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## **Retailers Praise Ohio Senate for Operating Budget Provision to Prohibit Ratepayer Subsidization of EV Charging**

**- Policy would allow electric utilities to compete in the EV charging market on a level playing field -**

COLUMBUS – The Ohio Senate included language in its proposed operating budget that would level the playing field in the electric vehicle charging market by prohibiting electric utilities from using funds from ratepayers to subsidize the utilities’ EV charging programs. The provision in the legislation would allow power companies to participate in the EV charging market but they would have to do so under the same framework as fuel retailers and other private companies in the EV charging business. This pro-business, pro-consumer approach to EV charging would open the door to more private investment in building and operating more EV charging stations in Ohio.

Similar language already exists in the Ohio House of Representative’s proposed operating budget.

Passage of this language would open the door to Charge Ahead Partnership members such as Casey’s General Stores, Hightowers Petroleum Co., Loves, Sheetz, TravelCenters of America and other retailers with a presence in Ohio to own and operate EV chargers at their locations.

Under current policy, retailers in Ohio have largely been forced to sit on the sideline because they simply cannot compete with electric utilities who have a fundamental economic advantage by being allowed to use money from their captive ratepayers to pay for the purchase, maintenance and operation of EV chargers.

“Retailers are ready and willing to make investments with their own money to own and operate EV chargers if they can compete in a fair market. If this proposed budget language is signed by the Governor, this would create a free-market approach to EV charging in Ohio,” said Jay Smith, Executive Director of Charge Ahead Partnership. “Private investment and competition in the EV charging market will lead to more consumer choices, better service and lower prices for drivers. It simply does not make sense to have the power companies’ ratepayers pay for a service which many of them will never need, and cannot afford to subsidize.”

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*To learn more about **Charge Ahead Partnership (CAP)** and join our efforts to help expand America’s EV charging network please visit [www.chargeaheadpartnership.com](http://www.chargeaheadpartnership.com). In addition to joining CAP you can stay connected with us by following us on social media on Twitter at [@EV\\_ChargeAhead](https://twitter.com/EV_ChargeAhead), Facebook at [@ChargeAheadPartnership](https://www.facebook.com/ChargeAheadPartnership) and on Instagram at [@EVChargeAhead](https://www.instagram.com/EVChargeAhead).*