# Maryland ACCII/ACT Workgroup

Final Report

December 9, 2025

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# Executive Summary

Established via Executive Order on April 4, 2025 "*Ensuring Success with Advanced Clean Cars II and Advanced Clean Trucks in Maryland*", the Governor's Workgroup on Advanced Clean Cars II (ACCII)/ Advanced Clean Trucks (ACT) met between July 2025 and December 2025.

In the Executive Order, Governor Moore stated that Maryland remains committed to successful implementation of the State's clean car and clean trucks programs, and would establish this Workgroup to study and make recommendations on how ACCII and ACT can be successfully implemented in Maryland.

The federal landscape has shifted since the establishment of this Workgroup. On June 12, 2025, President Trump signed into law a Joint Resolution under the Congressional Review Act which withdrew California's waiver under the Federal Clean Air Act for ACCII, which had been approved by the Environmental Protection Agency (EPA) in December 2024. Because Maryland is one of the States that participated in California's ACCII waiver, Maryland's ACCII and ACT programs were also impacted. This matter is currently being litigated.

Furthermore, there have been shifting dynamics on a federal level on the National Electric Vehicle Infrastructure Program (NEVI). NEVI funds had been frozen for months in the early part of 2025, which was overturned on June 15, 2025, after 17 states, including Maryland, filed litigation.

Over the course of six months, the Workgroup studied and discussed issues around federal and state electric vehicle incentives, charging infrastructure, infrastructure readiness, and regulatory policy and communications strategies.

This final report includes a synthesis of more than 30 recommendations, reflecting all of the recommendations that were considered by the Workgroup. The recommendations were developed in coordination with all members of the Workgroup on how Maryland could move forward on ACCII/ACT, but do not represent official positions of the Moore-Miller Administration.

Key recommendations that came out of the Workgroup include that received the most consensus include:

- Maryland Should Complete IIJA and IRA EV-Related Charging Infrastructure;
- Maryland Should Incentivize and Expand Equitable Community and Multifamily Dwelling Charging Investments;
- Maryland Should Expand Road Signage to Increase Awareness of Charging Infrastructure;
- Maryland Should Prioritize State Incentives for EV Charger Programs;
- Maryland Should Conduct a Market Study for Incentives; and
- Maryland Should Study Implementation of a Low-Carbon/Clean Fuel Standard

# Recommendations

## 1. Charging Infrastructure

To fully realize Maryland's ambitious EV adoption goals, the state must aggressively and strategically accelerate the deployment of charging infrastructure. The Workgroup identified key barriers to the statewide deployment of a reliable, equitable, and accessible charging network, including permitting complexities, reliability concerns, inadequate infrastructure in multi-unit dwellings and disadvantaged communities, and a need for new frameworks to encourage private-sector investment in charging systems. The following recommendations outline a path to streamline installation, expand equitable access for all residents, and encourage private sector and community investment to build a robust, future-proof EV charging network across the state.

### Specific Recommendations

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| **1.1 Complete IIJA and IRA EV-Related Charging Infrastructure** | Maryland should adopt clear interim and final benchmarks for completing the installation of the $330 million in IIJA and IRA federally funded charging infrastructure by 2028 at the latest. These investments can reduce transportation costs, cut pollution in overburdened communities, and create good-paying jobs. Maryland must adopt clear benchmarks, transparent reporting, and corrective actions if timelines slip.<br><br>The funds should support a more varied EV fleet needed for the 2030s. Remaining resources should be deployed with balance toward both light-duty charging stations along highways and in communities, as well as medium-duty and heavy-duty charging stations along key freight corridors and in the Port of Baltimore. Specifically, NEVI funds should be prioritized for larger, more frequent, and higher speed 250-350 kilowatt (kW) NEVI highway charging stations.<br><br>The state should take all relevant and available legal action to unlock frozen IIJA CFI funds awarded to the state. |
| **1.2 Incentivize and Expand Equitable Community and Multifamily Dwelling Charging Investments** | Implement a coordinated, statewide program to expand EV charging access for residents in multi-unit housing, affordable housing, and LMI communities. This program should combine grants, rebates, utility make-ready investments to reduce upfront costs, and updated building codes, alongside turnkey implementation models with pre-qualified vendors and standardized designs.<br><br>Maryland agencies should accelerate deployment of community charging funded through Maryland's CFI grants. The Department of Housing and Community Development (DHCD), Maryland Energy Administration (MEA), Maryland Department of Transportation (MDOT), and the Public Service Commission (PSC) should align on program design and integrate EV charging into affordable housing developments and existing PSC-approved utility filings. |

