
UNFINISHED BUSINESS

Bill No: SB 533
Author: Richardson (D)
Amended: 9/3/25 in Assembly
Vote: 21

SENATE ENERGY, U. & C. COMMITTEE: 16-0, 3/24/25

AYES: Becker, Ochoa Bogh, Allen, Archuleta, Arreguín, Ashby, Caballero,
Gonzalez, Grove, Hurtado, Limón, McNerney, Rubio, Stern, Strickland, Wahab
NO VOTE RECORDED: Dahle

SENATE TRANSPORTATION COMMITTEE: 15-0, 4/8/25

AYES: Cortese, Strickland, Archuleta, Arreguín, Blakespear, Cervantes, Dahle,
Gonzalez, Grayson, Limón, Menjivar, Richardson, Seyarto, Umberg, Valladares

SENATE FLOOR: 37-0, 4/24/25 (Consent)

AYES: 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
NO VOTE RECORDED: Archuleta, Reyes, Rubio

ASSEMBLY FLOOR: 59/0, 9/9/25 – Roll call not available

SUBJECT: Electric vehicle charging stations: arenas: payments: internet-based applications

SOURCE: Murphy's Bowl LLC (Los Angeles Clippers)

DIGEST: This bill allows electric vehicle (EV) charging stations at certain arenas to require customers to use an internet-based application to pay for charging services.

Assembly Amendments narrow this bill's application to those EV charging stations at arenas with a seating capacity of at least 15,000 seats and adds language to

prevent potential chaptering conflicts between this bill and AB 1423 (Irwin, 2025) should both bills pass and be signed into law.

ANALYSIS:

Existing law:

- 1) Establishes payment and billing standards for EV chargers. Provides the California Energy Commission (CEC) with the authority to implement and adopt EV charger payment and billing standards, starting on July 10, 2023. Existing law specifies that the California Air Resources Board (CARB) may enforce EV charger payment and billing standards until the CEC adopts new payment and billing standards. Existing law specifies that any standards adopted by the CEC will supersede any regulations adopted by CARB. (Health and Safety Code §44268.2)
- 2) Prohibits EV charging stations from requiring consumers to pay a subscription fee or obtain a membership in order to use an EV charger. Existing law requires a charging station to offer a contactless payment method that accepts major credit cards and an automated toll-free telephone number through which a customer can initiate a charging session and submit payment. Under existing law, contactless payment systems include secure systems to purchase services over radio frequency identification or near-field communication technologies. Fast-charging stations installed after July 10, 2023, must include specified Plug and Charge payment systems. Existing law authorizes the 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)

This bill:

- 1) Allows an EV charging station to require customers to use an internet-based application to pay for charging services if that EV charging station is on the premises of an arena with a seating capacity of at least 15,000 seats and the chargers can only be accessed through the use of that internet-based application.
- 2) Includes provisions to prevent chaptering conflicts between this bill and AB 1423 (Irwin) of 2025.

Background

EV Charging Stations Open Access Act lowers barriers to public EV charging.

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 for electricity as fuel 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. The bill also authorized the CARB to adopt requirements for billing interoperability if a national organization did not adopt standards for interoperable billing by 2015.

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.

Bill attempts to address conflicts between open access EV charging requirements and new technologies used at event venues. Since the Covid-19 pandemic, an increasing number of facilities, including special event venues, are using internet-based applications for payment and ticketing. In certain facilities, the rise of these apps have frustrated consumers who have to download multiple applications in order to access tickets, concessions, and parking at venues. As a result, some venues are seeking options to combine all services into a single application. 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 a more streamlined way for event attendees to purchase passes, plan transportation, buy concessions, and enter the facility. While options exist for those attendees who cannot use online applications, The LA Clippers – Intuit

Dome app is largely 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 in profile 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.

Existing law allows the Intuit Dome to restrict access to its premises, including parking and associated 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. While this bill would address an issue that is currently facing the Intuit Dome, the bill does not apply to a specific facility and the exemption provided by this bill may apply to other venues with similar internet-based application parking arrangements.

Prior/Related Legislation

AB 1423 (Irwin) of 2025, 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 before the full Senate.

AB 2697 (Irwin, Chapter , 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.

FISCAL EFFECT: Appropriation: No Fiscal Com.: No Local: No

According to the Assembly Appropriations Committee, costs are unknown.

SUPPORT: (Verified 9/9/25)

Murphy's Bowl LLC (Los Angeles Clippers) (Source)

OPPOSITION: (Verified 9/9/25)

Electronic Frontier Foundation

ARGUMENTS IN SUPPORT: According to the author:

SB 533 represents a forward-thinking approach to modernizing California's EV infrastructure while prioritizing consumer security and convenience. By allowing certain electric vehicle charging stations to require app-based payment, this bill eliminates the need for credit card readers, which are increasingly susceptible to theft and fraud. Current law mandates that all newly installed public EV charging stations include credit card readers, even when secure and efficient app-based payment options are available. By passing SB 533, California can continue its leadership in technological innovation, supporting seamless, secure, and efficient payment solutions that align with modern digital advancements. As venues throughout the state, like the Intuit Dome in my district, embrace cutting-edge technology to enhance the fan experience, it is important that the state fosters policies that help streamline EV charging, reduce fraud, and provide consumers with a more secure and user-friendly experience.

ARGUMENTS IN OPPOSITION: The Electronic Frontier Foundation (EFF) opposes this bill unless it is amended to include specified prohibitions on the data that can be collected and maintained by EV charging stations installed at arenas that use apps for accessing and paying for charging. In opposition, EFF states:

We therefore must unfortunately oppose SB 533 because it lacks basic safeguards, such as ensuring that only the information relevant to providing and

billing for electric vehicle charging is collected and that the information collected is only used for the purpose for which it was collected

Prepared by: Sarah Smith / E., U. & C. / (916) 651-4107
9/9/25 12:37:08

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