

SENATE THIRD READING
SB 533 (Richardson)
As Amended September 3, 2025
Majority vote

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 the premises of an arena that has a seating capacity of at least 15,000 and can only be accessed through the use of that internet-based application.

Major Provisions

Includes chaptering language to align with AB 1423.

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 one 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."

Arguments in Opposition

No opposition on file.

FISCAL COMMENTS

Unknown.

VOTES**SENATE FLOOR: 37-0-3**

YES: Allen, Alvarado-Gil, Arreguín, Ashby, Becker, Blakespear, Cabaldon, Caballero, Cervantes, Choi, Cortese, Dahle, Durazo, Gonzalez, Grayson, Grove, Hurtado, Jones, Laird, Limón, McGuire, McNerney, Menjivar, Niello, Ochoa Bogh, Padilla, Pérez, Richardson, Seyarto, Smallwood-Cuevas, Stern, Strickland, Umberg, Valladares, Wahab, Weber Pierson, Wiener

ABS, ABST OR NV: Archuleta, Reyes, Rubio

ASM TRANSPORTATION: 15-0-1

YES: Wilson, Davies, Ahrens, Bennett, Caloza, Hart, Hoover, Jackson, Lackey, Lowenthal, Macedo, Papan, Ransom, Rogers, Ward

ABS, ABST OR NV: Carrillo

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

UPDATED

VERSION: September 3, 2025

CONSULTANT: Aaron Kurz / TRANS. / (916) 319-2093

FN: 0001579