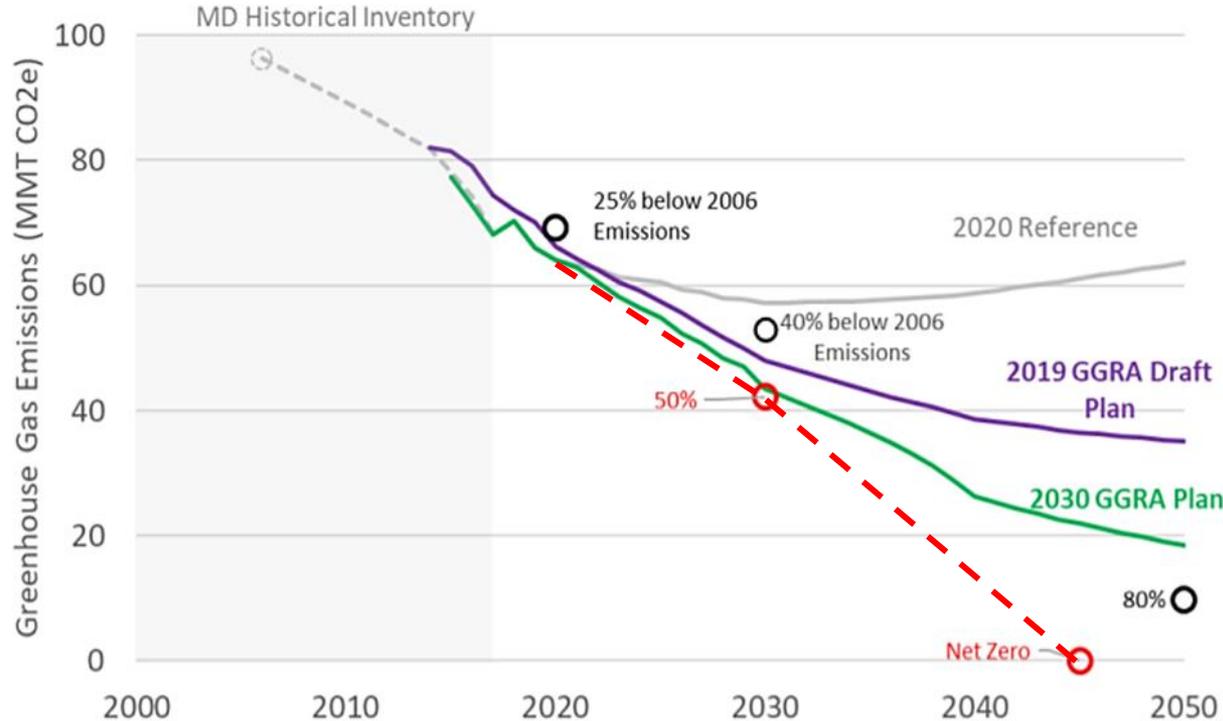


Mitigation Working Group Discussion

Electric Vehicle Purchasing Incentives

January 18, 2022

Must Go Beyond the 2030 GGRA Plan to Achieve Net-Zero

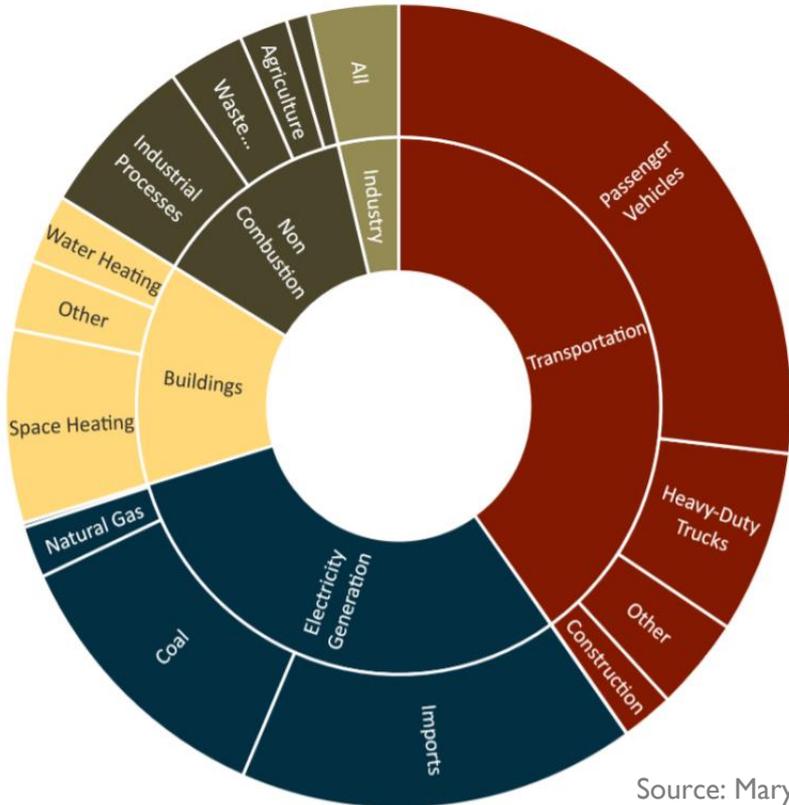


Source: Maryland's 2030 GGRA Plan (red line added)

The 2030 GGRA Plan does not yet achieve the MCCC recommended target of net-zero emissions by 2045.

