

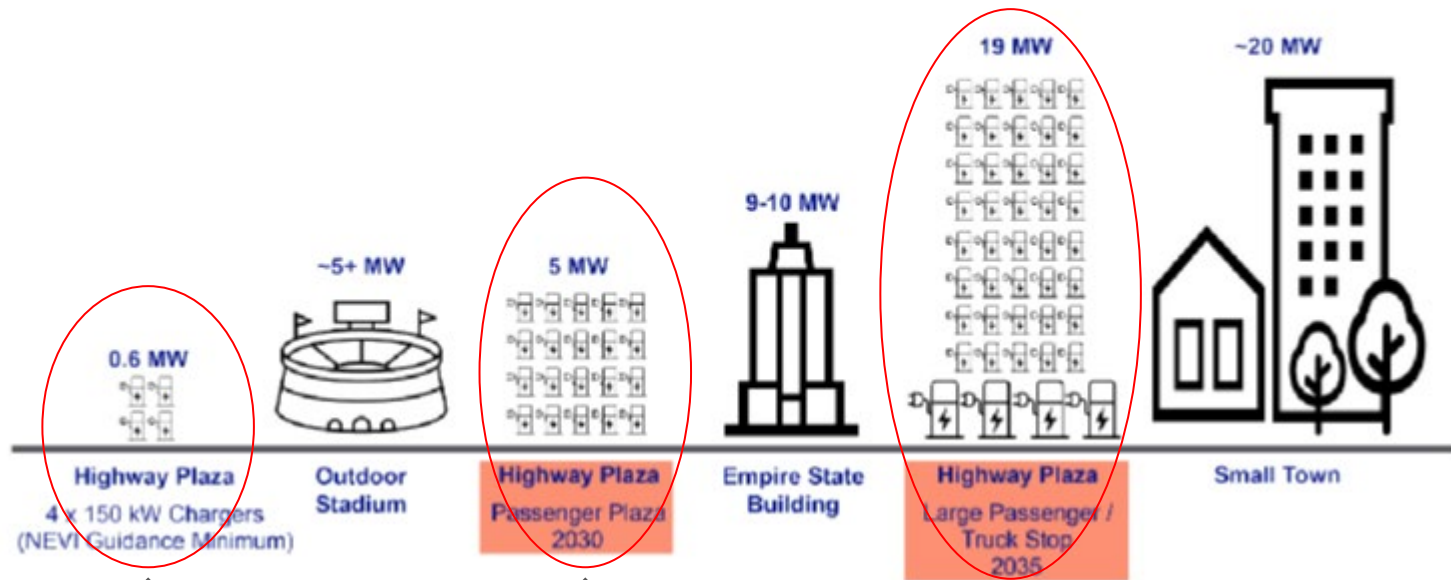
# **DCFC And MHDV Charging Interconnection**

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**Maryland ACC II & ACT Working Group  
September 9, 2025**

