

# Maryland's Clean Vehicle Policy Landscape

Presentation to the  
Governor's ACC & ACT Working Group  
July 8, 2025



**Maryland**  
Department of  
the Environment





# Federal and State Policy Landscape

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Advanced  
Clean Cars

Advanced  
Clean Trucks

Federal Air  
Quality  
Standards

Other Federal  
Policy  
Actions &  
Tools



# Federal Landscape

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- EPA sets **national** vehicle emissions standards; for decades, vehicle emissions have focused on “criteria” pollutants regulated under the Clean Air Act (CAA), like lead and carbon monoxide.
- States are generally **pre-empted** from setting vehicle emissions standards under CAA.
- California is **not** pre-empted
  - Other states can adopt California’s standards instead of the Federal standards, but must do so **exactly**
  - **Enforcing** state standards requires a **waiver** from EPA
  - Under this authority, California began regulating GHG vehicle emissions in 2007, and established targets and milestones to achieve **full transition to zero/low-emission new vehicles sold by 2035**.
- Additional federal laws and initiatives, including **Corporate Average Fuel Economy (CAFE) standards** and the **Inflation Reduction Act** also play a role in accelerating a transition to lower-emission vehicles.



# Current Status of Federal Action

## Congressional Review Act - May 2025

- Revokes California's waiver to set and enforce ACCII/ACT standards.
- Multi-state litigation will take time, create uncertainty
- No "substantially similar" new federal policy in future
- EPA intent to rollback **national** vehicle emissions requirements

## Other Current & Anticipated Federal Actions

- EPA may reject state air pollution plans now that mobile emissions may be higher.
- US DOT rollback of fleet fuel economy (CAFE) standards
- "Big Beautiful Bill" ends rebates, tax credits, manufacturing and research incentives
- Tariffs, trade issues

The WHITE HOUSE

BRIEFINGS & STATEMENTS

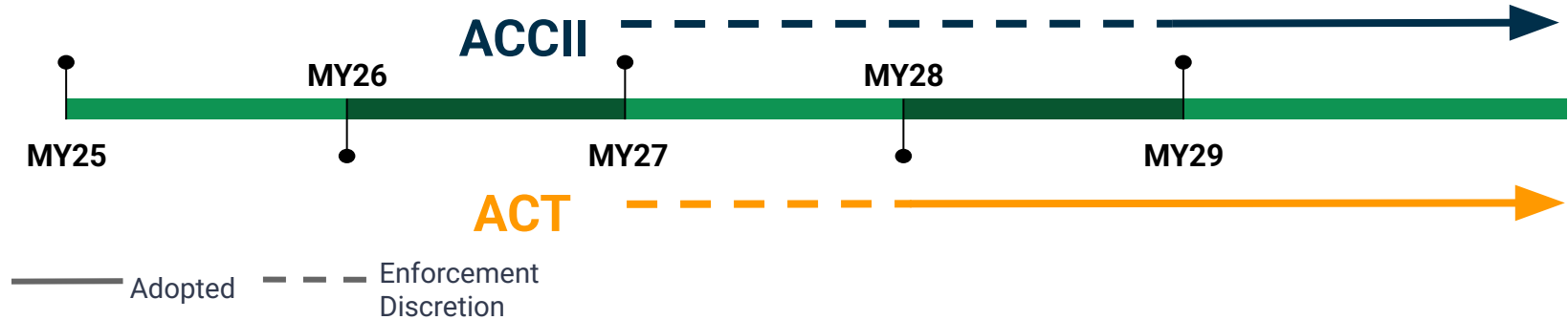
## STATEMENT BY THE PRESIDENT

The White House | June 12, 2025

Today, I signed into law (1) H.J. Res. 87, "Joint Resolution providing congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to 'California State Motor Vehicle and Engine Pollution Control Standards; Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions; Advanced Clean Trucks; Zero Emission Airport Shuttle; Zero-Emission Power Train Certification; Waiver of Preemption; Notice of Decision'"; (2) H.J. Res. 88, "Joint Resolution providing congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to 'California State Motor Vehicle



