



MARYLAND COMMISSION
ON CLIMATE CHANGE

Serena McIlwain, Chair

Priority Actions for Reducing GHG Emissions from Transportation

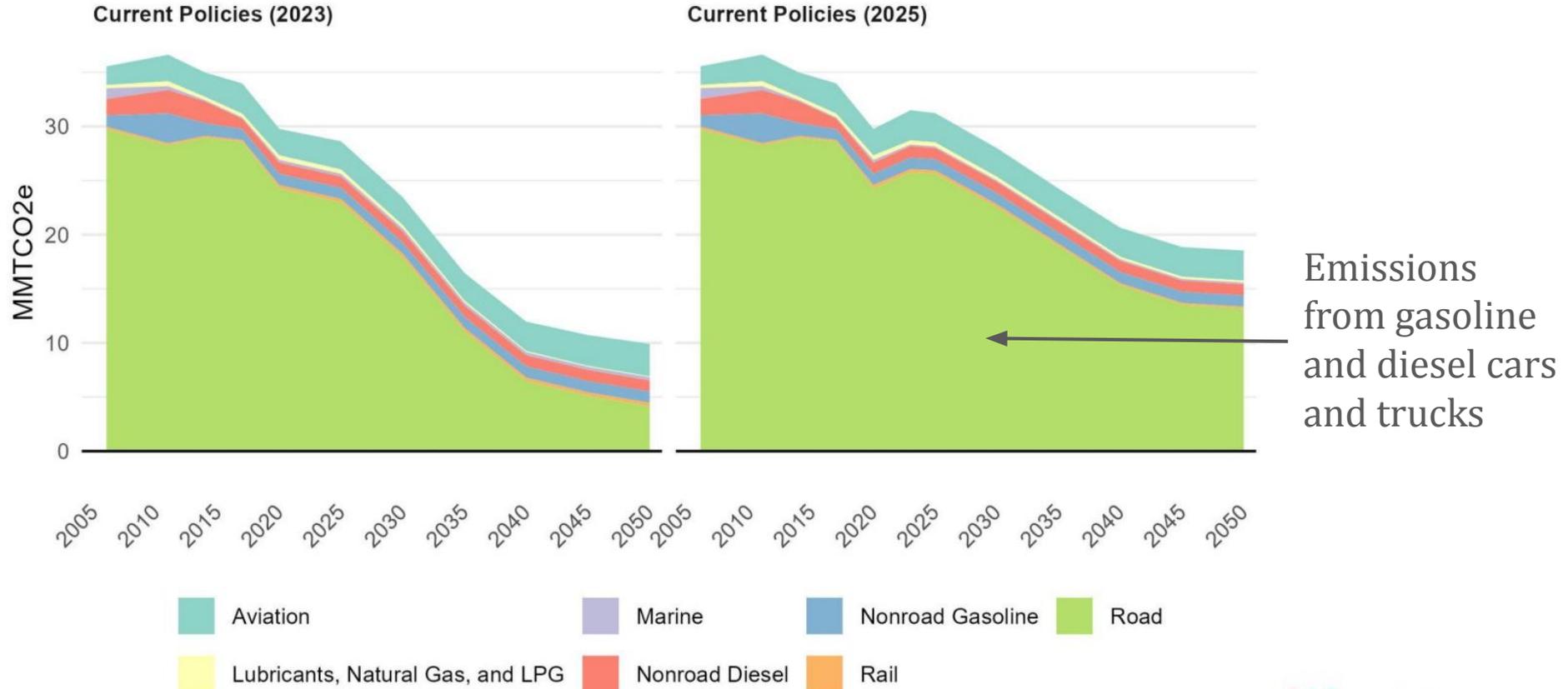
Mitigation Working Group
February 25, 2026



