

Date of Hearing: July 9, 2025

**ASSEMBLY COMMITTEE ON UTILITIES AND ENERGY**

Cottie Petrie-Norris, Chair

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

**SENATE VOTE:** 37-0

**SUBJECT:** Electric vehicle charging stations: internet-based applications

**SUMMARY:** Allows that electric vehicle charging stations can require payment for charging through the use of an internet-based application if the chargers are at specific facilities 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 § 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. (Health and Safety Code § 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. (Health and Safety Code § 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. (Health and Safety Code § 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. (Health and Safety Code § 44268.4)

**FISCAL EFFECT:** Unknown.

**CONSUMER COST IMPACTS:** Unknown.

**BACKGROUND:**

*California zero-emission vehicle (ZEV) goals* – California’s transportation sector is currently the largest source of GHG emissions in the state. In the interest of meeting the state’s emissions reduction targets, California has set a goal that 100% of new passenger vehicles sales will be ZEVs by 2035. Meeting the state’s ZEV goals will require a significant increase in the number of light-, medium-, and heavy-duty ZEVs on the road and a drastic increase in the infrastructure to support these vehicles. Cumulative sales of ZEVs, which include EVs, in California reached 1.8 million in the fourth quarter of 2023, with ZEVs accounting for 25% of new car sales. To support the rapid deployment of ZEVs, in 2018, the governor set a goal of having 250,000 chargers, including 10,000 direct current fast chargers (DCFCs), operating in California by 2025. Subsequently, the Legislature enacted AB 2127 (Ting, Chapter 365, Statutes of 2018), requiring the CEC to conduct an assessment every two years of the EV charging infrastructure and associated workforce needed to meet California’s ZEV deployment goals. In the most recent report published in 2024, the CEC projects over 1 million public and shared private chargers are needed to support 7 million light-duty EVs in 2030, and more than 2 million chargers are needed to support 15 million ZEVs anticipated under Executive Order N-79-20.<sup>1</sup> An additional 157,000 chargers are needed to support 180,000 medium- and heavy-duty vehicles anticipated for 2030. At present, California has approximately 105,000 public and shared private chargers, including more than 11,000 DCFCs. This represents an order of magnitude difference between how many chargers are currently operating in California versus how many are needed by 2030.

*Electric Vehicle Charging Stations Open Access Act (Senate Bill 454; Statutes of 2013)* – Prior to the passage of SB 454, EV charging companies enforced a proprietary system that required membership to specific clubs in order to access charging stations. There were concerns that this lack of open access may be an impediment to EV adoption. The EV Charging Stations Open Access Act was passed with the goal of ensuring all drivers of plug-in electric vehicles are able to access publicly available charging stations regardless of membership status. The proposed requirements include adoption of an interoperable billing standard at all publicly available electric vehicle charging stations and clear communication on electricity pricing. Additionally, the proposed requirements will standardize station location data sent to the Alternative Fuels Data Center (AFDC) from the National Renewable Energy Laboratory (NREL), to ensure accurate and up-to-date data is available to consumers.

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.

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<sup>1</sup> California Energy Commission, Assembly Bill 2127 Second Electric Vehicle Charging Infrastructure Assessment: Assessing Charging Needs to Support Zero-Emission Vehicles in 2030 and 2035, March 6, 2024, <https://www.energy.ca.gov/publications/2024/assembly-bill-2127-second-electric-vehicle-charging-infrastructure-assessment>, ii.

**COMMENTS:**

- 1) *Author's Statement.* 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."
- 2) *Purpose of the Bill.* 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. All these venues have incorporated Electric Vehicle charging technologies in their facilities. As part of the design and operation, the Intuit Dome has a single app to purchase passes, plan transportation, buy concessions, and enter the facility. The LA Clippers – Intuit Dome app is required to gain entry to the 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. 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 require EV chargers to accept a form of contactless payment that would likely require the use of a separate application or a credit card. This bill is intended to enable the Intuit Dome and other stadiums to require patrons to use a site specific app to access EV charging without the use of another application or the need to present a credit or debit card.
- 3) *Narrowing the Scope of the Bill.* The language in the bill does not define the type of facilities that can be included in the proposed new exception. This raises concerns about creating an unintended loophole in the open access mandate for EV chargers, as well as raising consumer privacy concerns by allowing the unnecessary collection of integrated personal information beyond large arenas. **With these concerns in mind, the committee recommends narrowing the scope of the bill to arenas that have a seating capacity of at least 15,000 seats.**
- 4) *Related Legislation.*

AB 1423 (Irwin) 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. Status: The bill is currently pending in the Senate.

5) *Prior Legislation.*

AB 2697 (Irwin) 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. Status: Chapter 735, Statutes of 2024.

AB 1349 (Irwin, 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. Status: The bill died in the Senate.

SB 123 (Committee on Budget and Fiscal Review) 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. Status: Chapter 52, Statutes of 2023.

SB 454 (Corbett) 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 to EV charging stations. Status: Chapter 418, Statutes of 2013.

**REGISTERED SUPPORT / OPPOSITION:**

**Support**

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

**Opposition**

None on File.

**Other**

Electronic Frontier Foundation

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