

Date of Hearing: May 6, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

AB 2543 (Ransom) – As Amended April 27, 2026

Policy Committee:	Emergency Management	Vote:	6 - 0
	Utilities and Energy		18 - 0

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

SUMMARY:

This bill requires the California Energy Commission (CEC) to determine which direct current fast charging (DCFC) station sites are important to maintain during an emergency and requires the operator of an identified DCFC to submit an emergency management plan to the CEC.

Specifically, this bill:

- 1) Requires, by July 1, 2027, the CEC, in consultation with the Office of Emergency Services (OES) and Office of Energy Infrastructure Safety (OEIS), to (a) identify and evaluate emergency types during which an operator of a DCFC station site should be required to maintain operations, including a seismic event, public safety power shutoff (PSPS) event, extreme weather condition, and wildfire, (b) determine DCFC station sites that are important to maintain during each emergency type based on certain factors, and (c) develop recommendations on how long power should be maintained during each emergency type and the requirements for a station operator to ensure operability of a station site during each emergency type.
- 2) Requires the CEC, OES, and OEIS to meet annually to review and update these identifications, determinations, and recommendations.
- 3) Requires, by July 1, 2028, and annually thereafter, an operator of a DCFC charging station site identified by the CEC to submit an emergency management plan to the CEC that considers options to be used during an emergency to maintain operations and if, how, and when an identified station was maintained during an emergency.
- 4) Requires the CEC to review submitted plans and consult with OES and OEIS as necessary.
- 5) Requires an electrical corporation to consider electric vehicle (EV) charging stations in the corporation’s annual report and emergency response plan prepared for the California Public Utilities Commission (CPUC).

FISCAL EFFECT:

- 1) Costs of approximately \$433,000 annually to the CEC for two additional staff positions to develop recommendations in consultation with OES and OEIS, meet annually with OES and OEIS, and review emergency management plans submitted by identified “critical” sites (special fund). Additionally, costs of approximately \$200,000 annually to the CEC for data purchases and survey deployment to better define the need for charging in regard to a disaster

and the public's responses to disaster conditions (Alternative and Renewable Fuel and Vehicle Technology Fund).

- 2) Costs of approximately \$193,000 annually to OEIS for an additional staff position to develop recommendations in consultation with the CEC and OES, meet annually with the CEC and OES, and consult with the CEC to review emergency management plans submitted by identified "critical" sites (Public Utilities Commission Regulatory Account)
- 3) Costs of an unknown amount, potentially in excess of \$150,000, to OES for the same scope of work identified for OEIS (General Fund (GF)).
- 4) Likely absorbable costs to the CPUC to review expanded annual reports and emergency response plans.

The Legislative Analyst's Office recently warned of GF structural deficits of around \$35 billion per year in the 2027-28 fiscal year and ongoing.

COMMENTS:

- 1) **Purpose.** 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 [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) **DCFC Station Sites.** EV adoption is rapidly increasing in California and state agencies, such as the CEC, CPUC, and Department of Transportation, have been focused on ensuring adequate EV charging sites to meet this rise in demand. EV chargers are generally grouped into three categories: Level One, Level Two, and DCFCs, each with different capabilities, ideal use cases, and implications for the electrical grid. 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. 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.

This bill requires the CEC to determine which DCFC station sites are important to maintain during each emergency type and develop recommendations on the backup power requirements for a station operator, and requires the operator of an identified DCFC to submit an emergency management plan to the CEC. As noted in the Assembly Utilities and Energy Committee's analysis of this bill:

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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