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S.B. 32
134th General Assembly

Bill Analysis

Version: As Introduced

Primary Sponsor: Sen. Rulli

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CORRECTED VERSION*

SUMMARY

- Requires the Director of Transportation to establish an electric vehicle (EV) charging station rebate grant program for Level 2 and DCFC charging stations.
- Requires the Director to do all of the following in establishing the program:
  - Establish application procedures and requirements;
  - Establish five specific categories of EV charging stations eligible for rebates;
  - Require certain Level 2 stations to be listed on the U.S. Department of Energy's Alternative Fuel Data Center in order to be eligible for a rebate;
  - Cap rebates at specified maximum numbers of charging ports;
  - Distribute rebate grants in accordance with a specified reimbursement rate;
  - Allow rebates to cover certain expenses (including the purchase of the EV charging station, associated charging ports, and not more than 50% of installation costs);
  - Establish any other requirements or procedures necessary to administer and implement the program.
- Authorizes the Director to make the rebate grants only for EV charging stations installed between the bill's effective date and December 31, 2030.
- Authorizes the Director to limit the number of rebate grants awarded based on funding limitations.

* This version of the analysis includes missing appropriation information.

- Appropriates $10 million in both fiscal years 2022 and 2023 for purposes of the program.

DETAILED ANALYSIS

Electric vehicle (EV) charging station rebate grant program

The bill requires the Director of Transportation to establish an electric vehicle (EV) charging station rebate grant program for Level 2 and DCFC charging stations. The Director is authorized to establish general requirements and procedures necessary for the administration and implementation of the program, but the bill establishes specific requirements that must be included in the program. In general, the program is designed as a rebate program, meaning that an applicant must first purchase and install EV charging stations and then apply to the Director for reimbursement.[1]

Under the bill, an EV charging station is a Level 2 or DCFC charging station. A Level 2 charging station is an electric vehicle charging station that provides electricity to an electric vehicle by at least 208 volts and requires a dedicated circuit. A DCFC charging station is a direct current fast charging electric vehicle charging station with a CCS1 connector that provides electricity to an electric vehicle at a charge rate of at least 75 kilowatts per hour and at least 400 volts and requires a dedicated circuit.[2]

Eligibility requirements

The bill requires the Director to take specific actions in establishing the program, several of which relate to eligibility and others that relate to reimbursement. The Director must establish an application procedure and application requirements, including a requirement that the applicant own the EV charging station and that the EV charging station be installed in Ohio. In addition, the Director must limit eligibility to the following four types of applicants:

1. Commercial entities with an Ohio address;
2. Nonprofit organizations;
3. State agencies, municipal corporations, or counties;
4. Schools (meaning most institutions of primary, secondary, and higher education).[3]

Further, the Director must establish five categories of EV charging stations that are eligible for rebates, including:

1. Public Level 2 charging stations with J1772 connectors that are accessible to the public and that allow any electric vehicle to charge;

[1] R.C. 5501.92(B).

[2] R.C. 5501.92(B)(3), (4), and (7).

[3] R.C. 5501.92(B)(1) and (2).

2. Workplace Level 2 charging stations with J1772 connectors that are accessible to employees of a particular workplace as an incentive for employment or part of a sustainable workplace campaign and that may be publicly accessible;
3. Fleet Level 2 charging stations that are dedicated to charging workplace fleet vehicles that do not require the use of J1772 connectors;
4. Multifamily Level 2 charging stations with J1772 connectors that provide electric vehicle charging to residents of a multifamily town home, apartment, or condominium complex that is either for the exclusive use of those residents or for the use of those residents and the general public. These stations are only eligible if the multifamily town home, apartment, or condominium complex has at least four units.
5. Publicly accessible DCFC charging stations placed at locations along the state highway system and rural areas for the purpose of reducing range anxiety.[4]

In accordance with the categories, the Director must also require as a condition of eligibility that public, workplace, and multifamily Level 2 charging stations to be listed on the United States Department of Energy's Alternative Fuel Data Center.[5]

Reimbursement

The bill requires the Director to distribute rebate grants according to a specific reimbursement rate that places a maximum cap on the reimbursement amount based on the number of charging ports installed at the particular type of EV charging station. The Director may limit the number of rebate grants awarded based on funding limitations and may only award rebates for EV charging stations purchased and installed between the bill's effective date and December 31, 2030.[6]

The table on the following page illustrates those caps and the corresponding reimbursement rate.

[4] R.C. 5501.92(B)(3). A J1772 connector is a Level 2 charger that provides electricity to an electric vehicle by 240 volts or 208 volts and requires a dedicated circuit of between 20 and 100 amperes. R.C. 5501.92(A)(6).

[5] R.C. 5501.92(B)(4).

[6] R.C. 5501.92(C).

Reimbursement rate				
Rebate amounts			Cap on number of reimbursable charging ports per location	
Type of EV charging station	Commercially owned	Government or nonprofit owned	Commercially owned	Government or nonprofit owned
Publicly accessible Level 2	75%, up to $3,500 per port	90%, up to $3,500 per port	30	30
Workplace Level 2	75%, up to $3,500 per port	90%, up to $3,500 per port	30	30
Fleet Level 2	75%, up to $3,500 per port	90%, up to $3,500 per port	30	10
Multi-family Level 2	90%, up to $3,500 per port	90%, up to $3,500 per port	10	10
DCFC	70%, up to $15,000 per port	70%, up to $15,000 per port	30	30

For example, for publicly accessible Level 2 charging stations owned by a commercial entity, the rebate amount is 75% of the cost of each Level 2 charging station installed at that location, up to a maximum of $3,500 per charging port, capped at 30 ports. Thus, the maximum award an applicant could receive for this type of station under the program is $105,000, if the station was installed with 30 ports. (30 x $3,500) = $105,000.

