How will the Trump Administration's Curtailment of the National Electric Vehicle Infrastructure Program – and Other Administration Actions – Impact the Rollout of the EV Charging Network – and EVs in General?

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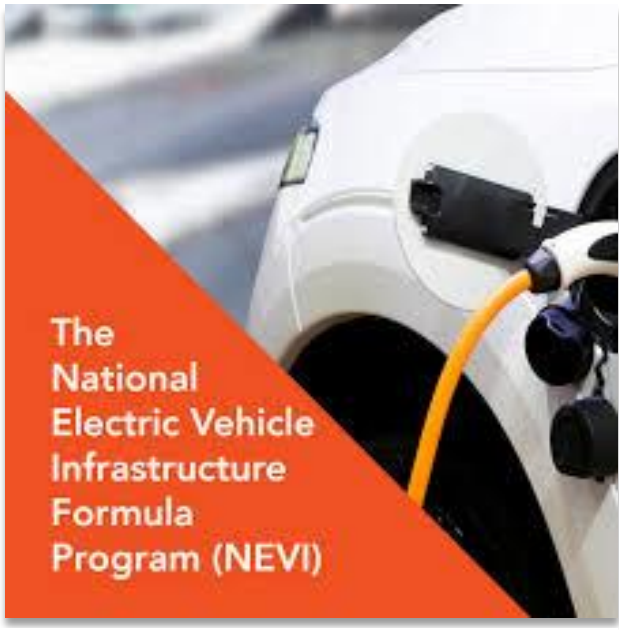


Image Source: CT Group

While the growth in EV sales slowed some in 2024, there were over 4 million EVs on the road in the US by the end of the year – about double the amount at the end of 2022.

While the vast majority of current EV owners charge at home, at the end of 2024 there were almost 65,000 public charging stations across the US with over 200,000 charging ports. This represented a huge increase over 2021, when there about 36,000 charging stations and 115,000 ports in place. In March 2024 the US Department of Energy reported that there would be a need for over 1.2 million public charge ports by 2030 when there are expected to be 33 million EVs on the road.

The National Electric Vehicle Infrastructure (NEVI) Formula Program, which aimed to fund the deployment of an electric vehicle EV charging infrastructure across the entire country, was established by the Bipartisan Infrastructure Law (also known as the Infrastructure Investment and Jobs Act (IIJA)), signed into law in November 2021.

NEVI is managed by the U.S. Department of Transportation's Federal Highway Administration (FHWA). It was designed to provide funding to enable states to strategically deploy EV chargers

NEVI was expected to allocate $5 billion over five years to install chargers in every state, with a goal of deploying 500,000 high-speed EV chargers by 2030. Funding was intended to be available for up to 80% of eligible project costs.

The NEVI rollout has been slow but gaining traction. According to some sources, 4 of the 5 years of NEVI funding - or $3.2 billion - has been approved across all states. Of this, about $615 million was awarded to 33 states - and 100+ actual applicants – to build nearly 1,000 charging stations. To date, only about 60 charging stations - with a combined 268 ports - have been built. These units cost about $33 million in NEVI funds, although it is not clear that all of this has actually been transferred to the states yet to pay for the units.

Fast Chargers Installed in Texas With NEVI Funding

Photo: Joint Office of Energy and Transportation

But, on February 6, 2025, the FHWA abruptly suspended approval of all state Electric Vehicle Infrastructure Deployment Plans, effectively freezing the NEVI Program that many charging-station operators have been counting on to help fund large portions of their expansion.

The details of the suspension were laid out in a communication from FHWA to state transportation departments that reads as follows:

“The current NEVI Formula Program Guidance dated June 11, 2024, and all prior versions of this guidance are rescinded. The FHWA is updating the NEVI Formula Program Guidance to align with current U.S. DOT policy and priorities, including those set forth in DOT Order 2100.7, titled “Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies,

Programs, and Activities." The FHWA aims to have updated draft NEVI Formula Guidance published for public comment in the spring. After the public comment period has closed, FHWA will publish updated final NEVI Formula Guidance that responds to the comments received. As a result of the rescission of the NEVI Formula Program Guidance, FHWA is also immediately suspending the approval of all State Electric Vehicle Infrastructure Deployment plans for all fiscal years. Therefore, effective immediately, no new obligations may occur under the NEVI Formula Program until the updated final NEVI Formula Program Guidance is issued and new State plans are submitted and approved. Instructions for the submission of new State plans for all fiscal years will be included in the updated final NEVI Formula Program Guidance. Since FHWA is suspending the existing State plans, States will be held harmless for not implementing their existing plans. Until new guidance is issued, reimbursement of existing obligations will be allowed in order to not disrupt current financial commitments."

New NEVI guidelines have not yet been issued.

Needless to say, this can potentially have a very significant impact on the expansion of the EV charging infrastructure – which in turn could have a significant impact on the transition to EVs.

What Other Administrative Actions may Have Effects as Well?

Top administration officials — from Transportation Secretary Sean Duffy to Treasury Secretary Scott Bessent and Energy Secretary and former fossil fuels industry CEO Chris Wright — have made it clear that removing federal support for EVs is among changes being sought as they focus on oil and gas in their energy policy.

On his first day in office, Trump issued an order that directed his administration to review an Environmental Protection Agency rule requiring automakers to cut their greenhouse gas emissions starting with 2027 car models. The rule was aimed at boosting the EV industry by making 50% of all new vehicles sold by 2030 to be electric.

Trump's "Unleashing American Energy" order also called for "considering the elimination of unfair subsidies and other ill-conceived government-imposed market distortions that favor EVs over other technologies and effectively mandate their purchase by individuals, private businesses, and government entities alike by rendering other types of vehicles unaffordable." The term unfair subsidies appears to refer to the 30C tax credit (Alternative Fuel Vehicle Refueling Property Tax Credit) for commercial installers of EV chargers in low-income and non-urban communities – among other things.

The order repealed the Biden administration's "electric vehicle mandate" and, instead, promoted "consumer choice" with respect to electric vehicles. The order was apparently aimed at eliminating all EV-related subsidies.

Though it is not explicitly mentioned, it is believed that a key target of the current administration is the Biden administration's $7,500 consumer tax credits for new EVs ($4,000 for used vehicles).

Because EVs cost on average at least $6,000 more than comparable combustion engine cars, the tax credit is felt to be crucial for attracting EV buyers. A $40,000 tax credit for businesses and nonprofits that buy EV fleets is likely threatened as well.

Trump would need Congressional approval to kill the credits - but is probably very likely to get that from the Republican-controlled body.

Eliminating the tax credit will clearly reduce the number of EVs sold. Estimates from several studies suggest that removing the tax credit could cause EV sales to drop by about 30% in 2027 – and 40% in 2030.

Interestingly, eliminating the tax credits could potentially have other effects as well. A recent Princeton University study found that, if the EV tax credit goes away (and tailpipe emission regulations are reversed), virtually all planned EV factories could be at risk of being canceled or closed. The study noted that 29% - 72% of US battery factories would be "unnecessary to meet automotive demand and could be at risk of closure".

Which is a perfect segue to the next issue: the Trump administration-imposed tariffs. While these will affect the cost of all cars – not just EVs - experts agree that it will cost EVs even more.

EVs manufactured in the US still rely on imported materials, primarily batteries and battery components. Teslas, which are made in the US, have about 20% to 25% of their value in components sourced from Mexico. Moreover, EVs are also impacted more by aluminum tariffs. EVs use more aluminum than gas-powered cars as a way to reduce weight and make them more efficient (both vehicle types use about the same amount of steel, which is also facing specific tariffs).

The Trump administration could also impose even higher tariffs on graphite, a key component in anodes and batteries. The US International Trade Commission has claimed that China has been exporting artificially cheap graphite, suppressing the US graphite industry, which is miniscule.

Moreover, the vast majority of lithium-ion battery manufacturing (65%) is done in China. And the proposed China tariffs are enormous. This will also affect the cost of EVs – but not combustion engine vehicles. While there is clearly movement in this area – including more lithium mining in the US – tariffs will clearly more significantly impact the cost of EVs than other vehicles in the near-term.

So, there are multiple things that are happening that will probably reduce the number of EVs that are required. But many new charging stations will still clearly be needed to support the growth of EVs. So, let's explore what is likely to happen in that space.

What Impact is the Suspension of NEVI Expected to Have?

Historically, new administrations have set their own transportation priorities and programs. But amending programs and funding that were authorized by acts of Congress - like NEVI - would

require an act of Congress. The Trump administration has, for now, sidestepped Congress while it considers new guidelines.

If the NEVI-approved funds are not, in the end, allocated to the states, there is expectation that we could see multiple lawsuits - and the courts may end up determining whether the freeze is legal. For example, in a ruling on March 6, a federal judge blocked the Trump administration's hold on congressionally approved funds obligated to state agencies and governments. But how the Trump administration responds to that – and what ultimately happens with NEVI - are far from clear. So. what can be expected to happen with respect to EV charging if the NEVI suspension is not lifted?

Since the NEVI announcement was made, there have been a lot of different perspectives about what is likely to happen in terms of the growth of the public EV charging infrastructure.

Several people involved in the EV industry have basically taken the position that while there will likely be lawsuits against the government and that the government in the end will need to pay for charging stations, the government's actions will dampen consumer enthusiasm for EVs and have an immediate impact on the rollout of EVs – and EV charging stations.

For example, a spokesperson for the EV charging data firm Paren stated that "the majority of Americans will read about the NEVI move and pick up that 'Trump has killed EV charging'. For people that are on the fence on getting an EV, this means 'I shouldn't get one because I won't be able to take that road trip'." He also estimated that about 16,000 new fast-charging ports will be added this year but only about 1,500 of those will be NEVI-funded, and "maybe even fewer, depending on the final changes to the program".

The CEO of Vontier, a company that manufactures EV chargers as well as fuel dispensers and other things, was reported as having said that he expects the total number of high-speed public chargers to only hit 200,000, or significantly below the most common projection.

Concerns expressed by some EV supporters is that the suspension of the NEVI program will delay charging stations in low-income and rural areas that have many fewer chargers per capita than major metropolitan areas and wealthier communities. And fewer chargers will mean fewer EV purchases because of range anxiety concerns.

For example, Carnegie Mellon University professor of Civil Engineering Corey Harper, who led a study on gaps in the EV charging network, noted that: "We already have big gaps in coverage in a lot of states, especially the rural states. If this funding isn't restored - or gets slowed down - the driving experience for a lot of Americans that have EVs or want to purchase EVs is going to be vastly different."

But there are positive perspectives as well. For example, a February article in Inside Climate News had an interview with the CEO of EV charging company *Voltpost*, a company that converts lampposts into electric vehicle charging stations (an approach that is much more common in Europe and the UK than in the US). Voltpost has installed multiple stations across New York City in partnership with the city's Department of Transportation and, in January, was awarded three federal

grants to expand charging infrastructure across the country, including New York. Those grants are now at risk.

Despite that, the Voltpost CEO said that he felt that the expansion of the charging infrastructure - and the transition to electric vehicles - will continue with or without support from the federal government. He commented that the move by the Trump administration may slow down EV adoption, but the private sector will move forward with or without federal support, and progressive states like New York and California will continue their programs. He mentioned New York City specifically, stating that once the reaction to FHWA's move settles down EV charging installation will be picked back up as a priority in the second half of this year – noting that the city "desperately needs an effective charging plan".

In terms of the private sector, he went on to state that the "the automakers are not going back. They've spent billions of dollars on setting up the manufacturing facilities for EVs and batteries and effectively betting their entire next generation roadmap on electrification". He also pointed out that utilities across the US are invested heavily to support the move to electrification.

Jim Rampton, a lecturer at the University of Michigan's School of Information, also believes the responsibility to build infrastructure for charging will shift to automakers and that we will see more partnerships between auto companies, like when Ford EV customers gained access to Tesla chargers in 2023. (Some more on such partnerships will be discussed later).

"I think EVs are definitely here to stay, and I think they definitely have a very, very strong future," Rampton said. "It's just now more pressure we put on automakers to make that happen."

The director of the Electric Vehicle Center at the University of Michigan (and a former executive at General Motors and researcher at Ford), Alan Taub, has predicted that by 2030 the cost of ownership of a battery electric vehicle will be equal or less than a gas-powered car. He thinks that even if Trump takes a hands-off approach with the industry, the government still has some responsibility in supporting the transition to EVs, in the reduction of CO_2 and in the global race for auto leadership. He has called EVs a "better vehicle," for their ability to operate with fewer parts, faster acceleration, a lower center of gravity, and for operating more quietly than internal combustion vehicles.

"Can the government completely step away from supporting that transition in a global world? No," Taub said. "What form that takes can be different in different administrations. So, it's important to keep driving the research and development, both in the companies and in academia and the national labs."

What is the Federal Government Doing With its own EV Fleet – and Charging Network?

The General Services Administration (GSA), which manages two-thirds of the government's 650,000 vehicles, purchased 25,000 EVs during the Biden administration at a cost of over $900 million. (In early 2024 Biden signed an executive order requiring that the federal government only buy electric

light-duty vehicles like cars and truck by 2027. The same order set 2035 as the all-electric deadline for all vehicle types bought by the government.)

The US government had over 650 EV charging locations and over 2,200 charging ports by the end of 2024. (Some of the chargers are for the exclusive use of government vehicles, but many can be used by government employees or visitors driving their own EVs).

Federal Charging Station. Image courtesy of Inside EV

There has been a report that the GSA has already started disconnecting EV stations because the administration does not find them "mission critical." (According to Inside Climate News, GSA's leadership said that it would cancel its contracts with EV-charging providers and that power "will be turned off at the breaker.")

There are also reports that the GSA has started selling off the EV fleet – with a goal of selling almost all of them. This is totally inconsistent with the GSA's normal practice of not shedding assets before their useful lives are over. If the GSA offloads all or most of their fleet it would flood the used EV market. An anonymous former GSA official estimates that selling the EVs early could result in each one selling for only 25 percent of their original value. That would imply a loss of over $200M. And replacing these vehicles with gas-powered cars would cost mover than $750 million.

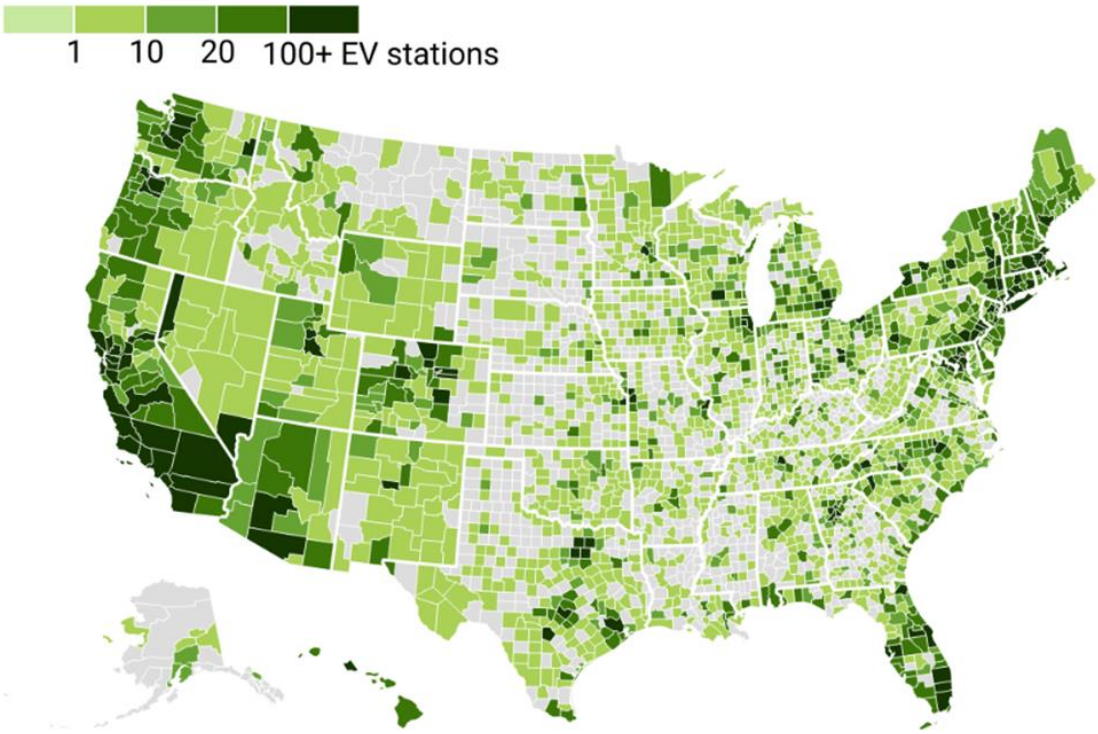
On top of that, the former GSA official reported that over the past few years the federal government had spent approximately $300 million to install and activate the charging stations – and that decommissioning them could cost $50 million to $100 million. So, the cost to the government of bailing on their own electric vehicles and infrastructure could be over $1 billion.

How are States – and Other Local Organization – Reacting?

The EV charging infrastructure varies widely by state, but there are public chargers in all states.

Not all states have responded to the NEVI move, but many have.

EV Charging Infrastructure Density across the US



Data source: Department of Energy Alternative Fuels Data Center

Even before the administration suspended NEVI, some red states, including Wyoming, had already announced pauses to their implementation of the national EV charging program. Wyoming apparently contemplated a possible return of all the NEVI funds that had been allocated to them. Across 6,800 miles of highway there are 110 public EV charging stations in Wyoming, making its EV infrastructure the third smallest in the country, ahead of only North Dakota and Alaska – two other red states.

After the suspension of NEVI other red states, including Ohio and Oklahoma, indicated that they would put their programs on pause.

But this is not uniform across all red states. For example, the state of Alabama has its own EV charger program that has funded millions of dollars of charging infrastructure without NEVI. After the pause of NEVI funding, the Alabama Department of Economic and Community Affairs (ADECA) announced the award of six grants totaling $2.26 million from state funds for the construction of EV chargers in Huntsville, Hoover, Tuscaloosa and Mobile. The Director of ADECA noted that: “The installation of electric vehicle charging stations at places like hotels are investments that can attract customers and add to local economies.”

And multiple progressive states are committing to continuing to move forward with building out the EV charging infrastructure. For example, Illinois, has explicitly said they will redouble their efforts to support the expansion of EV charging in the wake of the Trump administration's NEVI pause. It has said that it remains committed to the goal of helping consumers transition to EVs in 2025 through state funding sources, even if some or all NEVI projects are halted. Back in 2022 NEVI was planning to provide Illinois with $148 million over five years to fulfill the intention to build charging stations every 50 miles. This was believed to be extremely important for meeting the Illinois governor's goal of having 1 million EVs on the road by 2030, which was estimated to require at least 10,000 EV charging stations. At the end of last year, the state had 1,200 public charging stations. Ironically as recently as January 2025 Illinois was awarded federal funds totaling $114 million from USDOT to build 14 truck charging hubs, adding to the statewide charging infrastructure. Most if not all of this funding is clearly at risk.

Commonwealth Edison (ComEd), the largest electric utility in Illinois, announced a $100 million rebate program in February. The funds are for residential EV chargers, all-electric fleet vehicles and charging infrastructure in both the public and private sectors. The rebate is part of a total $231 million from ComEd's Beneficial Electrification plan programs to promote electrification and EV adoption. (The ComEd rebates are not impacted by the changes to NEVI).

New York, another progressive state, has a variety of incentive programs for both charging infrastructure and electric vehicle adoption, including Charge Ready 2.0, the EV Make-Ready Program, and the Drive Clean Rebate. The New York State Energy Research Development Authority (NYSERDA), which is responsible for some of these programs, has indicated that they intend to continue to provide support no matter what happens at the federal level.

One other blue state that has taken action has gone slightly in the other direction. Maryland issued an Executive Order offering short-term regulatory relief to automakers under the state's Advanced Clean Cars II (ACC II) and Advanced Clean Trucks (ACT) programs. These programs, which were modeled after California's **zero-emission vehicle (ZEV) framework**, require increasing percentages of electric and other zero-emission vehicles in the state's auto and truck fleets. Because of the NEVI suspension many have warned automakers that achieving compliance in the near term may be unrealistic. While Mayland's move has been seen by some as a practical move that will not significantly delay the electric vehicle transition, it has raised concerns among some environmental advocates who fear the move could undermine the state's climate leadership.

