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# OHIO LEGISLATIVE SERVICE COMMISSION

Office of Research  
and Drafting

Legislative Budget  
Office

H.B. 47  
134<sup>th</sup> General Assembly

## Fiscal Note & Local Impact Statement

[Click here for H.B. 47's Bill Analysis](#)

**Version:** As Introduced

**Primary Sponsor:** Rep. Loychik

**Local Impact Statement Procedure Required:** No

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### Highlights

- The bill requires the Director of Transportation to establish an electric vehicle charging station grant rebate program, which allows grants to be issued for charging stations purchased and installed from the effective date of the bill through December 31, 2030.
- The program is initially funded through an appropriation of \$10.0 million in each fiscal year of the FY 2022-FY 2023 biennium under GRF appropriation item 772503, Electric Vehicle Charging Station Rebates, under the budget of the Department of Transportation.
- The bill specifies eligibility criteria and sets a maximum rate of grant award that can be issued, depending on the type of electric vehicle charging station purchased and installed. The maximum rebates to be issued can range from as low as \$35,000 (for multifamily Level 2 ports) to \$450,000 (for DCFC ports).
- The bill earmarks \$500,000 of the funding in FY 2022 to be used to conduct a feasibility study into creating an autonomous and electric vehicle smart logistics corridor in Trumbull County.

### Detailed Analysis

The bill requires the Director of Transportation to establish an electric vehicle (EV) charging station rebate grant program to provide eligible applicants with reimbursements for installing Level 2 and DCFC charging stations. The bill appropriates \$10.0 million in both FY 2022 and FY 2023 from GRF appropriation item 772503, Electric Vehicle Charging Station Rebates, for this purpose. Eligible applicants include commercial entities with an Ohio address, nonprofit organizations, state agencies and political subdivisions, and schools. Ultimately, the number of rebates issued will be determined by the number of applicants and the rebate caps established

in the bill. It is unclear at this point how the Department of Transportation will oversee this program, and if any additional employees would be required.

## Reimbursement rate caps

The bill requires the Director of Transportation to issue rebate grants based on the number of charging ports installed at a location. The bill also permits the Director of Transportation to limit the number of rebate grants based on available funding, and limits the grants to only those charging stations purchased and installed between the effective date of the bill and December 31, 2030. The table below summarizes the rate caps established under the bill, and the corresponding reimbursement rate based on the established eligibility criteria.

Reimbursement Rates under H.B. 47				
Type of EV Charging Station	Rebate Amounts		Cap on Reimbursable Ports	
	Commercially Owned	Government or Nonprofit Owned	Commercially Owned	Government or Nonprofit Owned
Public 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
Multifamily 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

## Allowable costs and maximum rebates

As an illustration given the rates established in the table above, a publically accessible charging station owned by a commercial entity would be allowed a grant of 75% of costs, up to \$3,500 per port, at a maximum of 30 ports. Therefore, the highest possible rebate grant that could be received under this scenario is \$105,000 (\$3,500 x 30 ports). As it relates to a DCFC charging station, the maximum grant award would be 70% of the cost, up to \$15,000 per port with a 30-port maximum, or \$450,000 (\$15,000 x 30 ports).

The bill further requires the Director of Transportation to allow the rebate grant to include both the expenses of purchasing EV charging ports, and up to 50% of the installation costs. However, it should be noted that the total rebate awards still cannot exceed the maximum amounts listed in the table above. Therefore, depending on the total costs paid by an entity for the purchase of charging ports, it is possible that some portion of the eligible installation costs may not be part of the rebate award and would not be reimbursed (see the LSC bill analysis for examples).

H.B. 47 is similar to a provision included in the state of Delaware's Clean Fuel and Transportation Initiative, which offers rebates for the purchase and installation of EV charging stations. That program, which pertained to EV charging station purchases after November 1, 2016, has issued rebates for 603 charging stations at a total rebate amount of \$532,971 as of the most recently updated program data provided by the state.<sup>1</sup>

### **Smart logistics corridor**

The bill earmarks \$500,000 in FY 2022 to conduct a feasibility study into creating an autonomous and electric vehicle smart logistics corridor in Trumbull County.

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<sup>1</sup> <https://data.delaware.gov/Energy-and-Environment/Electric-Vehicle-Charging-Equipment-Rebates/a9zd-p6sk>.