



March 15, 2024

House Environment and Transportation Committee
Senate Education, Energy, and the Environment Committee
Senate Judicial Proceedings Committee
House Economic Matters Committee
House Ways and Means Committee
Senate Budget and Taxation Committee

Re: Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) Legislative Positions

Dear Chair Korman, Chair Feldman, Chair Smith, Chair Wilson, Chair Atterbeary, Chair Guzzone and Committee Members:

Maryland's Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) has reviewed the 2024 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. 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 supports the following bills:

- [HB 0064](#): **Motor Vehicle Excise Tax – Tax Credit for Electric Vehicles – Eligibility.** This bill expands eligibility for Maryland's \$3,000 electric vehicle (EV) excise tax credit – which currently applies only to new vehicles – to also include used vehicles.

Comment: The aftermarket for used EVs represents a growing segment of EV sales and is key to expanding EV adoption among low- and moderate-income (LMI) households. This bill will support Maryland's EV adoption goals by helping make the purchase of a used EV more affordable, thereby supporting EV adoption both overall and in a more equitable manner among LMI households.

- [HB 0156](#): **Transportation – Electric Bicycle Rebate and Voucher Program – Establishment.** This bill establishes a rebate and voucher program for income-qualifying

individuals in the amount of \$2,000 for electric bicycles (e-bikes) and lesser amounts for associated e-bike components and infrastructure.

Comment: E-bikes are an affordable and effective means of transportation and have become a primary mode of transportation for many households. This bill will make e-bike ownership and usage more affordable for LMI households, thereby enabling more zero emission mobility options for more Marylanders.

- [HB 0159](#) / [SB 0465](#): **Common Ownership Communities – Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024)**. This bill expands Maryland’s “right to charge” protection, which currently applies to condominiums and homeowner associations (HOAs), to include common ownership communities (COCs), and expands the definition of charging equipment to include chargers for e-bikes, among other provisions.

Comment: By ensuring the right of COC residents to purchase and install at-home charging, and also by including e-bike chargers under the “right-to-charge” protection, this bill will allow more Marylanders to benefit from driving and riding electric and will help support Maryland’s ZEV adoption and emissions reduction goals.

- [HB 0437](#) / [SB 0553](#): **Maryland Zero Emission Electric Vehicle Infrastructure Council – Membership**. This bill expands ZEEVIC’s membership to include additional stakeholders such as the Department of General Services.

Comment: The ZEV transition affects multiple aspects of Maryland’s economy. By adding additional voices to ZEEVIC, this bill will facilitate consideration of more perspectives and enable greater collaboration among stakeholders.

- [HB 0652](#): **Vehicle Laws - Electric Vehicles - Weight Limits**. This bill allows trucks and other vehicles to exceed weight limits by up to 2,000 lbs if they are primarily powered by electric drive motors.

Comment: Battery electric vehicles generally weigh more than comparable combustion engine vehicles. To offset this additional battery weight, operators of electric semis and other trucks must often reduce the weight of their payloads. This in turn can reduce revenue and be a disincentive to electrifying the trucking sector. This bill will help mitigate this disincentive and support electrification of medium- and heavy-duty trucks in Maryland. More than ten other states have enacted similar 2,000-lb weight exemption bills, including neighboring Pennsylvania and Virginia.

- [HB 0689](#): **Electric Vehicles – Repeal of Excise Tax Credit and Establishment of Rebate Program**. This bill effectively converts Maryland’s ZEV excise tax credit program into a rebate program for the dealer to administer at the point of sale, for vehicles purchased and titled between July 1, 2025 and June 30, 2027.

Comment: By converting Maryland’s ZEV tax credit into a rebate, this bill will enable ZEV buyers to immediately benefit from the incentive at the time of purchase, rather than paying or financing the full purchase price up front and waiting until filing taxes the following year to receive the incentive.

- [HB 0889](#) / [SB 0695](#): **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.
– AND –
- [HB 1279](#) / [SB 1023](#): **Maryland Building Performance Standards – Fossil Fuel Use, Energy Conservation, and Electric- and Solar-Ready Standards (Better Buildings Act of 2024).** This bill establishes standards for certain types of new construction that include minimum EV-ready electrical requirements which vary depending on the type of building. The bill also defers to the International Energy Conservation Code (IECC) standards if the IECC standards are more stringent.