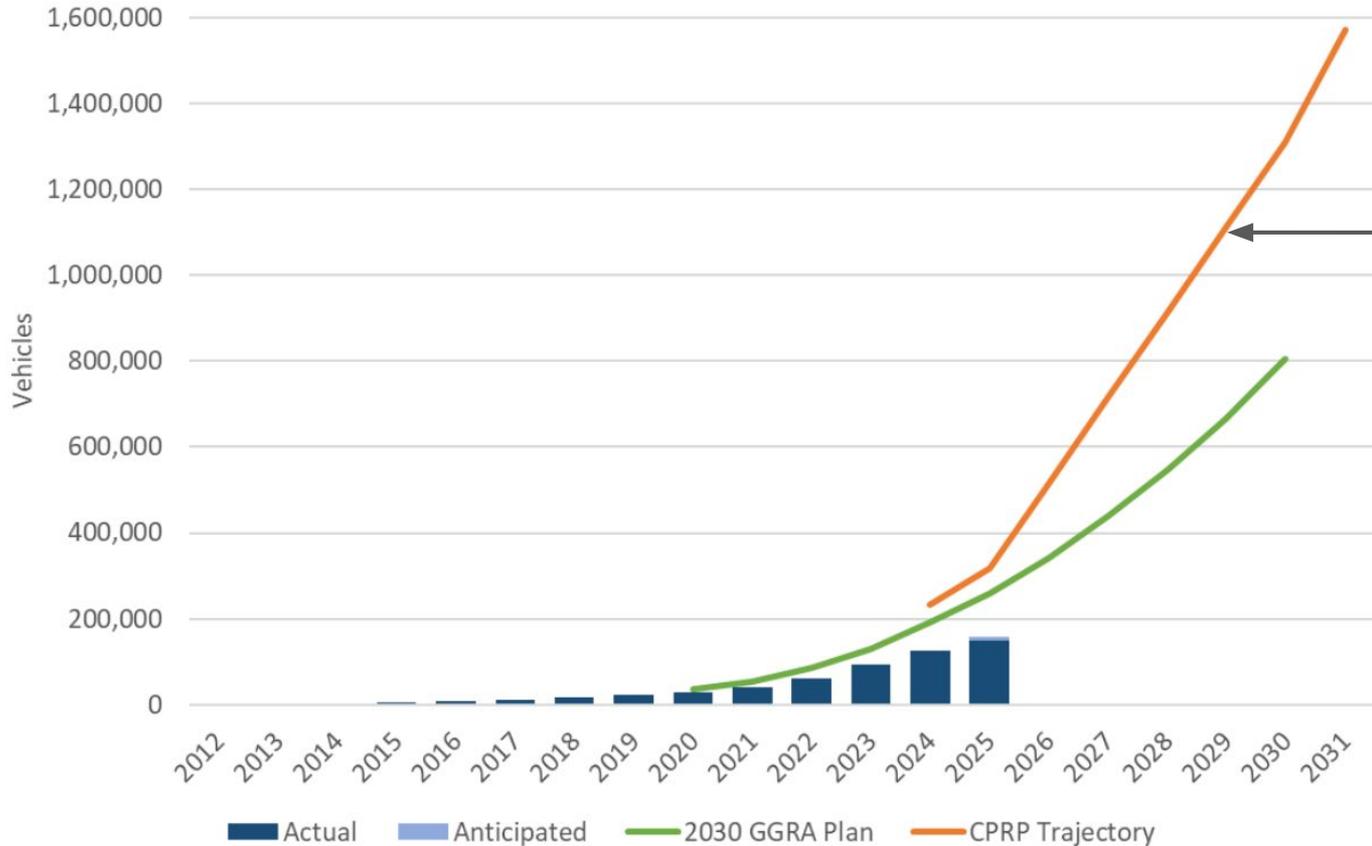
Overview

- Transportation Sector Emissions Trends
- ACC II/ACT Working Group Recommendations
- MCCC Recommendations on Transportation
- Discussion

