

Date of Hearing: July 7, 2025

ASSEMBLY COMMITTEE ON TRANSPORTATION

Lori D. Wilson, Chair

SB 533 (Richardson) – As Amended April 1, 2025

SENATE VOTE: 37-0

SUBJECT: Electric vehicle charging stations: internet-based applications

SUMMARY: Allows an electric vehicle (EV) charging station to require customers pay for charging services using an internet-based application if the charging station is located on a facility that can only be accessed through the use of that internet-based application.

EXISTING LAW:

- 1) Prohibits EV charging stations from requiring consumers to pay a subscription fee or obtain a membership in order to use an EV charger. (Health and Safety Code (HSC) 44268.2)
- 2) Requires a charging station that requires a payment of a fee and was first installed or made publicly available on or after July 10 2023, shall, at minimum, provide both of the following. (HSC 44268.2)
 - a) Contactless payment systems that include secure systems to purchase services over radio frequency identification (RFID) or near-field communication (NFC) technologies; and,
 - b) Either an automated toll-free telephone number or short message system (SMS) that provides the EV charging customer with the option to initiate a charging session and submit final payment.
- 3) Requires direct current fast-charging stations installed after July 10, 2023, to include specified Plug and Charge payment systems. (HSC 44268.2)
- 4) Authorizes the California Energy Commission (CEC) to modify these payment system requirements based on technology changes. However, the CEC may not modify these requirements sooner than January 1, 2028. (HSC 44268.2)
- 5) Specifies that until the CEC adopts regulations for EV chargers, the California Air Resources Board (CARB) has authority to enforce their EV charger regulations. (HSC 44268.4)

FISCAL EFFECT: Unknown

COMMENTS: In 2020, Gov. Gavin Newsom issued Executive Order (EO) N-79-20, mandating that 100% of cars sold in California by 2035 be zero-emission vehicles (ZEVs) to reduce greenhouse gas emissions. To help meet its ambitious climate goals and encourage the adoption of ZEVs, the state provides incentives to develop a robust network of EV charging stations.

With an expected 15.2 million EVs on the road by 2035, the CEC projects that over 2 million additional EV chargers will need to be built in the next decade. To date, the CEC reports that over 170,000 total public and shared private EV chargers are available to charge the over

1 million light-duty passenger ZEVs (including plug-in hybrids) currently on the road. Despite the fact that one in four cars sold in the state in 2023 were ZEVs, the majority of consumers have real concerns about whether they will be able to find a nearby, working EV charging station if they buy an EV. As the state continues to push for more and more ZEVs, ensuring that the supporting EV charging infrastructure is accessible and reliable remains a critical hurdle.

Charging Stations Open Access Act. Before California adopted standards for EV charger payment systems, many EV charging networks required customers to pay for charging using a club card system. Under this system, EV drivers had to obtain a membership and use a club card to pay at a charging station. If a driver wanted to obtain access to all publicly available EV chargers, the driver had to join all their respective club memberships. The lack of open access and proprietary nature of these charging networks limited the degree to which investments in EV charging infrastructure were meaningfully encouraging EV adoption because consumers still faced obstacles paying charging their vehicles with the same ease permitted at petroleum stations. To address these concerns, the Legislature passed SB 454 (Corbett), Chapter 418, Statutes of 2013, also known as the EV Charging Stations Open Access Act. SB 454 prohibited EV charger owner-operators from requiring club memberships to pay for EV charging.

Since the passage of SB 454, CARB has adopted rules requiring EV chargers to allow payment via major credit card systems. The Legislature has subsequently modified the EV Charging Stations Open Access Act several times to allow EV chargers to use contactless payment systems in compliance with the act. While the Legislature recently reassigned the authority to regulate charger payment systems from CARB to the CEC, CARB's rules regarding charging station payment systems remain in effect until the CEC adopts new rules.

Technological advancements. Over the past 10 years, a number of entertainment venues in California have either been built or reconstructed including Sacramento's Golden 1 arena, the Chase Center in San Francisco, and most recently the Intuit Dome in Inglewood, which all have incorporated state-of-the-art charging technologies on their facilities.

