

Guide to California Regulations for Electric Vehicle Charging Stations



This guide summarizes California electric vehicle charging station regulations by state agency: the Division of Measurement Standards, the Air Resources Board, the Public Utilities Commission, and the Department of General Services.

California Department of Food and Agriculture (CDFA) Division of Measurement Standards (DMS)

All electric vehicle supply equipment (EVSE, or chargers) used for commercial purposes are subject to DMS oversight. The timeline for adherence to the CDFA DMS regulation is as follows:

*Non-commercial applications are one of the uses exempt from the regulation. This exemption includes multi-unit dwellings (MUDs) that only offer charging to its residents and **do not charge** a fee based on unit of energy or unit of time.*

**January 1,
2021**

**January 1,
2023**

**January 1,
2031**

**January 1,
2033**

All newly installed alternating current (AC) EVSE must comply with the EVSE regulation upon installation.

All newly installed direct current (DC) EVSE must comply with the EVSE regulation upon installation.

All AC EVSE installed prior to January 1, 2021, are now subject to the EVSE regulation.

All DC EVSE installed prior to January 1, 2023, are now subject to the EVSE regulation.

The **California Type Evaluation Program (CTEP) Database** identifies EVSE that completed type evaluation and comply with CDFA DMS regulation. EVSE must be placed in service by a county Sealer of Weights and Measures or a Registered Service Agency (RSA) and must display a county approval seal.

For more information, please head to the **CDFA DMS EVSE Regulations** webpage.



California Air Resources Board (CARB) Regulation for Electric Vehicle Supply Equipment

All publicly available electric vehicle supply equipment (EVSE, or chargers) are required to comply with the following:

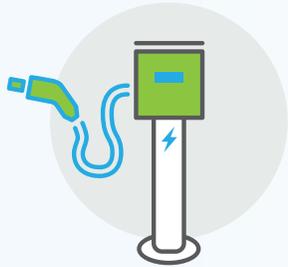
Category	Requirement(s)	Timeframe(s)
Labeling	<ul style="list-style-type: none"> All EVSE must be labeled according to Section 309.17 in Title 16 of the Code of Federal Regulations. All EVSE, if requiring a fee to dispense energy, must disclose all fees at the point of sale. 	<ul style="list-style-type: none"> Direct current (DC) EVSE by January 1, 2022. Alternating current (AC) EVSE by July 1, 2023.
Payment	<ul style="list-style-type: none"> All EVSE, if requiring a fee to dispense energy, shall provide the following payment options: 1) credit card reader or kiosk, 2) mobile payment via an NFC reader, and 3) a toll-free number. A subscription or membership cannot be required for the EVSE to dispense energy. 	<ul style="list-style-type: none"> DC EVSE installed on or after January 1, 2022 must comply. AC EVSE installed on or after July 1, 2023 must comply. All EVSE must comply by July 1, 2023.
Network Roaming	<ul style="list-style-type: none"> Network providers must meet, at a minimum, and maintain the “California Open Charge Point Interface Interim Test Procedures for Networked Electric Vehicle Supply Equipment for Level 2 and Direct Current Fast Charge Classes.” 	<ul style="list-style-type: none"> No later than July 1, 2021
Reporting	<ul style="list-style-type: none"> Network providers must report EVSE-related data annually to the Executive Officer. Network providers must report EVSE-related data monthly to the National Renewable Energy Laboratory (NREL) Alternative Fuels Data Center (AFDC). 	<ul style="list-style-type: none"> Data to must be reported to the Executive Officer on or before March 1 of each year. Data must be reported to the AFDC monthly, if there are any updates.

For more information, please head to the [CARB EVSE Standards Regulation](#) webpage.

California Electric Vehicle Infrastructure Training Program (EVITP) Requirements

In adherence with Section 740.20 of the Public Utilities Code, projects funded in whole or in part by the California Public Utilities Commission, the California Energy Commission, or the California Air Resources Board, are required to comply with the following:

To find a contractor near you who uses EVITP-certified electricians, please head over to [EVITP.org](https://www.evitp.org) or check out our [CALeVIP Connects](#) webpage.



UNDER 25kW 1 EVITP per crew

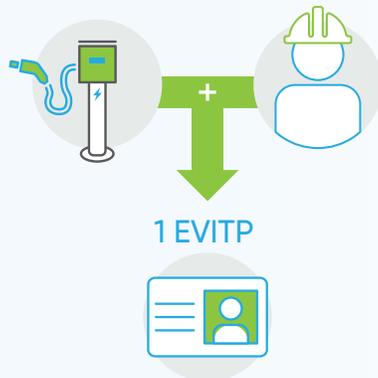
Electric vehicle charging infrastructure and equipment must be installed by a contractor with the appropriate license classification, and at least one electrician on each crew, at any given time, who holds EVITP certification.



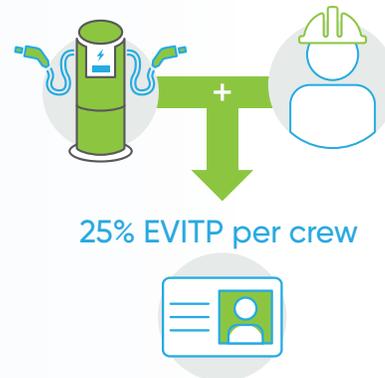
25kW+ 25% EVITP per crew

If the equipment supports a charging port supplying 25 kilowatts or more, at least 25% of the total electricians working on the crew, at any given time, must hold EVITP certification.

Ex) Under 25kW 8 Electricians



Ex) 25kW+ 8 Electricians



For more information, please refer to **Section 740.20** of the Public Utilities Code.

American Disabilities Act (ADA) Compliance in California for Electric Vehicle Charging Stations (EVCS)

Compliance with EVCS ADA requirements in California is primarily governed by Section 11-B of the California Building Code. Below are the primary sections and requirements to keep in mind.

Relevant California Building Code Sections:

- **Section 11B-202.4:** Alterations or additions require an accessible path of travel.
- **Section 11B-228.3:** Number of Accessible EVCS required.
- **Section 11B-502.3:** One parking space and one electric vehicle charging space shall be permitted to share a common access aisle.
- **Section 11B-812:** General EVCS requirements, does not apply to modifications to existing EVCS.

All EVCS for public or shared use must comply with the following table:

Total Number of EVCS at a Facility ¹	Minimum Number (by type) of EVCS Required to Comply with Section 11B-812 ¹		
	Van Accessible	Standard Accessible	Ambulatory
1 to 4	1	0	0
5 to 25	1	1	0
25 to 50	1	1	1
51 to 75	1	2	2
76 to 100	1	3	3
101 and over	1, plus 1 for each 300, or fraction thereof, over 100	3, plus 1 for each 60, or fraction thereof, over 100	3, plus 1 for each 50, or fraction thereof, over 100

Electric Vehicle Charging Station for Public Use and Common Use

Notes: 1. Where an EV charger can simultaneously charge more than one vehicle, the number of EVCS provided shall be considered equivalent to the number of electric vehicles that can be simultaneously charged.

EVCS Marking Requirements for newly installed EVCS:

