
**SENATE COMMITTEE ON ENERGY, UTILITIES AND
COMMUNICATIONS**

**Senator Josh Becker, Chair
2025 - 2026 Regular**

Bill No:	SB 533	Hearing Date:	3/24/2025
Author:	Richardson		
Version:	2/20/2025	Introduced	
Urgency:	No	Fiscal:	No
Consultant:	Sarah Smith		

SUBJECT: Electric vehicle charging stations: internet-based applications

DIGEST: This bill allows an electric vehicle (EV) charging station to require customers to use an internet-based application to gain admission to the charging station premises and pay for charging services.

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 (RFID) or near-field communication (NFC) 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 allows an EV charging station to require customers to use an internet-based application to gain admission to the charging station premises and pay for charging services.

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 issue facing Intuit Dome EV charging, but applies more broadly. 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 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.

Under existing law, the Intuit Dome may 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. 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. While this bill aims to address a narrow set of chargers that are not publicly accessible to drivers that do not already use the Intuit Dome app, this bill's provisions apply more broadly to all chargers. By applying more broadly, this bill could enable charging networks to force drivers to download apps in order to access public EV charging, potentially undermining the goals of the EV Charging Stations Open Access Act.

Need for amendments. As currently written, this bill could enable all EV charging networks to require consumers to use an internet-based application to access EV charging. This does not appear to be the author's intent. *As a result, the author and the committee may wish to amend this bill to more narrowly apply to only those EV chargers that are solely accessible at venues that require an internet-based application for entry.*

Prior/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 Assembly.

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

SUPPORT:

Murphy's Bowl (Los Angeles Clippers), (Sponsor)

OPPOSITION:

None received

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.”

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