**Joshua Stebbins  
Managing Attorney  
Sierra Club**

# DCFC And MHDV Charging Interconnection



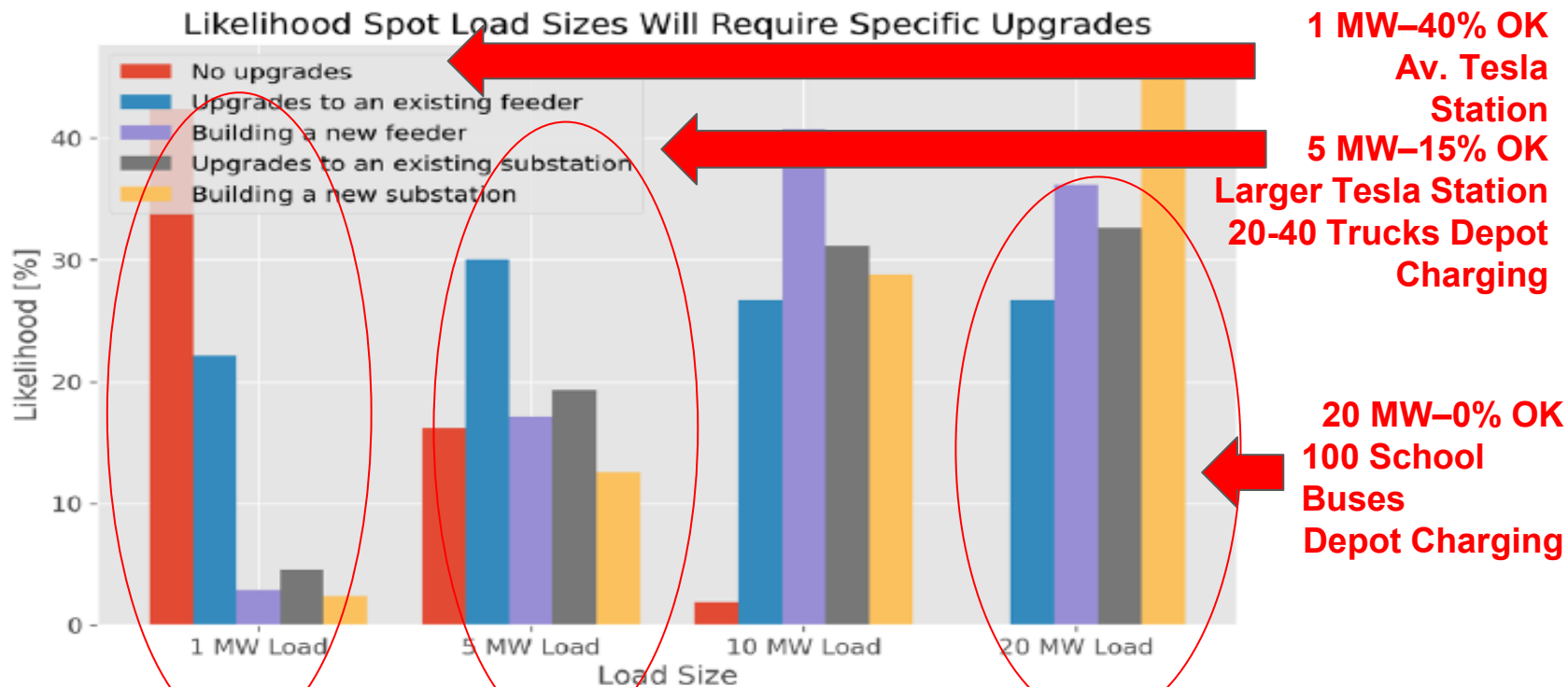
NEVI Minimum

½ Average Tesla Station  
4 Trucks Depot Charging

Larger Tesla Station (20-30 LDVs)  
20-40 Trucks Depot Charging

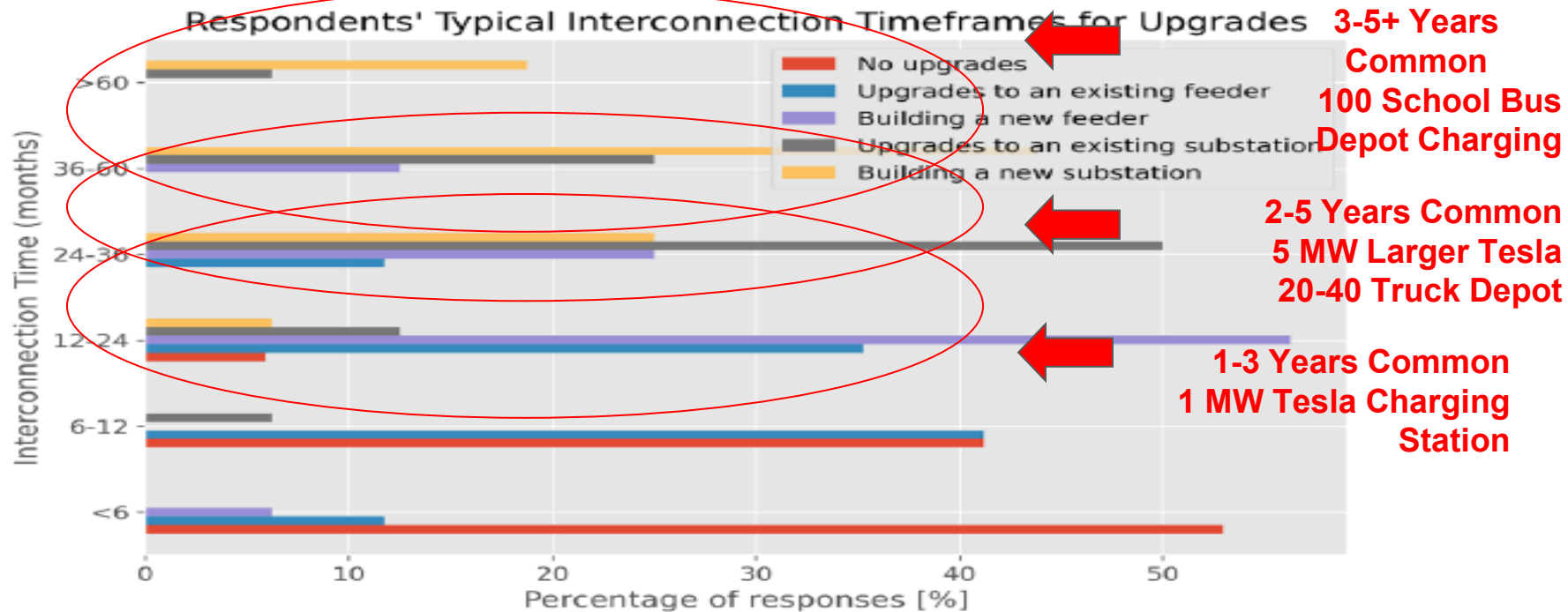
100 School Buses Depot  
Charging

# DCFC And MHDV Charging Interconnection



**Figure 10.** Respondents' likelihood that spot load sizes will require specific upgrades

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**Figure 9.** Respondents' typical interconnection timeframes for various types of primary distribution upgrades

