SIERRA CLUB

2026 REPORT

Faster but Not Fast Enough:

Evaluating States' Progress on Implementing Federal EV Charging Programs

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Executive Summary

This report assesses the progress that states have made in delivering electric vehicle (EV) charging infrastructure to the American public under three major federally funded programs: the National Electric Vehicle Infrastructure (NEVI) Formula Program, the Clean Ports Program (CPP), and the Charging and Fueling Infrastructure (CFI) Grant Program.

The report is intended to provide a clear baseline of state performance — highlighting where progress is being made, where it is lagging, and what actions states can take to accelerate delivery. It also fills a growing gap in public reporting and oversight created by the Trump administration, while offering key recommendations to help states improve implementation of these programs.

The data shows that state progress has been slow to start but is now accelerating, even in the face of repeated federal efforts to block or undermine these programs. In fact, those efforts appear to have sharpened state focus and galvanized action. At the same time, a substantial majority of available funds remain unspent, and much of the charging network has yet to be built.

States are beginning to deliver, but far more must be done. Leading states have developed effective approaches and best practices that are already driving progress and can be replicated elsewhere. States should move quickly to obligate funds, strengthen coordination across agencies, utilities, and regulators, and set clear timelines and accountability measures to accelerate deployment. They should also build for the future — deploying higher-capacity infrastructure now to meet growing demand — and ensure strong executive leadership and public engagement to keep projects moving.

Introduction

EV charging is essential infrastructure for delivering clean, affordable transportation. Yet access to that infrastructure remains uneven and insufficient. Americans who live near public chargers are significantly more likely to consider or purchase an EV, but only about 64% of Americans live within two miles of a charging station.[1] Barriers are even greater for renters and those in multifamily housing, who are less likely to have access to home charging.

These gaps directly shape consumer behavior. Many prospective buyers are unwilling to consider an EV until charging is as convenient and reliable as gas stations. More than half of passenger vehicle shoppers cite charging availability as a top barrier,[2] and fleet operators — including those deploying medium- and heavy-duty vehicles — consistently identify it as a major constraint on adoption.[3] Closing these gaps by building a reliable, nationwide charging highway network and abundant community charging is therefore a prerequisite to widespread EV adoption and unlocking its economic and public health benefits.

Congress recognized this reality in 2021 and 2022 by creating and funding a set of complementary programs to build out EV charging infrastructure across the country. This report focuses on three of those programs — NEVI, CFI, and CPP — and evaluates how effectively states are implementing them. Together, these programs are designed to build a nationwide highway charging network, support electrified freight, and expand access to charging in communities that need it most.

These investments are also central to building a strong domestic clean energy economy, supporting American manufacturing, and creating jobs across the supply chain.

The stakes are high. Transportation is the second-largest household expense for American families,[4] and continued reliance on gasoline and diesel exposes households to persistent price volatility.[5] At the same time, transportation remains the largest source of climate-destabilizing greenhouse gases[6] and a primary contributor to local air pollution[7] in the U.S. EVs address both challenges: electricity prices are more stable and nearly always cheaper than gasoline,[8] contributing—along with lower maintenance costs—to a lower total cost of ownership,[9] while EVs produce no direct tailpipe emissions and significantly lower overall pollution.[10]

Building EV charging infrastructure is essential to delivering clean, affordable transportation—and to strengthening the American clean energy economy. This report evaluates how states are performing in that task and identifies the actions needed to accelerate progress.

State Progress Delivering EV Charging Infrastructure for Clean, Affordable Transportation

In 2021 and 2022, Congress created and funded an integrated set of programs through the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA) to build the nation's electric vehicle highway charging network; lay the foundation for the nation's electrified freight system; and fill charging deserts in our communities. Congress structured the programs to give leadership to states, as well as municipalities, counties, and Tribes. The federal government, including the Federal Highway Administration (FHWA) and the Environmental Protection Agency (EPA), play an important but narrowly defined role in administering funds, setting standards, and providing oversight.

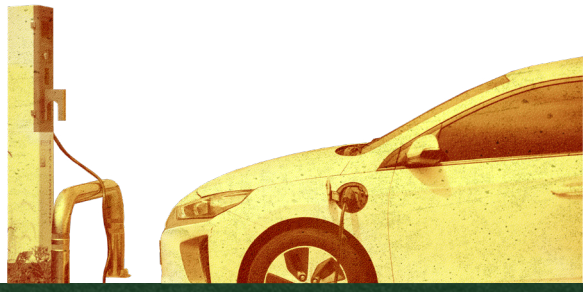
This report is structured around three purposes of the infrastructure that Congress intended the NEVI, CFI and CPP programs to fund:

1. Highway EV charging for passenger vehicles is largely funded by the NEVI formula program, supplemented by the CFI grant program.
2. Medium and heavy-duty charging — primarily for freight — is largely funded by the CPP grant program and supplemented by CFI, though it can also be supported by NEVI after highway buildout.
3. Community charging is primarily funded by CFI, though it can also be supported by NEVI after highway buildout.

To track the status of funds, this report integrates a variety of datasets from publicly available sources (see Appendix VII and endnotes). These datasets can lag in terms of the speed at which new information from individual state agencies is incorporated, so in some cases they've been supplemented by information published by states and non-state grant recipients in press releases and other disclosures.

The report focuses on funds and grants awarded to state agencies (including Puerto Rico and the District of Columbia, hereinafter "states").[11] Four metrics are used to evaluate state-level progress in building the nation's EV charging infrastructure:

1. Funds made "available" or "awarded" to states for obligation, which provide the baseline for assessing state performance;
2. Funds "obligated" — i.e., committed for projects through agreements with the federal government — which represent early stage project movement, tracked both as a total amount and as a percentage of available funds.
3. Funds "expended" — i.e., spent and reimbursed by the federal government — which serve as a proxy for real-time construction progress, tracked both in total and as a percentage of available funds; and
4. For NEVI, the number of stations that are operational and open for public use.[12]



I. State Progress Delivering the Nationwide Highway Charging Network

The National Electric Vehicle Infrastructure (NEVI) Formula Program

Congress established the $5 billion NEVI program — the highest-profile IIJA EV charging infrastructure program — to ensure a robust charging network for passenger vehicles is available along highways nationwide.[13] The NEVI program is structured as a "formula" program, meaning that states do not apply for NEVI funding; instead, funds are automatically allocated based on factors such as highway miles and vehicle counts.[14] Funds are distributed over 5 fiscal years from 2022-2026.[15] NEVI funds do not expire and may not be repurposed to other uses.[16]

The NEVI program is critical to the United States' transition to electric vehicles (EVs) for two primary reasons. First, NEVI funds a truly nationwide highway charging network — not just along major interstates connecting major cities in mostly coastal states, but also along lesser-used or more rural highways and non-coastal states. If EVs are to truly achieve mainstream consumer adoption as alternatives to gas-powered vehicles, people in these areas must be able to reliably charge their cars, giving them the opportunity to go electric.

Second, by setting minimum requirements for how NEVI funds can be used, the program established de facto minimum industry standards for high-speed, direct current fast chargers (DCFCs) for light-duty vehicles along the nation's highways.[17] These standards span reliability (97% uptime), interoperability, and minimum expected charging speeds (150 kW), among other things.[18]

State Progress in Building the NEVI Highway Charging Network

For a variety of reasons, the NEVI program has been very slow to deliver on its promise of a national highway charging network. Building charging infrastructure was new to both FHWA and state

DOTs. The planning and implementation process developed by the Biden administration was holistic but cumbersome, adding to early delays. As of the close of 2024, many states were just getting their feet under them: there were only 26 operating NEVI stations when Trump took office in January 2025, three years into the program. Then, the Trump administration abruptly and unlawfully halted NEVI.

In February 2025, the Trump administration illegally froze the NEVI program by canceling states' approved buildout plans and prohibiting new obligations of funds.[19] Sierra Club, its partners, and a coalition of more than twenty states challenged that action in federal court and successfully reversed the freeze. NEVI funds became partially available again for obligation in June 2025 for certain state plaintiffs. The program restarted for all states under the pressure of litigation in August 2025 and it was fully restored by January 2026 when the court ruled the freeze unlawful and permanently barred FHWA from interfering with states' access to funds.[20] This months-long disruption significantly inhibited states' progress.[21]

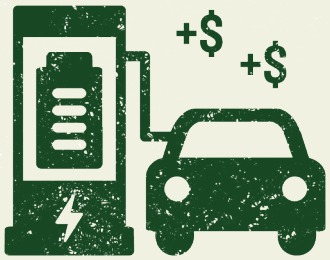
By the close of 2025, state implementation of the NEVI program improved markedly across all metrics, as states sharpened their focus and galvanized their efforts to move projects forward amid the risk of losing access to funds.

States rapidly increased their "obligations" of funds from 16% of available funds to 34%. This is despite an additional fiscal year's worth of NEVI funds becoming available for obligation in the fall of 2025, increasing the total available amount from $3.3 billion to $4.2 billion.[22] Obligating funds legally binds FHWA to reimburse states for the expenses they incur to build NEVI projects, providing the certainty states and third-party contractors need to move forward with building NEVI stations.[23]

Even then, states have faced a number of challenges in obligating NEVI funds. While FHWA has claimed that states may obligate their full funding amount through a single obligation request in a single transaction,[24] some FHWA district offices are requiring states to take a piecemeal approach, which slows their process. Nonetheless, even among states forced into piecemeal obligations, many have succeeded in obligating most or all of their available funds. This suggests that other states are simply moving too slowly — leaving funds at risk and potentially depriving their constituents of the EV charging network they are entitled to.

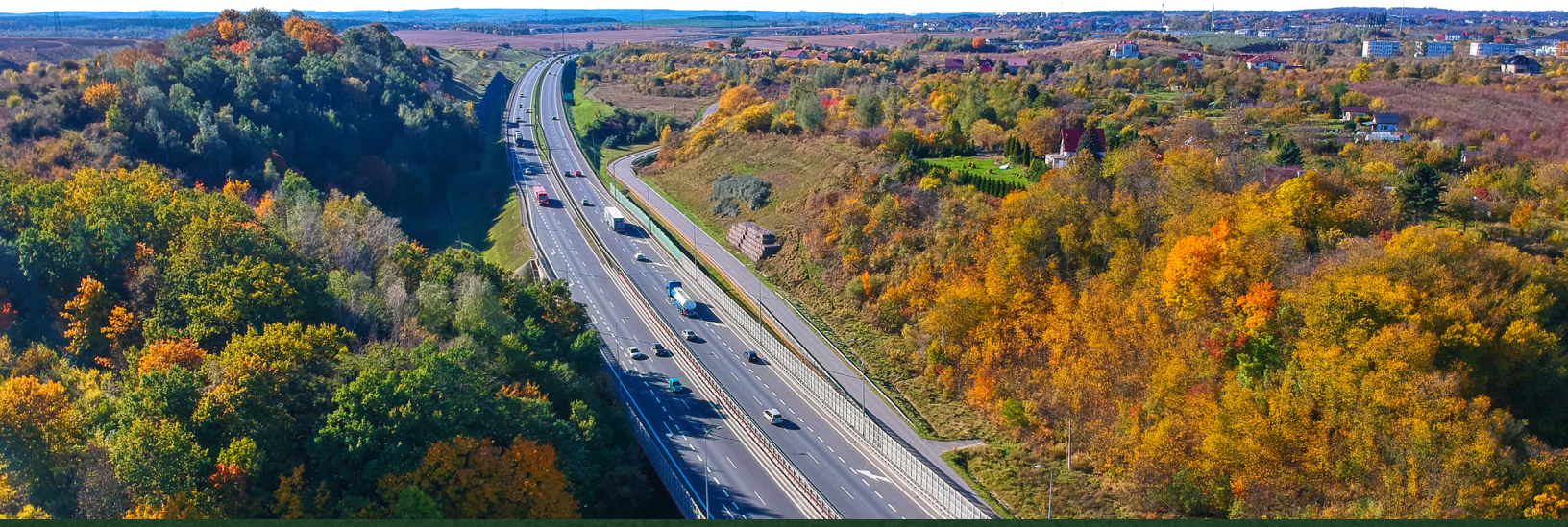
States have also increased expenditures to build NEVI stations, which is a key metric to indicate how fast projects are actually moving. Because funding allocations vary widely across states, it is important to evaluate the percentage of funds spent, not just the total dollars spent. Expenditure data tracks reimbursements to states from the federal government, and thus may lag actual progress on projects and deployments. Despite the Trump administration's obstructionism, in 2025, states collectively more than doubled their expenditures, increasing from $44 million to $94 million, and states' overall expenditure as a percentage of total available funds doubled from 1.6% of funds available expended to 3.4%.

