MARYLAND ZERO EMISSION

Electric Vehicle Infrastructure Council

January 28, 2026

Agenda

- Welcome and Public Comments
- ZEEVIC Future (Continued)
- MDA EVSE Registration and Certification Program (Update)
- Maryland ACC-II/ACT Workgroup Report
- ACT Needs Assessment Study
- State Agency Announcements and Updates
- Closing Remarks

Welcome and Public Comments

Deron Lovaas, ZEEVIC Chair & MDOT Chief of Environment and Sustainable Transportation

ZEEVIC Future (continued)

Deron Lovaas, ZEEVIC Chair & MDOT Chief of Environment and Sustainable Transportation

HB 0451 Maryland Zero Emission Electric Vehicle Infrastructure Council – Reporting and Sunset Extension

Sponsors: Delegates Fraser-Hidalgo, Solomon, Wolek
Hearing Date: TBD
Synopsis: Altering the deadlines for the interim and final reporting requirements for the Maryland Zero Emission Electric Vehicle Infrastructure Council; and extending the termination date for the Council from June 30, 2026, to June 30, 2031.

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council

Maryland Department of Agriculture (MDA) Update

Alison Wilkinson, MDA

MARYLAND DEPARTMENT OF AGRICULTURE

WEIGHTS AND MEASURES
EVSE REGISTRATION AND CERTIFICATION PROGRAM

Agenda

- Funding the Program
- How Fees are Set
- Extension of Registration
- Exceptions to Registration

Funding the Program

- The Weights and Measures program is special funded by annual collection of device registration fees
- The fee for the new EVSE registration program was determined based on the following factors:
  - Cost to obtain standards for verification of accuracy
  - Cost to inspect the device
  - The amount of time for an inspector to conduct an inspection
  - The cost of return inspections
  - The possibility of consumer complaints that require investigation
  - Fuel consumption to travel to and from the site

Why Are Gas Pumps Only $20 to Register?

"Gas Pumps" are registered by meter not pump.

A typical pump has between 4-10 meters

Generating a cost of $80-$200 per pump

- **Small Gas Station**
  - 16 Meters
  - $320
  - Plus $75 Location Fee
  - ***Total $ 395***
- **Large Gas Station**
  - 84 or more meters
  - $1680
  - Plus $75 Location Fee
  - ***Total $1755***

Testing and Inspection?

Inspection- to visually assess an EVSE charger to ensure it correctly meets specification and user requirements.

Testing – to verify the accuracy of the meter dispensing the electricity to an electric vehicle.

NIST Handbook 44 – 3.40. Electric Vehicle Fueling Equipment

Response to Consumer Complaints

Response to consumer complaints pertaining to incorrect method of sale began in April of 2025.

All electrical energy kept, offered, or exposed for sale and sold at retail as a vehicle fuel shall be in units in terms of the kilowatt-hour (kWh). In addition to the fee assessed for the quantity of electrical energy sold, fees may be assessed for other services; such fees may be based on time measurement and/or a fixed fee

Extension EVSE Registration Period

The open registration period for all EVSE devices has been extended to July 1, 2026. All chargers used in a commercial transaction are required to be registered with fees paid.

Current Exceptions to Registration

- Private Residence
- Private Multi Family Dwelling
- Private Workplace Chargers
- Private Single Fleet Charging
- Chargers whereas no fee is establsihed

* Specific requirements must be met.

Questions???

For more information, please check out the MDA W&M Website!

Maryland ACCII/ACT Workgroup Report

Zachary Schafer, MDE

Maryland Department of the Environment (MDE) Advanced Clean Trucks Needs Assessment Study

Tim Shepherd, MDE & Justin Mabrey, MDE

MDE ACT Needs Assessment Study

As Part of the Clean Truck Act of 2023, prior to implementing the ACT Program, MDE is required to:

Prepare a Needs Assessment and Deployment Plan relating to the successful implementation of the ACT Program

This work was to be done in consultation with The Department of Transportation, The Department of General Services, The Maryland Energy Administration, and The Public Service Commission.

The report was due December 1, 2025.

