
SENATE COMMITTEE ON APPROPRIATIONS

Senator Sabrina Cervantes, Chair
2025 - 2026 Regular Session

SB 1327 (Reyes) - Weights and measures: electric vehicle supply equipment: state authority

Version: April 28, 2026

Policy Vote: B., P. & E.D. 8 - 2, E., U. & C. 13 - 3

Urgency: No

Mandate: No

Hearing Date: May 11, 2026

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Bill Summary: SB 1327 transfers authority for initial and subsequent inspections and oversight of electrical vehicle supply equipment (EVSE) from the California Department of Food and Agriculture's (CDFA) Division of Measurement Standards (DMS) to the State Energy Resources Conservation and Development Commission (CEC) upon the CEC's adoption of related regulations, as specified.

Fiscal Impact:

- Unknown revenue reduction to CDFA's DMS, ranging from tens of thousands to low hundreds of thousands of dollars, resulting from the transfer of the EVSE program to the CEC. CDFA currently assesses an EVSE administrative fee of \$2.20 per port. In Fiscal Year 2024-25, CDFA reports that its EVSE program collected approximately \$51,300 for 23,318 ports. There are currently 82,971 public ports registered in the state EVSE database, translating to approximately \$182,500 in potential fee revenue at the current administrative rate. A reduction in revenues may be offset to some extent by a corresponding decrease in DMS workload.
- CEC reports minor costs to promulgate regulations and unknown ongoing contracting costs for EV charger testing and inspections (Alternative and Renewable Fuel and Vehicle Technology Fund). Enforcement costs may be offset to some extent by penalty revenue from EVSE standard violations.

Background: 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. Under existing law, CDFA 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.

California is currently one of several states that enforce weights and measures standards for EV chargers. This bill would shift the authority to adopt standards for ensuring the accuracy of EV chargers from CDFA to CEC.

Proposed Law:

- Exempts the regulation of weighing devices associated with EV supply equipment from the Secretary of CDFA's jurisdiction, upon adoption of regulations by the CEC, as specified.
- Authorizes a county sealer to test and certify the accuracy of EV supply equipment, subject to regulations adopted by CEC.
- Requires the CEC to adopt regulations, no later than July 1, 2027, to protect consumers from inaccurate supply equipment which must include tolerances and specifications for EV supply equipment and standards for the testing and verification of EV supply equipment delivery accuracy and mechanisms to ensure compliance with and enforcement of the requirements. Permits the regulations adopted by the CEC to include, without limitation, all of the following:
 - A pathway to enable a manufacturer to test its EV supply equipment before the equipment leaves the manufacturing facility.
 - A provision for EV supply equipment that has not been tested before the equipment leaves the manufacturing facility to be tested before it is made available to consumers.
 - Provision to ensure EV supply equipment manufactures and owners are informed of their responsibilities under the regulations.
 - A process for confirming compliance with the regulations that uses the commission'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.
 - An enforcement process that establishes 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, an administrative civil penalty not to exceed a fine of \$1,000 assessed for an initial violation, and, for subsequent violations, an administrative civil penalty that shall include a fine not to exceed \$1,000 and that may include other penalties, including the EV supply equipment's suspension or removal from service.
- Requires CEC regulations to be consistent with the National Institute of Standards and Technology's (NIST) Handbook 44 "Specifications, Tolerances, and Other Technical Requirements for Weighing and Measuring Devices" inspection and test procedures for EV fueling systems and uses testing standards and equipment that are traceable to standards approved and maintained by the NIST or, in the absence of a standard approved and maintained by the NIST, a calibration laboratory accredited under the International Organization for Standardization (ISO) 17025 standard.
- Requires CEC to consider the adoption of an enforcement mechanism that uses county sealers as part of its regulations development.

- Defines “electrical vehicle supply equipment” to mean an electric component assembly or cluster of component assemblies used for commercial purposes that is designed specifically to charge a battery within an EV by permitting the transfer of electricity to the battery or other storage device in the EV.

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