Date of Hearing: April 22, 2026

ASSEMBLY COMMITTEE ON UTILITIES AND ENERGY
Cottie Petrie-Norris, Chair
AB 2543 (Ransom) – As Amended April 15, 2026

SUBJECT: Emergency preparedness: direct current fast charging station sites.

SUMMARY: Requires the Office of Emergency Services (OES), in consultation with the Office of Energy Infrastructure Safety (Energy Safety), to determine direct current fast charging (DCFC) station sites that are important to maintain during an emergency and develop recommendations for how long backup power would be necessary during an emergency to maintain these stations. Operators of these sites must then submit emergency plans to meet these recommendations. Additionally, the bill requires electrical corporations to consider charging stations in their annual report and emergency response plans submitted to the California Public Utilities Commission (CPUC). Specifically, **this bill**:

1) Requires OES and Energy Safety, on or before July 1, 2027, to determine the charging sites important to maintain during an emergency based on the following factors:
    a. Population density.
    b. Geographical area.
    c. Number of chargers per station.
    d. Distance to the next DCFC station.

2) Requires OES and Energy Safety to develop recommendations on how long backup power would be necessary during an emergency for the charging sites identified.

3) Requires operators of a DCFC station site identified by OES and Energy Safety to submit an emergency management plan to these entities that considers backup power options to be used during and after an emergency.

4) Defines "backup power" as anything that may be used to provide off-grid power to charging stations, including but not limited to backup generators and mobile charger deployment.

5) Requires electrical corporations to consider electric vehicle charging stations in their annual report and emergency response plan prepared for the CPUC General Order No. 166.

EXISTING LAW:

1) Requires the Standardized Emergency Management System (SEMS) for managing multiagency and multijurisdictional responses to emergencies in California. State agencies are required to use SEMS and local government entities must use SEMS in order to be eligible for any reimbursement of response-related costs under the state's disaster assistance programs. (Government Code § 8607)

2) Prohibits the charging of a subscription fee or the conditional requiring of membership in any club, association, or organization for persons desiring to use an EV charging station.

Also requires disclosure to the public of total actual charges for the use of an EV charging station, including any additional network roaming charges for nonmembers, at the point of sale. Requires an EV charging station that requires payment of a fee to allow payment via credit card or mobile technology, or both. (Health and Safety Code § 44268.2)

3) Requires the California Energy Commission (CEC), in consultation with the CPUC, to develop uptime recordkeeping and reporting standards for EV chargers and charging stations installed on or after January 1, 2024. Applies these standards to applicable EV chargers and charging stations for a minimum of six years. (Public Resources Code § 25231.5)

4) Requires the CEC, working with the California Air Resources Board (CARB) and the CPUC, to prepare a statewide assessment of EV charging infrastructure needed to support the levels of EV adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles (ZEVs) on California roads by 2030, and of reducing emission of greenhouse gases (GHGs) to 40% below 1990 levels by 2030. (Public Resources Code § 25229)

5) Requires CEC, in consultation with CARB, as part of the development of the Clean Transportation Program (CTP) investment plan, to assess whether charging station infrastructure is disproportionately deployed and to use CTP funding to more proportionately deploy new charging station infrastructure, unless CEC makes a finding that the disproportionate deployment is reasonable and furthers state energy or environmental policy. (Public Resources Code § 25231)

FISCAL EFFECT: Unknown. This bill is keyed fiscal and will be referred to the Assembly Committee on Appropriations for its review.

BACKGROUND:

Electric Vehicle Chargers – EV chargers are generally grouped into three categories: Level 1, Level 2, and direct current fast chargers (DCFCs), each with different capabilities, ideal use cases, and implications for the electrical grid.[1] Level 1 chargers take the longest of the three types to fully charge an EV (providing an estimated 3.5-6.5 miles of range per hour of charging), and are used primarily for overnight charging or as a backup option. Level 2 chargers are faster than Level 1 and depending on their power output (typically ranging from 3-19 kilowatts (kW)), can fully charge a 300-mile range battery in 6-8 hours. DCFCs, as the name suggests, are the fastest EV chargers, and can currently provide approximately 540 miles of range per hour of charging, meaning that a 300-mile range battery could be charged to near capacity within 30 minutes.[2] As of September 2025, California has over 200,000 EV chargers, with 17,798 of those

[1] SDG&E; "Electric Vehicle Charging"; https://www.sdge.com/residential/electric-vehicles/power-your-drive/public-charging
[2] CALeVIP; "EV Charging Basics"; https://calevip.org/electric-vehicle-charging-101

being publicly available and DCFC specific.[3] Figure 1 shows the density of publicly available chargers throughout the state.[4]

