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# OHIO LEGISLATIVE SERVICE COMMISSION

Office of Research  
and Drafting

Legislative Budget  
Office

**S.B. 266**  
**135<sup>th</sup> General Assembly**

## **Fiscal Note & Local Impact Statement**

[Click here for S.B. 266's Bill Analysis](#)

**Version:** As Introduced

**Primary Sponsor:** Sen. Reineke

**Local Impact Statement Procedure Required:** No

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### **Highlights**

- The bill generally prohibits electric distribution utilities (EDUs) from owning or operating direct current fast (DC Fast) or level two (Level 2) publicly available electric vehicle (EV) charging stations, except through a separate affiliate or subsidiary which may not be offered a subsidized rate, fee, or charge for electric service.
- Five or more years following the bill's effective date an EDU may, however, petition the Public Utilities Commission of Ohio (PUCO) for approval to own and operate a DC Fast or Level 2 publicly available EV charging station in a designated "area of last resort."
- "Areas of last resort" are regions greater than ten miles away from a similar EV charging station, more than one mile away from an alternative fuel corridor (AFC) designated by the Federal Highway Administration, and in a county with a population less than 50,000.
- No direct fiscal effect on the state or local governments is expected from the bill.

### **Detailed Analysis**

The bill generally prohibits electric distribution utilities (EDUs) from owning or operating direct current fast (DC Fast) or level two (Level 2) publicly available electric vehicle (EV) charging stations, except through a separate affiliate or subsidiary which may not be offered a subsidized rate, fee, or charge for electric service. The eligibility of electrical "make-ready infrastructure," provided by an EDU to accommodate the increased electric load of an EV charging station, for cost recovery through rates or charges authorized under an EDU's distribution rate case remains unchanged by the bill. Subsidies for such infrastructure, however, are specifically required to be offered to EV charging providers on a nondiscriminatory basis.

Five or more years following the bill's effective date, an EDU may petition the Public Utilities Commission of Ohio (PUCO) for approval to own and operate a DC Fast or Level 2 publicly available EV charging station in a designated "area of last resort." "Areas of last resort" are regions greater than ten miles away from a similar EV charging station, more than one mile away from an alternative fuel corridor (AFC) designated by the Federal Highway Administration, and in a county with a population less than 50,000.

Multiple EDUs have offered rebates that pay installation costs (or portions thereof) of charging stations, but the EDUs do not own these stations.<sup>1</sup> Therefore, no direct fiscal effect on the state or local governments is expected from the bill.

## **Areas of last resort**

The following map details the "areas of last resort," as described in the bill. DC Fast and Level 2 publicly available EV charging stations were sourced from the U.S. Department of Energy's Alternative Fuels Data Center,<sup>2</sup> AFCs for EVs were included from the U.S. Department of Transportation's Federal Highway Administration,<sup>3</sup> and the populations of each Ohio county were estimated using data provided by the U.S. Census Bureau.<sup>4</sup>

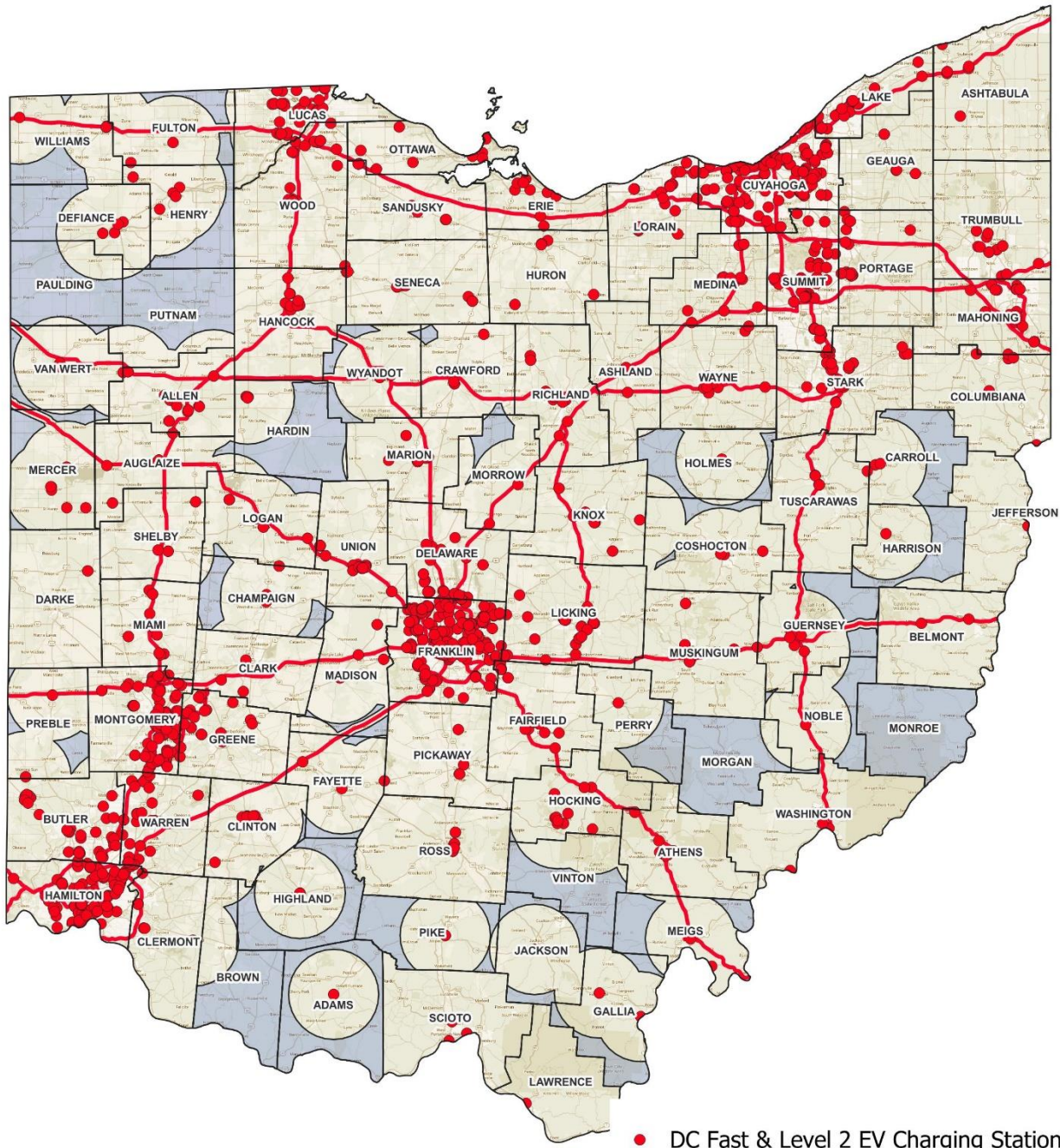
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<sup>1</sup> For instance, AEP Ohio released their [final report](#) in October 2022 detailing the results of a PUCO-approved EV charging station rebate pilot program; 352 stations were built, all owned apart from the EDU.

<sup>2</sup> U.S. Department of Energy, [Alternative Fuels Data Center](#); station locations as of December 2, 2024.

<sup>3</sup> U.S. Department of Transportation, [Federal Highway Administration](#); EV AFCs as of December 2, 2024.

<sup>4</sup> U.S. Census Bureau, [County Population Totals and Components of Change: 2020-2023](#); 2023 totals.



- DC Fast & Level 2 EV Charging Stations
- Alternative Fuel Corridor
- Area of Last Resort