# Maryland's Landscape

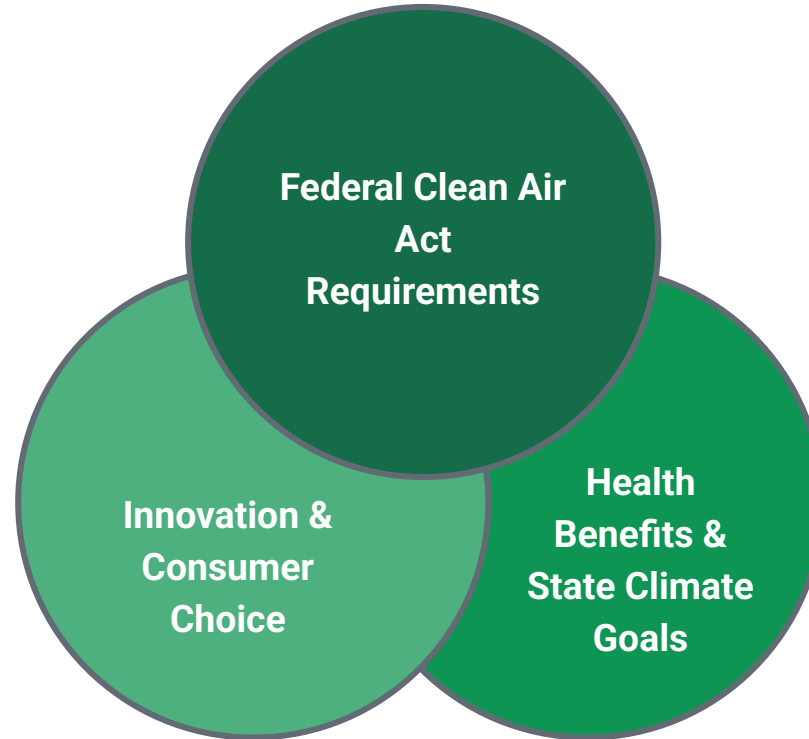


- The Maryland General Assembly enacted the Maryland Clean Cars Act in 2007, joining the ACCI program, which took effect in Model Year 2011.
  - ACCI effectively concludes in 2025, with all OEMs in compliance.
- In 2023, Maryland approved regulations to adopt California's ACCII and ACT programs with compliance to begin in Model Year 2027.
  - The Governor's May 2025 Executive Order delayed enforcement of ACCII until at least 2029, and ACT until at least 2028.
  - These state laws and regulations remain in place. In light of recent federal action, however, Maryland cannot enforce these requirements in the future.



# Why We Have Clean Cars Programs

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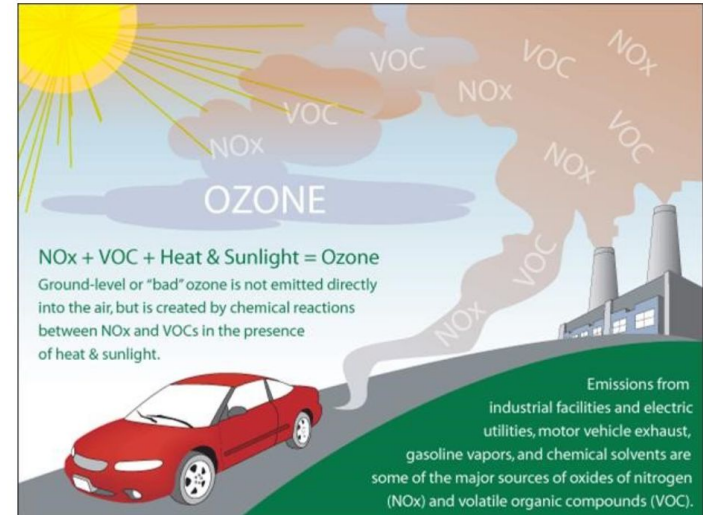