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| | Technical assistance, streamlined permitting, and optional on-bill cost recovery should be provided to make charger installation practical for property owners. |
| **1.3 Identify Models to Encourage Private Investment in Infrastructure Development** | Additional resources, beyond those available from Federal and State sources, are needed to provide the levels of spending needed to develop ZEV charging infrastructure. Private sector investment must be part of the equation. Private sector monetization of that investment will also encourage charging reliability and adequate uptime. |
| **1.4 Expand Road Signage to Increase Awareness of Charging Infrastructure** | Facilitate the installation of signage on state and local roads, to direct road users to EV charging facilities and improve public confidence that EV charging stations are available. Establish an accessible, public-facing process to facilitate the placement of General Service Signs on state highways. Create guidance for signage installation processes and approval steps. Guidance should be consistent with the design and placement of specifications established in the Manual on Uniform Traffic Control Devices for street and highways adopted by the State Highway Administration. |
| **1.5 Separating Charging Infrastructure Planning for Medium-duty vs. Heavy-duty vehicles** | Understanding the operational complexity of the various segments of the trucking industry, Maryland should separate its plans for medium-duty versus heavy-duty vehicles. They are operationally much different, with medium-duty being the earliest adopters. Infrastructure investment should prioritize on-terminal/depot charging locations for low-mileage medium-duty trucks, which can be served with Level 2 chargers. This will minimize charger and make-ready investment needs. |
| **1.6 Standardize EVSE Installation Guidelines** | The state should study the benefits of streamlining and establishing state wide requirements for EV charging infrastructure installation. Other states have shown successful models for allowing local jurisdictions to retain decision making and permitting while following a statewide framework. This would require coordination with MDE, MDP, and MEA, and engagement with counties, utilities, and installers. |

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| **1.7 Maximizing State Resources and Investments for EV chargers** | Increase coordination, collaboration, and communications between state agencies, especially the Maryland Department of Transportation, the Maryland Energy Administration, the Public Service Commission, and the Maryland Department of the Environment, on the deployment of publicly funded electric vehicle charging infrastructure. Actions may include creating shared strategies to ensure the following:<br>• Coordination on charger investments to ensure that all Maryland communities are served with reliable, accessible, convenient charging at a variety of charging levels.<br>• Coordination on grant programs, state and federal funding investments to maximize every dollar invested in the state of Maryland.<br>• Create a shared strategy for grant and funding programs to ensure no duplicative programs or conflicting outcomes.<br>• Address barriers for implementing recommendations put forth by the EVSE Workgroup to improve reliability of publicly funded chargers. |

## 2. Education and Marketing

Education, engagement, marketing, and other outreach priorities emerged as important themes in workgroup conversations and recommendations. Key audiences for education spanned from direct consumers to fleet managers to professionals in state agencies and the automotive sector in Maryland. Workgroup members emphasized the importance of actions in this area to overcome knowledge and trust barriers at key points in the decision-making process for individuals - especially the universe of individuals who are not inclined toward early adoptions - as well as in the procurement process for fleets and state agencies.

### Specific Recommendations

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| **2.1 Conduct regular webinars on electric fleet adoption** | Maryland should partner with the utilities and car and truck original equipment manufacturers (OEMs) to provide regular webinars for fleets interested in exploring electric vehicle adoption. Given the rapidly changing technology environment, these webinars should be held multiple times per year. |
| **2.2 Outreach targeted to potential future and past electric vehicle users** | Maryland should pursue targeted outreach to identify the biggest hurdles to electric vehicle adoption as well as survey electric vehicle users who transition back from an EV to an internal combustion engine vehicle to determine what factors led to their decisions. |