EV Charger Rollout – As EV adoption has drastically increased in California,[5] and the charging sector has grown, adopters of EVs have experienced hiccups in the charging experience. In a 2023 survey, Plug In America found that, despite EVs scoring well in driver satisfaction, unreliable or non-functional public chargers have increased in severity and become a major concern or a deal-breaker for drivers who own or are considering owning an EV.[6] Corroborating anecdotal stories from EV owners, a 2022 field study led by UC Berkeley found 28% of public DCFC chargers in the Bay Area were not functional or accessible.[7] Though satisfaction with EV public charging does appear to be on the rise,[8] possibly driven, at least in part, through policy efforts to address accessibility and reliability efforts.

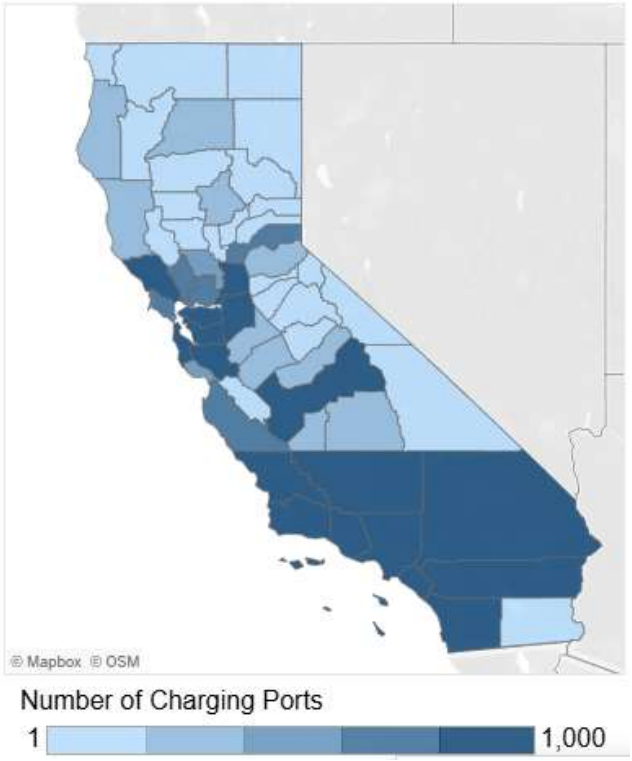

Figure 1. Total Public Electric Vehicle Charging Ports (Level 2 and DCFC) as of September, 2025, aggregated by county in California.[4]

Commonly used as a metric for reliability, uptime is the percentage of time that a charger is functional. Definitions of uptime vary, as do categories of excluded "downtime," or periods when a charger is not functional but are not counted in uptime statistics. The National Electric Vehicle Infrastructure (NEVI) Formula Program considers a charging port "up" when its hardware and software are both online and available for use, or in use, and the charging port successfully dispenses electricity in accordance with requirements for minimum power level.[9] NEVI also specified that downtime due to electric service interruptions, failure to initiate a charge at the expected power level due to the fault of the vehicle, scheduled maintenance, vandalism, or natural disasters are excluded from the uptime calculation. NEVI mandates a 97% uptime requirement annually for five years.

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[3] CEC, Electric Vehicle Chargers in California, https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/electric
[4] https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/electric
[5] https://www.energy.ca.gov/news/2026-01/california-surpasses-25-million-zev-sales
[6] Plug In America; "2023 EV Driver Insights"; https://pluginamerica.org/survey/2023-ev-driver-survey/.
[7] UC Berkeley, Cool the Earth, SLAC National Accelerator Laboratory; "Reliability of Open Public Electric Vehicle Direct Current Fast Chargers"; March 2022.
[8] Plug In America, The Public Charging Experience, October 2025, https://pluginamerica.org/wp-content/uploads/2025/10/2025.10-Public-Charging-Experience.pdf
[9] US Department of Transportation, Federal Highway Administration. *National Electric Vehicle Infrastructure Standards and Requirements*; February 2023.

