
**SENATE COMMITTEE ON ENERGY, UTILITIES AND
COMMUNICATIONS**

**Senator Benjamin Allen, Chair
2025 - 2026 Regular**

Bill No:	SB 1327	Hearing Date:	4/21/2026
Author:	Reyes		
Version:	3/25/2026 Amended		
Urgency:	No	Fiscal:	Yes
Consultant:	Sarah Smith		

SUBJECT: Weights and measures: electric vehicle supply equipment: state authority

DIGEST: This bill shifts the authority to establish weights and measures standards for electric vehicle (EV) chargers from the California Department of Food and Agriculture (CDFA) to the California Energy Commission (CEC). This bill also sunsets county sealers' authority to enforce weights and measures on EV chargers.

ANALYSIS:

Existing law:

- 1) Requires the CEC to conduct a statewide assessment every two years of EV charging infrastructure needed to support the levels of EV adoption required for the state to meet its goals of putting at least five million zero-emission vehicles on California roads by 2030, and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. (Public Resources Code §25229)
- 2) Establishes payment and billing standards for EV chargers. Provides the CEC with the authority to implement and adopt EV charger payment and billing standards, starting on July 10, 2023. Existing law specifies that the California Air Resources Board (CARB) may enforce EV charger payment and billing standards until the CEC adopts new payment and billing standards. Existing law specifies that any standards adopted by the CEC will supersede any regulations adopted by CARB. (Health and Safety Code §44268.2)
- 3) Prohibits EV charging stations from requiring consumers to pay a subscription fee or obtain a membership in order to use an EV charger. Existing law requires a charging station to offer a contactless payment method that accepts major credit cards and an automated toll-free telephone number through which a customer can initiate a charging session and submit payment. Under existing law, contactless payment systems include secure systems to purchase services

over radio frequency identification or near-field communication technologies. Fast-charging stations installed after July 10, 2023, must include specified Plug and Charge payment systems. Existing law authorizes the CEC to modify these payment system requirements based on technology changes or cost impacts. (Health and Safety Code §44268.2)

- 4) Establishes the authority of CDFA to set standards for weights and measures and regulate weight and measuring devices sold and used in the state. Existing law requires CDFA to set tolerances and specifications and other technical requirements for commercial weighing and measuring. These requirements must be consistent with the latest standards as recommended by the National Council on Weights and Measures and published in the National Institute of Standards and Technology (NIST). (Business and Professions Code §12100 et. seq.)
- 5) Prohibits entities from selling or using any weight or measure, or weighing, measuring, or counting instrument or device that has not been first approved by CDFA. (Business and Professions Code §12500.5)
- 6) Establishes the authority of county sealers to enforce weights and measures standards in each county. Existing law establishes fees to fund local county sealers' enforcement duties and creates penalties for violating weights and measures standards. Existing law specifies that a county sealer may assess a civil penalty up to \$1,000 for each violation, as specified. (Business and Professions Code §12200 et. seq.)

This bill:

- 1) Exempts EV chargers from CDFA's weights and measures authority and instead requires the CEC to adopt regulations by July 1, 2027, to protect consumers from inaccurate EV chargers.
- 2) Prohibits county sealers from enforcing weights and measures on EV chargers and sunsets an existing authorization for local, publicly owned electric utilities (POUs) to inspect POU-owned chargers in lieu of inspections by county sealers.
- 3) Sunsets existing CDFA and county sealer obligations on EV chargers upon the CEC's adoption of EV charger regulations pursuant to this bill.
- 4) Requires the CEC's regulations to include tolerances and specifications to ensure EV charger testing accuracy. This bill specifies that CEC's regulations may include all the following:

- a) A pathway to enable an EV charger manufacturer to test its equipment before the equipment leaves the manufacturing facility.
 - b) A process for EV chargers that have not been tested before leaving the manufacturing facility to be tested before it is available to consumers.
 - c) Requirements to ensure EV charger manufacturers and owners are informed of their responsibilities under the regulations.
 - d) A process for confirming compliance with the regulations that uses the CEC's EV charger inventory data to conduct randomized inspections, such as in-person spot checks that reflect a representative sample of installed EV chargers and inspections triggered by the receipt of consumer complaints.
- 5) Authorizes the CEC to adopt compliance and enforcement mechanisms. This bill specifies that the CEC's rules may include the following:
- a) A tiered set of corrective actions to address violations, including a reasonable time for the violation to be remedied before an administrative civil penalty may be assessed.
 - b) An administrative civil penalty not to exceed a fine of \$2,500 per violation.
 - c) Removal or suspension of the EV charger from service for subsequent violations.