# Federal Clean Air Act Requirements



# Federal Clean Air Requirements

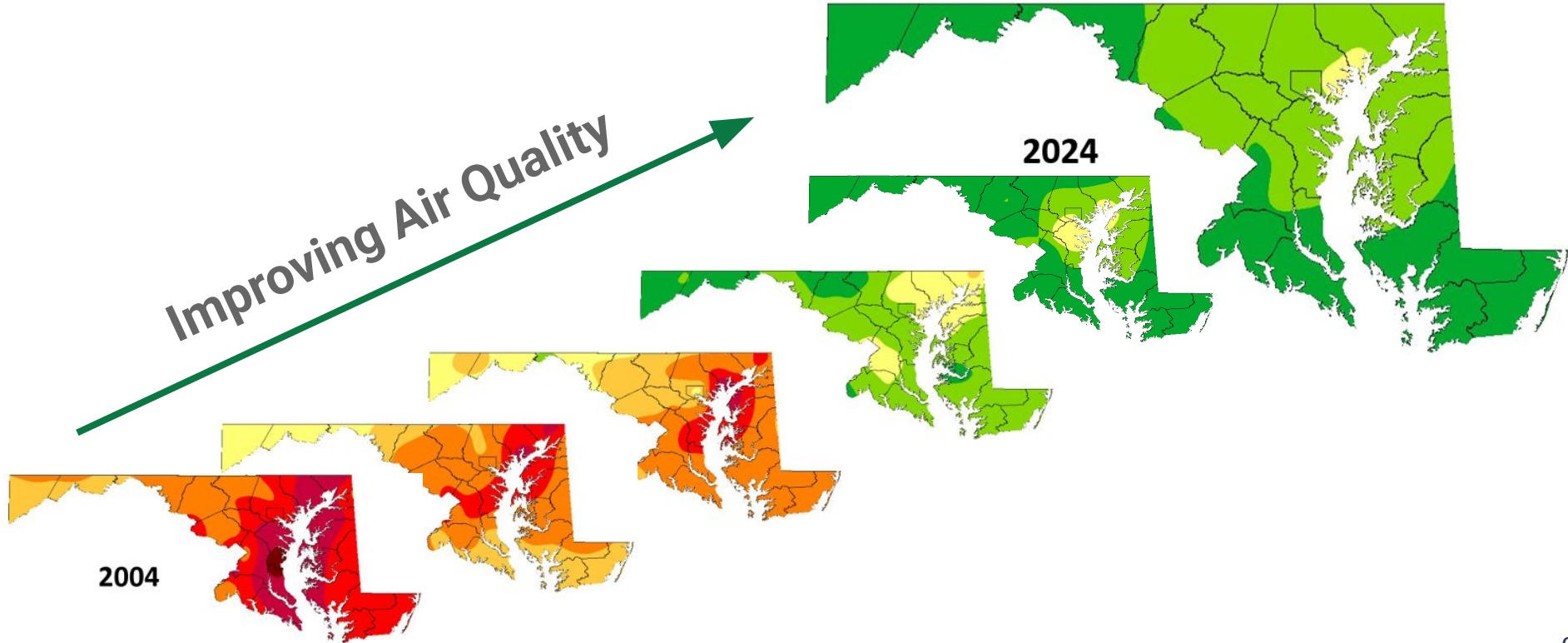
- **EPA sets CAA National Ambient Air Quality Standards (NAAQS)** for certain harmful air pollutants, like lead, particulate matter, and ozone precursors like nitrogen oxides.
- **Many emissions sources:** power plants, vehicles, consumer products, forest fires, and residential, commercial, and industrial activities.
- **States must meet, or “attain,” requirements.** States must submit plans to EPA demonstrating how they will achieve and maintain these reductions.
- However, **states are preempted** from directly regulating mobile sources of these pollutants.
- If states remain out of attainment, the federal government may take a range of actions, including **withholding certain federal funding**.







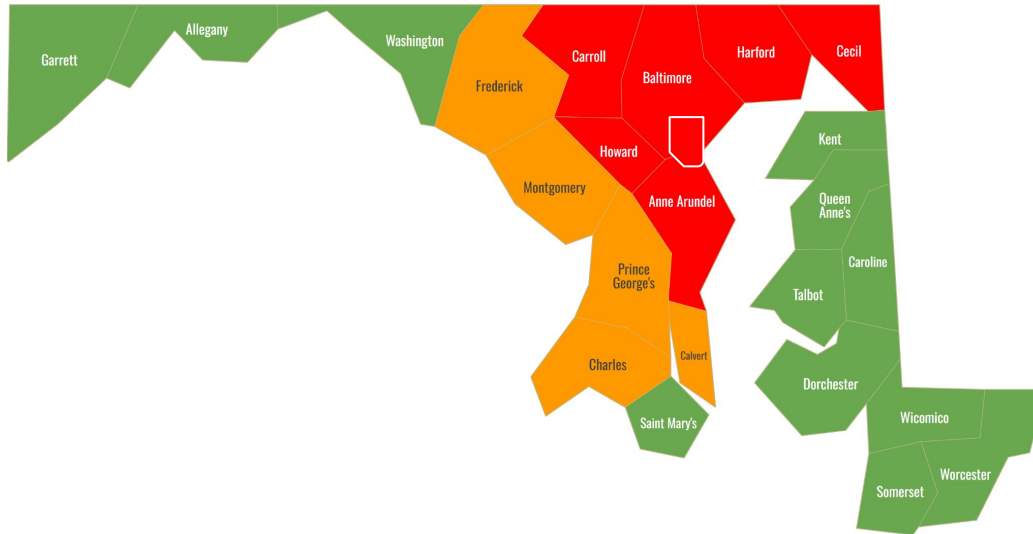
# Smart Policies Drive Clean Air Progress