While that shows progress, 96.6% of NEVI funds remain unspent as of the end of 2025 meaning many charging stations are still not built, even as range anxiety persists and families face rising fuel costs. Much more needs to be done.[25]

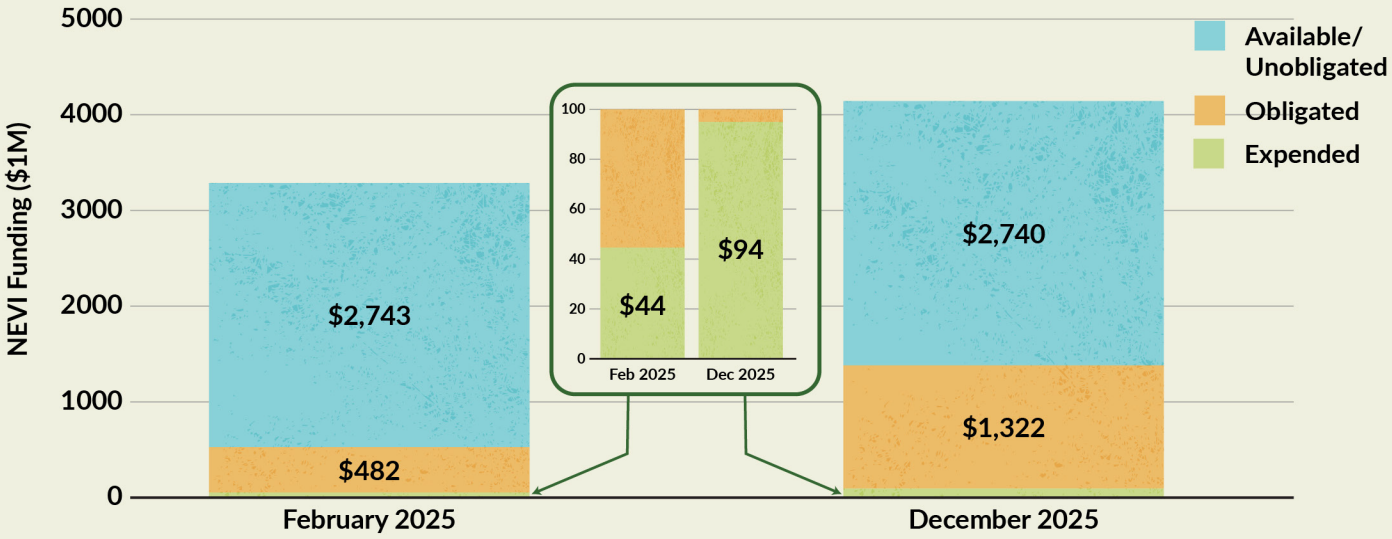


States should obligate NEVI funds as quickly as possible to protect against rescission or reprogramming — a risk that has already materialized. In the Transportation, Housing, and Urban Development (THUD) spending bill for 2026, the Republican-controlled Congress reprogrammed roughly 10% of NEVI's original $5 billion appropriation, stripping more than $500 million in unobligated funds from states on a proportional basis based on unobligated FY 2022 balances. In other words, states that moved more slowly—particularly those that had not obligated any FY 2022 funds—lost the most.

Bottom line: obligating funds quickly is the best protection against losing them.