In 2022, the Legislature passed AB 2061 (Ting, Chapter 345, Statutes of 2022), directing the CEC to define "uptime" for reliability and develop uptime recordkeeping and reporting standards for EV chargers and charging stations installed on or after January 1, 2024, and that received state or ratepayer funding.[10] The CEC has aligned with the definitions for uptime and downtime with NEVI and adopted requirements for chargers installed on or after January 1, 2024, to meet 97% uptime.[11] The CEC has partnered with the University of California, Davis Institute of Transportation Studies to investigate the charging reliability experience in different communities and identify potential solutions for providers to maximize the reliability of chargers.[12]

To help locate charging stations, there are a number of dedicated EV charging smartphone apps that provide information such as station locations, charger types at a given location, and real-time usage status (available or in use). Most charging provider companies have proprietary apps designed to help users locate a charging station within the charging provider's network and pay for charging. Some charging network providers have entered into mutual roaming agreements to enable drivers to use a single app and payment method to access charging stations from different networks. However, roaming agreements are not universal and therefore have done little to assuage frustrations from EV drivers who report having to download more than a handful of apps, each of which may require their own account and outstanding balance to use.[13,14] Recent legislation[15] requires the CEC to apply network roaming standards to major EV charging operators for greater transparency of charging sites available to EV users. The CEC's work on this issue is underway, with biennial reports ranking charging network reliability starting this year.[16]

Emergency Preparedness for EV chargers – EV charging sites are vulnerable to power interruptions, as charging sites depend on real-time electricity delivery from the grid. Outages from Public Safety Power Shutoffs (PSPS) or unplanned grid failures can render sites inoperable. Furthermore, natural hazards such as wildfires, severe storms, earthquakes, or other disruptive events can damage grid infrastructure or trigger protective shut-offs, preventing DCFC stations from delivering power. Utilities and planners in some states are beginning to integrate EV charging considerations into emergency planning. For example, the Florida Department of Emergency Management deployed temporary mobile DC fast chargers along hurricane evacuation routes ahead of Hurricane Milton to support EV drivers fleeing dangerous weather conditions. [17] Additionally, the Alternative Fuels Data Center (AFDC) updated the Alternative Fuel Station Locator[18] to include mobile EV charging stations, along evacuation routes to help Floridians evacuate. Similarly, Florida Power & Light (FPL) have developed mobile EV charging trailers that can be deployed during storms to provide charging capacity when

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[10] PRC § 25231.5
[11] CEC; "Second Draft Staff Report Tracking and Improving Reliability of California's Electric Vehicle Chargers"; April 2024.
[12] UC Davis Institute of Transportation Studies; "Measuring Charging Infrastructure Reliability in California"; https://ev.ucdavis.edu/project/measuring-charging-infrastructure-reliability-california
[13] ABC News; "Electric vehicle drivers get candid about charging: 'Logistical nightmare'"; February 2023; https://abcnews.go.com/Business/broken-machines-long-waits-reality-charging-electric-vehicle/story?id=97389275.
[14] Axios; "Exclusive: EV charging providers to allow roaming across their networks"; June 2021; https://www.axios.com/2021/06/24/electric-vehicle-charging-roaming-networks.
[15] AB 2657 (Irwin and Ting), Chapter 795, Statutes of 2022.
[16] Slide 24, Navigating the EV Charging Data and Reliability Standards, CEC, March 26, 2026, https://efiling.energy.ca.gov/GetDocument.aspx?tn=269392&DocumentContentId=106483
[17] Florida Deploys Emergency Mobile Electric Vehicle Charging Stations Along Hurricane Evacuation Routes, https://driveelectric.gov/news/florida-mobile-charging
[18] https://afdc.energy.gov/stations#/find/nearest

stationary infrastructure is compromised.[19] In California, the California Public Utilities Commission (CPUC) has identified the need for innovation to ensure EV resilience during natural disasters and widespread power outages.[20] To the committee's knowledge, there is currently no example from California, or elsewhere in the U.S., that requires the EV charging site operators to be responsible for backup power. There are some companies, such as SparkCharge[21] and L Charge[22], that provide and deploy mobile charging as their business model.

COMMENTS:

1) *Author's Statement.* According to the author, "Emergency preparedness in the EV sector during an active emergency remains rather unexplored, underscoring the urgent need for clear guidelines for direct current fast charging (DCFC) operations in the event of an emergency. With climate-driven hazards such as wildfires and extreme weather intensifying and the grid occasionally subject to planned shutoffs like PSPS events, comprehensive emergency plans that explicitly address EV charging infrastructure can help ensure that both personal EV users and fleet operators retain access to critical charging services when they are most needed."

2) *Purpose of Bill.* AB 2543 requires the operators of designated DCFC sites to adopt emergency management plans as it relates to the use of backup power during and after an emergency event. Furthermore, the bill requires electrical corporations to factor in EV charging stations in annual reports and emergency response plans submitted to the CPUC. The goal of both measures is to ensure that during unexpected power outages, EV charging sites remain available for use, particularly during and following an emergency.

