ASSEMBLY THIRD READING
AB 2543 (Ransom)
As Amended May 18, 2026
Majority vote

SUMMARY

This bill would require, on or before July 1, 2027, the Office of Emergency Services (Cal OES) to, in consultation with the State Energy Resources Conservation and Development Commission (CEC) and the Office of Energy Infrastructure (Energy Safety) to identify and evaluate the types of emergencies that operators of direct-current fast charging (DCFCs) stations should be required to maintain operations; identify DCFCs that are important to maintain during each emergency type, as specified; and develop recommendations on how long energy should be maintained for identified DCFC station sites during emergencies. This bill would also require, on or before January 1, 2028, operators of identified DCFC sites to submit emergency management plans to OES. This bill would also require electrical corporations to include electric vehicle (EV) charging stations in its annual report and emergency and disaster preparedness plan prepared for the California Public Utilities Commission (CPUC).

Major Provisions

1) Requires, by July 1, 2027, Cal OES, in consultation with the CEC and Energy Safey, 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, deenergization event, extreme weather condition, and wildfire, (b) identify DCFC station sites that are important to maintain during each emergency type based on specified factors, and (c) develop recommendations on how long energy should be maintained during each emergency type and the requirements for an operator of identified DCFCs stations to ensure operability of those DCFCs station sites during each emergency type.

2) Requires Cal OES, CEC and Energy Safety to provide opportunity for public comment and feedback.

3) Requires Cal OES, CEC and Energy Safety, to meet annually to review and update these identifications and recommendations.

4) Requires, by January 1, 2028, and annually thereafter, an operator of a DCFC station site identified by Cal OES to submit an emergency management plan to Cal OES 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.

5) Requires the Cal OES to review submitted plans and consult with CEC and Energy Safety as necessary.

6) 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).

COMMENTS

Cal OES' Emergency Preparedness and Response: Cal OES is responsible for addressing natural, technological, or manmade disasters and emergencies, and preparing the State to prevent, respond to, quickly recover from, and mitigate the effects of both intentional and natural disasters. As part of their overall preparedness mission, Cal OES is required to develop a State Emergency Plan (SEP) and State Hazard Mitigation Plan (SHMP); maintain the Standardized Emergency Management System (SEMS) and the Emergency Management Mutual Aid System (EMMA); and assist counties with their local Emergency Operation Plans (EOP). Cal OES, in coordination with FEMA and local partners, has developed four Catastrophic Plans to augment the State Emergency Plan.

State Energy Resources Conservation and Development Commission (California Energy Commission): The California Energy Commission (CEC) is the primary state agency responsible for planning, funding, and advancing California's public electric vehicle (EV) charging infrastructure. Through programs such as the Clean Transportation Program and federal National Electric Vehicle Infrastructure (NEVI) implementation, the CEC supports the build-out of direct current fast charging (DCFC) networks along highways and in communities statewide. [1,2]

Office of Energy Infrastructure Safety (Energy Safety): Energy Safety is responsible for advancing the safety and resiliency of California's electrical infrastructure, focusing on reducing utility-caused wildfire risk. Energy Safety reviews, evaluates, and approves wildfire mitigation plans submitted to the agency by investor-owned utilities, while also monitoring compliance with state laws, regulations, and approved safety measures. The agency also conducts compliance audits, enforcement activities, and technical evaluations to ensure wildfire mitigation plans are implemented appropriately and effectively.

Emergency Preparedness in EV Space: Emergency preparedness for electric vehicles, including personal EVs and truck fleets that rely on direct-current fast charging (DCFC) stations, requires integration of charging infrastructure into broader disaster planning and utility emergency response frameworks. DCFCs are vulnerable to power interruptions as they depend on real-time electricity delivery from the grid. Outages from deenergiznation events (public safety power shutoffs) or unplanned grid failures render them inoperable when needed. 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, demonstrating proactive inclusion of EV charging infrastructure in disaster response efforts. [3] The Alternative Fuels Data Center (AFDC) updated the Alternative Fuel Station Locator to include mobile electric vehicle (EV) charging stations, provided by Garner Environmental Services, along evacuation routes to help EV driving Floridians evacuate. Similarly, Florida utilities such as Florida Power & Light (FPL)

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[1] National Electric Vehicle Infrastructure (NEVI) Formula Program, https://afdc.energy.gov/laws/12744
[2] Clean Transportation Program, https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program
[3] Florida Deploys Emergency Mobile Electric Vehicle Charging Stations Along Hurricane Evacuation Routes, https://driveelectric.gov/news/florida-mobile-charging

have developed mobile EV charging trailers that can be deployed during storms to provide charging capacity when stationary infrastructure is compromised. During Hurricane Milton, these smaller trailers were instrumental, offering power for 20 charging sessions at a time.

According to the Author
Emergency preparedness in the Electric Vehicle (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.

Arguments in Support
None on file.

Arguments in Opposition
None on file. However, Electrify America and the Electric Vehicle Charging Association (EVCA) are opposed unless amended.

FISCAL COMMENTS

1) Costs of an unknown, but potentially significant amount, to OES additional staff positions to develop recommendations in consultation with the CEC and OEIS, meet annually with the CEC and OEIS, and review emergency management plans submitted by identified "critical" sites (GF).

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 the CEC 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.

VOTES

ASM EMERGENCY MANAGEMENT: 6-0-1
YES: Ransom, Hadwick, Arambula, Bains, Bennett, Calderon
ABS, ABST OR NV: DeMaio

ASM UTILITIES AND ENERGY: 18-0-0
YES: Petrie-Norris, Patterson, Boerner, Calderon, Chen, Davies, Mark González, Harabedian, Hart, Irwin, Kalra, Papan, Rogers, Schiavo, Schultz, Ta, Wallis, Zbur

ASM APPROPRIATIONS: 11-0-4
YES: Wicks, Aguiar-Curry, Calderon, Caloza, Fong, Mark González, Krell, Pacheco, Pellerin, Sharp-Collins, Solache
ABS, ABST OR NV: Hoover, Dixon, Ta, Tangipa

UPDATED

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