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| **2.3 Build a trusted state dashboard on the benefits of EV adoption** | Maryland should establish a dashboard enabling the easy comparison of the cost of ownership of an EV vs a traditional internal combustion engine vehicle. State agencies, such as the PSC, MDE, or MDOT, could serve as a trusted source of information, providing tools to compare the costs of fuel, maintenance, and factor in financial and other incentives. |
| **2.4 Fund community-led EV awareness and used-EV support hubs** | Invest in Community Based Organizations to run outreach, charger literacy programs, and used-EV financing assistance. Provide small onsite used-EV inventories or dealer partnerships with guaranteed charger access to support equitable adoption. |
| **2.5 EV Engagement and Technical Assistance Hub** | Building on the success of models such as Recharge Colorado and DRIVE California, Maryland should establish a " Maryland EV Advisors" program to develop broad reaching technical assistance and outreach efforts to promote EV adoption and fleet market transformation with an emphasis on larger users (fleets). Support consumers, local governments and fleets with hands-on technical assistance for EV readiness planning, fleet conversion analysis, and community charging strategy. Analogous to MEA's Clean Buildings Hub that provides an array of education and technical assistance to reduce energy use and emissions from buildings. |
| **2.6 Leverage Utility Communications to Educate Customers on the Benefits of EV Ownership** | The Public Service Commission should consider requiring utilities to provide information on the relative costs of EV ownership and operation, compared to internal combustion vehicles, and other relevant information, and to provide educational information to support fleet customers interested in electrifying their fleets. |
| **2.7 Emphasis on Electric Vehicle Advertising** | Relevant state agencies, automakers, and dealers should explore opportunities - individually and in collaboration - to increase advertising for electric vehicles in Maryland. |

# 3. Incentives

Workgroup members broadly agreed on the importance of incentives, and on the necessity to revisit and potentially recalibrate where to target limited state resources. Especially in light of the end of key federal incentives to support EV adoptions, the Workgroup indicated the need to evaluate how to most effectively target resources at particular segments of the EV ecosystem and market to provide the greatest outcomes. Conversations noted that current state-level rebates, for example, are not resulting in buyer conversions and that the state should consider adjustments to prioritize limited state resources for vehicle segments with high duty/cycle uses and toward community and multi-family initiatives.

## Specific Recommendations

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| **3.1 Prioritize State Incentives for EV Charger Programs** | The State should increase support from the SEIF for EV charger grant programs to support planning, design, permitting, installation and equipment. The program should focus resources on community, multi-family, fleet, workplace, multi-user and public fleet charging. |
| **3.2 Expand EV adoption incentives and financing tools for public and private fleets** | Maryland should explore pathways to expand EV purchase incentives, fleet electrification standards, and financing options—particularly for public and M/HDV fleets. Key actions could include adopting Advanced Clean Fleets (ACF) for state and local fleets, expanding green bank low-interest loans, offering V2G compensation, and steps large fleet operators could take to leverage public investments. |
| **3.3 Recalibrate MD EV Rebates to Incentivize Multi-Unit Dwelling Charger Investments** | Maryland should evaluate and consider recalibrating consumer incentives toward specific uses, and at levels, that most accelerate EV adoption, and encourage equitable EV adoption. Noting general agreement on the limited effectiveness of the State's current consumer rebate program, the State should explore incentive structures that address specific barriers to EV adoption, and especially targeting resources to support adoption in lower income households, such as multi-family charging infrastructure incentives and expanded eligibility for rebates on used EV purchases. |
| **3.4 Fleet Electrification Program Incentives** | Evaluate the need for continued incentives and which segments of the ZEV market can provide the greatest outcomes with an emphasis on Medium and Heavy Duty and light duty vehicles with high duty/cycle uses that most significantly reduce GHG and air quality impacts. |

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| **3.5 Market Study for Incentives** | Complete an electric vehicle market study in collaboration with the Maryland Department of Transportation, Maryland Motor Vehicle Administration and the Maryland Energy Administration to better understand appropriate and competitive incentives and considerations for light duty electric vehicles. The Study could also evaluate the following (but not limited to);<br>• Appropriate and competitive incentives and incentive structures for a variety of vehicle classes including but not limited to medium and heavy-duty vehicles.<br>• Market mechanisms to ensure a variety of make and models are represented in Maryland's vehicle fleet and in Maryland's population (e.g. caps on make and models, income considerations, used car incentives, etc.) |

# 4. Regulatory Concepts

Well-designed regulatory actions can be a key driver for electric vehicle transition. Workgroup members discussed the challenges facing the current ACCII and ACT regulations - including aggressive adoption schedules and significant federal headwinds - but recognized the importance of multi-state frameworks. Recommendations included keeping current regulations in place and up-to-date during the near-term, as federal litigation moves forward, and continued engagement in new and future multi-state regulatory efforts, while also examining the feasibility and impacts of new Maryland-specific frameworks, such as a low-carbon fuel standard.

## Specific Recommendations

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| **4.1 Maintain ACC II and ACT Regulations with Enforcement Discretion** | The Maryland General Assembly should not enact legislation that would remove Maryland as a 177 state, and Maryland should keep its ACC II and ACT regulations current, encouraging reporting continuity and stability. |
| **4.2 Study Maryland Implementation of a Low-Carbon/Clean Fuel Standard** | Consistent with recommendations from the Maryland Commission on Climate Change, MDE should undertake a study of the feasibility, costs, and other impacts and benefits of a Low-Carbon Fuel Standard (LCFS), as implemented in several states.<br>LCFS are market-based environmental policies that aim to reduce the overall carbon intensity (CI) of transportation fuels sold within a specific state. The policy sets an annual, declining target for the average CI of the total |

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| | transportation fuel pool. This target becomes more stringent over time, driving down greenhouse gas (GHG) emissions. Apart from small administrative overhead, this policy does not incur significant new fiscal costs for the state yet can still create powerful financial incentives for fleets, automakers, charging companies, and everyday EV drivers through the private credit trading market that an LCFS creates. Governed by the right frameworks, these credit trades can even be used to fund new EV rebates entirely outside of the state budget. |
| **4.3 Continued Regulatory Engagement with Peer States** | Maryland should continue to engage with peer states, including the other Clean Air Act Section 177 states. This will ensure that Maryland continues to play a leadership role in national conversations and efforts, including the Affordable Clean Cars Coalition, as directionally-aligned states consider alternative policy pathways and long-term options. Maryland should partner with other states in agreements on new EV sales agreements under negotiation. |
| **4.4 State Agency Engagement in Regulatory Proceedings** | Affirm the need for strong engagement with entities that directly impact the success of EV charging investments throughout the state. This includes engaging strategically with the Maryland Public Service Commission on regulatory proceedings that impact public EV charging investments; Maryland utilities and cooperatives on planning and siting EV charging, especially EV charging for MHDV and other larger loads, and with the Maryland Department of Planning on ensuring Maryland's counties and municipalities have the resources they need for EV charging installations and siting. |
| **4.5 Study additional financing and regulatory concepts** | Relevant departments should study the feasibility and impact of additional financial and regulatory structures to encourage EV adoption that have been explored in other states, such as a Clean Truck Fund, Advanced Clean Fleets standard for public procurements, Indirect Source Review Rule, and other similar tools. Maryland should also explore additional financing tools to facilitate low or no-interest loans for EV purchases by businesses and individuals, including through established green banks. |

# 5. Utility and Grid

The Workgroup considered a wide range of utility and grid policy interventions, many of which could be begun by the Public Service Commission and other departments within the next 12-18 months, to ensure proactive, decisive, and innovative outcomes through utility-state-adopter partnerships. The Commission has an ongoing electric vehicle proceeding and workgroup, both of which address utility programs that interact with electric vehicles. It should be noted that implementation of policies should be balanced with potential rate impacts to customers. Workgroup members made recommendations covering four key areas of utility policy:

1. **Grid Modernization and Utility Investment:** Recommendations to consider requiring utilities undertaking a systematic, multi-year program of grid upgrades tailored for high-load EV corridors and hubs, such as depots, and for the PSC to consider establishing streamlined connection processes for large charging sites and Multi-Unit Dwellings.
2. **Comprehensive EV Charging Planning:** EV charging demand must be fully integrated into utility resource planning, and robust "Make-Ready" programs should be explored to overcome long-term cost barriers, with prioritization for underserved communities and MUDs.
3. **Rate Structures:** Some workgroup members expressed concerns that demand charges could be a barrier to Direct Current Fast Charging (DCFC). This is a topic that the Commission has previously issued guidance on if it is to be addressed. The Commission should consider directing the utilities to address the guidance that the Commission provided regarding various rate designs and load control programs for electric vehicles, in order to mitigate potential barriers to DCFC deployment in the State.
4. **Customer Support and Equity:** Maryland could build on examples from other states and explore opportunities for utilities to establish dedicated points of access or technical assistance teams for fleets and developers. A core principle must be an equity mandate, ensuring reliable and affordable charging access in low- and moderate-income and environmental justice communities while also balancing rate impacts to customers.

## Specific Recommendations

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| **5.1 Bolster Make-Ready Investments** | The PSC should consider when it is appropriate for utilities to provide make-ready charging infrastructure where it is in the public interest and in coordination with State policy. This may include, but is not limited to, market segments where the market is failing to deliver charging services: These include (1) multi-unit dwellings, (2) underserved communities, (3) rural communities, and (4) charging infrastructure that services the public, or that services public fleets such as municipal, school, and transit fleets.<br><br>The PSC should ensure there are targets for utility make-ready programs and that utilities are reporting on their progress toward cost-effectively meeting those targets. |

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| **5.2 Bottom-up load forecasting and Investment in Proactive Grid Upgrades** | The PSC should explore and ensure that utilities have processes and planning in place to project future EV growth, facilitate connecting and powering charging infrastructure in a timely manner, and ensure large grid users such as fleets have tools to determine ideal connection locations. The Commission should also consider having utilities develop business plans, tariffs, or other tools that could allow for grid development in alignment with fleet growth so long as there are sufficient assurances to mitigate cost risks to ratepayers.<br><br>Strategies the Commission could consider for utility implementation:<br><br>1. Proactively reach out to customers within their service territories to ascertain where load is going to arise (i.e. conduct bottom-up load forecasting).<br>2. Conduct hosting capacity analyses that cross-reference customers with fleets and likely locations for large load DCFC charging to assess where their grids will likely require upgrades to accommodate new large EV loads.<br>3. Subject to appropriate cost controls, ratepayer protections, and/or customer commitments where the top-down and bottom-up forecasting demonstrates assets are not likely to become stranded, utilities may invest in proactive grid upgrades. |
| **5.3 Direct the PSC to ensure utilities upgrade grids and support charger deployment** | The PSC should consider what utility investment practices and processes can be established to ensure timeliness of connection for charging infrastructure, especially for medium and heavy-duty vehicle charging. Examples of this could include:<br><br>1. Utilities proactively support EV charging infrastructure by removing delays, investing in grid upgrades, and energizing chargers promptly. These measures would expand equitable access to EVs and create new revenue opportunities for public fleets like school buses.<br>2. Implement flexible interconnection policies for fleets and large load DCFC charging stations that allow customers to interconnect quickly using available grid capacity and incrementally increase load as a fleet incrementally electrifies and as the grid capacity increases with grid upgrades. |
| **5.4 Improve Fleet Planning and Advisory Services** | The PSC should consider requiring utilities to establish a “Fleet Advisory Services” (“FAS”) program through which FAS staff provide critical process navigation services, including by “shepherding” fleet customers seeking to electrify through all utility engagement required to plan for, interconnect, and energize charging infrastructure for fleets and large load DCFC charging services. |

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| **5.5 Grid hosting capacity maps** | Explore the potential to develop, publicly post, and keep up-to-date EV hosting capacity maps with sufficient detail to allow entities within each utility's service territory to make informed decisions on where to build new charging infrastructure while minimizing grid upgrades, to the extent that utilities are not currently doing so. |
| **5.6 Improve and Expand V2G Implementation** | V2G technology allows EVs to send electricity back to the power grid, essentially turning a fleet of parked EVs into a massive, distributed energy storage system. The primary goal is to balance the electric grid. EVs charge when electricity demand (and often price) is low and discharge power back during periods of peak demand or when there are lulls in renewable energy generation.<br><br>The Commission should continue to ensure there are load management and vehicle to grid programs that compensate customers, both residential and commercial (fleet), for the value of the grid services that the vehicle provides to the grid. This could occur through a variety of mechanisms such as rate structures, bill credits, or other program designs. |

# 6. Additional State Government Opportunities

Workgroup discussions recognized the opportunity and imperative for continued engagement by senior leadership on EV policy actions. Specifically, workgroup members urged the use of cabinet-level convening platforms to ensure accountability toward achieving critical EV adoption goals. Recommendations also emphasize the importance of the state in leading by example, fully using its procurements - and urging local governments to follow - to expand EV adoption and charging infrastructure deployment for government vehicles.