With respect to DCFC charging stations, the maximum award an applicant can receive is 70% of the cost of the station installed at that location, up to a maximum of $15,000, capped at 30 ports. Thus, the maximum award an applicant could receive for this type of station under the program is $450,000, if the applicant installed a DCFC charging station with 30 ports.[7]

The bill also requires the Director to allow the rebate grant (the total reimbursable amount) to include both the expenses of purchasing the station and associated charging ports and up to 50% of the associated installation costs. Thus in calculating the overall cost of the station, the Director could reimburse less than 50% of the installation costs in the total calculation. The examples below illustrate how reimbursement may work mathematically.

[7] R.C. 5501.92(B)(5) and (6).

Example 1: Commercial Level 2 charging station at a workplace

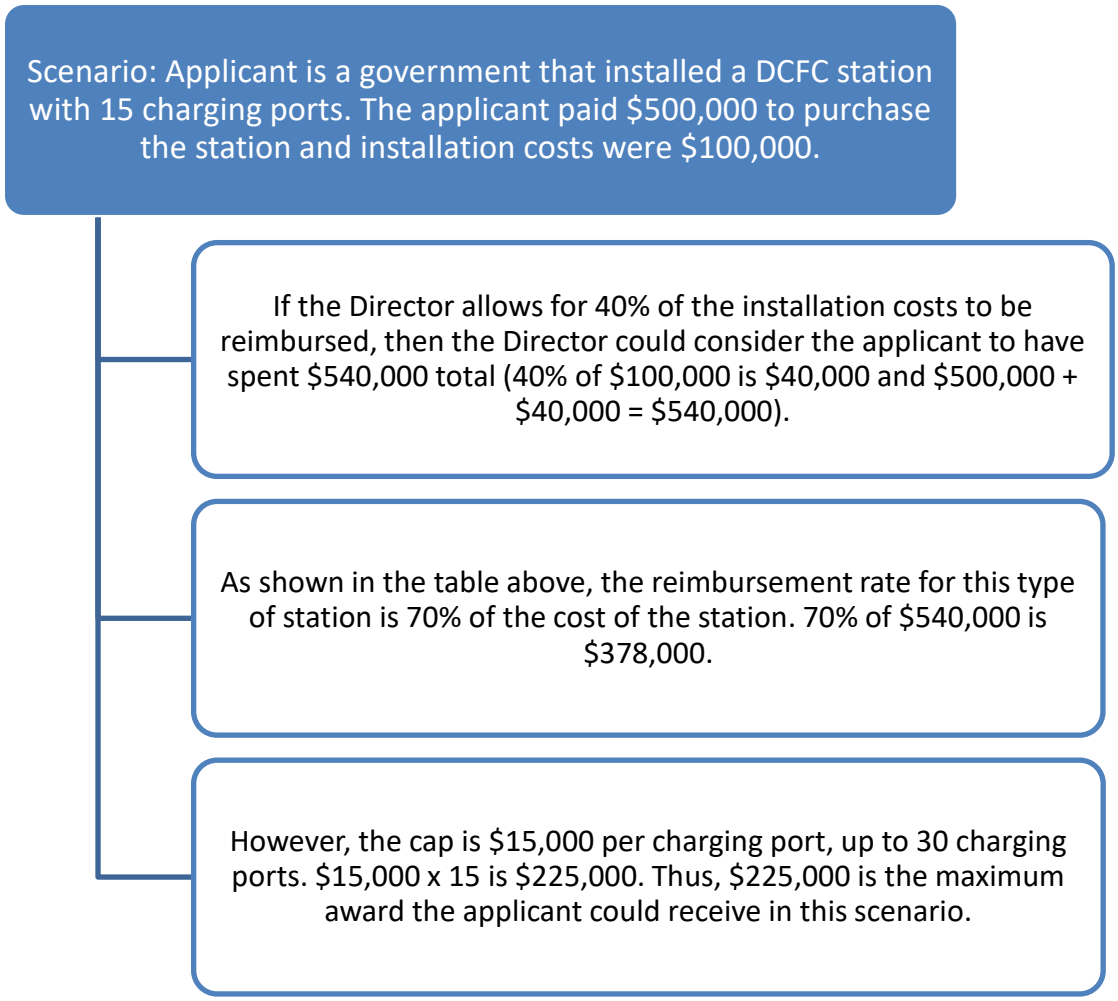
Scenario: Applicant is a commercial entity that installed a Level 2 charging station at a workplace with 20 charging ports. The applicant paid $100,000 to purchase the station and installation costs were $10,000 ($110,000 spent by the applicant).

Because the Director may not reimburse for more than 50% of installation costs, the maximum reimbursement the Director could reimburse for those costs is $5,000 (50% of $10,000). The total amount spent by the applicant for purposes of reimbursement then is $105,000. ($100,000 + $5,000 in reimbursable installation costs).

As shown in the table above, the reimbursement rate for this type of station is 75% of the cost of the station. 75% of $105,000 is $78,750.

However, the cap is $3500 per charging port, up to a maximum of 30 charging ports. $3500 x 20 is $70,000, thus, $70,000 is the maximum award the applicant could receive in this scenario.

Example 2: Government DCFC station



In other words, while the Director may consider up to 50% of associated installation costs in the overall total reimbursable amount an applicant may receive, the Director is also bound by the reimbursement schedule and caps shown in the table above.[8]

Appropriation

The bill appropriates $10 million in both fiscal years 2022 and 2023 for purposes of the program.[9]

[8] R.C. 5501.92(B)(7).

[9] Section 2.

HISTORY

Action	Date
Introduced	02-02-21