   As mentioned, EV adoption is rapidly increasing in California and state agencies like the CEC, CPUC, and California Department of Transportation (Caltrans) have been focused on ensuring adequate EV charging sites to meet this rise in demand.[23] In the face of an emergency, it is possible that EV charging sites will be unavailable or damaged, rendering these facilities unusable. This could impact drivers needing to flee dangerous conditions, especially when such conditions are forecast in advance and the public is asked to be ready to evacuate. As transportation electrification increases in California, what role public charging sites should play in emergency plans will likely become more relevant. However, it should be noted that emergency plans are not required for gas stations. It is up to the gas station owner to determine whether to stay open during an emergency. This raises the question of who should be responsible - the owners of the charging stations, the electrical utilities, or the State - in maintaining EV charging infrastructure during an emergency. This bill rests responsibility largely on station owners, requiring them to submit emergency plans for their charging sites and consider backup power options to maintain operability.

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[19] https://www.driveelectricflorida.org/post/fpl-evolution-mobile-charging-trailers-keep-florida-charged
[20] R.19-10-005, Section 5.1: Transportation Electrification
[21] https://www.sparkcharge.io/
[22] https://l-charge.net/
[23] California's Deployment Plan for the National Electric Vehicle Infrastructure (NEVI) Program, 2025 annual update, https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/transportation-electrification/nevi/2025-ca-nevi-plan-update-a11y.pdf

3) *CEC involvement.* The CEC is the state agency leading EV charging station deployment. This is accomplished through a number of programs and initiatives, such as the Clean Transportation Program[24] and California's National Electric Vehicle Infrastructure Formula Program.[25] Moreover, as highlighted above, the CEC collects and distributes information about public EV charging station sites throughout the State.[26] Related to information on public EV charging sites is tracking their reliability via the uptime calculation. As noted above, the CEC has aligned the definition for uptime and downtime with NEVI. Excluded from the downtime calculation are natural disasters and electric service interruptions, but other types of emergencies are not specified. The author may want to consider additional direction for calculating or reporting downtimes for EV charging sites during emergencies, as this is also valuable information for availability of charging sites. Given the outsized role and responsibility the CEC already has in overseeing EV charging station deployment and operability, *the committee recommends designating the CEC as the lead agency in this bill for both determining which DCFC stations to maintain during emergencies and reviewing subsequent emergency plans submitted by the operators.*

4) *Types of emergencies.* Due to the geographical size and location of California, there are a number of emergencies that have the potential to affect our State. This includes flooding, seismic events, and wildfires, just to name a few. The emergency response for each requires unique considerations and approaches. As currently written, the bill language does not differentiate between different types of emergencies and the DCFC stations that may be beneficial or warranted to be operational in those situations. Therefore, *the committee recommends that the agencies tasked with designating DCFC stations delineate requirements across emergency types, including but not limited to a seismic event, public safety power shutoffs, extreme weather conditions, and wildfires. Additionally, the committee recommends that the safety of accessing a charging site is considered when the agencies designate DCFC stations as important to maintain in an emergency.*

5) *Emergency Plan frequency and reporting.* The availability of public EV charging stations and types of emergencies impacting California are both dynamic and changing landscapes. To ensure that the designated DCFC stations are accurate and adequate for emergency preparedness, *the committee recommends that the CEC, with support from OES and Energy Safety, review the designated DCFC stations annually and make adjustments as necessary.* To ensure that the plans submitted by operators are also a reflection of the most timely and relevant information, *the committee also recommends that operators submit plans to the CEC annually. Additionally, the committee recommends that the CEC establish opportunity for public comment and feedback when developing recommendations for the emergency plans.*

6) *Backup power.* As defined in the bill, "backup power" may include backup generators and mobile charger deployment, but is not limited to those possibilities. However, mobile

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[24] https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program
[25] https://www.energy.ca.gov/programs-and-topics/programs/federal-ev-infrastructure-programs/californias-national-electric
[26] https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/electric

changers are not a source of backup power, as they do not provide backup power to the deenergized grid. Instead, these chargers provide a power alternative to allow for continued access to charging capabilities. As was noted in Florida, mobile charger deployment was used along evacuation routes during Hurricane Milton.[27] The use of mobile chargers seems particularly useful, allowing for deployment where most necessary. Therefore, *the committee recommends that the agencies consider whether the population utilizing a designated site can be adequately served by mobile charger deployment.*

