



Maryland Energy Administration

TO: Chair Feldman, Vice Chair Kagan, and Members of the Education, Energy, and the Environment Committee

FROM: MEA

SUBJECT: SB 649 - Electric Vehicle Fuel Sold at Retail - Equipment Requirements, Units of Measure, Sales Price, and Fees

DATE: March 3, 2026

MEA Position: FAVORABLE WITH AMENDMENTS

The Maryland Energy Administration (MEA) respectfully submits this testimony in support with amendments for Senate Bill 649.

As Maryland expands electric vehicle (EV) adoption, the public charging experience must be transparent, consistent, and consumer-friendly. SB 649 advances those goals by establishing clearer retail standards for electricity sold as a vehicle fuel, including basic identification requirements for responsible parties at charging stations and a uniform unit of measure for retail transactions.

MEA supports the bill's intent to align Maryland's framework with recognized national standards and best practices for retail measurement and pricing transparency. Requiring retail EV charging to be measured and sold in kilowatt-hours (kWh) reflects an intuitive and widely recognized method of sale that allows consumers to compare prices across stations and operators. Likewise, requiring conspicuous display of the name and contact information of a responsible local party is a practical consumer protection that supports routine customer service needs, enforcement by inspectors, and rapid response in emergency situations.

MEA's requested amendments are limited and intended to preserve the bill's core purpose while ensuring it is implemented in a workable and transparent manner.

First, MEA supports the concept of preventing pricing structures that display a \$0.00 kWh price while shifting the full cost of charging into time-based or fixed "service" fees. This practice can undermine the goal of transparent price comparison and confuse consumers about the actual cost of fueling an EV. MEA recommends the bill be amended to clearly require that, when any fees are charged for EV charging services, the electricity commodity must be priced with a non-zero monetary value per kWh during the charging session, with any additional fees clearly disclosed as separate line items.

Second, MEA recommends the Committee consider whether the Comptroller is the appropriate entity to set a "minimum price" for electricity as a vehicle fuel. While the intent is consistent with consumer transparency goals, establishing and updating a statewide "minimum price" may create

administrative complexity and unintended interactions with evolving EV charging business models. A narrower amendment that directly addresses the transparency issue may better achieve the bill's purpose while minimizing administrative burden.

MEA urges the committee to adopt the proposed amendments and to issue a **favorable report as amended**.

Our sincere thanks for your consideration of this testimony. For questions or additional information, please contact Megan Outten, Policy manager, at megan.outten@maryland.gov or 443.842.1780.