

SB649_FAV_Hettleman.pdf

Uploaded by: Shelly Hettleman

Position: FAV

SHELLY HETTLEMAN
Legislative District 11
Baltimore County

Budget and Taxation Committee

Subcommittees

Capital Budget

Pensions

Chair, Public Safety, Transportation,
and Environment

Senate Chair

Joint Audit and Evaluation
Committee



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THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

TESTIMONY OF SENATOR SHELLY HETTLEMAN
SB649 - ELECTRIC VEHICLE FUEL SOLD AT RETAIL - EQUIPMENT
REQUIREMENTS, UNITS OF MEASURE, SALES PRICE, AND FEES

As Maryland continues to expand clean transportation options, electric vehicles (EVs) are becoming an increasingly common and essential part of our transportation system. However, the way that electricity is sold as a vehicle fuel is currently unregulated in terms of the way that is measured, displayed, and priced at retail fueling locations. SB649, cross-filed with House Bill 969 (although it's not listed in the system as such), addresses key gaps in this system and establishes clear consumer protections and consistency.

All this bill does is to codify certain requirements that already exist in the National Institute of Standards and Technology (or NIST) handbook. First, it requires that the owner of the EV charge port display their name, contact information, etc. in a conspicuous place, so customers and the Department of Agriculture's Weights & Measures, know who to contact in the event of an issue. Second, it requires that the electricity sold at these places is sold in units of kilowatt-hours. These two things are literally the bare minimum in terms of standardization, but we think they are important. We want EV drivers to pull up next to an EV charge port and have the same confidence in that equipment that we all have when we pull into a gas station.

Importantly, this bill does not mandate where or how many charging stations there should be. It rather supports a transparent and standardized marketplace. Maryland drivers and other out-of-state drivers should be confident in the pricing and measures of the EV fuel. SB 649 is a commonsense consumer-focused bill that strengthens transparency in an industry that is still evolving.

Thank you for considering this bill. I respectfully urge a favorable report on SB649.

SB649 MDA FWA.pdf

Uploaded by: Harrison Palmer

Position: FWA



Maryland Department of Agriculture

Office of the Secretary

Wes Moore, Governor

Aruna Miller, Lt. Governor

Kevin Atticks, Secretary

Steven A. Connelly, Deputy Secretary

Agriculture | Maryland's Leading
Industry

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Annapolis, Maryland 21401

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Maryland Department of Agriculture

Legislative Comment

Date: February 17th, 2026

BILL NUMBER: Senate Bill 649
BILL TITLE: Electric Vehicle Fuel Sold at Retail - Equipment Requirements, Units of Measure, Sales Price, and Fees
MDA POSITION: **SUPPORT WITH AMENDMENTS**

The Maryland Department of Agriculture (MDA) respectfully submits this letter in support of *Senate Bill 649 - Electric Vehicle Fuel Sold at Retail - Equipment Requirements, Units of Measure, Sales Price, and Fees*, with amendments.

This legislation establishes a clear and uniform method of sale for electricity used as vehicle fuel, requires proper marking of electric vehicle supply equipment (EVSE), and sets a minimum price per kilowatt hour to ensure transparent and equitable retail transactions for consumers. The marking requirements outlined in this bill are consistent with the user requirements contained in the National Institute of Standards and Technology (NIST) Handbook 44 under the Electric Vehicle Fueling Systems Code. These requirements ensure that the responsible party for a charging station is clearly identified and accessible. This information is critical for consumers reporting service or billing issues, inspectors addressing violations and taking enforcement action, and emergency responders who may need immediate contact information at a charging location.

The recognized national method of sale for electricity used as vehicle fuel, as outlined in NIST Handbook 130, is “per kilowatt hour.” This bill directly adopts that established method into Maryland law. Over the past year, Weights and Measures inspectors have observed an increasing number of EVSE operators setting the price per kilowatt hour at zero dollars while imposing significantly higher time-based fees. In some cases, kilowatt hour pricing is not displayed at all. These practices undermine transparency and conflict with the intent of weights and measures law. The purpose of establishing a uniform method of sale for commodities is to provide consumers with a clear and reasonable basis for price comparison. While current law does not regulate the price set per kilowatt hour, and does not prohibit giving electricity away at no cost, establishing a minimum price per kilowatt hour ensures that the commodity itself, not parking

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time, remains the basis of the transaction. Electric vehicle owners are fueling their vehicles, not renting parking spaces.

MDA recognizes that the Comptroller's office may not be the appropriate lead for setting a minimum price, and the Department recommends that the bill be amended to reflect that all electrical energy kept, offered, or exposed for sale and sold as a retail vehicle fuel shall be sold and priced in terms of kilowatt-hour during the charging session and in no case shall be priced to have no monetary value when other fees are present.

For these reasons, MDA supports Senate Bill 649 and respectfully requests the consideration of the amendments as provided. MDA appreciates the consideration of the above information in the Committee's deliberations.

SB0649 - FWA - Electric Vehicle Fuel Sold at Retail

Uploaded by: Megan Outten

Position: FWA



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.

SB649_2026_UNF_LannyHartmann.pdf

Uploaded by: Lanny Hartmann

Position: UNF

HB 649 — Electric Vehicle Fuel Sold at Retail – Equipment Requirements, Units of Measure, Sales Price, and Fees

Position: **Unfavorable**

March 3, 2026

The Honorable Brian J. Feldman
Chair, Education, Energy and the Environment Committee
Senate Office Building
Annapolis, MD 21401

Chair Feldman, Vice Chair Kagan, and Members of the Committee:

I am writing to respectfully urge an unfavorable report on Senate Bill 649. While I appreciate the intent to ensure compliance with Weights and Measures specifications, this legislation is largely redundant with existing law and risks creating long term regulatory conflicts that could harm consumers and affect state revenue.

The core provisions of this bill regarding the display of contact information and the mandatory sale of electricity in kilowatt hour (kWh) units are already incorporated into Maryland law. Under Agriculture Article 11-207.1, the state has already adopted NIST Handbook 44. Codifying certain technical excerpts from the handbook into the Maryland Code would create a rigid system. If the National Conference on Weights and Measures updates these standards in the future, Maryland will be left with a statutory conflict where state law says one thing while the updated national standards say another. It is more efficient to allow the existing standards referenced in the Agriculture Article to handle these technical evolutions.

My experience as a consumer suggests that this bill does not actually close the technical gaps it seeks to address. I have been in communication with the Maryland Department of Agriculture Weights and Measures Division regarding charging stations that technically comply with the kilowatt hour requirement while effectively evading it. In one instance, a station in Germantown was investigated by Weights and Measures and found to be in compliance despite charging \$0.00/kWh for energy while charging \$2.00/Hour for "parking." This practice is currently allowed under NIST Handbook specifications, and SB 649 continues to permit these separate ancillary fees as long as a price per kWh is displayed, even if that displayed price is zero (\$0.00/kWh).

I also bring to your attention that this fee structure may have tax revenue implications for the state. The sale of electricity for EV charging is subject to Maryland's 6% sales and use tax, but parking fees typically are not. By codifying a system that allows operators to mask the cost of electricity at public charging stations as a parking fee, the state may be unintentionally reducing its own taxable revenue. I have brought these concerns to the Comptroller's Office, and they are currently investigating the matter.

Rather than locking these technical details into state law, I believe the state should rely on the flexible framework already provided by the Agriculture Article. If the Department of Agriculture wishes to close this loophole in the NIST Handbooks, they should address the issue by submitting a formal petition to the National Conference on Weights and Measures to amend the national standards. Fixing this at the source level will allow Maryland to remain consistent with the national standards without the need for redundant legislation.

For these reasons, I request an **unfavorable** report on Senate Bill 649.

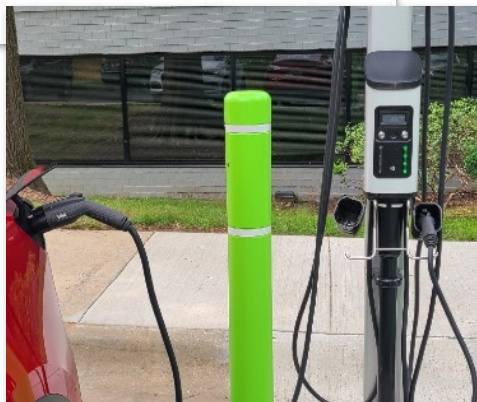
Respectfully submitted,



Lanny Hartmann
Columbia, Maryland

In Compliance (\$0.00/kWh)

Charge Rate	
Energy - Time-Of-Day 12:00 AM - 12:00 AM	\$0.00/kWh
Parking - Duration	
0 - 2 Hours	\$2.00/Hour
2 - 24 Hours	\$4.00/Hour
Start Fee	\$0.49/Session
Notes	
- Energy fee is applied while your vehicle is receiving energy.	
- Parking fee is applied when your vehicle is charging and/or until you physically unplug it.	



Germantown, MD

Non Compliant (Time only)

Price	
Price set by Oracle - Columbia	
Station Time Rate	
First 5 hours	\$1.00/hr
Thereafter	\$5.00/hr
Taxes and Fees	
6% MD State Parking Tax	
6% MD State Overstay Tax	



Columbia, MD

SB649 - LOI.pdf

Uploaded by: Matthew Dudzic

Position: INFO



Letter of Information

Senate Bill 649 – Electric Vehicle Fuel Sold at Retail – Equipment Requirements, Units of Measure, Sales Price, and Fees

*Education, Energy, and the Environment Committee
March 3, 2026*

The Comptroller of Maryland is respectfully submitting this letter of information regarding Senate Bill 649 – Electric Vehicle Fuel Sold at Retail – Equipment Requirements, Units of Measure, Sales Price, and Fees. SB649 establishes standards for electric vehicle charging stations.

Under SB649, the Comptroller would be responsible for determining the minimum price for the retail sale of electricity as vehicle fuel each year. While this responsibility may at first seem similar to how the Comptroller's Field Enforcement Bureau (FEB) enforces sale of motor fuel below cost, the Bureau does not independently determine minimum prices and instead relies on the Oil Pricing Information Service (OPIS) pricing report, which updates daily. If FEB receives a complaint that a retail service station is selling motor fuel below cost, the inspector uses the latest OPIS report and the bill of lading to determine if the complaint has merit.

As the Office of the Comptroller does not have the expertise to appropriately determine the statewide minimum price for the retail sale of electricity as vehicle fuel, we would respectfully request that the proposed § 11-316(c) be struck from SB649.

Thank you. If you have any questions, please reach out to Matthew Dudzic, Director of State Affairs, at MDudzic@marylandtaxes.gov.