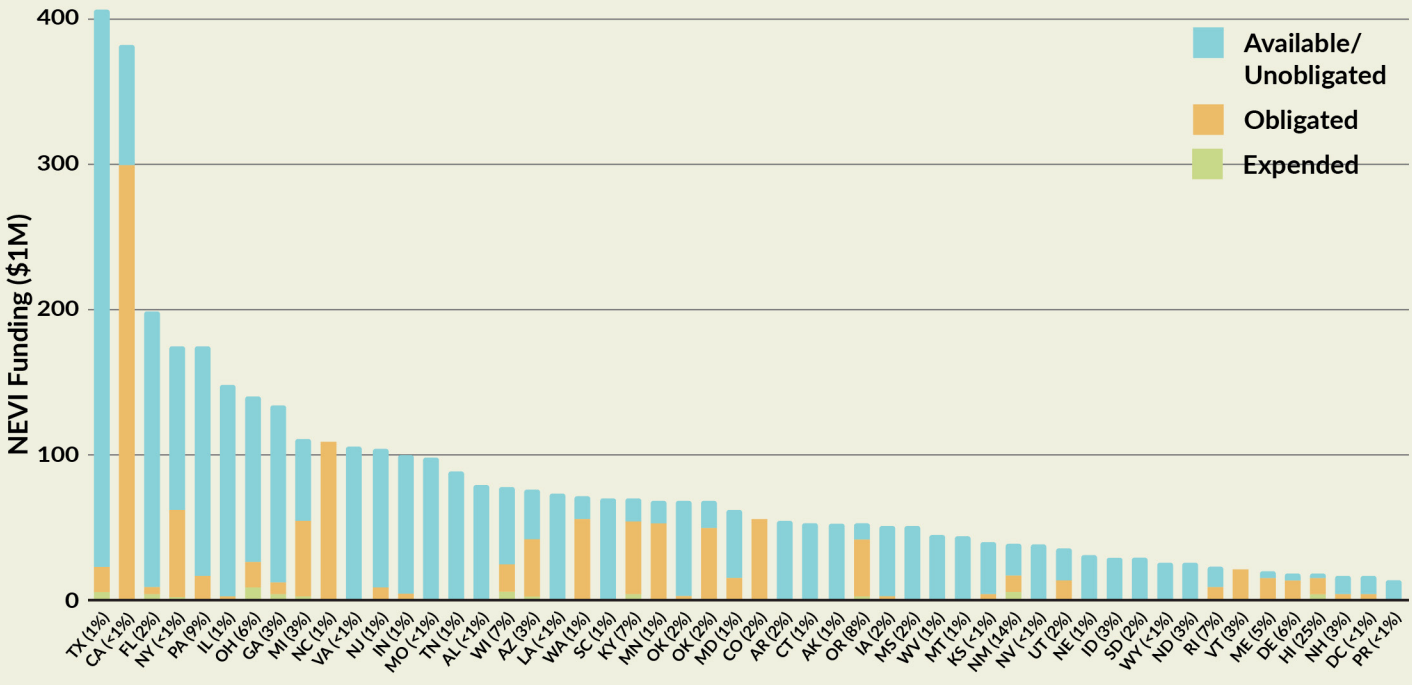


State Progress on Obligating and Expending Available NEVI Funds

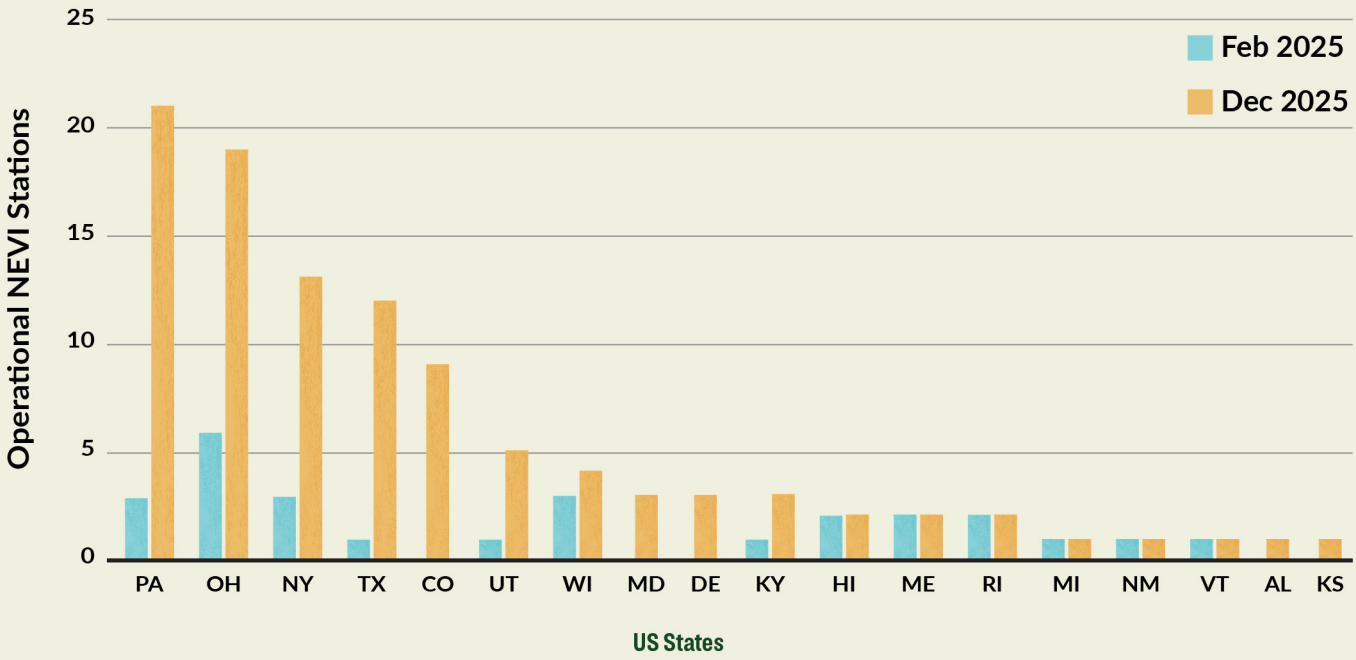


States have made tremendous progress "obligating," or contractually binding, funds since the start of the Trump administration in 2025, nearly tripling total obligated funds, in the 11 months from February to December 2025. This is despite the Trump administration's efforts to block use of these funds. Not all states are performing equally: progress in obligating funds has primarily been concentrated in states with climate and/or EV objectives or with governors intent on delivering essential services to their constituents.

State Progress Obligating and Expending Available NEVI Funds



US States, DC, and Puerto Rico (percentages represent expended funds of total available)



State progress in delivering operating NEVI stations to their constituents was uneven and, again, largely clustered among states with climate or EV objectives or with governors intent on delivering services to their constituents.