Additional GHG mitigation measures must be identified and implemented.

Transportation is the Largest Source of Emissions

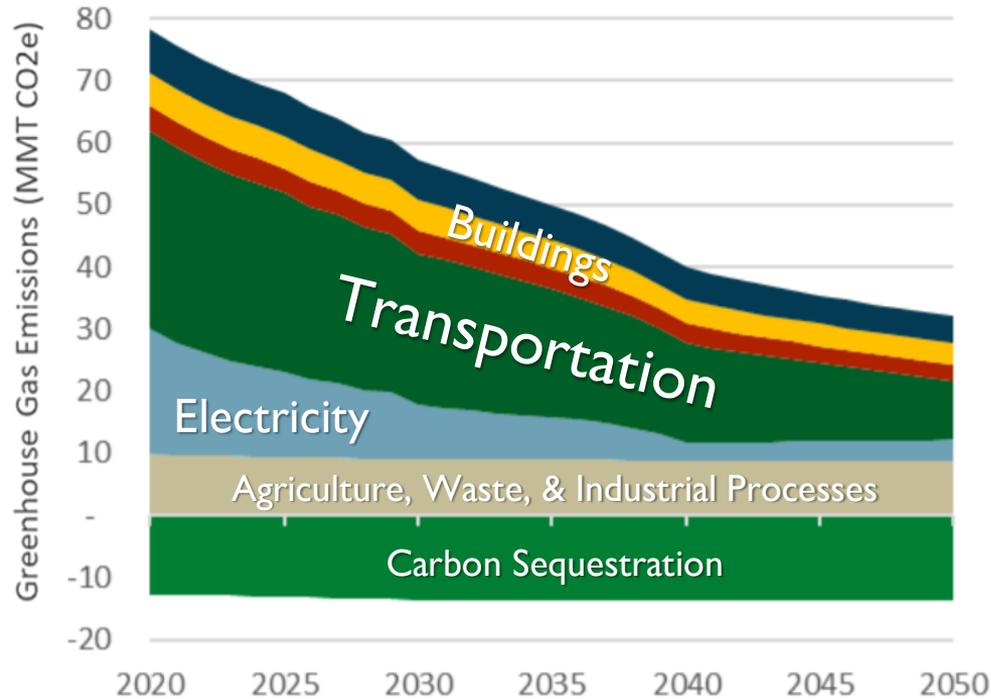


40% of Maryland's GHG emissions are from transportation

← 70% of transportation emissions are from passenger vehicles (cars, SUVs, pickups, etc.)