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- EPRI Agrees:
  - The existing distribution grid is “not designed to accommodate wide-scale, high energy density loads” of EVs.
  - EPRI’s Tool: eRoadMAP [EPRI eRoadMap](#)
- BGE Agrees:
  - “In many cases, grid infrastructure upgrades continue to encumber fleet EV adoption.”
  - Larger fleets especially “face difficulties arising from the concentration of EVs in a few locations and the costly and time-consuming grid upgrades” required.

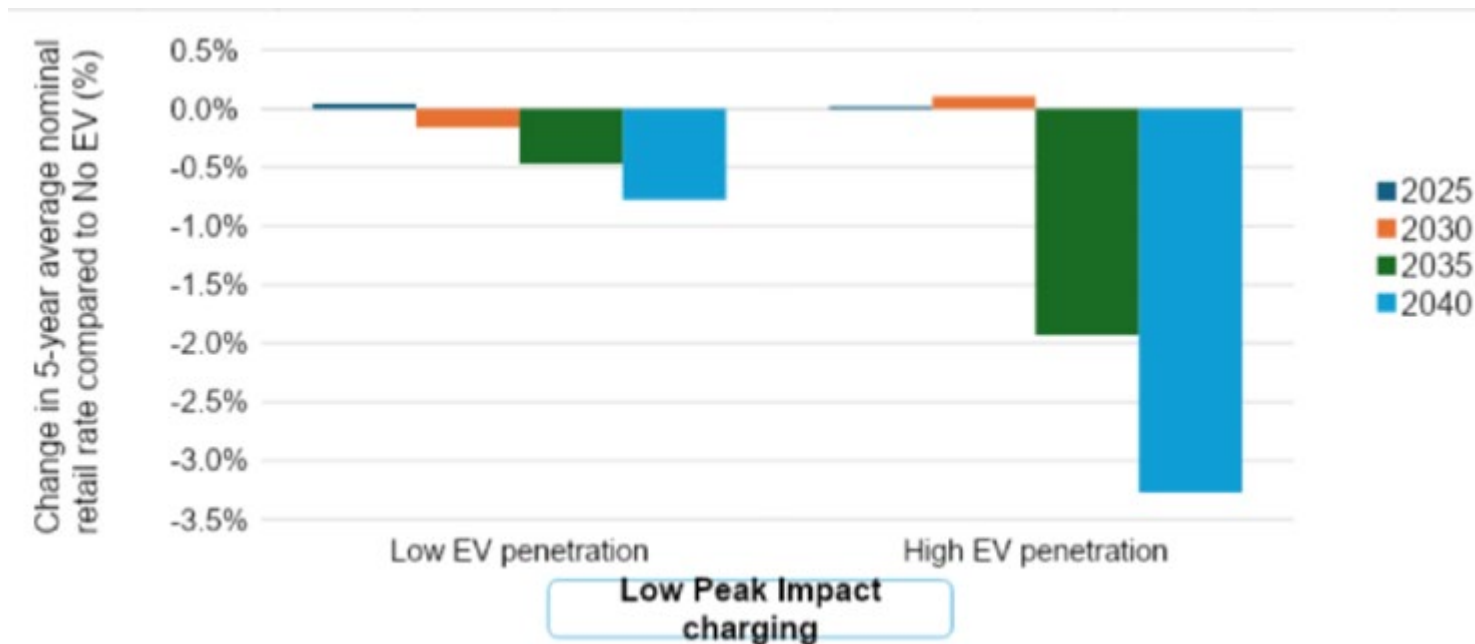
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- **Other States Are Implementing Solutions**
- **In The Maryland PSC Phase II Docket The PSC Could:**
  - Direct Utilities To Proactively:
    - Conduct Customer Outreach
    - Plan And Upgrade The Distribution Grid For EV Loads
    - Stockpile Equipment In Advance
    - Employ Flexible Interconnection, CMS, Fleet Advisory Services, Hosting Transparency
  - Set Timetables For Interconnecting And Energizing Chargers
  - Rate Base Grid Upgrades
  - Revise Rate Structures

# DCFC And MHDV Charging Interconnection

Investments Will Reduce Everyone's Bills: "Walmart Effect"



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Investments Will Reduce Everyone's Bills: "Walmart Effect"

## Maryland