Ongoing Private Sector Investment in EV Charging

The good news is that rollback of NEVI has not stopped private investment in EV charging.

For example, Ionna, a new national EV-charging network that is a joint venture of eight automakers from around the world - including Ford, Toyota and Mercedes-Benz - said after the FHWA statement, that it plans to add 1,000 fast-charging stations nationwide by the end of the year.

Another partnership – this one between Pilot Company/Flying J (nationwide gas station/travel center chain), General Motors, and EV charging company EVgo – was formed in 2022. In March 2025 – after the FHWA announcement – GM reported that more than 130 charging stations had already been deployed across 25 states and that the plans still called for building up to 2,000 fast-chargers at about 500 Pilot/Flying J locations across the country.

Image courtesy of GM

On a related note, Love's Travel Stops, a 600+ location chain across 42-states, had been set to receive a considerable amount of funding under NEVI – including more than $5.8 million in funding for EV chargers in Alabama alone. They have said that they will continue to roll out electric chargers at locations nationwide regardless of NEVI funding. According to Love's General Manager of Zero Emissions: "Love's remains committed to meeting customer needs regardless of fuel type and believes a robust electric vehicle charging network is a part of that. Love's will continue to monitor related executive orders and subsequent changes in law to determine the next steps. This includes the Alabama Department of Transportation's Electric Vehicle charging plan timelines."

And several other companies in this space are continuing with EV charging rollouts as well.

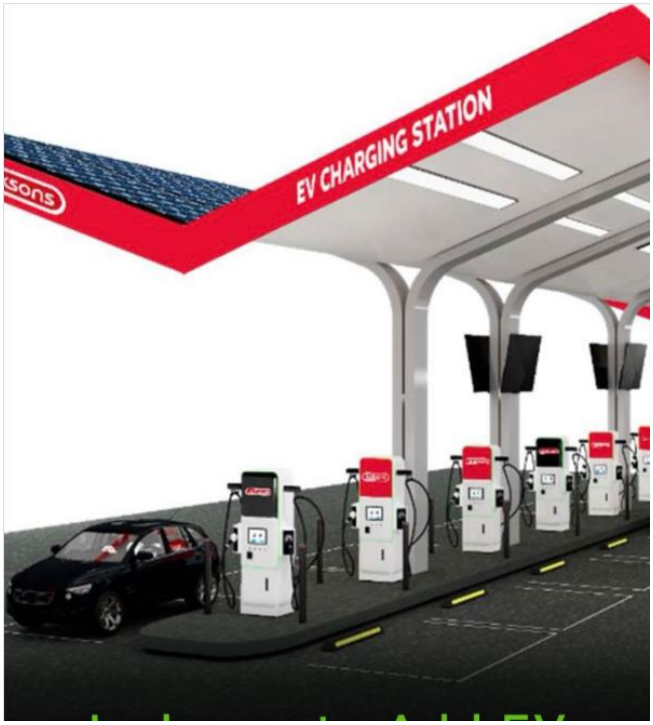
For example, Midwest grocery retailer Meijer is expanding an existing partnership with EVgo to bring EV charging to store locations throughout Meijer's six-state footprint. EVgo plans to deploy up to

480 new DC fast charging stalls for Meijer's stores, opening up to 30 new stations by the end of 2026, and 30 more by the end of 2027.

Meijer has over 500 stores and Express locations, including supercenters, grocery stores, and neighborhood markets. across Michigan, Ohio, Indiana, Illinois, Kentucky, and Wisconsin, and is actively expanding. Meijer currently offers EV charging options at more than 35% of its store locations.

"Access to EV charging is an essential pillar of our broader sustainability goals, and we're proud to partner with EVgo as part of our ongoing environmental stewardship efforts," said Erik Petrovskis, Director of Environmental Compliance and Sustainability at Meijer.