The ultimate measure of state progress on NEVI is how many stations they have brought online. NEVI station deployment almost quadrupled during 2025. Though starting from a very low point at the beginning of the Trump administration — 26 operating NEVI stations — there were 96 operating stations by December 31, 2025.[26]

Some states, like Pennsylvania and Ohio, have emerged as leaders on delivering NEVI stations to residents. Ohio, under Governor DeWine, opened the first NEVI station in the nation in 2023.[27] Ohio continues to be a leader in opening NEVI stations, with 19 operating stations at the close of 2025 — though it has now been eclipsed by another leader, Pennsylvania, which closed the year out with 22 operating NEVI stations.[28]

The top four states ranked by NEVI deployment — Pennsylvania, Ohio, New York, and Texas — show that blue and red states alike are exemplifying responsible governance by using available federal resources to provide services to constituents.

In contrast, other states have performed poorly in delivering EV charging infrastructure to their constituents. In some states, progress has been hampered by the ideology of elected leaders, such as Virginia's former Governor Youngkin. Other states, like Connecticut and New Jersey, which have strong state climate laws and ostensibly aligned leadership, were slow in 2025 to obligate funds and deliver charging stations to their constituents, leaving the region without the NEVI EV infrastructure that could already be available.

State Leadership In "Future-Proofing" NEVI Infrastructure

Ensuring the long-term utility of the NEVI network requires states to "future-proof" their investments — building infrastructure that meets the needs of a rapidly growing and evolving fleet, rather than the market as it existed when IIJA was enacted and NEVI's minimum standards were set.

For example, NEVI requires a minimum of four 150kW ports per NEVI station.[29] But EV adoption has accelerated quickly, with the number of EVs on U.S. roads nearly tripling from just over 2 million in 2021 to over 5.7 million today.[30] Charging technology has advanced just as rapidly: while 150 kW chargers were considered high-speed in 2021, 250 kW and 350 kW chargers are now common; and in China, 1,500 kW chargers — capable of charging an EV nearly as quickly as refueling a gasoline vehicle — are spreading rapidly.[31]

Future-proofing means investing in distribution grid upgrades that can support higher power demands, and installing faster chargers and building more charging ports at each site where demand warrants it now or in the near future. The good news is that some states are already moving in this direction. California's first NEVI solicitation selected 70 stations with 504 total ports — more than seven ports per station on average.[32] In Texas, all operational NEVI stations exceed the 150 kW minimum, with some reaching up to 400 kW.[33]

Future-proofing also includes going beyond NEVI's original baseline requirement of stations every 50 miles — by increasing station density and expanding the network to additional highways once minimum buildout is complete. States such as Michigan, Pennsylvania, Illinois, and Ohio are already taking steps to direct future NEVI funds toward these goals.

The Charging and Fueling Infrastructure (CFI) Program

CFI is a $2.5 billion discretionary grant program that funds EV charging and other alternative fueling projects along major transportation corridors and in communities nationwide. Its purpose is to reduce greenhouse gas emissions;[34] Congress mandated that applicants must submit projections for emissions reductions by a CFI grant as a requirement for eligibility.[35]

Under the Biden administration, FHWA was slow to launch the CFI program. It did not announce the first awards until January 2024, more than two years after the program was created. Nonetheless, FHWA did manage to award all CFI funding for the first four fiscal years of the program — representing $1.8 billion for Fiscal Years 2022-2025 — by the end of the Biden administration.[36] CFI grantees and the FHWA must sign contracts known as grant agreements that reflect the terms of their awards before funds are obligated.

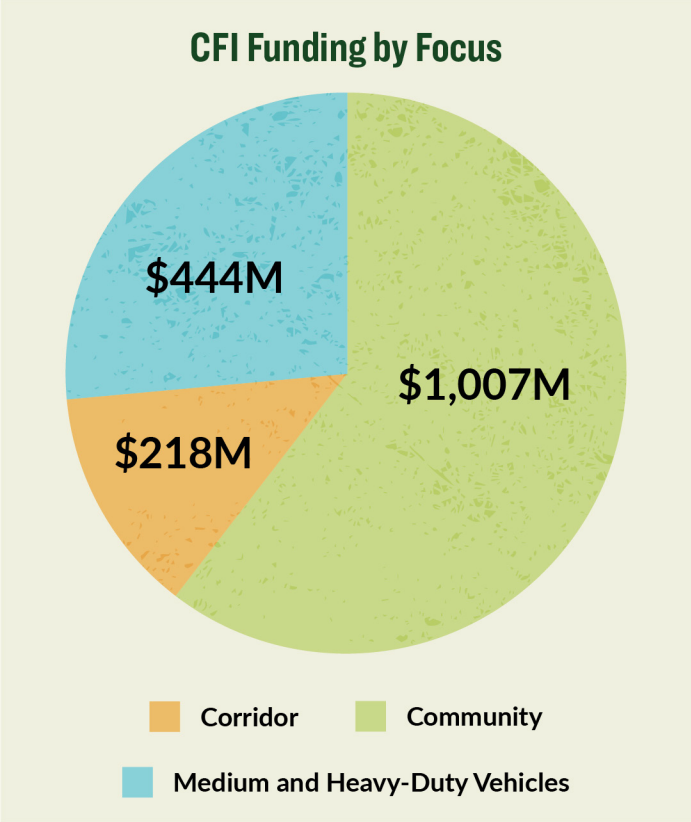
Funds that Congress appropriated for the CFI program expire three years after the end of the fiscal year for which they are apportioned if they are not obligated.[37] For example, the first $300 million of fiscal year 2022 CFI funds were slated to expire on October 1, 2025, if not obligated by then. Fiscal year 2022 funds that were obligated by October 1, 2025, must be spent by September 30, 2030.[38]