Emissions from passenger vehicles are twice as large as the next largest source

Decarbonizing Transportation is a Long-Term Challenge



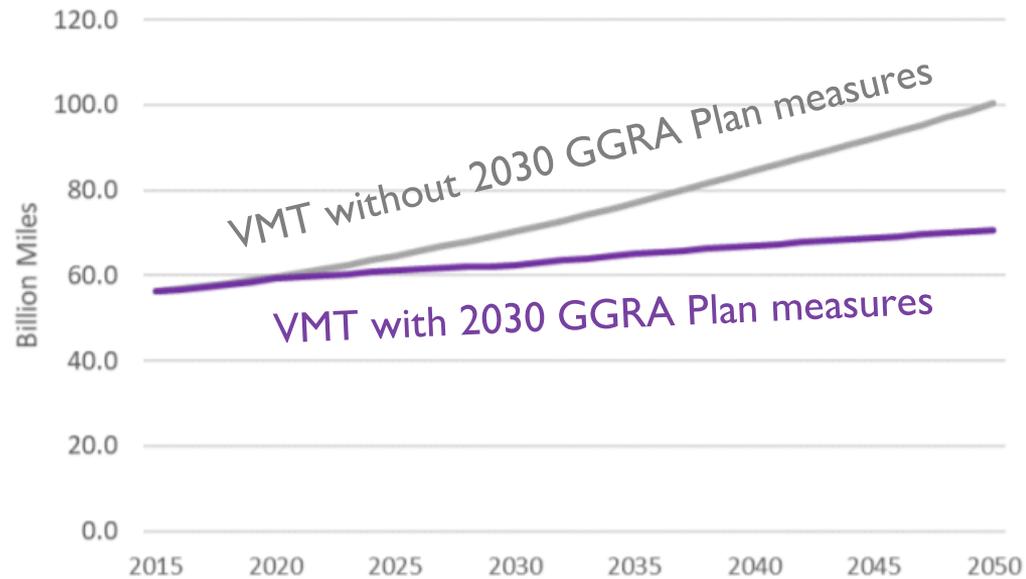
Transportation will likely continue to be the largest source of emissions for the next 25+ years

2030 GGRA Plan measures would decrease transportation emissions 25% by 2030 and 60% by 2045

Additional measures will be needed

GGRA Plan: Reduce Vehicle Miles Traveled (VMT)

“The 2030 GGRA Plan will reduce VMT by continuing and expanding investments in public transit systems... and bike and pedestrian infrastructure, while achieving the Smart Growth program’s compact development goal.”



Source: Maryland’s 2030 GGRA Plan, Miles Traveled on Maryland roads (labels added)

GGRA Plan: Transition to Electric Vehicles (EVs)

GGRA Plan Goals:

- Medium and Heavy Duty Vehicles: 30% EV by 2030, 100% EV by 2050 (sales target)
- Passenger Vehicles:

Sales

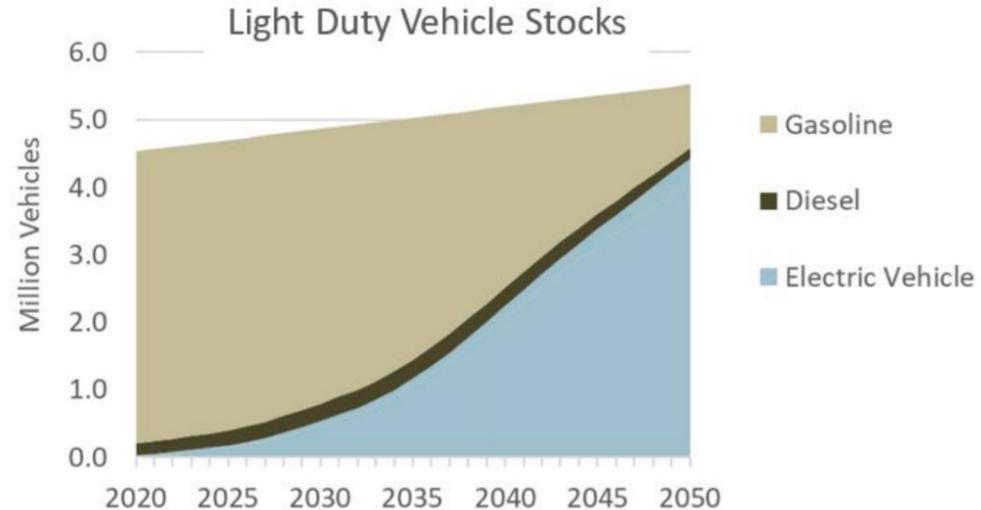
~30% EV sales by 2025

~60% EV sales by 2030

Stocks

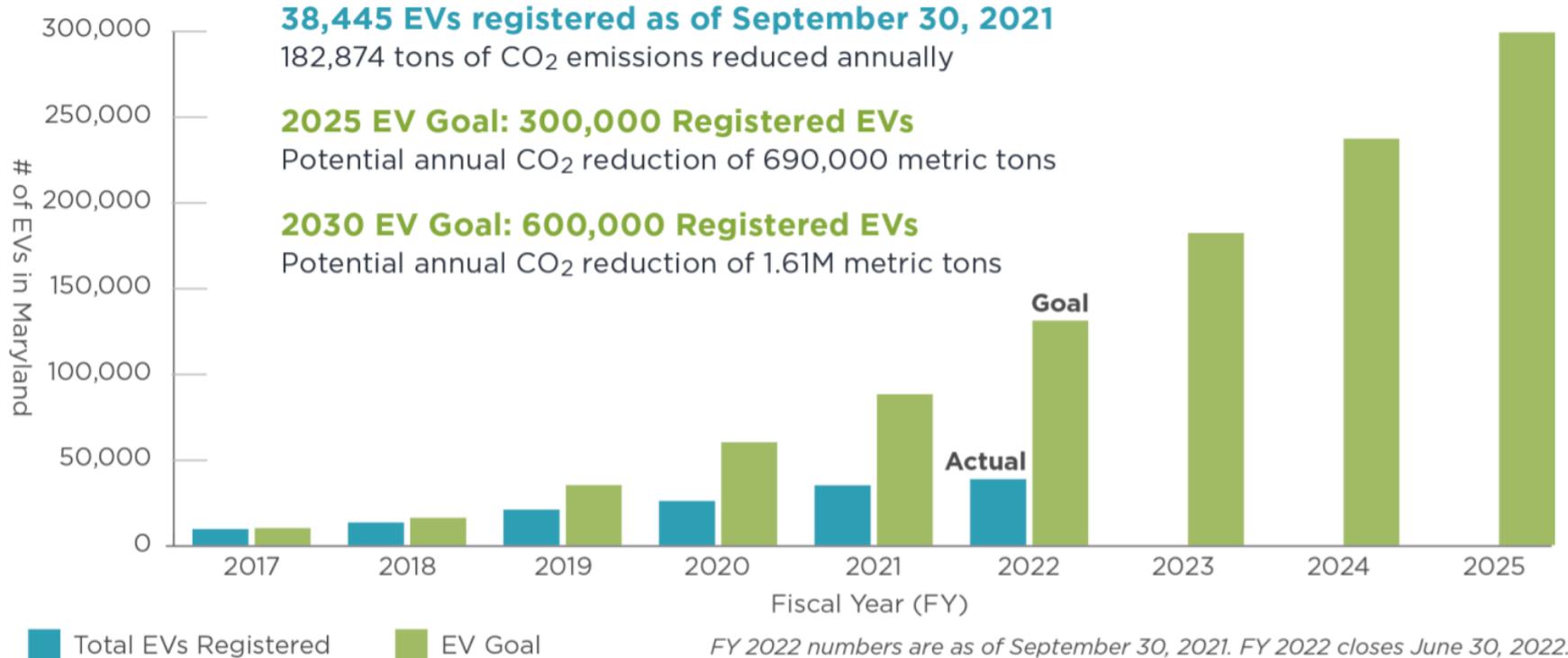
300,000 registered EVs by 2025

600,000 registered EVs by 2030



Source: Maryland's 2030 GGRA Plan, Vehicle Stocks

Currently Off-Track for Achieving the EV Goal



How are Other States Incentivizing EV Purchasing?



Guest Speaker:

Anne Blair, Senior EV Policy Manager

Electrification Coalition