Background

Weights and Measures are consumer protections intended to ensure accurate sale of goods. Existing law establishes a process for ensuring that devices that measure goods for sale can be regulated and tested to ensure that goods are accurately measured for sale. These regulations, known as “weights and measures” standards, are intended to ensure that consumers are accurately charged for the quantity of goods purchased. Processes for ensuring the accuracy of weights and measures have existed for at least 6,000 years, and standards to ensure the accurate sale of modern goods have grown to encompass a wide variety of consumer services. Deli counter scales, gas station pumps, and utility submeters are all subject to weights and measures standards. Under existing law, CDFR retains the authority for adopting regulations for statewide weights and measures standards. These standards are enforced at the local level through county sealers. Sealers test various devices in the field to ensure that various measuring devices and technology dispensing goods for sale are accurate. Under existing law, counties oversee sealers' activities and help fund enforcement of weights and measures standards.

Bill would exempt EV chargers from the existing weights and measures framework. California is currently one of several states that enforce weights and measures standards for EV chargers. New York also adopts weights and measures standards

for EV chargers through its Department of Agriculture and Markets and enforces those standards at the local level through county sealers. This bill would shift the authority to adopt standards for ensuring the accuracy of EV chargers from CDFA to CEC. This bill would also prohibit county sealers from enforcing weights and measures standards for EV chargers. Consequently, this bill would largely exempt EV chargers from the state's framework for regulating the accuracy of EV chargers.

Bill provides the CEC with broad authority, but specifics and enforcement are unclear. This bill authorizes the CEC to set certain standards for EV charger accuracy; however, it is not clear if these standards must be consistent with federal standards for EV charger accuracy. This bill does not require the CEC's rules to include specific provisions regarding enforcement and penalties. Instead, this bill identifies items that the CEC may include in any rules, including enforcement and penalty provisions. This bill authorizes the CEC to adopt standards that could require in-person inspections based on data self-reported by EV charger owners and complaints received about chargers. However, this bill does not require EV chargers to be inspected in-person and does not clarify how such inspections would occur. Since this bill would prohibit county sealers from enforcing any weights and measures standards for EV chargers, it is unclear who would conduct any in-person inspections on EV chargers under the CEC's rules. Additionally, this bill would eliminate any provision of the existing weights and measures framework from applying to EV chargers, which would eliminate existing specifications for inspecting EV chargers owned by public agencies and POUs.

Bill's civil penalty provisions are inconsistent with existing weights and measures penalties. This bill specifies that the CEC may adopt EV charger accuracy regulations that include a civil penalty of \$2,500 for violations of these rules. This bill would also allow the CEC to remove an EV charger from service for repeat violations. It is not clear who would be responsible paying for these violations. While violations at the manufacturer level may result in penalties for the manufacturer of an EV charger, violations that occur after the installation may result in penalties for the owners of a charger. The \$2,500 penalty in this bill is substantially higher than the maximum per-violation penalty for weights and measures violations in existing law (\$1,000). This penalty may also be in excess of the cost of a Level 2 charger, which is the most common type of public charger in the state. Penalties in excess of the value of a charger may disincentivize property owners from installing a public charger.

Need for Amendments. This bill would shift the responsibility for adopting weights and measures standards for EV chargers from CDFA to the CEC. While the CEC may be able to set such standards, the CEC lacks any enforcement mechanism that

could verify that an EV charger in the field is accurately providing consumers with EV charging services corresponding to the charges paid by the consumer. As currently written, this bill would prohibit county sealers from enforcing any weights and measures standards on EV chargers – even if the CEC determines that such in-person inspections are needed. This bill also establishes penalties for EV charger weights and measures violations that are more than double the statutory limit on penalties for other weights and measures standards. In the absence of any entity authorized to conduct in-person inspections and measurements, it is unclear if any consumer guarantees can be effectively enforced. This bill also sunsets an exemption to sealers' inspections for EV chargers operated by a POU under certain circumstances. As a result, it is unclear if POUs would have the ability to use their own technicians to verify compliance with EV chargers. This bill also does not require EV charger regulations adopted by the CEC to comply with NIST recommendations, which ensure accuracy in customer billing for charging services. *For these reasons, the author and committee may wish to amend this bill to do the following:*

- *Delete provisions in Section 1 of this bill sunsetting existing enforcement authorities of county sealers and POUs for EV chargers owned and operated by public agencies.*
- *Clarify that the exemption for EV chargers in (c)(2) of Section 12500.5 of the Business and Professions Code only extends to CDFR's authority to set weights and measures regulations and does not prohibit county sealers from enforcing any standards that may be adopted by the CEC.*
- *Require any standards adopted by the CEC to be consistent with the latest standards as recommended by the National Council on Weights and Measures and published in the National Institute of Standards and Technology (NIST) relevant handbook on inspection and test procedures for EV fueling systems.*
- *Remove the existing \$2,500 fine amount in Section 4 of this bill and require the CEC's penalties to be consistent with existing penalties for weights and measures violations.*

Dual referral. This bill passed out of the Senate Business, Professions, and Economic Development Committee on April 13, 2026, with a vote of 8-2.