## Specific Recommendations

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| **6.1 Continued Cabinet-level coordination and accountability toward achieving EV goals** | Governor Moore could establish a Secretary-level task force that meets periodically to evaluate state agencies' progress with building Maryland's charging infrastructure, establishing policies to encourage EV adoption (including in state fleet procurement). The taskforce would help to improve coordination across state agencies and identify additional steps departments could take to accelerate EV adoption. The task force should include, at a minimum, MDOT, MDE, MDA, MEA, DHCD, and the Governor's Office to ensure that Maryland is taking a whole-of-government approach to accelerating EV adoption. |
| **6.2 Leading by Example through Government Fleet Procurement** | The State of Maryland and local governments receiving subsidies for fleet procurement should expedite incorporation of EVs into public fleets. EVs are more competitive than their internal combustion engine counterparts in terms of maintenance, reliability, fuel costs, and total cost of ownership. Directly increasing the volume of EVs in Maryland state and local government procurement allows the state to lead by example, instilling confidence in consumer markets and building familiarity so as to encourage citizens to consider the technology in their next purchase. |

# Workgroup Membership

| Organization | Name |
|---|---|
| Chief Sustainability Officer, Office of the Governor | Meghan Conklin |
| Deputy Chief of Staff, Office of the Governor | Chichi Nyagah-Nash |
| Deputy Chief of Staff, Office of the Governor | Shaina Hernandez* |
| EarthJustice | Susan Stevens Miller |
| Environmental Defense Fund | Neda Deylami |
| Ford Motor Company | Cynthia Williams |
| Maryland Automobile Dealers Association | J. Peter Kitzmiller |
| Maryland Department of the Environment | Secretary Serena McIlwain |
| Maryland Department of Transportation | Assistant Secretary Joe McAndrew |
| Maryland Energy Administration | Acting Director Ian Ullman |
| Maryland House of Delegates | Speaker Pro Tem Dana Stein |
| Maryland League of Concerned Scientists | Ramon Palencia-Calvo |
| Maryland Motor Truck Association | Louis Campion |
| Maryland Senate | Senator Dalya Attar |
| Public Service Commission | Benjamin Baker |
| Rivian | Beau Whiteman |
| Sierra Club | Joshua Stebbins |
| Union of Concerned Scientists | Dr. David William Cooke |

*Former chair

# Meeting Agenda and Meeting Notes

Full copies of the Meeting Agendas and Meeting Notes can be found on the ACC II and ACT Workgroup webpage.

# Workgroup Work Plan and Schedule

*Disclaimer: The below work plan was approved by the Workgroup when it started meeting in July 2025. Slight changes were made to agendas and presentations later in the process, which are not reflected in this document. The final agendas for each meeting are available on the Workgroup's meeting webpage, which is linked above.*

## Work Plan and Schedule (July 2025 - December 2025)

This work plan presents key topics for discussion and consideration of recommendations for the final report to the Governor in December 2025. The group will meet monthly and submit a final report by December 31, 2025. Each meeting is to last 2 hours.

This plan proposes structuring subsequent meetings, from August through October, around three core topics that emerged in the kickoff meeting: incentives, infrastructure, and policy & communications. Each session would contain one to two issues to explore, with presentations to frame the conversation and present new or updated information. In advance of each session, staff will reach out to certain workgroup members to ask to be "discussants," and be prepared to share 3-5 minutes of perspective and remarks on the topic following each presentation. The final 10-15 minutes of each meeting will be reserved for a round robin of initial recommendations on that meeting's topic to capture and consider in the draft recommendations document at the November meeting.

### Meeting 1: Kick-off & Current Landscape (July 2025)

**Meeting Objectives:** Set expectations and lay out the overarching goals of the Workgroup. Provide clarity to workgroup members on what is happening at the federal level and where things stand with the existing ACC II/ACT policy. Establish a baseline understanding of current ACT needs assessment, MDOT's progress, and future plans surrounding EV infrastructure, current state EV programs, and ongoing actions with the Maryland Energy Administration and the Public Service Commission.

