

Status of Federal Implementation of EV Charging Infrastructure

May 22, 2025

Shifts in policy priorities around electric vehicles (EVs) and the actions taken by the second Trump Administration have contributed to uncertainties regarding the federal role in EV charging infrastructure deployment. Actions including the pause and potential repeal of federal programs—such as the National Electric Vehicle Infrastructure (NEVI) Formula Program—would reduce federal investment in EV charging infrastructure specifically, and fleet electrification more broadly. This could slow the overall pace of EV infrastructure deployment, potentially increase the financial exposure of the private sector, and contribute to regional disparities in charging availability.

Conversely, an absence of federal investment may lead to increased private-sector investments in charging infrastructure deployment; and industry leaders (e.g., vehicle and infrastructure manufacturers, delivery services companies, commercial developers) may strengthen their commitment to vehicle electrification. As the Departments of Transportation (DOT) and Energy (DOE) adjust programs amid budget and staffing constraints, legislative actions and the outcomes of the Administration's program reviews are among the factors likely to shape the near-term trajectory of federal vehicle electrification efforts.

Overview of the NEVI Formula Program

The Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58) established a \$5 billion formula grant program (\$1 billion in each of FY2022-FY2026) within DOT to provide funding for states to deploy publicly accessible EV charging infrastructure along the national highway system, primarily along designated [alternative fuel corridors \(AFCs\)](#). States, the District of Columbia, and Puerto Rico are required to submit plans annually to the Federal Highway Administration (FHWA) to receive funding. When a state's AFCs are fully built out (as certified by FHWA), remaining funds may be used to deploy community charging infrastructure along public roads and in other publicly accessible locations (e.g., public schools, parks, and facilities, including federal lands; private facilities available for public use) at the discretion of the state.

NEVI projects include acquisition, installation, operation, and maintenance of charging infrastructure. The federal cost-share is 80%; private contractors engaged to support a project are permitted to contribute

Congressional Research Service

<https://crsreports.congress.gov>

IN12556

all or part of the 20% nonfederal cost-share. States may own or lease completed charging infrastructure. FHWA's [NEVI Formula Program Guidance](#) ("NEVI Guidance") had detailed additional aspects of NEVI program implementation; DOT [rescinded the guidance on February 6, 2025](#).

FHWA's [NEVI Standards and Requirements](#), issued in March 2023, established minimum standards for the installation, operation, and maintenance of NEVI-funded and certain other federally funded charging infrastructure. These standards include

- distribution of charging stations along AFCs: no more than 50 miles apart and within one mile of the designated roadway (with limited exceptions);
- number and type of charging ports at charging stations: at least four [Level 2 or direct current \(DC\) fast charging ports](#) (allowing at least four EVs to charge simultaneously), and at least four network-connected DC fast ports at stations along AFCs (with flexibility for community-focused charging stations); and
- power supply at charging stations along AFCs: up to 150 kilowatts (kW) simultaneously per DC fast port, and at least 6 kW simultaneously per Level 2 port (with power sharing allowable under certain conditions).

The Joint Office of Energy and Transportation ("Joint Office") was established to implement joint issues between DOE and DOT, and to coordinate support for the NEVI program and other charging infrastructure efforts.

Status of Implementation, May 2025

For NEVI, states were allocated [a total of \\$3.3 billion](#) through FY2025. According to FHWA, states had awarded or obligated [\\$527 million by February 6, 2025](#). An estimated [57 NEVI-funded charging stations had opened](#) across 15 states as of February 10, 2025; more than half of these were located in Ohio and New York. The Joint Office's [most recent report](#) provides information on the implementation of the NEVI program through August 2024.

Executive Actions

On January 20, 2025, President Trump issued [Executive Order 14154](#), "Unleashing American Energy," which directed federal agencies to

immediately pause the disbursement of funds appropriated through the Inflation Reduction Act of 2022 (Public Law 117-169) or the Infrastructure Investment and Jobs Act (Public Law 117-58), including but not limited to funds for electric vehicle charging stations made available through the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program, and shall review their processes, policies, and programs for issuing grants, loans, contracts, or any other financial disbursements of such appropriated funds for consistency with the law and the policy outlined in section 2 of this order.

On February 6, 2025, [DOT rescinded the NEVI Guidance](#) and withdrew approvals of state plans; no new obligations may occur until FHWA issues updated guidance and new state plans are submitted and approved. Updated guidance is forthcoming and is expected to align with current DOT policy and priorities.

On May 7, 2025, [16 states and the District of Columbia filed a lawsuit](#) challenging the Administration's actions. The 119th Congress may consider multiple aspects of NEVI program implementation through oversight or legislation. For example, some members of the Senate Committee on Environment and Public Works [sent a letter to Secretary of Transportation Duffy in February](#) seeking additional information on DOT actions regarding the NEVI program.

Considerations

The NEVI program is one of several federal programs and incentives that [support expansion of EV charging](#) and other alternative fuel infrastructure. FHWA's rescission of the NEVI Guidance and state plan approvals has contributed to uncertainties regarding federal support for vehicle electrification. Other affected programs include the \$2.5 billion [Charging and Fueling Infrastructure \(CFI\) grant program](#) (also paused by Executive Order 14154), which provides funding to deploy publicly accessible alternative fuel infrastructure: EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure. It is not clear whether states are able to issue awards for charging infrastructure projects, or [when NEVI disbursements might resume](#). Furthermore, reports of [staff reductions across federal agencies](#)—including at DOE and DOT—could pose challenges for administering the NEVI program. In the 119th Congress, legislation has been introduced to limit or repeal the NEVI program (e.g., H.R. 191, H.R. 1052, H.R. 1513, S. 1066).

Author Information

Melissa N. Diaz
Analyst in Energy Policy

Corrie E. Clark
Specialist in Energy Policy

Disclaimer

This document was prepared by the Congressional Research Service (CRS). CRS serves as nonpartisan shared staff to congressional committees and Members of Congress. It operates solely at the behest of and under the direction of Congress. Information in a CRS Report should not be relied upon for purposes other than public understanding of information that has been provided by CRS to Members of Congress in connection with CRS's institutional role. CRS Reports, as a work of the United States Government, are not subject to copyright protection in the United States. Any CRS Report may be reproduced and distributed in its entirety without permission from CRS. However, as a CRS Report may include copyrighted images or material from a third party, you may need to obtain the permission of the copyright holder if you wish to copy or otherwise use copyrighted material.