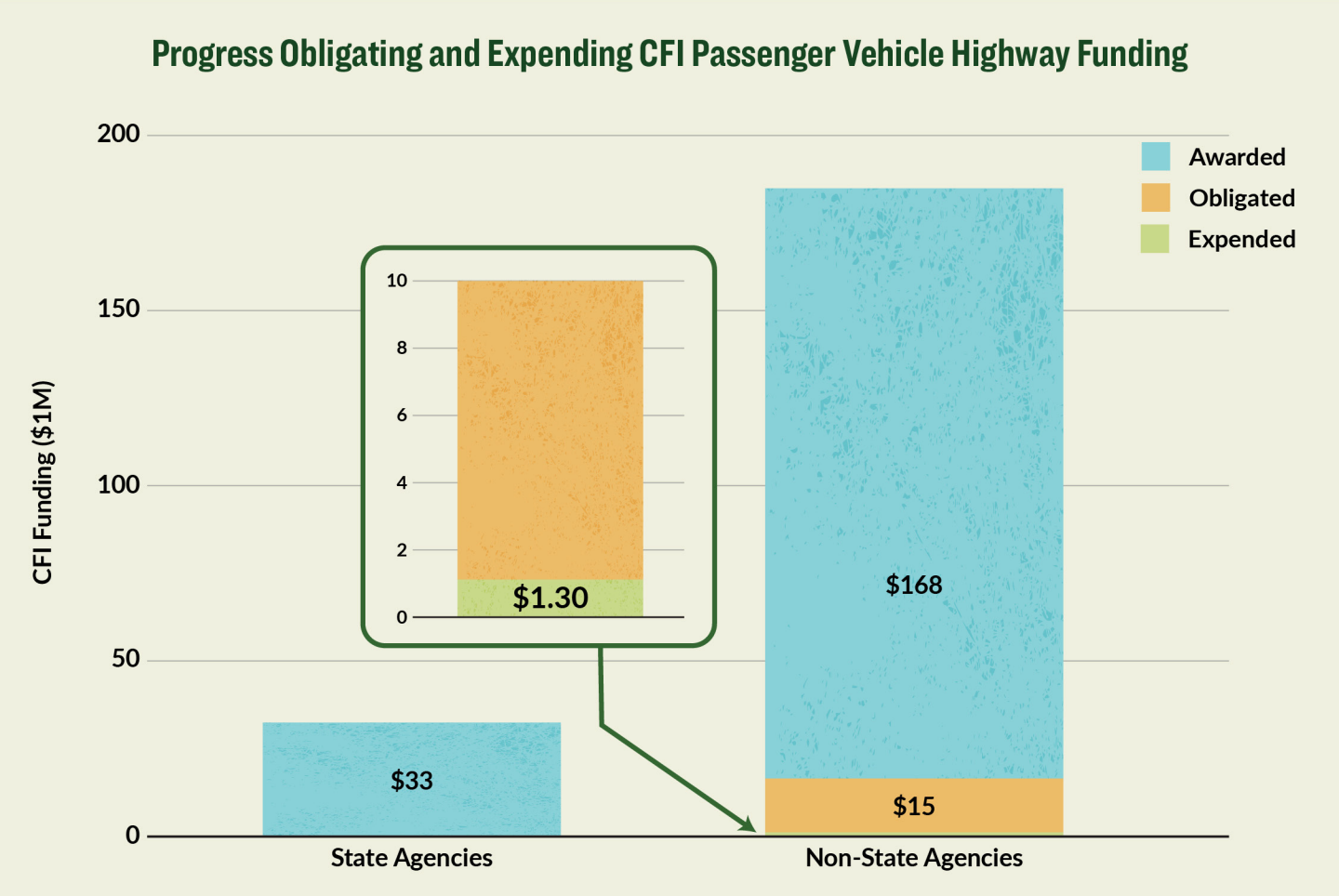
The CFI program is intended to fund both large and small transportation projects. In fact, IIJA requires that at least half of its total awards fund smaller "community" grants of $15 million or less.[39] While many of the CFI grants awarded by the Biden administration included funding for large-scale highway and medium-heavy duty transportation or "corridor" projects, the Biden administration's FHWA dedicated the largest block of CFI funding — over $1 billion across 120 grants — to build community charging in areas that otherwise were unlikely to be served by the market in the near future.

At the start of the Trump administration's second term, FHWA unlawfully froze all further CFI grant awards, agreements, and obligations. Funds already obligated under the Biden administration could continue to be expended.[40]

As a result, since the Trump administration began, no awarded CFI grants have had new contract agreements signed nor new obligations moved forward. Meanwhile, FHWA cancelled CFI grant welcome webinars previously scheduled by the Biden administration for Round 2 awards. Faced with repeated and ongoing inquiries from grantees and others about the status of CFI grants, FHWA has responded with rote statements that the CFI program has not been released from administrative review to determine alignment with the Trump administration's policies.

Sierra Club, allied organizations, and over a dozen states challenged the Trump administration's freeze of the CFI program in federal court in December 2025.[41] That litigation is currently pending and a decision from the federal court is anticipated before the end of 2026.