Prior/Related Legislation

SB 1282 (Becker) of 2026, requires the CEC to adopt standards by December 31, 2029, to set standards regarding grid-integrated charging technology and grid-integrated vehicle technology to address energy supply, reliability, and affordability goals. The bill is pending in this committee.

AB 1423 (Irwin, Chapter 192, Statutes of 2025) allowed the CEC to adopt changes to EV charger payment methods before January 1, 2028. The bill also modified the criteria the CEC must consider when making these changes to include cost impacts associated with payment methods.

AB 2697 (Irwin, Chapter 735, Statutes of 2024) clarified the CEC's authority to adopt roaming standards for EV charging networks for the purpose of enforcing the EV Charging Stations Open Access Act. The bill specified that any roaming standards adopted by the CEC shall only apply to major EV charging network operators, and the standards must enable network managers to choose between different mechanisms to establish roaming agreements.

AB 2453 (Villapudua, Chapter 399, Statutes of 2024) allowed EV chargers, until January 1, 2028, to be placed back into service without being retested by a county sealer or service agent after receiving maintenance in a manner that does not affect the charger being correct.

AB 2037 (Papan, Chapter 692, Statutes of 2024) authorized a county sealer, starting on January 1, 2026, to test and verify an EV charger operating a public agency in the sealer's local jurisdiction, with specified exceptions. The bill authorized a county sealer to remove an EV charger from services and establishes penalties for anyone who removes or destroys a tag placed by a county sealer noting an EV charger's failure to comply with weights and measures.

AB 1349 (Irwin) of 2023, would have required EV charger owners and operators that accept state grants to provide certain data about their chargers and charging network to third-party software developers for free, as specified. The bill died in the Senate.

SB 123 (Committee on Budget and Fiscal Review, Chapter 52, Statutes of 2023) made various changes to law regarding energy resources. The bill also reassigned duties to implement and enforce EV payment and billing standards from CARB to the CEC.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

SUPPORT:

Blink Charging
California Electric Transportation Coalition
ChargePoint
CharIN

Electric Era Technologies
Electric Vehicle Charging Association
Electrify America
General Motors
NEMA
Plug in America
PowerFlex
Qmerit Solutions
Trout Electric
Xeal

OPPOSITION:

California Agricultural Commissioners & Sealers Association
County of Fresno
County of Nevada
County of Placer
County of Sacramento
County of San Mateo
County of Solano

ARGUMENTS IN SUPPORT: According to the author:

Under current law, EV chargers that sell electricity as a transportation fuel are treated as commercial measuring devices, similar to gas pumps. This places them under the California Department of Food and Agriculture's (CDFA) Division of Measurement Standards, which enforces weights and measures laws to ensure consumers are charged accurately. However, stakeholders report that this system is unevenly enforced across counties, costly, and difficult to scale. A limited number of certified testers has led to delays and high costs for getting chargers up and running, slowing deployment at a time when the state needs rapid expansion.

EV chargers are fundamentally different than gas pumps and other metered devices, and while this process has worked for existing devices, it may not work for EV charging at scale over time. As the state's lead agency on EV infrastructure, the CEC is better positioned to oversee this work. SB 1327 recognizes this by transferring authority over EV charging accuracy from the CDFA to the CEC. The bill ensures that stakeholder input is considered through this process and that the new regulatory approach better protects consumers, supports industry growth, and helps the state meet its clean transportation goals.

ARGUMENTS IN OPPOSITION: Opponents argue that the existing enforcement system for weights and measures is effective, and this bill would remove existing consumer protections regarding EV charging. In opposition, the California Agricultural Commissioners and Sealers Association states:

SB 1327 would unnecessarily shift regulatory authority over EV supply equipment to the California Energy Commission, an agency that does not administer or enforce weights and measures laws. In doing so, the bill fragments an established system that is already functioning effectively and removes these emerging devices from the oversight of the regulatory program whose primary expertise is in enforcement of weights and measures laws...County sealers are uniquely positioned to ensure consumer protection in this space. They already inspect and verify commercial measuring devices in the field, respond to complaints, and enforce accuracy standards across a wide range of industries. EV charging equipment is a natural extension of this existing authority and expertise—not a justification for creating a new and duplicative regulatory program. California’s current system is working. SB 1327 replaces it with a fragmented approach that risks inconsistency, inefficiency, and reduced accountability.

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