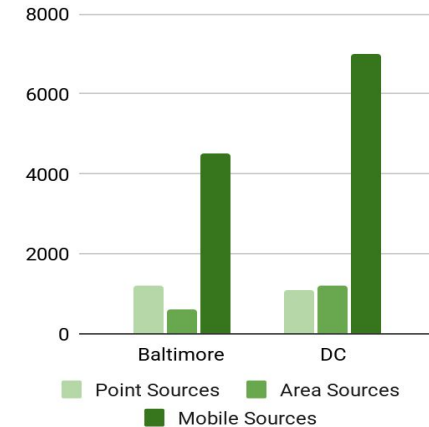


# Air Standards and Mobile Sources

Most Marylanders live in 12 counties that are in nonattainment (orange) or serious nonattainment (red) for Clean Air Act ozone standards.



**MD Ozone Pollution Sources (Tons)**



**The vast majority of ozone emissions come from transportation sources**

# **Health and Climate: Risks and Benefits**



# Health Risks

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- Coughing, sore or scratchy throat
- Difficult and painful breathing
- Inflamed and damaged airways
- Lungs more susceptible to infection
- Aggravates lung diseases like asthma and bronchitis
- Increased frequency of asthma attacks
- Permanent lung damage

***“Ambient air pollution is by far the most important environmental risk factor for morbidity and mortality.”\****

*\*Dean Schraufnagel, et al. “The Benefits of Air Pollution Reduction.”  
Annals of the American Thoracic Society, September 25, 2019.*



# Health Benefits

| Health Effect Reductions (PM2.5 & Ozone Only) ↑ | Pollutant(s) ↑ | Year 2010 ↑ | Year 2020 ↑ |
|---|----------------|-------------|-------------|
| PM2.5 Adult Mortality                           | PM             | 160,000     | 230,000     |
| PM2.5 Infant Mortality                          | PM             | 230         | 280         |
| Ozone Mortality                                 | Ozone          | 4,300       | 7,100       |
| Chronic Bronchitis                              | PM             | 54,000      | 75,000      |
| Acute Bronchitis                                | PM             | 130,000     | 180,000     |
| Acute Myocardial Infarction                     | PM             | 130,000     | 200,000     |
| Asthma Exacerbation                             | PM             | 1,700,000   | 2,400,000   |
| Hospital Admissions                             | PM, Ozone      | 86,000      | 135,000     |
| Emergency Room Visits                           | PM, Ozone      | 86,000      | 120,000     |
| Restricted Activity Days                        | PM, Ozone      | 84,000,000  | 110,000,000 |
| School Loss Days                                | Ozone          | 3,200,000   | 5,400,000   |
| Lost Work Days                                  | PM             | 13,000,000  | 17,000,000  |

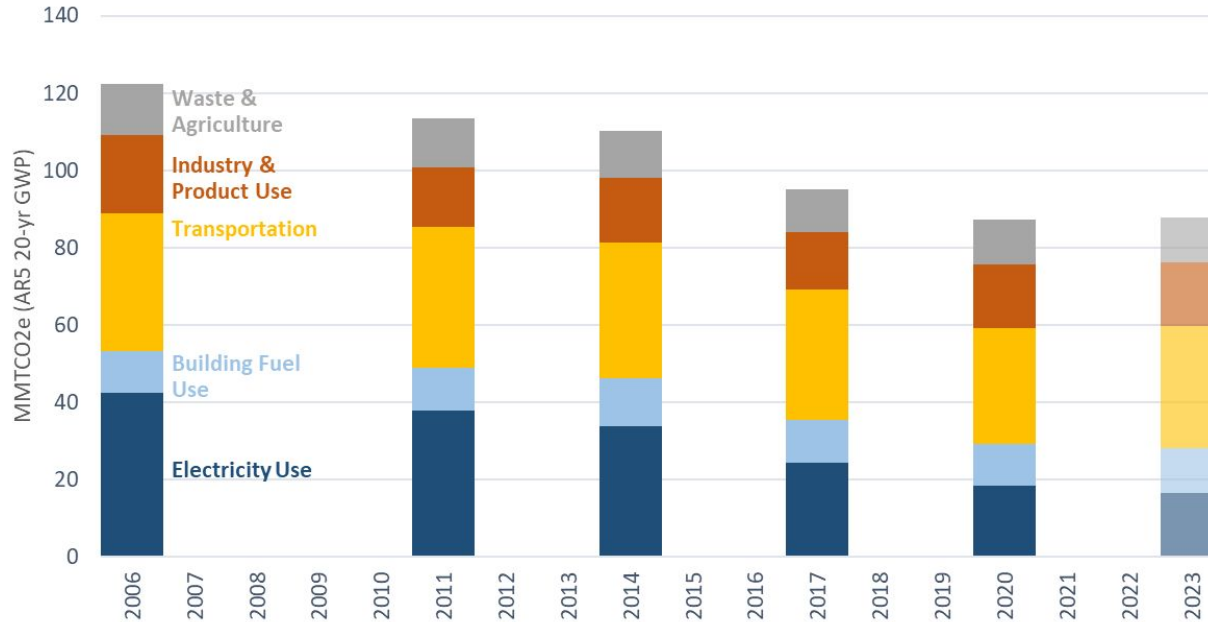
Source: U.S. EPA

EPA analysis projects that Clean Air Act pre-2015 requirements for ozone and particulate matter alone would **significantly reduce adult and childhood death, heart disease, bronchitis, and asthma.**

It would also generate benefits from **avoided hospital visits, lost work days, and lost school days.**



# Transportation and GHG Emissions



**Transportation accounts for 40% of MD GHG emissions, and has remained at consistent levels for nearly two decades.**



# Climate and GHG Reduction Benefits

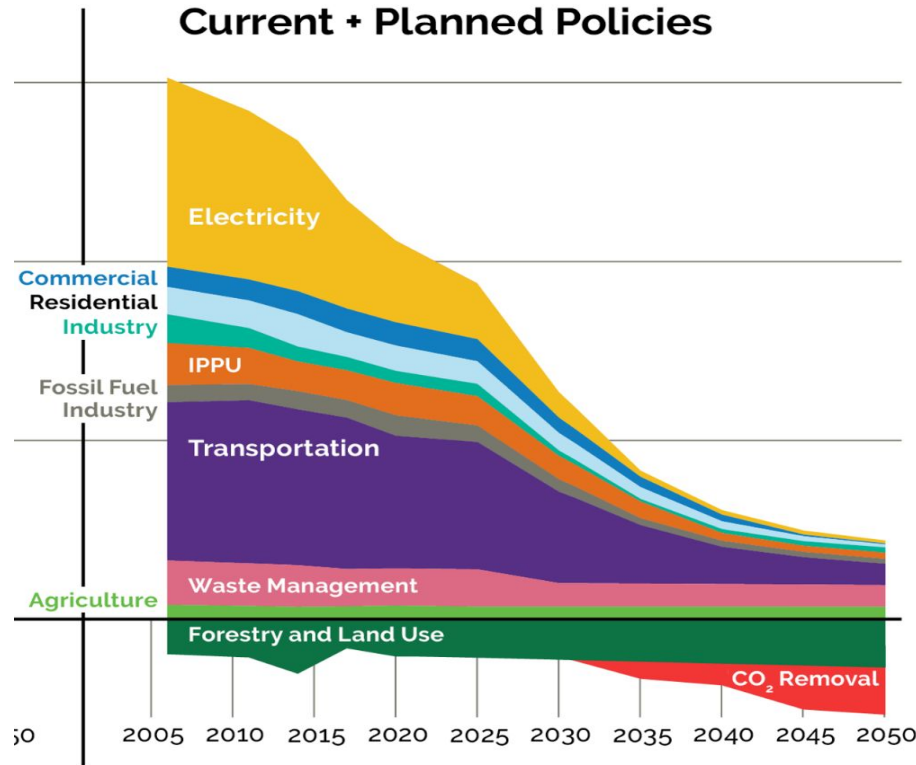


Chart pre-dates ACC2 and ACT changes

Anticipated CO<sub>2</sub> reductions due to ACC2 and ACT (MTCO<sub>2</sub>) totaled:

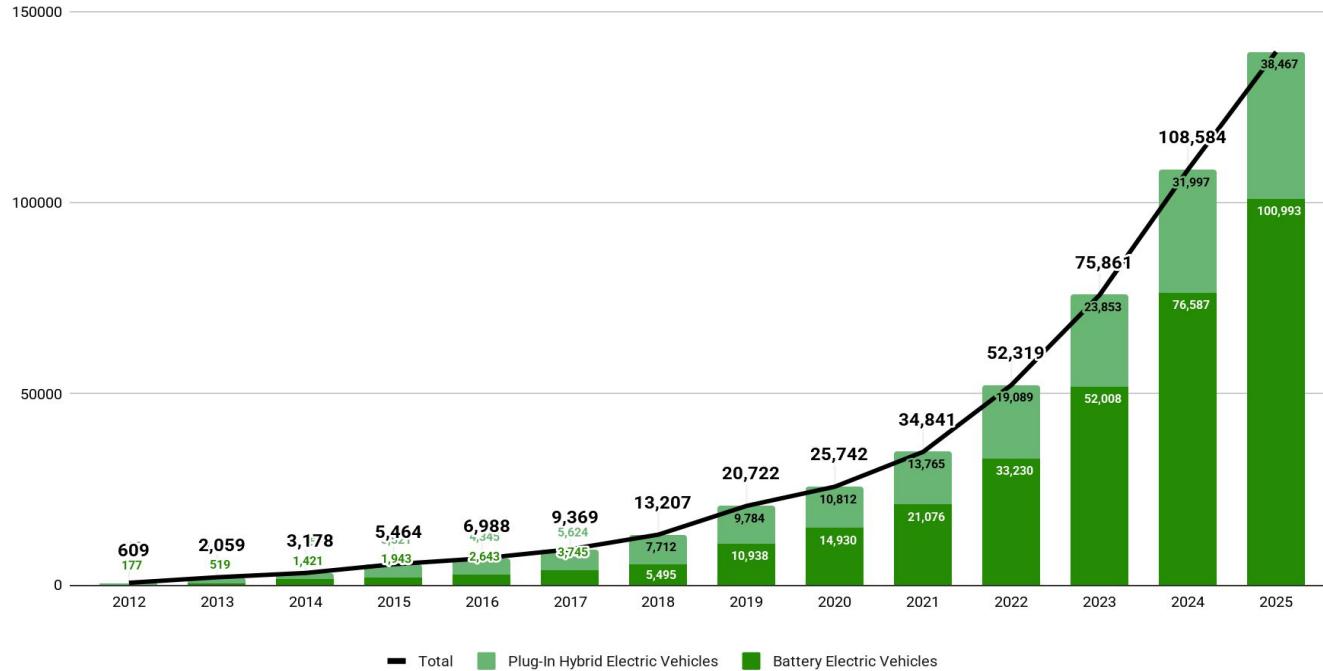
- 2031: 1,398,000
- 2045: 6,635,000

# Innovation and Consumer Choice





# EV Adoption in Maryland

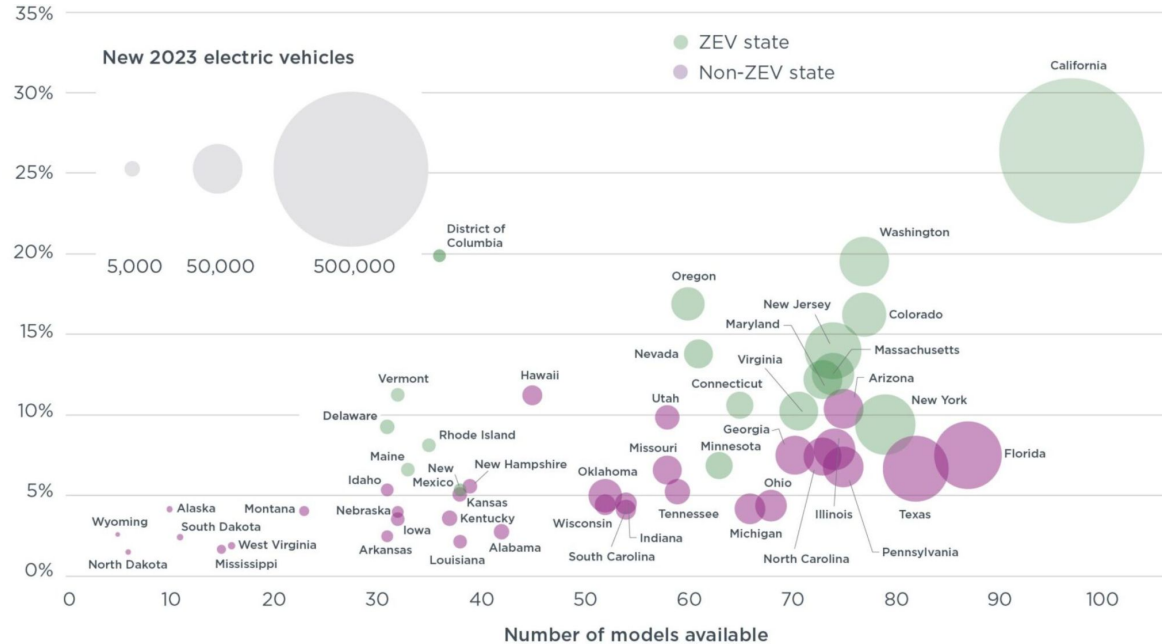


\*2025 is estimated based on partial-year data



# Innovation and Consumer Choice

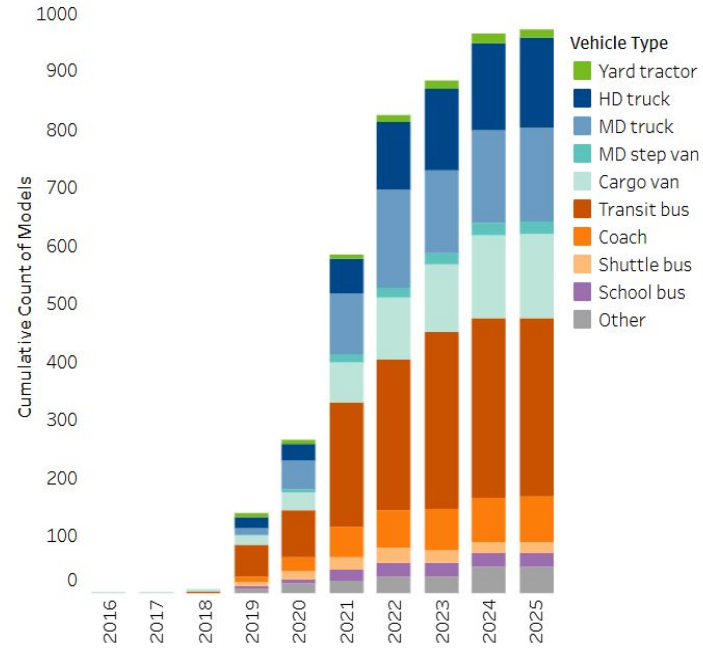
Buyers in ACC states had, on average, 60 models to choose from in 2023, over 30% more model choice than consumers in non-ACC states.





# Innovation and Consumer Choice

There has been an exponential increase in the availability of models of trucks and other medium- and heavy-duty vehicles over the last six years.



Medium & Heavy Duty Model Availability - 2016-2025

# Stakeholder Concerns



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- **Federal policy uncertainty:** future tax credits, rebates, infrastructure funding, tariffs
- **Vehicle costs:** expiring federal incentives will increase the price of electric vehicles
- **Adoption challenges:** planned transition timeline difficult to meet
- **Vehicle supply:** need to divert gasoline vehicles to markets not subject to regulations
- **Credit flexibility:** desire to count high-demand hybrid and plug-in hybrids for compliance
- **Charging infrastructure:** challenges deploying sufficient charging solutions, especially for multi-family housing and heavy-duty vehicle sectors

# The Path Forward



# Toolbox: MD & Multi-State Actions



# Discussion