II. State Progress in Delivering Electrified Freight Hubs

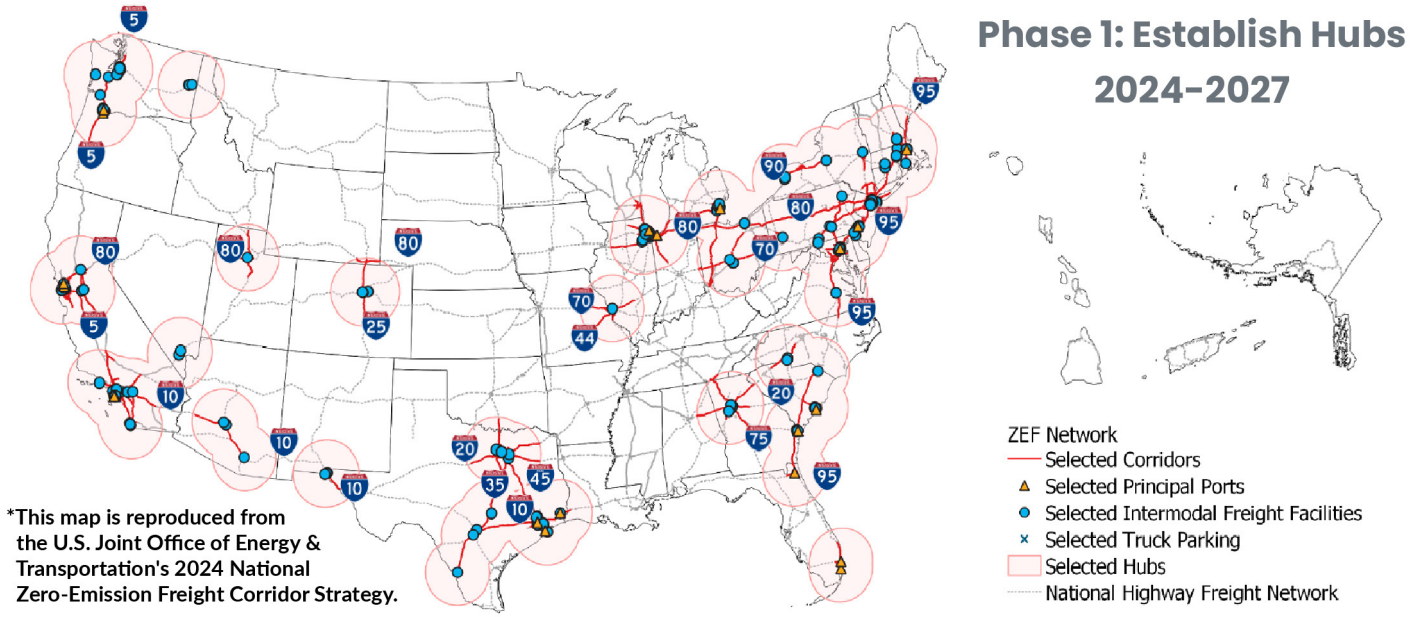
The Clean Ports Program (CPP)

The CPP is Congress's $3 billion investment in the foundation of a cleaner, cheaper national freight system. Authorized by the Inflation Reduction Act and administered by EPA, it consists of 53 grants that are focused on electrification of key ports and port-connecting corridors.[42] The awards can cover distribution grid upgrades, charging equipment, drayage trucks, forklifts, cold ironing (wiring to plug in oceanic vessels), and associated equipment.

As administered by EPA under the Biden administration, CPP was a key tool for implementation of Phase 1 of the Joint Office of Energy and Transportation's four-phase National Zero-Emission Freight Corridor Strategy, spanning 2024 through 2027.[43] Phase 1 prioritizes electrification of the 12,000 miles, or 23%, of the National Highway Freight Network with the highest volume and tonnage of freight; communities disproportionately impacted by pollution; and states with supportive EV policies. It focuses on key Zero Emission Freight (ZEF) "Hubs": ports and the 100-mile "freight ecosystems" centered around them. This includes I-5, I-10, I-25, I-75, I-80, I-95, the Texas Triangle (I-10, I-45, and I-35), and the ports of New York, New Jersey, Long Beach, Los Angeles, San Diego, Seattle, Tacoma, Miami, Houston, and Savannah, among others.[44] Phase 1 targets fleets with duty cycles that are well-suited to current technology and economics: class 3–7 vehicles that perform local and regional return-to-base operations, first and last-mile delivery services, and drayage trucks.[45]

State Progress Under CPP to Build Phase 1 of the National ZEV Freight Strategy

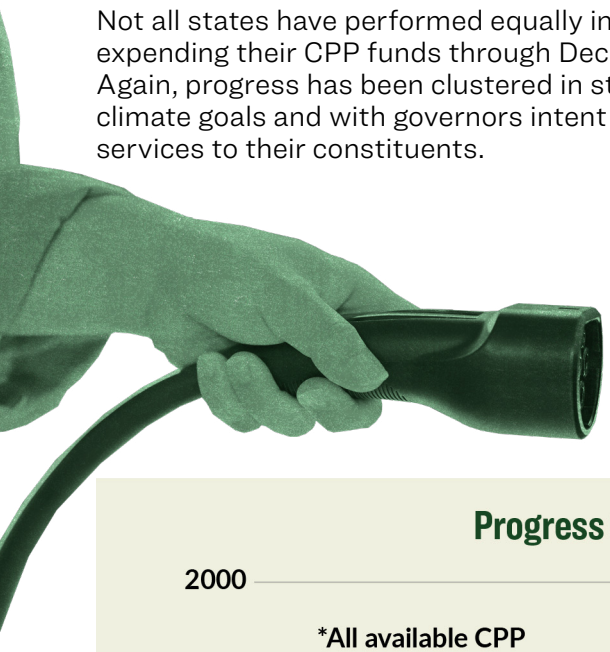
The EPA was slow in implementing the CPP program under the Biden administration, not issuing the CPP Notice of Funding Opportunity and awarding all CPP infrastructure funds until 2024, less than a year before President Trump took office.[46] Eight states directly received a total of $1.1 billion in Zero Emission Vehicle (ZEV) CPP awards: Connecticut, Delaware, Illinois, Georgia, Maryland, New York, New Jersey, and Virginia. Over $1.6 billion was awarded to other entities, such as port authorities, that are not structured as state governmental entities.