MDE ACT Needs Assessment Study

The Study was required to cover:

(I) THE ADDITIONAL ELECTRICAL CAPACITY, TRANSMISSION, DISTRIBUTION DEMANDS, AND HYDROGEN FUELING DEMANDS THAT WILL RESULT FROM IMPLEMENTATION OF THE REGULATIONS, AND THE ABILITY OF THE STATE ELECTRIC UTILITIES, GRID, AND HYDROGEN INFRASTRUCTURE TO MEET THOSE DEMANDS, BASED ON PUBLICLY AVAILABLE INFORMATION AND EXISTING ANALYSES;
(II) THE NUMBER OF ZERO-EMISSION MEDIUM- AND HEAVY-DUTY VEHICLE RECHARGING AND REFUELING STATIONS RECOMMENDED FOR IMPLEMENTATION OF THE REGULATIONS, AND THE COSTS, PERMITTING PROCESSES, AND TIMELINES FOR INSTALLING THOSE STATIONS;
(III) THE PURCHASE INCENTIVES AND OTHER MECHANISMS RECOMMENDED FOR SUCCESSFUL IMPLEMENTATION OF THE REGULATIONS, INCLUDING INCENTIVES FOR RECHARGING AND REFUELING STATIONS AND RELATED INFRASTRUCTURE, AND THE EXISTING AND POTENTIAL SOURCES OF FUNDING FOR THOSE INCENTIVES ANDMECHANISMS; AND
(IV) THE TIMELINE, ECONOMIC FEASIBILITY, AND MODELS AVAILABLE FOR TRANSITIONING MEDIUM- AND HEAVY-DUTY VEHICLES IN THE STATE VEHICLE FLEET, INCLUDING STATE-CONTRACTED MEDIUM- AND HEAVY-DUTY VEHICLES, TO ZERO-EMISSION VEHICLES.

MDE ACT Needs Assessment Study - Timeline

Developed Project Scope: Fall 2023

Met with potential consultants: Spring 2024

Issued RFP: Late Spring 2024

Reviewed Proposals: Summer 2024

Awarded Contract: Fall 2024

- EVAdvisors
  - Atlas Public Policy, EVNoire, University of Maryland

Began Project: Winter 2025

Hosted two information Sessions: Summer 2025

Finalized Study: Fall 2025

Report made public: December 1st, 2025.

MDE ACT Needs Assessment Study

Study is broken up into five chapters

- Chapter 1: Zero-Emission Vehicle Fueling Infrastructure Needs
- Chapter 2: Electrical Grid Impacts
- Chapter 3: Current Incentives and Funding Pathways
- Chapter 4: Transitioning State-Owned Vehicles to Zero Emission
- Chapter 5: Early Adopters and Industry Trends

MDE ACT Needs Assessment Study- Key Points

- Multiple studies emphasize that electric distribution network constraints, particularly along freight corridors and at depot locations, represent the primary grid infrastructure challenge from electric vehicles, rather than generation or transmission capacity. This is independent of other factors such as data centers. Implementing the ACT regulation as originally adopted is estimated to result in a roughly 2.6% increase in total statewide electricity consumption by 2035.
- A combination of financial incentives and policy mechanisms is necessary to accelerate electric MHD vehicle purchases and charging infrastructure installation. Sufficient and stable funding is critical to sending the signal that MHDV electrification is a priority.
- Maryland's MHDV fleet is dominated by Class 2b-3 vehicles, which account for nearly 70% of the total population (approximately 134,000 out of 195,000 vehicles).

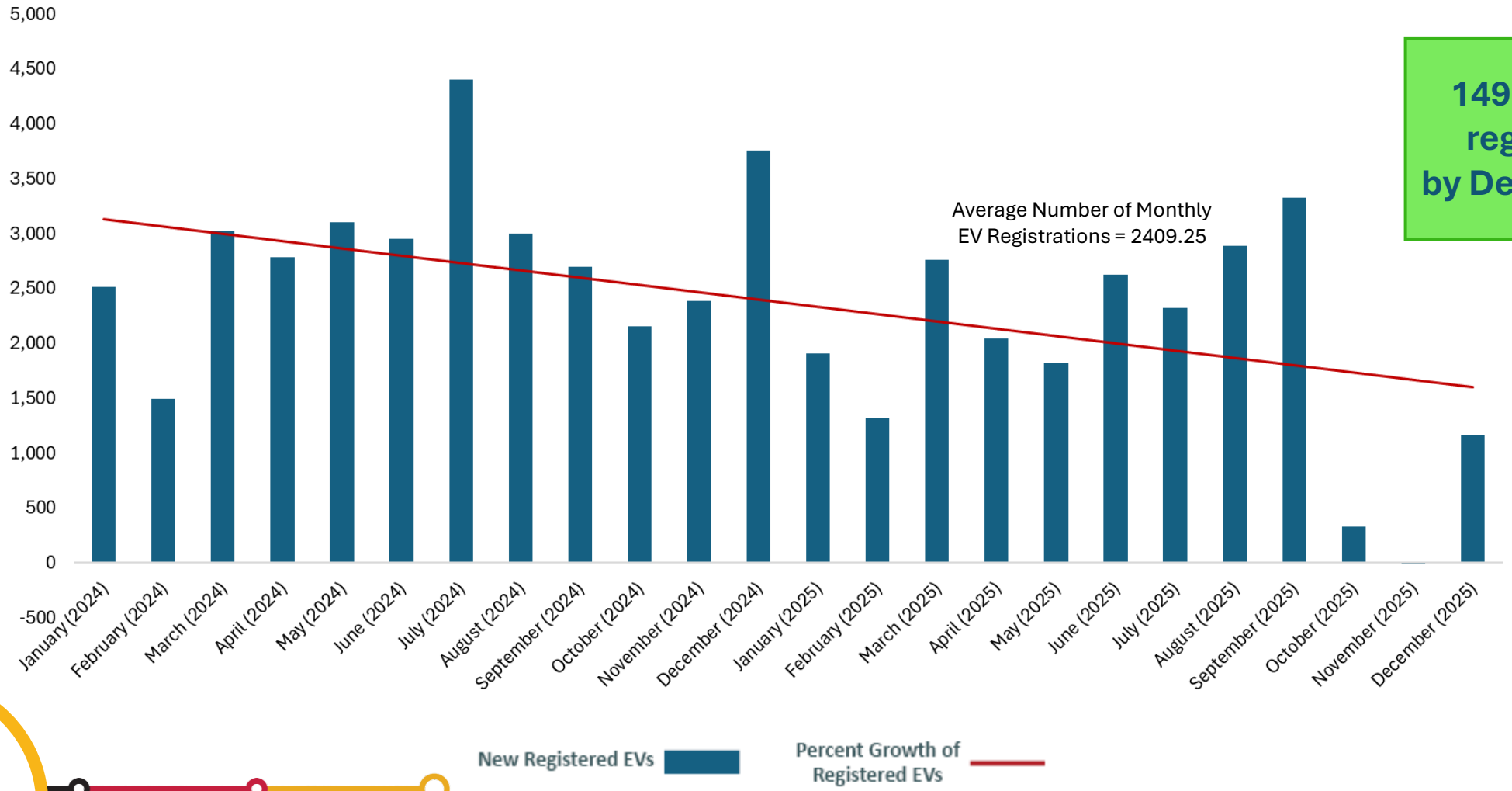
MDE ACT Needs Assessment Study-Key Points

- Vehicles that run short, fixed, and predictable routes that have regular downtimes are the best fit for early electrification, including Class 8 trash trucks, Class 7 school buses, Class 3-8 straight trucks for regional line-haul, and Class 2b-3 vans for local delivery.
- Class 2b-3 vehicles will need a cumulative 23,600 Level 2 charging ports at homes and depots by 2035. Class 4-8 straight trucks will require a cumulative 15,800 charging ports at depots by 2035 to meet ACT requirements.
- The cumulative investment needed for charging equipment, installation, and utility make-ready in our Base ACT Scenario is $805 million (in 2025 dollars) by 2035.
- Thirty percent (1,679 vehicles) of Maryland's state-owned vehicle fleet have an identical BEV replacement (primarily transit buses, which are not covered by the ACT), while 34% (1,891 vehicles) have a similar BEV replacement.

State Agency Announcements and Updates

MDOT, MEA

Monthly Change in EV Registrations (January 2024 to December 2025)



149,477 EVs registered by Dec 31, 2025

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND DEPARTMENT OF TRANSPORTATION

NEVI Stations Ribbon-Cutting

January 28, 2026

December Recap: Ribbon-Cutting to Celebrate First NEVI Stations Opening

December 11, 2025: MDOT, EV partners, community members, and state and local officials gathered at the Flying J Travel Center in Elkton for the National Electric Vehicle Infrastructure (NEVI) Program milestone.

Press Release

MARYLAND DEPARTMENT OF TRANSPORTATION

December Recap: Ribbon-Cutting to Celebrate First Few NEVI Stations Opening

Six NEVI Stations Now Open:

- Pilot Travel Center (Grantsville)
- Pilot Travel Center (Elkton)
- Pilot Travel Center (Hagerstown)
- Royal Farms (Jessup)
- Salisbury Mall (Salisbury)
- Wawa (Camp Springs)

MARYLAND DEPARTMENT OF TRANSPORTATION

Announcements (MEA)

- OPEN - open until **February 27th 11:59 pm**
- FY26 MHD ZEV Grant Program final evaluation phase, awards in a few weeks
- EVSE Rebate program has approximately 20% of its budget left!
- Community EVSE Grant program remains open until **February 25, 2026** at **3 pm ET**.
    - Partnership with UMD's Environmental Finance Center - grant application assistance for local governments

Partnership with CFG Arena (Monster Jam):

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council

Closing Remarks

Next ZEEVIC quarterly meeting: **March 2026 (date TBD)**

To receive ZEEVIC Meeting Notices, email: ZEEVIC@mdot.maryland.gov

ZEEVIC webpage: Mdot.Maryland.gov/ZEEVIC

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council