Date of Hearing: May 6, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS
Buffy Wicks, Chair
AB 2505 (Carrillo) – As Amended April 13, 2026

Policy Committee: Utilities and Energy Vote: 17 - 0

Urgency: No State Mandated Local Program: Yes Reimbursable: No

SUMMARY:

This bill requires each electrical corporation (also known as an investor-owned utility (IOU)), by April 1, 2027, to file an advice letter with the California Public Utilities Commission (CPUC) and, by September 1, 2027, requires the CPUC to approve a new tariff or rule that authorizes the IOU to design, construct, own, operate and maintain all electrical distribution and service facilities located on the IOU side of a customer's meter that are necessary to provide separately metered electrical service to hydrogen refueling stations, including hydrogen refueling stations located on premises that already receive electrical service for other uses.

The bill requires the approved tariff or rule to (1) authorize the IOU to extend utility-side electrical distribution and service facilities from the existing distribution system to a dedicated revenue meter serving a heavy-duty hydrogen refueling station that serves vehicles that are 14,001 pounds or greater, as specified, and (2) authorize installation of a dedicated revenue meter for the hydrogen refueling station load, including where the customer or premises already receives electrical service through another meter, if the applicable safety and reliability criteria are met.

The bill also specifies how the CPUC is to treat any such facility for cost allocation purposes.

The bill's provisions expire January 1, 2033.

FISCAL EFFECT:

The CPUC will need to review and approve the advice letters submitted by the IOUs and oversee IOU implementation of the new tariff or rule. This will entail significant new workload for the CPUC, particularly during the period which the CPUC is reviewing and approving the advice letters.

The CPUC believes it will need one new, permanent position, at an annual cost of $218,000 (Public Utilities Commission Utilities Reimbursement Account) to establish energization targets for the heavy-duty hydrogen electric rule, review and approve six advice letters and oversee heavy-duty hydrogen electric rule costs and implementation. While, as noted, the committee agrees the bill creates ongoing workload for the CPUC, it is reasonable to expect the CPUC's ongoing workload to be much less than its workload in 2027 and 2028, the years during which the CPUC will review and approve advice letters and establish program rules.

COMMENTS:

This bill concerns the ability of a hydrogen fueling station for heavy-duty vehicles to have its own, dedicated electricity meter and service line that connects the fueling station to the IOU's electricity distribution grid. As described in the policy committee analysis of this bill, such fueling stations currently must rely on electricity service via a connection on the customer's side of the electricity meter—for example, a hydrogen fueling station co-located at a diesel fueling station having to rely on a connection through the diesel fueling station's electrical meter for electrical service—which bill proponents describe as costly and delaying development. Or, as hydrogen supplier Air Products and Chemicals, Inc., explains it:

> One of the barriers to deploying hydrogen refueling infrastructure at scale is the inability of stations collocated at existing facilities to obtain dedicated utility meters and service connections. Without a dedicated tariff, hydrogen refueling stations must install costly behind-the-meter electrical infrastructure rather than connecting directly to the utility's distribution system. This adds substantial cost, delays deployment, and prevents stations from participating in demand response, distributed energy resource, and rate design programs that depend on separately metered loads. AB 2505 directly addresses this barrier.

There is no opposition registered against this bill.

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