
**SENATE COMMITTEE ON
BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT**
Senator Dr. Aisha Wahab, Chair
2025 - 2026 Regular

Bill No:	SB 969	Hearing Date:	August 26, 2026
Author:	Reyes		
Version:	August 13, 2026		
Urgency:	No	Fiscal:	Yes
Consultant:	Elissa Silva		

Subject: Weights and measures: electric vehicle fueling systems.

SUMMARY: Requires the Secretary of the California Department of Food and Agriculture (CDFA) to develop regulations in consultation with the California Energy Commission (CEC) governing the inspection frequency of electric vehicle supply equipment (EVSE), as specified, and exempts EVSE that is factory tested and certified as accurate from being re-tested or placed into service by a county sealer or Registered Service Agency (RSA) prior to being used commercially, as specified.

NOTE: The Assembly amendments create a new bill and this measure has been referred to the Committee pursuant to Senate Rule 29.10 (d) for consideration. The Committee may, by a vote of the majority, either: (1) hold the bill, or (2) return the bill to the Senate floor for consideration of the bill as amended in the Assembly.

Existing law:

- 1) Provides the CDFA general enforcement supervision of the laws relating to weights and measures and measuring devices and provides for the enforcement of those laws and the inspection and testing of measuring devices in each county by the county sealer. (Business and Professions Code (BPC) §§ 12100, 12105)
- 2) Defines a “county sealer” to mean any sealer appointed by a county, and a county may in its discretion refer to its sealer as the country director of weights and measures (BPC § 12006)
- 3) Makes it a misdemeanor for any person to hinder or obstruct in any way, any sealer in the performance of their official duties. (BPC § 12016)
- 4) Makes it unlawful for any person, as specified, to use for commercial purposes any weight or measure or weighting, measuring, or counting instrument, knowing it to be “incorrect”, as specified. (BPC § 12020)
- 5) Requires the CDFA to investigate conditions in the various cities and counties in respect to weights and measures, and the sale of goods, wares, and merchandise, commodities, and foodstuffs in containers. (BPC § 12101)
- 6) Requires the CDFA at least once annually and as often as requested by the Department of General Services or the executive officer of a state institution, test the scales, weights and measures used in checking the receipt and disbursement of

supplies in any state institution and report in writing its findings to the executive officer of the institution. (BPC § 12106)

- 7) Requires the CDFA to inspect the work of the local sealers and may inspect the weights, measures, balances, or any other weighting or measuring devices of any person, at a frequency determined by the Secretary of the CDFA. (BPC § 12105)
- 8) Authorizes the appointed county sealer, with the consent of the board of supervisors, to appoint deputies or inspectors and employ clerks and employees, as specified. (BPC § 12200)
- 9) Requires each sealer within his or her county to inspect, try and test all weights, scales, beams, measures of any kind, instruments or mechanical devices for weighing and measuring, and tools, appliances and accessories connected with any or all such instruments or measures, sold or used by any proprietor, agent, lessee or employee for commercial purposes, as defined. (BPC § 12210(a))
- 10) Prohibits any person from engaging in the business as a service agency unless the person is registered by the Secretary of CDFA and the current registration fee and any penalty has been paid. (BPC § 12532(a))
- 11) Defines “correct” for purposes of weighing and measuring devices to mean any weight or measure or weighing or measuring or counting instrument that meet all the tolerance and specification requirements established by the Secretary of the CDFA pursuant to the Secretary’s requirement to establish tolerances and specifications and other technical requirements for commercial weighing and measuring. (BPC § 12500(c))
- 12) Defines “incorrect” to mean any instrument that fails to meet all the requirements pursuant to the Secretary’s requirement to establish tolerances and specifications and other technical requirements for commercial weighing and measuring. (BPC § 12500(d))
- 13) Defines “EVSE” or “electric vehicle supply equipment” to mean a device that is used in connection with the sale of electricity as a motor vehicle fuel for controlling the electricity supply from an electric vehicle charging station to a vehicle during a charging session that includes a measuring instrument. (BPC § 12509.5)
- 14) Defines “electric vehicle charger operated by a public agency” to mean an electric vehicle charger that is available for commercial use by the public and that is either owned by a public agency or for which the public agency has entered into an agreement to have the electric vehicle charger installed, maintained, or serviced, to have the revenues from the electric vehicle charger collected, or to otherwise have electric vehicle charging services performed on behalf of the public agency. (BPC § 12209.7(a)(2))
- 15) Authorizes a sealer to levy a civil penalty against a person who violates the laws pertaining to weights and measures in the BPC, of not more than \$1,000 for each violation, as specified, and requires before the civil penalty is levied, the person charged with the violation be given a written notice of the proposed action including

the nature of the violation and the amount of the proposed penalty and that the cited person has the right to request a hearing, as specified. (BPC § 12015.3(a), (b))

