energy Communities (MSEC) Program	
Grants for Workplace Charging <sup>12</sup>	Yes	• MDE Charge Ahead Grant Program • BGE and PHI Commercial Customer Charging Rebate	
Tax Credit for ZEV Purchase	Light-Duty Vehicles <sup>13</sup>	Yes	• MD Transportation Statute (§13–815)
	Medium- and Heavy-Duty Vehicles <sup>14</sup>	Yes	• Clean Cars Act of 2022 (HB1391, CH0234)
Tax Credit for EV Charging Infrastructure <sup>15</sup>	No		
Tax Exemption for ZEVs and Infrastructure <sup>16</sup>	No		
ZEV Registration Fee Exemption <sup>17</sup>	No		
Off-Peak Charging Credit <sup>18</sup>	Yes	• Incentive offered in territory of the following utilities: BGE, Delmarva, Pepco, Potomac Edison	

<sup>1</sup> Footnotes indicate states where the policy is active. Bolded states border MD and make up part of the southern Mid-Atlantic Region.

<sup>2</sup> CA, CO, CT, MA, MN, NJ, NY, NY, NC, OR, RI, VT, WA

<sup>3</sup> CA, CT, IL, MN, NC, NH, OR, TN

<sup>4</sup> CA, CO, CT, ME, MA, NJ, NY, OR, RI, VT

<sup>5</sup> CA, CO, CT, HI, MA, ME, MN, NV, NJ, NY, OR, RI, VT, **VA**, WA

<sup>6</sup> All 50 states (including **DC**)

<sup>7</sup> CA, CO, CT, **DE**, MA, NY, OR, **PA**

<sup>8</sup> AK, AZ, CA, CO, CT, FL, IL, MA, ME, MI, MN, MS, NE, NJ, NV, NY, OK, OR, **PA**, TX, VT, WA

<sup>9</sup> AK, AZ, CA, CT, FL, IL, MA, ME, MI, MN, MS, OR, NJ, NV, NY, OK, OR, **PA**, TX, VT, WA

<sup>10</sup> 42 States (including **DC**, **DE**, **PA**, and **VA**)

<sup>11</sup> CA, CT, **DE**, IL, IN, IA, LA, MA, ME, MI, MN, NC, NM, NV, OH, OR, SD, TX, UT, **VA**, VT, WI, WY

<sup>12</sup> WA

<sup>13</sup> CO, DC, LA, MT

<sup>14</sup> CA, CT, MA, UT

<sup>15</sup> **DC**, GA, LA, NY, OK, UT, WA

<sup>16</sup> AZ, CA, **DC**, MI, NJ, NC, OK, RI, UT, WA

<sup>17</sup> AZ, CT, OR

<sup>18</sup> AL, AZ, CA, CO, **DC**, **DE**, FL, GA, IL, IN, KY, LA, MA, MN, NC, NH, NJ, NY, OH, **PA**, SC, TX, UT, **VA**, WA, WI, **WV**

# Maryland ZEV Policy Scorecard

State Policies to Support ZEV Deployment	Active in Maryland?	Description
<b>Non-Financial Incentives</b>		
Reserved Parking on Public Property for Plug-in EVs <sup>19</sup>	Varies	• Jurisdictions include Montgomery County, Howard County, Baltimore County, and Emmittsburg
ZEV Infrastructure Multi-State Collaboration <sup>20</sup>	Yes	• Multi-State Medium- and Heavy-Duty ZEV Action Plan (2022) • Light-Duty Vehicle 2018-2021 Multi-State ZEV Action Plan
ZEV Infrastructure Planning and Coordination <sup>21</sup>	Yes	• Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC)
ZEV Sale Requirements	Light-Duty Vehicles <sup>22</sup>	Yes • Advanced Clean Cars II (ACC II)
	Medium- and Heavy-Duty Vehicles <sup>23</sup>	Yes • Clean Trucks Act of 2023 (HB0230)
Utility EVSE Programs <sup>24</sup>	Yes	• PC44 EV Pilot Program
Right-To-Charge Requirements <sup>25</sup>	Yes	• House Bill 0110, 2021
Consumer Education on EV Charging <sup>26</sup>	Yes	• PC44 EV Pilot Program • MarylandEV
Data Disclosure to Utilities <sup>27</sup>	Yes	• PC44 EV Pilot Program
Charging Signage Standardization <sup>28</sup>	Yes	• Senate Bill 146, 2022
HOV Lane Access for Plug-in EVs <sup>29</sup>	Yes	• House Bill 123, 2023
Zero-Emission School Bus Pilot Program <sup>30</sup>	Yes	• Climate Solutions Now Act (2022) • BGE proposed a pilot to the PSC
<b>Innovative Policies</b>		
Define EVSE Zoning Requirements <sup>31</sup>	No	
Streamline ZEV Infrastructure Permitting <sup>32</sup>	No	
Right-Of-Way Charging	No	
PSC Mandated EV Plan by Utilities	No	
HOV Lane Access for FCEVs	No	
State Hydrogen Fueling Infrastructure Deployment Goal <sup>33</sup>	Yes	• Build out 3 Hydrogen Alternative Fuel Corridors
Rebates or Grants for FCEV Fueling Infrastructure <sup>34</sup>	No	
Tax Credit for Hydrogen Fueling Infrastructure <sup>35</sup>	No	
Alternative to Motor Fuel Tax	Annual EV Fee <sup>36</sup>	No
	Other Policy	No