- Welcome from Workgroup Chair, Shaina Hernandez (25 min)
    - Setting expectations and laying out the goals of the workgroup
- Round of Introductions from workgroup members (35 min)
- Update on federal actions and overview on the current rules and regulations under ACC II and ACT, Maryland Department of the Environment (25 min)
- Break (5 min)
- Updates on Maryland's current infrastructure landscape (30 min)
    - Maryland Department of Transportation on the progress of Maryland's Zero Emission Vehicle Infrastructure Plan (ZEVIP) and breakdown of existing work
    - Maryland Energy Administration regarding the current state programs and status of grid preparation for EV adoption

- Closing and Adjournment, Shaina Hernandez

## Meeting 2: Incentives (August 12, 2025) *Virtual Meeting Only*

- **Objectives:** Review current state of national and state incentive programs for vehicle purchasing and charger deployment. Discuss the universe of State resources that can be leveraged and/or shifted to maximize the impact of available funds. What incentive design considerations should be further explored (e.g., availability vs magnitude)? Different structure for new vs. used EVs? Incentives for fleet purchasing? Should incentives shift more toward infrastructure than directly for vehicles? What state legislative or executive action would be needed to prioritize those resources?
    - **Presentation (MEA/MDOT/MDE):** Landscape of expiring federal incentives, current and anticipated state incentives, and other state incentive programs worthy of consideration or scaling
    - **Presentation**: A review of alternative EV incentives currently utilized in the U.S. and abroad and an analysis of what works
- **Lead Discussants:** Peter Kitzmiller (MADA), Del. Stein, Cynthia Williams

## Meeting 3: Infrastructure Readiness (September 9, 2025)

- **Objectives:** Analyze existing charging infrastructure vs. projected needs under ACC II/ACT. Identify funding gaps and barriers. Discuss models for optimal, equitable infrastructure placement considering grid constraints, diverse use cases (public, depot, residential), beyond basic NEVI requirements.
- **Part 1:** Statewide Charging Needs Assessment & Deployment Strategy (Light-, Medium-, Heavy-Duty).
    - **Presentation:** MDOT (Charging Infrastructure assessment, deployment plan, and funding) and MDE (ACT Needs Assessment)
    - **Lead Discussants:** Louis Campion (MMTA), NGO
- **Topic 2:** Grid Impacts, Readiness, and Rate Structure
    - **Presentation:** Overview of grid studies, impacts under potential future implementation scenarios, discussion of rate structures (PSC)
    - **Lead Discussants:** Ian Ullman (MEA), NGO

## Meeting 4: Policy and Communication Strategies (October 14, 2025)

- **Objectives:** Provide a brief update on current litigation, review additional actions for ZEV adoption coming from other Affordable Clean Car Coalition States, and discuss potential concepts that Maryland could deploy independently of other states.
- **Part 1: Policy Strategies**

    - **Presentation (MDE)** - Brief update on any litigation or policy updates that have happened at the national and multi-state levels. Reinforce the ongoing importance of connections between the Climate Pollution Reduction Plan, Clean Air Act SIP, and alternative transportation strategies based on updated modeling.
    - **External Presentation:** a brief review of transportation-related policies that other states are considering to advance progress on vehicle electrification.
    - **Lead Discussants:** Asst Secretary Joe McAndrews, Neda Deylami (EDF), Beau Whiteman (Rivian)

- **Part 2: Communication Strategies**
    - **External Presentation (**Cynthia Williams**)** - a brief update on their newest national media campaign with early results about what is resonating with consumers in Maryland. Ideas for expanding partnerships and marketing impact.
    - **Lead Discussants:** Secretary McIlwain, Asst Secretary Joe McAndrews, Dr. David William Cooke (UCS), and Peter Kitzmiller (MADA)

## Meeting 5: Initial Recommendation Review (November 18, 2025)

- **Topic:** Hold and/or Synthesizing Findings, Prioritizing Recommendations.
- **Objectives:** This meeting will be held in case some topics need to be revisited from any previous meetings, and/or will be a chance to review a first draft of the final recommendations/report

## Meeting 6: Final Recommendations & Report Drafting (December 9, 2025)

- **Topic:** Finalizing Report.
- **Objectives:** Consolidate findings from previous meetings. Debate and finalize actionable recommendations for the Governor and General Assembly, including necessary legislative, regulatory, or budgetary actions, ensuring the report is completed by the December 31 deadline.