16) Establishes the CEC, consisting of five members appointed by the Governor and approved by members of the Senate, as specified, to do the following:

- a) Prescribe the form and content of applications for facilities; conduct public hearings and take other actions to secure adequate evaluation of applications; and formally act to approve or disapprove applications, including specifying conditions under which approval and continuing operation of any facility shall be permitted.
- b) Prepare an integrated plan specifying actions to be taken in the event of an impending serious shortage of energy, or a clear threat to public health, safety, or welfare.
- c) Evaluate policies governing the establishment of rates for electric power and other sources of energy as related to energy conservation, environmental protection, and other goals and policies established, and transmit recommendations for changes in power-pricing policies and rate schedules to the Governor, the Legislature, to the Public Utilities Commission, and to publicly owned electric utilities.
- d) Serve as a central repository within the state government for the collection, storage, retrieval, and dissemination of data and information on all forms of energy supply, demand, conservation, public safety, research, and related subjects. The data and information shall be derived from all sources, including, but not be limited to, electric and gas utilities, oil and other energy producing companies, institutions of higher education, private industry, public and private research laboratories, private individuals, and from any other source that the commission determines is necessary to carry out its objectives under this division. The CEC may charge and collect a reasonable fee for retrieving and disseminating any such information to cover the cost of such a service, as specified
- e) Undertake a continuing assessment of trends in the consumption of electrical energy and other forms of energy and analyze the social, economic, and environmental consequences of these trends; carry out directly energy conservation measures, as specified, and recommend to the Governor and the Legislature new and expanded energy conservation measures as required to meet its objectives.
- f) Collect from electric utilities, gas utilities, and fuel producers and wholesalers and other sources forecasts of future supplies and consumption of all forms of energy, including electricity, and of future energy or fuel production and transporting facilities to be constructed; independently analyze such forecasts in relation to statewide estimates of population, economic, and other growth factors and in terms of the availability of energy resources, costs to consumers, and other factors; and formally specify statewide and service area electrical energy

demands to be utilized as a basis for planning the siting and design of electric power generating and related facilities.

- g) Carry out under contract or other arrangements, research and development into alternative sources of energy, improvements in energy generation, transmission, and siting, fuel substitution, and other topics related to energy supply, demand, public safety, ecology, and conservation which are of statewide importance. (Public Resources Code (PRC) §§ 25200, 25216, 25216.5)

This bill:

- 1) Requires the Secretary of CDFA in consultation with the CEC to update regulations regarding EVSE to conform with specified requirements by July 1, 2028.
- 2) Requires the Secretary of CDFA to adopt regulations governing the inspection frequency of EVSE that authorize both an inspection frequency that is a risk-based statistical sampling of EVSE and the inspection frequency otherwise for all commercially used weights, measures, and weighing and measuring apparatus in California.
- 3) Permits a county sealer to inspect EVSE at either frequency in 2) above; but may inspect at any time in response to a complaint.
- 4) States that the provisions of this bill do not prevent a county sealer from performing inspections if the county sealer determines those tests to be necessary.
- 5) Requires a county sealer to inspect an EVSE in accordance with all the following requirements:
 - a) Seal an EVSE that meets all applicable requirements and regulations.
 - b) If a sealer determines that an EVSE model or individual device does not meet type approval or applicable tolerance requirements, the sealer must take the EVSE out of service and report that determination to DMS for why it took the device out of service in its monthly report.
 - c) If a county sealer determines that an EVSE does not meet any other applicable requirements for EVSEs or regulations adopted by the Secretary of CDFA the county sealer must submit a written notice to the owner or operator of the EVSE to inform of the deficiency; take the EVSE out of service by marking it with a tag or other suitable device with the words "out of order" if the sealer does not receive an acknowledgement from the owner or operator within 30 days of submittal or the owner or operator does not fix the deficiency to the sealer's satisfaction within 45 days of the submittal of the notice unless the sealers grants additional time to fix the deficiency.
- 6) Requires a sealer to submit monthly EVSE inspection data and information, as prescribed by the Secretary of CDFA, to the DMS including the reason an EVSE was taken out of service.