<sup>19</sup> AZ, CA, CO, **DC**, FL, HI, IL, MA, ND, NV, OR, RI, WA

<sup>20</sup> AZ, CA, CO, CT, **DC**, **DE**, HI, ID, ME, MA, MT, NH, NJ, NM, NC, NV, NY, OK, OR, **PA**, RI, UT, **VA**, VT, WA, WY

<sup>21</sup> CO, **DC**, NH, RI

<sup>22</sup> CA, CO, CT, **DC**, **DE**, ME, MA, MN, NJ, NV, NY, OR, **PA**, RI, VT, **VA**, WA

<sup>23</sup> CA, CO, CT, ME, MA, NC, NJ, NY, OR, **PA**, RI, VT, WA

<sup>24</sup> AL, AK, AZ, CA, CO, CT, **DC**, **DE**, FL, GA, HI, ID, IN, IA, KS, LA, MA, ME, MI, MN, MS, MO, NE, NV, NH, NJ, NM, NY, NC, OH, OK, OR, RI, TN, TX, UT, VT, **VA**, WA, WI, **WV**, WY

<sup>25</sup> CA, CO, **DE**, FL, HI, NJ, NY, OR, **VA**

<sup>26</sup> AZ, CA, CO, HI

<sup>27</sup> AZ, CA, CO, FL, KT, MO, MS, NC, NM, NV, VT

<sup>28</sup> CA, NH, NY, ND, OH, SD, **VA**, WA

<sup>29</sup> AZ, CA, GA, HI, NJ, NY, NC, UT, **VA**

<sup>30</sup> All 50 states (including **DC**)

<sup>31</sup> WA

<sup>32</sup> CA

<sup>33</sup> CA, CO, IL, MA, NM, UT, WA, WY

<sup>34</sup> CA, MA, NY, **PA**, SC, WA

<sup>35</sup> CA, MA, NY, SC, WA

<sup>36</sup> AL, AK, CA, CO, GA, HI, ID, IL, IN, IW, KA, MI, MN, MS, MO, NE, NC, SC, ND, SD, OH, OK, OR, TN, UT, **VA**, WA, **WV**, WI, WY



# Maryland ZEV Policy Scorecard: Definitions

## Goals

State ZEV Adoption Goal	A state aims to have a certain number of ZEVs registered by a certain year.
State Light-Duty Fleet Procurement Goal	Requires the state fleet to procure a certain number of ZEVs when purchasing and/or replacing vehicles.
State Charging Infrastructure Deployment Goal	A state aims to have a certain number of EV charging stations installed by a certain year.
Greenhouse Gas (GHG) Emission Reduction Target	A state aims to reduce GHG emissions by a certain amount by a certain year compared to a baseline year level.
ZEV Funding for EJ Communities	A state sets targets for prioritized ZEV funding to EJ communities.