Transportation Sector Emissions: Historical and Projected



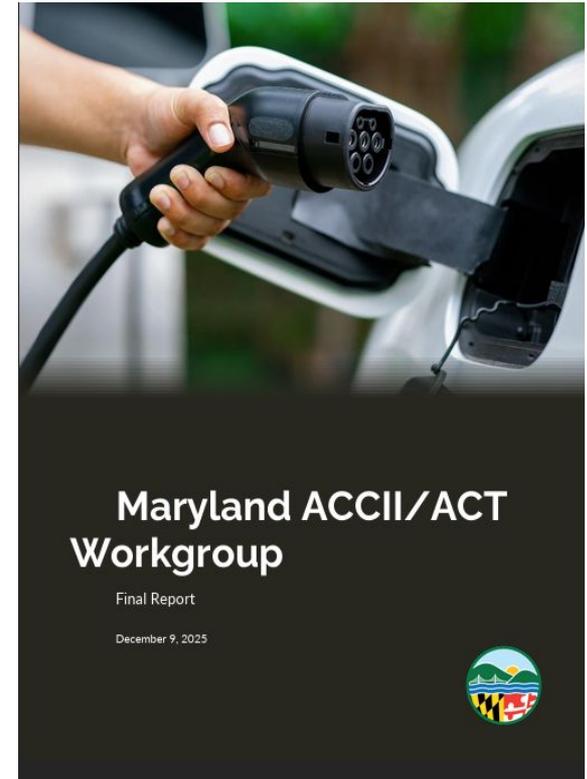
Key Progress Indicator: Registered EVs in Maryland



Trajectory consistent with MD's 60x31 goal

Advanced Clean Cars II /Advanced Clean Trucks (ACC II/ACT) Working Group

- Established by Gov. Moore via Executive Order to make recommendations to:
 - Reduce transportation emissions
 - Make progress toward ambitious climate goals
 - Accelerate EV adoption & infrastructure
- Published a [Final Report](#) in December 2025, including six key recommendations.



ACC II/ACT Working Group “Key Recommendations”

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

1. Complete IIJA and IRA EV-Related Charging Infrastructure

- Adopt benchmarks for completing the installation of the \$330 million in IIJA and IRA federally funded charging infrastructure by 2028.
 - Adopt clear interim and final benchmarks, transparent reporting, and corrective actions if timelines slip
 - Remaining resources to support charging at key locations
 - Use all legal action to unlock frozen IIJA CFI funds



2. Incentivize and Expand Equitable Community and Multifamily Dwelling Charging Investments

- Expand EV charging access in multi-unit housing, affordable housing, and LMI communities.
 - Combine incentives, update building codes, and provide implementation models with pre-qualified vendors and standardized designs.
 - Provide technical assistance, streamlined permitting, and optional on-bill cost recovery.
 - Agency alignment on program design.



3. Expand Road Signage to Increase Awareness of Charging Infrastructure

- Install 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.



4. Prioritize State Incentives for EV Charger Programs

- Increase support from the SEIF for EV charger grant programs to support planning, design, permitting, installation and equipment.
 - Focus resources on community, multifamily, fleet, workplace, multi-user and public fleet charging.



5. Conduct a Market Study for Incentives

- Conduct a study in collaboration with MDOT, MVA, and MEA to better understand incentives and considerations for light duty EVs, including:
 - Competitive incentives and incentive structures for a variety of vehicle classes, including MDV and HDV
 - Market mechanisms to ensure a variety of make and models are represented in Maryland's vehicle fleet and population (e.g. caps on make and models, income).



6. Study Implementation of Low-Carbon/Clean Fuel Standard

- Study the feasibility, costs, and other impacts and benefits of a Low-Carbon Fuel Standard (LCFS), as recommended by MWG/MCCC.
 - Implemented in several states (CA, NM, OR, WA)
 - LCFS would set annual, declining carbon intensity targets
 - No significant new fiscal costs yet still creates powerful financial incentives through a private credit trading market
 - Could fund new EV rebates entirely outside of the state budget



MCCC Transportation Recommendations

- MDE should study and make a recommendation regarding the adoption of a Clean Fuel Standard/Low Carbon Fuel Standard or alternatives by Dec. 31, 2026.
- Offer stacked point-of-sale EV purchasing incentives:
 - \$2,500 new/\$1,000 used – base incentive for low-, moderate-, and middle-income households
 - \$5,000 new/\$3,000 used – bonus incentive for low- and moderate-income households or individuals who currently consume more than 800 gallons of gasoline or diesel annually (“superusers”)
- Create a Fleet Electrification Technical Assistance Program
- Require new multifamily and commercial buildings to be constructed to meet at least EV-ready standards

Discussion

- Among those recommendations, which are the highest priority actions for reducing GHG emissions from the transportation sector?
- Are there other high impact actions that are not already on the recommendations lists?
 - Public education? Advertising? Congestion pricing? Low-cost/combined financing for new/used EV and home charger installation?