Comment: ZEEVIC supports the goals of these two sets of companion bills to establish EV-ready requirements for new construction. 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 certain types of buildings such as multifamily, these bills also will help enable more equitable charging access, because multifamily households are an underserved segment when it comes to EV charging.

ZEEVIC **opposes** the following bill:

- [HB 1247](#) / [SB 1063](#): **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 2030, 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.

ZEEVIC takes **no position** on the following bills:

- [HB 0774](#): **Motor Vehicles - Certificate of Title Fees - Zero-Emission Plug-In Electric Drive Vehicles.** This bill establishes a \$200 certificate of title fee for EVs.

- [HB 0913](#): **Motor Vehicles – Registration – Annual Surcharge**. This bill establishes an additional motor vehicle registration surcharge of \$100 for EVs and fuel cell vehicles, and \$75 for other vehicles, to be paid into the Transportation Trust Fund. The revenues from the EV surcharge are to fund the purchase of ZEV or alternative-fuel buses, and/or ZEV or hybrid vehicles for the state fleet.
- [HB 1280](#) / [SB 1076](#): **Sales and Use Tax – Electricity to Charge Electric Vehicles – Transportation Trust Fund**. This bill requires the Comptroller to distribute the sales and use tax received from the sale of electricity used in commercial and other non-residential charging of EVs to the Transportation Trust Fund.
- [SB 1065](#): **Motor Vehicles - Registration - Annual Surcharge**. This bill requires a ZEV owner to pay an additional annual \$100 surcharge, adjusted annually for inflation, to be allocated to the Transportation Trust Fund. The State is to use those proceeds to fund the purchase of ZEV or alternative-fuel buses, and/or ZEV or hybrid vehicles for the state fleet.

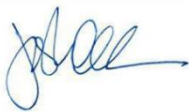
Comment: These four bills would each establish different mechanisms and amounts for ZEVs to contribute to State revenues. ZEEVIC believes ZEVs should contribute their fair share to the Transportation Trust Fund (TTF). However, ZEEVIC considers it premature to take a position on these bills until the Maryland Commission on Transportation Revenue and Infrastructure Needs (the TRAIN Commission) issues its Final Report. The TRAIN Commission is required to review, evaluate, and make recommendations concerning the funding sources and structure of the TTF, and to issue its Final Report prior to the 2025 legislative session.

Each statement of position above represents a consensus viewpoint of ZEEVIC’s diverse stakeholder membership. Individual ZEEVIC members may reach out separately to share additional perspective on bills.

Additional information about ZEEVIC’s membership, mission, and goals are available in the attached handout. Also attached please find ZEEVIC’s 2023 Maryland ZEV Policy Scorecard.

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

Attachments

ZEEVIC Purpose and Role



What is ZEEVIC?

ZEEVIC is the Zero Emission Electric Vehicle Infrastructure Council.

Who created ZEEVIC?

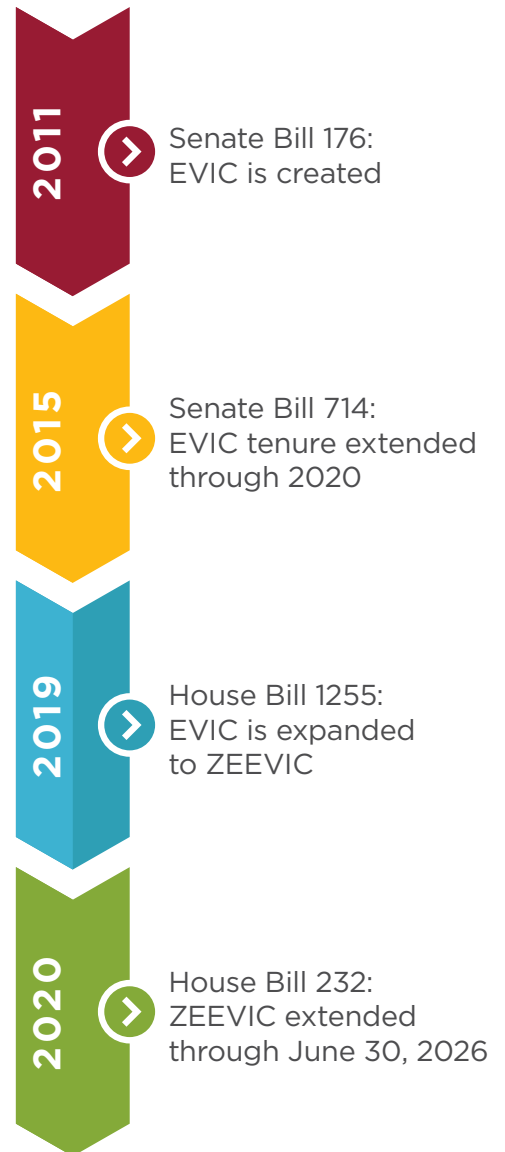
The Maryland Legislature created the Electric Vehicle Infrastructure Council (EVIC) in 2011 to address and remove barriers related to electric vehicle (EV) adoption in Maryland. In 2019, the membership, responsibilities, and reporting requirements of EVIC were expanded to include zero emission vehicles (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).¹ In 2020, the membership of ZEEVIC was expanded further and the Council's sunset date was extended to 2026.²

What does ZEEVIC do?

ZEEVIC is charged with the supporting 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; and,
- 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. Because transportation is the single largest GHG emissions generator in Maryland, representing over one-third of total GHG emissions, ZEVs play an integral role in helping Maryland meet the CSNA emissions reduction goal.



¹ Chapter 213, Acts of 2019

² House Bill 232, 2020

Who is part of ZEEVIC?

Name	Representing
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
Council Member 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
Kristy Fleischmann-Groncki , BGE Vincent Wynne , Pepco Jeff Shaw , SMECO	Electric Companies
Jason Tai , Tesla Consultant	Electric Vehicle Manufacturer
Joshua Cohen , SWITCH Energy	Electric Vehicle Charging Station Manufacturer
Robert Wimmer , Toyota	Fuel Cell Electric Vehicle Manufacturer
Joe Alfred , Ally Power Inc.	Fuel Cell Electric Vehicle Infrastructure Equipment Manufacturer
Steven Koerner , BP Pulse Fleet	Fleet Operator
Michael A. Wall , Clinton Electric Company	Electrical Workers
Ron Kaltenbaugh , Electric Vehicle Association of Greater Washington D.C. Sari Amiel , Sierra Club	Environmental Community
Paul Verchinski	Public with expertise in energy or transportation policy
John Bowis , Chevy Chase Automotive	New vehicle dealer association
Senator Clarence K. Lam, M.D. , District 12 Anne Arundel and Howard Counties	State Senate
Delegate Sara Love , District 16 Montgomery County Delegate David Fraser-Hidalgo , District 15 Montgomery County	House of Delegates
Bihui Xu , Secretary's Designee	Maryland Department of Planning
Tim Shepherd , Secretary's Designee	Maryland Department of the Environment
Heather Gramm , Secretary's Designee	Maryland Department of Commerce
Kevin Mosier , Assistant Director – Energy Analysis & Planning	Maryland Public Service Commission
Paul Pinsky , Director	Maryland Energy Administration
David Lapp , People's Counsel	Office of People's Counsel

Where can you learn more?