- 7) Requires the DMS, no less than biannually, to provide the CEC with the information and data reported by a county sealer in their monthly reports.
- 8) Exempts an EVSE that meets type approval requirements that are factory tested and certified for metrological requirements by a factory registered service agency from the requirement to be placed in service in the field by an RSA or sealer and the need to be tested for meeting applicable tolerance requirements in the field when placed in service.
- 9) Requires the operator or their designee of an EVSE to report the installation of the EVSE to the county sealer by submitting a placed in service report to the county sealer within 72 hours of installation and further register the EVSE with the county sealer, as specified, and prohibits a county sealer from requiring an accuracy test to be performed or the use of an RSA for a placed in service report in compliance with 8) above.
- 10) Requires the repair of an EVSE that meets type approval requirements and is factory tested where the repair is a metrologically relevant to only be performed by a factory registered service agency.
- 11) Allows a repair that is not metrologically relevant to be performed by any competent person to perform the repair provided that the person provides notice to the county sealer within one week of performing the repair.
- 12) Adds the following definitions:
 - a) "EVSE" to mean an electric vehicle fueling system used for commercial purposes.
 - b) "factory registered service agency" to mean a service agency that conducts testing in a factory or facility before installation.

FISCAL EFFECT: According to the Assembly Committee on Appropriations, the bill will result in costs of an unknown amount, likely in the hundreds of thousands of dollars annually for a limited period, to CDFA for DMS to adopt regulations governing EVSE inspection frequency by July 1, 2028, develop the risk-based statistical sampling methodology, receive and process monthly inspection data from county sealers, and compile and transmit data to the CEC no less than biannually. Ongoing data collection and reporting workload is likely minor and absorbable within existing resources. The bill will also result in costs to the CEC for one air pollution specialist position at \$191,000 annually and ongoing and costs of an unknown amount, likely minor, to county sealers to receive placed-in-service reports, submit monthly EVSE inspection data to DMS, and administer the notice-and-cure process before taking an EVSE out of service. County sealers have authority to levy service charges and fees sufficient to cover these duties; any costs are therefore non-reimbursable by the state.

COMMENTS:

1. **Purpose.** The Author is the sponsor of this bill. According to the Author, "California has established ambitious climate goals, including reaching 100% zero-emission

vehicle (ZEV) sales by 2035 and having 5 million ZEVs on the roads by 2030. Meeting these targets depends on a charging network that is accessible, accurate, and easy to deploy.

“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.

“SB 969 addresses this issue by modernizing the regulatory framework for EV charger weights and measures. These updates include allowing EV chargers that have been factory-tested and certified for accuracy to be placed into service without requiring an additional field test. It also clarifies the circumstances under which a charger may be taken out of service while preserving the authority of county sealers to inspect and test chargers in response to complaints. Together, these changes maintain strong consumer protections while reducing unnecessary barriers to deploying and operating EV charging stations across California.”

2. Background.

California’s Ambitious Zero-Emission Vehicle Targets and Challenges with Electric Vehicle Supply Equipment Installations for Operation and Oversight. Recent data from the CEC reports that through 2026 California surpassed 2.7 million zero emission vehicle (ZEV) sales. In September of 2020, Governor Newsom issued Executive Order N-79-20, which established goals for the State of California that 100% of in-state new passenger car and truck sales be zero-emission by 2035 and by 2045, ZEV operations for medium-and heavy-duty vehicles, where feasible. Preceding that Executive Order, former Governor Jerry Brown issued Executive Order B-48-18 which set a target for 5 million electric vehicles by 2030 and further directed California to install 250,000 electric vehicle chargers, including 10,000 direct current fast chargers by 2025.

There are three commonly referenced types of charging for electric vehicles: Level 1, Level 2, and Level 3. Level 1 chargers are those typically found in residential homes and utilize the home energy system and typically result in a slower charge. Level 2 systems are found in both residential and third party operated charging stations. Level 2 chargers offer a faster charge than Level 1 but are slower than Level 3. Level 3 is typically referred to as *DCFA* or *DC* chargers. These are considered “fast” chargers. Publicly owned charging stations and privately owned Level 2 and 3 charger station operators may charge consumers for use.