Meridian, Idaho-based Jackson Energy and Jacksons Food Stores own, operate. and supply more than 300 convenience stores in Idaho, Nevada, Oregon, Washington, Arizona, California, and Utah. Jacksons Food Stores has broken ground on fast charging stations at several of its stores in partnership with EV charging company OnPoint EV Solutions. OnPoint will initially deploy four fast chargers at each of nine Jacksons Store sites. The chargers will be installed at locations in Idaho, California and Washington starting in the summer of 2025 with more to follow in late 2025 and 2026.



Chargers at Jackson Food Store

The Level 3 EV charging stations will include a solar canopy, LED lights, high speed internet services and security cameras and digital kiosks integrated with Jacksons and OnPoint's mobile apps.

"Adding EV Charging to Jacksons stores gives even more drivers access to best-in-class services like fresh food, beverages, groceries, clean restrooms and, of course, the very good chance they'll be offered a free banana," said Cory Jackson, president of Jacksons Food Stores. "Electric Vehicle owners embrace innovation, making them a great fit with the Jacksons brand and all its offerings. Let's go!"

Multiple other convenience store chains, including Wawa, Sheetz and 7-Eleven, and big-box retailers such as Walmart, Target and Costco provide eV charging across the country. It is not clear if NEVI will affect their plans to expand charging.

Interestingly, nearly half of the NEVI awardees to-date have been members of the National Association of Truck Stop Owners, the trade association with more than 250 highway truck stops and travel centers, and SIGMA, which represents fuel marketers.

Several EV charging companies have indicated that they were not depending on NEVI – despite the fact that about 20% of NEVI funding has gone to EV charging companies. A spokesperson for EVgo, for example, said recently that it had received minimal funding through NEVI. The company generates revenue from the utilization of its charging network and taps into other incentive programs offered by state governments and utility companies, whose programs do not include the same geographic constraints as NEVI. In December 2024, EVgo announced the closing of a $1.25 billion guaranteed loan from the U.S. Department of Energy, a financing commitment it has pointed to as a sign of certainty. “This loan ensures we are fully funded to add at least 7,500 ports at roughly 1,100 charging stations, more than tripling our installed base over the next five years,” CEO Badar Khan told analysts during its earnings call in April 2025.

However, the Trump administration has threatened to find ways to retroactively shutdown DOE loan funding approved near the end of the Biden administration.

During an earnings call in March 2025, the president and CEO of ChargePoint, the largest provider of EV chargers, told analysts that NEVI-related deals represented an “insignificant portion” of its revenue in 2024 and the company did not anticipate NEVI changes would have a material effect on its business. (It has been reported that ChargePoint has received three NEVI awards totaling $1.75 million).

Blink – another charging company – has also reported that they do not depend much on NEVI to fund its charging infrastructure, relying instead on hardware sales, network fees, charging revenue and corporate partnerships. According to their CEO: “Other funding support comes from utility rebate programs, which are active, and there are also some state grants that we take advantage of.”

The largest recipient of NEVI funds in terms of EV charging is a not well-known company called Francis Energy Charging, which had been awarded nearly $88 million to build 112 charging stations and 354 ports. The company has about 200 active charging stations in the US and had plans to deploy 1,200 more stations nationwide

Interestingly, Tesla is the second-largest recipient of NEVI funds, granted more than $41 million for 99 sites. And they have the largest network of Level 3 fast chargers in the country.

It will be interesting to see what directions these companies take.

So Where are we Headed?

It appears that there a wide range of opinions as to what will happen to the expansion of the EV charging infrastructure and the rollout of EVs with the suspension of NEVI and other actions taken by the Trump administration – or still to be taken.

Unless the administration decided to ease up on the NEVI suspension it appears clear that the EV charging infrastructure rollout will slow down. With less funding for charger installation fewer stations will be installed. It is that simple.

But the good news is that there appear to be other factors at play that should keep the rollout happening, even if it is at a slower pace. Clearly the more progressive states appear to be continuing to support EV charging installation. And so are utilities – at least in those states.

And there are multiple companies in the private sector that appear committed to moving forward. These include auto manufacturers (who are increasing the manufacture of EVs); EV charging companies themselves; and a range of retail chains.

So, while the moves by this administration are going to slow things down in the EV space, there appears to be reason for some optimism that the slowdown will not be as dramatic as many people in the administration appear to have been hoping for.