ZEEVIC: MDOT.Maryland.gov/ZEEVIC

MDEV: MarylandEV.org

Electric Vehicles: MDOT.Maryland.gov/EV



MDOT.Maryland.gov/ZEEVIC

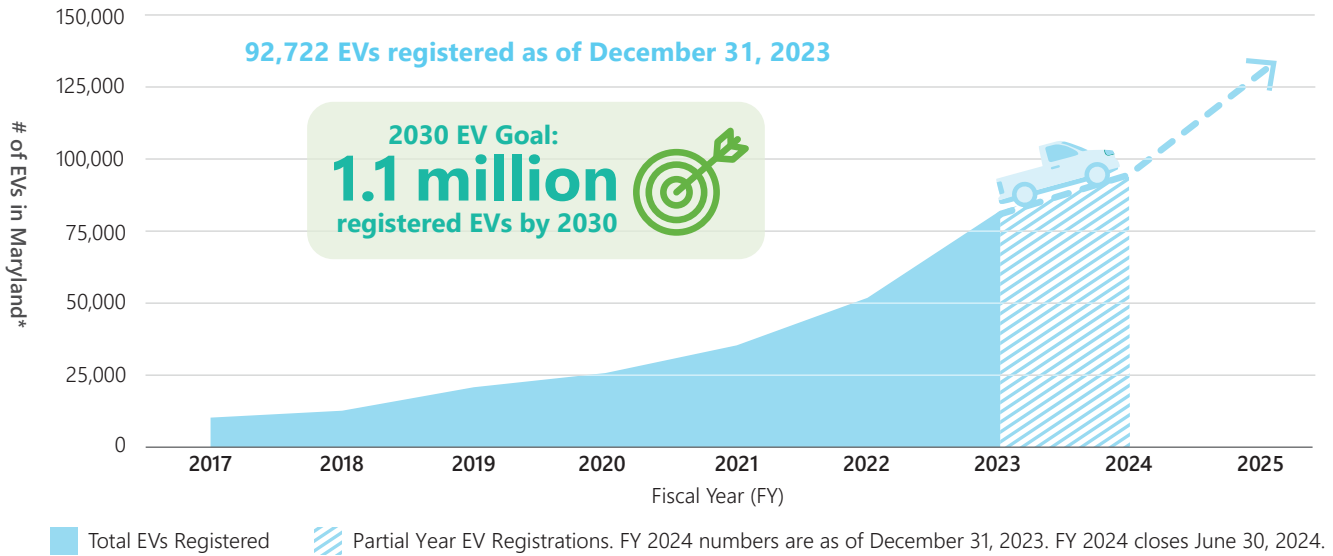


MarylandEV.org

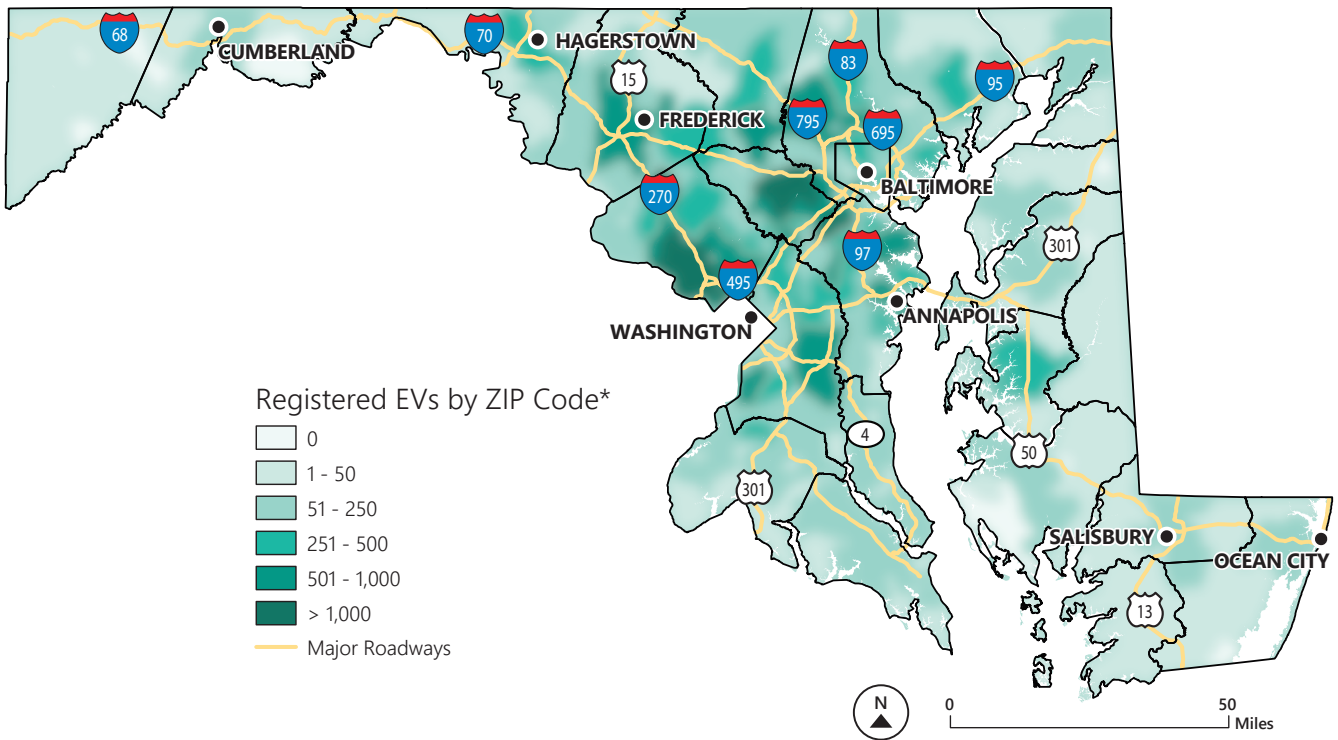
Maryland ZEV Policy Scorecard



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

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

² CA, CO, CT, MA, MN, NJ, NY, NY, NC, OR, RI, VT, WA

³ CA, CT, IL, MN, NC, NH, OR, TN

⁴ CA, CO, CT, ME, MA, NJ, NY, OR, RI, VT

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

⁶ All 50 states (including **DC**)

⁷ CA, CO, CT, **DE**, MA, NY, OR, **PA**

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

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

¹⁰ 42 States (including **DC**, **DE**, **PA**, and **VA**)

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

¹² WA

¹³ CO, DC, LA, MT

¹⁴ CA, CT, MA, UT

¹⁵ **DC**, GA, LA, NY, OK, UT, WA

¹⁶ AZ, CA, **DC**, MI, NJ, NC, OK, RI, UT, WA

¹⁷ AZ, CT, OR

¹⁸ 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
Non-Financial Incentives		
Reserved Parking on Public Property for Plug-in EVs ¹⁹	Varies	• Jurisdictions include Montgomery County, Howard County, Baltimore County, and Emmittsburg
ZEV Infrastructure Multi-State Collaboration ²⁰	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 ²¹	Yes	• Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC)
ZEV Sale Requirements	Light-Duty Vehicles ²²	Yes • Advanced Clean Cars II (ACC II)
	Medium- and Heavy-Duty Vehicles ²³	Yes • Clean Trucks Act of 2023 (HB0230)