There may also be utility in more permanent forms of backup power, such as long-term battery storage, which could also be deployed for load flexibility outside of emergency situations. In letters to the committee, some DCFC operators also note cost and feasibility constraints regarding the possibility of sites being required to produce backup power generation, but also echoed the possible benefits of some sites having backup capability that can be used as a distributed energy resource during periods of high demand or emergency. Furthermore, the entities also agree with the author's goal of ensuring an adequate EV charging network during emergencies. To give operators and the agencies more flexibility, *the committee recommends that the agencies develop recommendations on how long power would be necessary to be maintained during different emergencies and include recommendations on appropriate types of backup power to be provided.* Additionally, for better understanding of how and when backup power is being used, *the committee recommends that operators, with their emergency plans, report on their use of backup power at designated stations and the type of power used during an emergency.*

7) *General Order (GO) No. 166*. This GO from the CPUC requires that electric utilities be prepared for emergencies and disasters in order to minimize damage and inconvenience to the public.[28] The GO outlines standards that facilitate the CPUC's investigations into the reasonableness of the utility's response to emergencies and major outages, which are conducted following every outage, as is required by statute.[29] The bill currently requires each electrical corporation to consider EV charging stations in their emergency response plans pursuant to this GO. It is not clear to the committee how the author wishes for the EV charging stations to be included in this consideration. The purpose of the emergency response plan is for the utility to protect life and property during an emergency and communicate the scope and expected duration of an outage. The plan is not specific to types of infrastructure but more broadly applies to utilities' public safety responses during outages. Therefore, the author may wish to refine what the desired role is for electrical corporations in the emergency preparedness of EV charging stations.

8) *Double referred.* This bill was first heard in the Assembly Committee on Emergency Management on April 13th, 2026. It passed on a 6-0 vote with amendments that took the bill from establishing a working group to evaluate the resilience of publicly available DCFC sites during and following a disaster, to the current bill language.

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[27] https://driveelectric.gov/news/florida-mobile-charging
[28] https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/safety-policy-division/reports/general-order-no-166.pdf
[29] PUC § 364

9) *Prior Legislation.*

AB 2697 (Irwin and Ting) authorizes the CEC to apply network roaming standards to major electric vehicle charging network operators, as defined. Network roaming agreements streamline the EV charging experience by allowing a driver to search for a charging station and pay for a charging session regardless of the station's host network, all within a single mobile app. Status: Chapter 735, Statutes of 2024.

AB 126 (Reyes and Gonzalez) reauthorized fees that fund the Air Quality Improvement Program, the Clean Transportation Program, and the Enhanced Fleet Modernization Program. Among other changes, the bill required the CEC to adopt tools to increase uptime and recordkeeping and to set standards for how those stations shall notify customers about their availability and accessibility. Status: Chapter 319, Statutes of 2023.

AB 1349 (Irwin, 2023) required that owners or operators of EV charging stations for which the owner or operator was awarded a state grant on or after January 1, 2024, to make freely available to third-party software developers specified data on the owners' or operators' entire California network of EV charging stations. Status: Died in the Senate Committee on Transportation.

AB 1580 (Juan Carrillo, 2023) required the CEC and the Department of Transportation to develop a State Electric Vehicle Infrastructure Deployment Plan on or before June 30, 2024. Status: Held in the Assembly Committee on Appropriations.

AB 2061 (Ting and Reyes) required the CEC to develop uptime recordkeeping and reporting standards for EV charging stations that received state funding or ratepayer money and are installed on or after January 1, 2024. Status: Chapter 345, Statutes of 2022

AB 2075 (Ting) requires the California Building Standards Commission (CBSC) to convene a workshop every triennial rulemaking cycle on EV charging infrastructure standards. Status: Chapter 346, Statutes of 2022.

AB 2700 (McCarty) requires the CEC to gather and report fleet data needed to support utilities' plans for grid reliability and enhanced vehicle electrification. This bill also requires utilities to report how distribution investments made pursuant to this bill support climate goals as part of specified filings with the CEC and California Public Utilities Commission (CPUC). Status: Chapter 354, Statutes of 2022.

AB 2127 (Ting) required 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 (ZEVs) on the road and reducing greenhouse gas (GHG) emissions 40% below 1990 levels by 2030. Status: Chapter 364, Statutes of 2018.

SB 454 (Corbett) created the Electric Vehicle Charging Stations Open Access Act, prohibiting the charging of a subscription fee on persons desiring to use an electric vehicle charging station and prohibiting a requirement for persons to obtain membership in any club, association, or organization as a condition of using the station, except as specified. Status: Chapter 418, Statutes of 2013.

REGISTERED SUPPORT / OPPOSITION:

Support

None on file.

Opposition

None on file.

Other

Electrify America, LLC
Electric Vehicle Charging Association

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