## Financial Incentives

Point-Of-Sale Rebates	Rebates that are applied directly to the sale price of a ZEV, allowing consumers to realize savings immediately.
Rebates for New EVs	Rebates for the purchase of a new EV.
Rebates for Used EVs	Rebates for the purchase of a used EV.
Rebates or Grants for EV Charging Infrastructure	Financial award for the cost of equipment, installation, construction, and/or operation costs of EVSE.
Grants for Alternative Fuel Technologies	Financial award for technology that reduces emissions by utilizing alternative fuels.
Grants for Workplace Charging	Financial award for the cost of equipment, installation, construction, and/or operation costs of EVSE for workplace charging.
Tax Credit for ZEV Purchase	Provides the buyer of a ZEV with a tax credit for the vehicle purchase.
Tax Credit for EV Charging Infrastructure	Provides the buyer of EV charging infrastructure with a tax credit.
Tax Exemption for ZEVs and Infrastructure	Costs associated with ZEVs, EV charging infrastructure, and hydrogen refueling infrastructure are exempt from state taxes.
ZEV Registration Fee Exemption	ZEVs do not pay state motor vehicle registration fees.
Off-Peak Charging Credit	Incentives offered by utility companies to promote usage of electricity during times of low demand.

## Non-Financial Incentives

Reserved Parking on Public Property for Plug-in EVs	Parking spaces are reserved for plug-in EVs only. This policy may help to prevent ICE vehicles from using spaces designated for EV charging in parking lots or garages.	
ZEV Infrastructure Multi-State Collaboration	Plans, councils, task forces, commitments, or agreements between states that promote the deployment of ZEV infrastructure.	
ZEV Infrastructure Planning and Coordination	State-wide approaches to promoting ZEVs and infrastructure.	
ZEV Sales Requirements	Light-Duty Vehicles	The adoption of Title 13 of the California Code of Regulations in whole or in part.
	Medium- and Heavy-Duty Vehicles	The adoption of the Advanced Clean Trucks rule in whole or in part.
Utility EVSE Programs	Utility company actions in support of EVSE deployment.	
Right-To-Charge Requirements	Prevents HOAs, condominiums, MUDs, and other community-style residences from prohibiting the installation of EVSE.	
Consumer Education on EV Charging	Outreach activities by public entities to educate the public on EV technologies and charging infrastructure.	
Data Disclosure to Utilities	State, local jurisdictions, and utility regulators provide information to enable strategic planning to ensure adequate electric demand.	
Charging Signage Standardization	Creates uniform design, placement, and content for signage indicating EV charging availability or access.	
HOV Lane Access for Plug-in EVs	Allows plug-in EVs to access HOV lanes at any time or specific times for a reduced or no price regardless of the number of vehicle occupants.	
Zero-Emission School Bus Pilot Program	Pilot program to purchase zero emission school buses, install charging infrastructure, and transition to zero emission school bus fleets.	

# Maryland ZEV Policy Scorecard: Definitions

## Innovative Policies

Define EVSE Zoning Requirements	Clear zoning code language related to permissions and siting of EVSE.
Streamline ZEV Infrastructure Permitting	Removes barriers for permitting the development of EVSE and hydrogen refueling infrastructure. Ideally, this would provide for a unique, easier permitting process for this type of infrastructure and construction.
Right-Of-Way Charging	Allows EVSE to be installed along streets (e.g., curbside, light posts)
PSC Mandated EV Plan by Utilities	A state's Public Utility Commission mandates utility companies to develop a strategic plan to accommodate transportation electrification needs.
HOV Lane Access for FCEVs	Allows FCEVs to access HOV lanes at any time or specific times for a reduced or no price regardless of the number of vehicle occupants.
State Hydrogen Fueling Infrastructure Deployment Goal	A state aims to have a certain number of hydrogen refueling stations installed by a certain year.
Rebates or Grants for FCEV Fueling Infrastructure	Financial award for the cost of equipment, installation, construction, and/or operation costs of hydrogen fueling infrastructure.
Tax Credit for Hydrogen Fueling Infrastructure	Provides the buyer of hydrogen fueling infrastructure with a tax credit for the purchase.
Alternative to Motor Fuel Tax	In response to diminishing revenue from the Motor Fuel Tax, states may enact alternative sources of funding. Alternative sources of revenue could be a registration fee on EVs, a mileage-based user fee (MBUF) or a roadway user charger (RUC).