Utility EVSE Programs ²⁴	Yes	• PC44 EV Pilot Program
Right-To-Charge Requirements ²⁵	Yes	• House Bill 0110, 2021
Consumer Education on EV Charging ²⁶	Yes	• PC44 EV Pilot Program • MarylandEV
Data Disclosure to Utilities ²⁷	Yes	• PC44 EV Pilot Program
Charging Signage Standardization ²⁸	Yes	• Senate Bill 146, 2022
HOV Lane Access for Plug-in EVs ²⁹	Yes	• House Bill 123, 2023
Zero-Emission School Bus Pilot Program ³⁰	Yes	• Climate Solutions Now Act (2022) • BGE proposed a pilot to the PSC
Innovative Policies		
Define EVSE Zoning Requirements ³¹	No	
Streamline ZEV Infrastructure Permitting ³²	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 ³³	Yes	• Build out 3 Hydrogen Alternative Fuel Corridors
Rebates or Grants for FCEV Fueling Infrastructure ³⁴	No	
Tax Credit for Hydrogen Fueling Infrastructure ³⁵	No	
Alternative to Motor Fuel Tax	Annual EV Fee ³⁶	No
	Other Policy	No

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

²⁰ 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

²¹ CO, **DC**, NH, RI

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

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

²⁴ 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

²⁵ CA, CO, **DE**, FL, HI, NJ, NY, OR, **VA**

²⁶ AZ, CA, CO, HI

²⁷ AZ, CA, CO, FL, KT, MO, MS, NC, NM, NV, VT

²⁸ CA, NH, NY, ND, OH, SD, **VA**, WA

²⁹ AZ, CA, GA, HI, NJ, NY, NC, UT, **VA**

³⁰ All 50 states (including **DC**)

³¹ WA

³² CA

³³ CA, CO, IL, MA, NM, UT, WA, WY

³⁴ CA, MA, NY, **PA**, SC, WA

³⁵ CA, MA, NY, SC, WA

³⁶ 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).