In 2018, AB 2127 (Ting, Chapter 365, Statutes of 2018) required the CEC to assess the amount of electric vehicle infrastructure needed to meet the goals of putting at least five million ZEVs on the road and reducing greenhouse gas emissions by 40% below 1990 levels by the year 2030. The CEC released its first *Electric Vehicle*

Charging Infrastructure Assessment report in 2021, and a revised report in 2023 with updated figures, analysis, and projections.

In the 2021 assessment, it was projected that over 900,000 public and shared private chargers would be needed for passenger vehicle charging by 2030 to support 5 million ZEVs, and nearly 1.5 million to support about 8 million ZEVs anticipated under Executive Order N-79-20. An additional 157,000 chargers are needed to support 180,000 medium- and heavy-duty vehicles anticipated for 2030.

The revised 2023 assessment projects that California's 7.1 million light duty plug-in electric passenger vehicles will need 1.01 million chargers, including 39,000 direct-current fast chargers. By 2035, 15.2 million light-duty plug-in electric passenger vehicles will need 2.11 million chargers in California including 83,000 direct-current fast chargers.

According to recent data provided by the CEC, California has approximately 216,000 publicly available and shared electric vehicle charging ports in California. Publicly accessible charging stations can be found at places such as store parking lots, apartment complexes, along with health care offices. Because EVSE devices are used to measure electricity sold as motor vehicle fuel they are subject to regulation under the weights and measures laws of the state.

California Department of Food and Agriculture and the Division of Measurement Standards. The DMS under the CDFA is responsible for the implementation and enforcement of California's weights and measures laws. The primary function of weights and measures law is to ensure that consumers obtain fair and accurate pricing when purchasing products where prices are based on scales or devices that measure consumer products. Weighing and measuring devices (scales, meters, dispensers) are tested for accuracy and inspected to determine if they are appropriate for their intended use and provide accurate readings. When consumers purchase gasoline from a gas pump or vegetables by weight at the supermarket the regulation of weighing devices used in commerce is to ensure that the price paid is correct for the product purchased. An instrument that is not operating correctly can result in overpayment by consumers or consumers receiving less quantity for which they paid. This can include the electricity that one purchases to refuel an electric vehicle.

County Sealers. Enforcement of weights and measure standards in California are delegated to a county sealer. Historically, it has been the primary objective of weights and measures officials to ensure that "equity prevails" in the marketplace. To achieve that objective each county, under the general direction and oversight of the Secretary of CDFA, enforces the laws and regulations of the BPC and the regulations related to the standards for weights and measures. These enforcement programs protect and promote the local economy and commerce of each county. County sealers inspect and test packaged commodities, and all commercially used devices.

County sealers are appointed by their respective county board of supervisors and are responsible for ensuring that all commercial scaling and volumetric measuring devices provide accurate reading. County sealers regulate a significant number of

weighing and measuring devices including petroleum fuel meters, utility submeters, odometers, taximeters, LPG meters, and all grocery, butchery, jewelry, postal, vehicle, luggage and shipping scales.

County sealers are required to preserve all copies of the standards of weights and measures in their possession and keep them safe when not in use. Annually (or when requested by the CDFA), they must file a written report of the work done including testing and inspections, and all prosecutions for violations. Sealers have permissive authority to enter any business location or stop any vendor with commodities for sale without a warrant to conduct the appropriate device testing. County sealers have the authority to issue citations for misdemeanor and infraction violations involving weights and measures laws.

CDFA is required to adopt necessary regulations to govern the inspection frequency of all the commercially used weights, measures, and weighing apparatus in the state, which includes EVSE. According to the 2023-2024 CDFA/DMS annual report, in FY 2023/24 there were 1.9 million registered commercial weighing and measuring devices in California. As noted by the DMS, "The EVSE regulation aids consumers by facilitating an "apple-to-apple" price comparison of electricity sold at different locations. Uniform requirements for price advertising and EVSE labeling helps eliminate inconsistent, misleading, or fraudulent business practices by retailers." As electric vehicle charging equipment was coming to market, there was a step approach to the regulation of EVSE with respect to oversight from the DMS and county sealers. For those products installed prior to January 1, 2021, they are exempt from DMS/sealer oversight until 2031, but anything installed after January 1, 2021, is subject to current compliance requirements.