The Intuit Dome is a newly constructed stadium in Inglewood, California, and it is the home of the Los Angeles (LA) Clippers basketball team. As part of its design and operation, the Dome uses several advanced technological features that are intended to provide more of a streamlined way for event attendees to purchase passes, plan transportation, buy concessions, and enter the facility. The LA Clippers – Intuit Dome app is required to gain entry to the Intuit Dome, and the facility is a cashless arena. The Intuit Dome app has several parking facilities that use license plate readers to enable parking access. In order to use these facilities, drivers must enter information about their vehicle on the Intuit Dome app. The Intuit Dome app also enables attendees to book shuttle services. While some of the features of the Intuit Dome app are unique to the Dome at this time, more arenas and stadiums may adopt similar technology in the near future.

Under existing law, the Intuit Dome may restrict access to its premises, including parking and charging, to those using the Dome's internet-based application. However, existing regulations regarding EV charging also require the chargers to accept a form of contactless payment that would likely require the use of another application or a credit card. This bill is intended to enable the Intuit Dome to use the LA Clippers – Intuit Dome app to access parking, including EV charging, at their premises without the use of another application or the need to present a credit or debit card.

According to the author. “As California continues to lead the nation in clean transportation and sustainable infrastructure, we must ensure our policies keep pace with innovation. SB 533 is a targeted, common-sense measure that supports the secure and efficient expansion of EV charging infrastructure in modern venues across the state. SB 533 allows EV charging stations—specifically those located in environments that already require app-based access—to process payments exclusively through those apps. This change addresses a growing concern: the vulnerability of credit card readers to theft and fraud. By leveraging secure, existing app technology, we can protect consumers, reduce infrastructure costs, and streamline the user experience without compromising accessibility. California’s progress toward a zero-emission future depends on smart, adaptable policies like SB 533 to help advance secure, sustainable, and user-friendly charging solutions for all Californians.”

Arguments in support. The sponsors of the bill, Murphy’s Bowl and the Los Angeles Clippers state “SB 533 will have two positive impacts for consumers attending events at our facility as well as other similar arenas and stadiums in the state.

- 1) It will assist in streamlining the experience of consumers who attend events by facilitating the use of the same app used for ticket purchase, venue admission and purchase of other goods and services at their arena for the charging of EV’s at the parking facility used to attend the event.
- 2) It will eliminate the need for consumers to use a credit card reader for EV charging, thereby further securing the consumer’s information from potential hacking or credit card reader fraud.”

Double referral. This bill is double referred to the Assembly Committee on Utilities & Energy and will be heard in that committee as it pertains to their jurisdiction.

Past and related legislation. AB 1423 (Irwin) of the current legislative session expands the CEC’s authority to regulate all EV chargers in the state, assess administrative civil penalties for chargers that fail to comply with CEC regulations, and refer violations to the Attorney General for civil actions. The bill would exempt chargers at residences with four or fewer units; however it would apply to chargers covered by this bill. The bill is currently pending in the Senate.

AB 2697 (Irwin), Chapter 735, Statutes of 2024 clarified the CEC’s authority to adopt roaming standards for EV charging networks for the purpose of enforcing the EV Charging Stations Open Access Act. The bill specified that any roaming standards adopted by the CEC shall only apply to major EV charging network operators, and the standards must enable network managers to choose between different mechanisms to establish roaming agreements.

AB 1349 (Irwin of 2023) would have required EV charger owners and operators that accept state grants to provide certain data about their chargers and charging network to third-party software developers for free, as specified. The bill died in the Senate.

SB 123 (Committee on Budget and Fiscal Review), Chapter 52, Statutes of 2023 made various changes to law regarding energy resources. The bill also reassigned duties to implement and enforce EV payment and billing standards from CARB to the CEC.

SB 454 (Corbett), Chapter 418, Statutes of 2013 established the Electric Vehicle Charging Stations Open Access Act, which prohibited the charging of a subscription fee on persons desiring to use an EV charging station, as defined, and prohibited requirements for a person to obtain membership in any club, association, or organization as a condition of using the station, except as specified. Further made a number of modifications pertaining EV charging stations.

REGISTERED SUPPORT / OPPOSITION:**Support**

Murphy's Bowl (Los Angeles Clippers) (sponsor)

Opposition

None on file

Analysis Prepared by: Aaron Kurz / TRANS. / (916) 319-2093