

ACC II & ACT Working Group Recommendations



10/21/2025

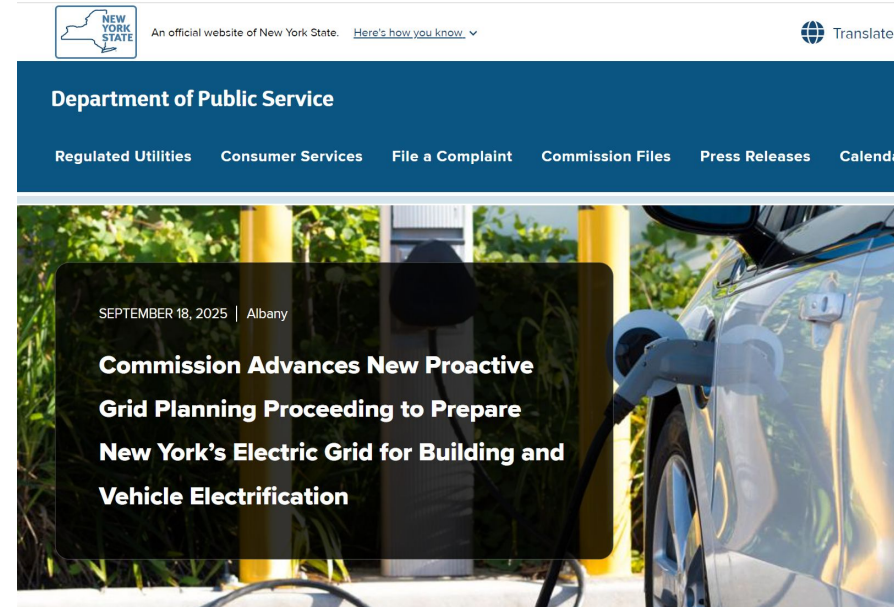
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Source: USDOT HEPGIS AFC Round 1-8

Rec 2: PSC Should Ensure Timely Grid Upgrades



- The PSC should require utilities to proactively upgrade distribution grids and energize charging infrastructure expeditiously and according to timelines.
- Utilities should facilitate and compensate ratepayers for vehicle-to-grid power flows, reform demand charges, provide Fleet Advisory Services, and allow for flexible service interconnections.
- Utilities should target their programs toward, and engage with stakeholders in, underserved communities, targeting multi-unit dwellings specifically.



Rec 3: Incentivizing Community Charging

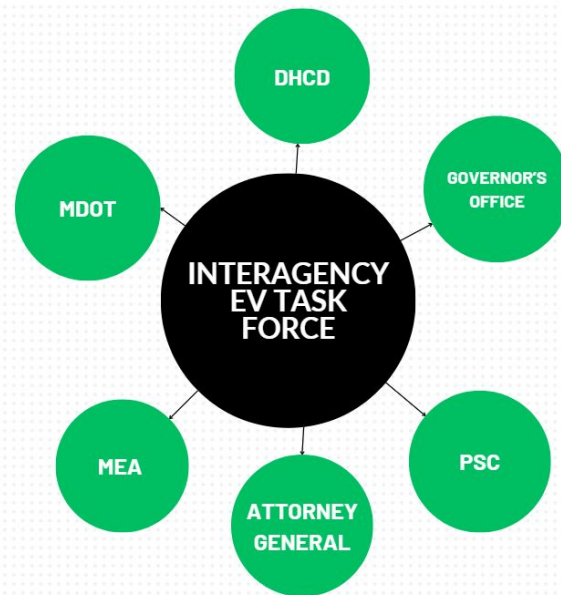


- The PSC should approve utility investments in community charging, with an enhanced emphasis on multi-unit dwellings.
- Policies that target multi-unit dwellings should consider financial incentives to multi-unit building owners and operators, grants, and building codes updates for new buildings.
- Set requirements for DHCD to install charging or allow third party installation.
- Require agencies to expedite processing of community charging projects funded through Maryland's CFI grants.

Rec 4: Form a Secretary-Level Task Force to Accelerate EVs



- This task force should evaluate state agencies' progress with building charging infrastructure; how they can more effectively coordinate; and how to accelerate EV adoption.
- Include the Governor's Office, MDOT, the PSC, MEA, MDE, the Attorney General, and DHCD, at a minimum.
- State agencies should regularly communicate and coordinate on matters such as:
 - Challenging the Trump Administration's unlawful freeze of nearly \$70 million in IIJA CFI funds that were awarded to Maryland.



Rec 5: Retain ACC II and ACT “On the Books”



- Maryland should keep its ACT and ACC II regulations in place, and ensure that reporting requirements continue to be followed.
- The Governor should support, and join, agreements on EV sales commitments with manufacturers that other states are pursuing.
- The Governor should require reporting OEMs and vehicle dealerships to report on the amounts of annual advertising and sales expenditures for internal combustion engines (ICEs) and EVs.

MARTIN O'MALLEY, Governor

Ch. 111

CHAPTER 111

(Senate Bill 103)

AN ACT concerning

Maryland Clean Cars Act of 2007

WES MOORE, Governor

Ch. 97

Chapter 97

(House Bill 230)

AN ACT concerning

**Department of the Environment – Zero-Emission Medium- and Heavy-Duty
Vehicles – Regulations
(Clean Trucks Act of 2023)**

Rec 6: Additional Incentives and Policies

- Adopt Advanced Clean Fleets standards.
- Empower Maryland's green banks to provide low/no-interest financing for EV purchases by businesses and individuals.
- Create funding mechanisms to defray the purchase price of M/HDVs like EV school and transit buses.
- Require large fleet operators to match the public IIJA & IRA funds with their own investments through programs such as a Clean Truck Fund and Indirect Source Review Rule.



Process Recommendations



- The Working Group should establish a firm process and timeline for the development of a report, including guidelines to foster achieving consensus.
- Provide clarity around the inclusion of majority and/or minority opinions on topics where consensus cannot be reached.
- This will ensure that the report truly reflects the expertise and perspectives of the diverse Work Group members, and is the product of thorough, thoughtful deliberations among these members.

Thank you for taking the time to consider these recommendations.