Although the Secretary of CDFA is currently required to adopt regulations governing the inspection frequency of weighing and measuring devices overall, this bill would require the Secretary, in consultation with the CEC, to update its regulations to conform with the new installation and inspection requirements proposed by this bill which specifically requires the Secretary of CDFA and the CEC to develop an EVSE inspection frequency guide for county sealers that includes a risk-based statistical sampling of EVSEs within a sealer's jurisdiction. Under this new regulatory model, county sealers still have ultimate authority over whether to abide by that guide if they receive a consumer complaint or have a valid reason under current law related to the EVSE.

Registered Service Agencies (RSAs) and the Role of RSAs in Weights and Measure Regulations. The RSA program under the jurisdiction of the CDFA is responsible for registering service agencies and their employees.

RSAs are businesses which repair commercial weighing and measuring devices. An RSA can be a business, person, firm, corporation or association. RSAs are required to register with the CDFA and pay a registration fee for their primary location and each additional location. RSAs must also pay a fee to CDFA for each service agent employed by the RSA. Each agent employed must pass a CDFA offered examination with 70% to provide services. RSAs are in greater numbers than county sealers and can utilize their numbers to more swiftly inspect and verify weighing devices. However, the cost of initial testing equipment for devices

necessary to test EVSEs remains an impediment for both county sealers and RSA agents to conduct initial testing, especially at the point of entry into the market. It is reported that the testing equipment costs approximately \$50,000-\$100,000, which can be a barrier to entry for many RSAs. EVSEs are unique in their need for initial inspection and testing given their complexities and how quickly EVSE is being installed and how many are needed to meet California's demand.

As an employee of an RSA, an agent is permitted to install, service, repair or recondition commercial weighing or measuring devices, including electric vehicle charging stations. Under current law, (BPC § 12533) a service agency is required to possess (or have available for use) certified standards and testing equipment. Standards certification must be performed at least every two years, either by the DMS, or by another accredited entity. Metrology calibration reports/certificates must be submitted at the time of registration, to document that an Agency has suitable and sufficient standards to install and repair commercial weighing and measuring devices in California.

Electric Vehicle Supply Equipment (EVSE) and Relationship to the Regulation of Weighing and Measuring Devices. EVSEs that transfer electricity to a vehicle (as a retail motor vehicle fuel) and charge for those services are considered a commercial measuring device which brings them under the jurisdiction of the DMS and the enforcement and inspection of county sealer programs. When a weighing or measuring device is installed for the first time, a sealer or RSA must test and verify it as correct before it can be used commercially. State law also requires weighing and measuring devices to be retested each time they undergo repairs, and a weighing and measuring device may be repaired many times over the course of its commercial life.

As noted by the Author, there can be a delay in getting EVE allowable for consumer use after installation due to lack of RSA and sealer availability for initial testing and inspection. This bill aims to address these concerns by creating a special exemption from the standard requirements for weighting and measuring devices by allowing EVSE that has been factory-tested prior to installation by a factory registered service agency. This will alleviate the EVSE from needing to be initially tested in the field. Operators of EVSE will be required to report to a county sealer within 72 hours of installing an EVSE that is exempt from initial inspection requirements because it meets factory testing requirements.

When a commercial weighing device is found to have deficiencies, the sealer is permitted to tag the device and remove the device from service. With respect to EVSE, concerns have been shared that minor issues like sticker requirements will take these devices out of service and the issues that remove the device from service do not impact the measurement of electricity that is delivered.

This bill aims to preserve county sealers' ability to remove a device from service for certain issues related to metrology but allows for a swifter installation approach without additional testing requirements before the EVSE is placed into service. If the county sealer determines that the EVSE is not type-approved or meets the applicable tolerances, the county sealer may then remove the device from service and report the deficiencies to the DMS with an explanation as part of its monthly

reports. If the deficiency is not related to metrology and the issue is something cosmetic (like a sticker issue), the county sealer must notify the owner or operator of the deficiency. This bill establishes a timeframe in which the owner and operator will be able to respond and correct the deficiency without a county sealer taking the device out of service. The bill outlines a data collection scheme whereby county sealers will be required to report EV inspection data to the DMS, and the DMS compiles and reports inspection data to the CEC.

California Energy Commission and Transitioning Oversight of Electric Vehicle Supply Equipment from Division of Measurement Standards and the County Sealers to CEC. The CEC operates under the direction of a five-member governor appointed body. The CEC is the lead state agency tasked with statewide energy policy and planning. The CEC has seven core responsibilities: advancing state energy policy, encouraging energy efficiency, certifying thermal power plants, investing in energy innovation, developing renewable energy, transforming transportation and preparing for energy emergencies. According to the CEC, related specifically to transportation “The [CEC] invests about \$100 million annually to develop and deploy low-carbon fuels and vehicle technologies. In addition, the [CEC] is the state’s lead agency on electric vehicle fueling infrastructure, responsible for leading the state’s investment in plug-in electric vehicle stations and establishing the first network of retail hydrogen refueling stations in the nation.”

In response to concerns with electrical vehicle supply equipment reliability, AB 2061 (Ting, Chapter 345, Statutes of 2022) required the CEC to define uptime for EV chargers, set uptime recordkeeping and reporting requirements and assess EV uptime every two years. At the same time the CEC is tasked with ensuring a robust electrical vehicle supply market which includes increasing the availability of chargers across the state.

3. **Arguments in Support.** Natural Resources Defense Council, Sierra Club California, GreenLatinos write in support and note, “SB 969 makes targeted, practical reforms. It allows qualifying commercial EV chargers that have already been type-approved, factory tested and certified for accuracy to be placed into service without duplicative initial field testing – while preserving registration, county inspection authority, complaint-based oversight, and enforcement of measurement-accuracy standards.”

The California Electric Transportation Coalition, California Retailers Association, Chargepoint, INC, Electric Era Technologies, INC, Electric Vehicle Charging Association, Electrify America, LLC, General Motors, Nema, Plug in America, Powerflex, Powering America’s Commercial Transportation, Tesla, Trout Electric, and Xeal write in support and note, “As EV adoption accelerates, ensuring accurate, transparent, and trustworthy charging transactions is critical to maintaining public confidence and supporting continued investment in charging infrastructure. SB 969 delivers a smart, forward-looking framework that does exactly that.”

4. **Related Legislation.** SB 1327 (Reyes of 2026) transfers authority for initial and subsequent inspections and oversight of electrical vehicle charging equipment from the weights and measurement program at the Division of Measurement Standards (DMS), under the California Department of Food and Agriculture (CDFA) to the

State Energy Resources Conservation and Development Commission (CEC) upon the CEC's adoption of regulations related to oversight of electrical vehicle charging equipment, as specified. (Status: This bill was held in the Senate Committee on Appropriations).

SB 314 (Padilla of 2025), would have made changes to the inspection requirements for EVSE, as specified, under the jurisdiction of weights and measures laws. (Status: This bill died in Senate Appropriations)

AB 2453 (Villapudua, Chapter 399, Statutes of 2024) exempts EVSE from the requirement it is to be retested or placed into service by a service agency or sealer before the EVSE is used after receiving maintenance, as specified, until January 1, 2028.

AB 2037 (Papan, Chapter 692, Statutes of 2024) authorizes a county sealer to test and verify any electric vehicle charger operated by a public agency located in a county in which the sealer has jurisdiction; authorizes a county sealer to place a deficient vehicle charger "out of order"; and establishes penalties for anyone who removes or destroys a tag noting deficiencies in the tolerances and specifications and other technical requirements for commercial weighing and measuring deficiencies on an electric vehicle charger placed by the county sealer.

5. **Policy Considerations.** This bill will require a country sealer who identifies an EVSE that is deficient in areas outside of the applicable tolerance requirements, to provide a written notice to the operator or owner informing them of the issue. However, the device may remain in service for up to 45-days providing the owner or operator with an opportunity to fix the deficiency before a county sealer can remove it from service for lack of repairs. Although the deficiency may be administrative related and not specific to the measurement of electricity delivered, administrative deficiencies could impact a consumer's ability to properly utilize the EVSE. This bill may benefit from additional clarification that confirms that any issues impacting a consumer's ability to utilize an EVSE appropriately may be taken out of service or a shorter timeframe to repair specific deficiencies.

SUPPORT AND OPPOSITION:

Support:

California Electric Transportation Coalition
California Retailers Association
Chargepoint, INC
Electric Era Technologies, INC
Electric Vehicle Charging Association
Electrify America, LLC
General Motors
GreenLatinos
Natural Resources Defense Council
Nema
Plug in America
Powerflex

Powering America's Commercial Transportation
Tesla
Trout Electric
Sierra Club California
Xeal

Opposition:

None received to the current version of the bill

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