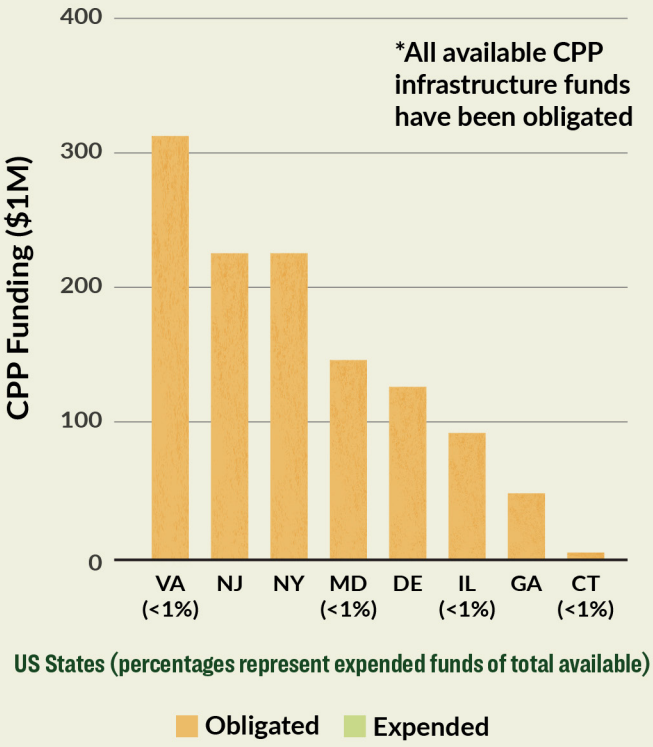
*This map is reproduced from the U.S. Joint Office of Energy & Transportation's 2024 National Zero-Emission Freight Corridor Strategy.

However, EPA and CPP grantees worked quickly after awards were made and obligated all of their CPP ZEV Infrastructure Grant awards under the Biden Administration.[47] EPA only awarded the CPP grants relatively recently, and state grantees have not yet made great progress actually expending funds to construct the electrified port system. At the start of 2025, no funds had been expended: by the end of 2025, four states had expended just $1.3 million in CPP funds. Non-state awardees had already established a significantly faster track record than states, with 15 grantees expending $14 million. As a percentage of funds available, this amounts to nearly 8x the amount that states have spent.

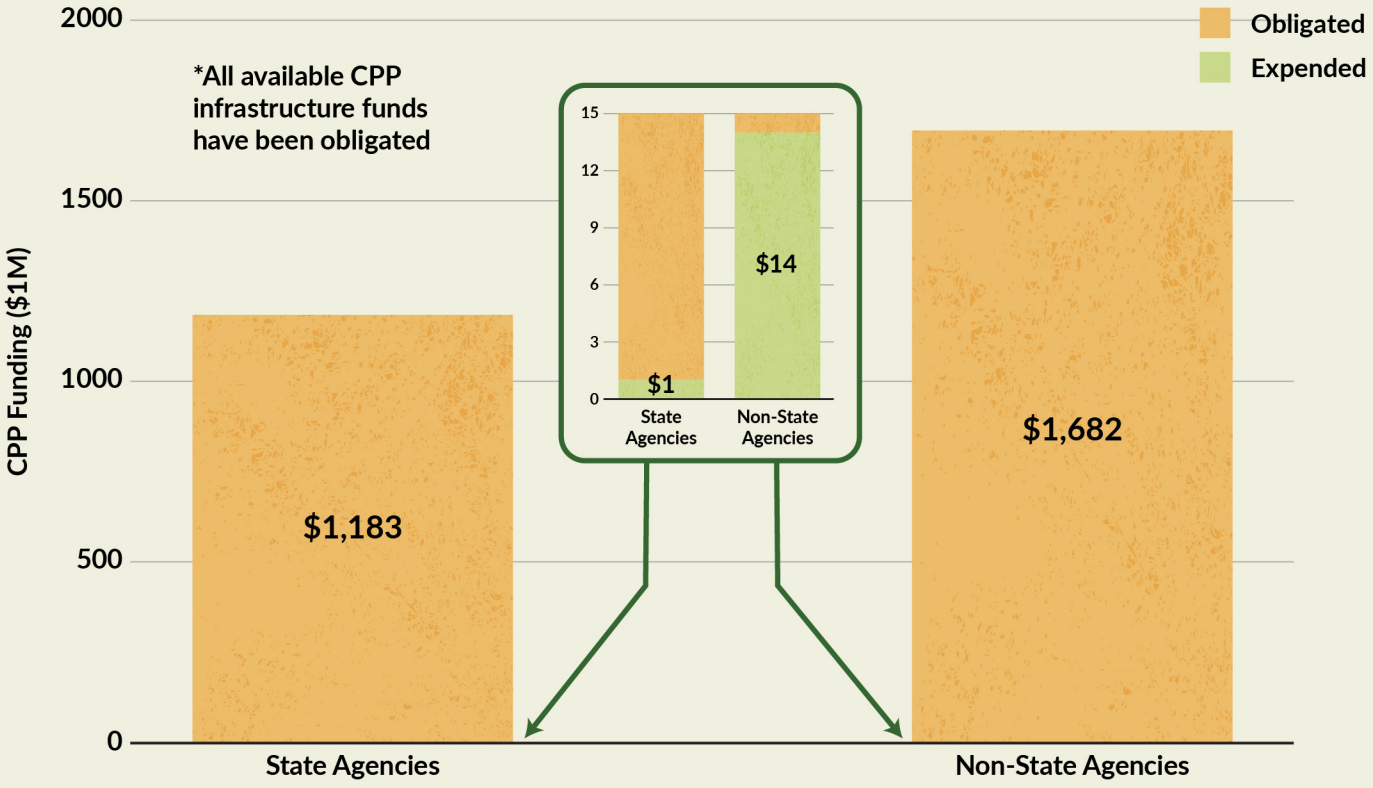
Not all states have performed equally in obligating or expending their CPP funds through December 2025. Again, progress has been clustered in states with climate goals and with governors intent on delivering services to their constituents.



State Progress Obligating and Expending CPP Funds



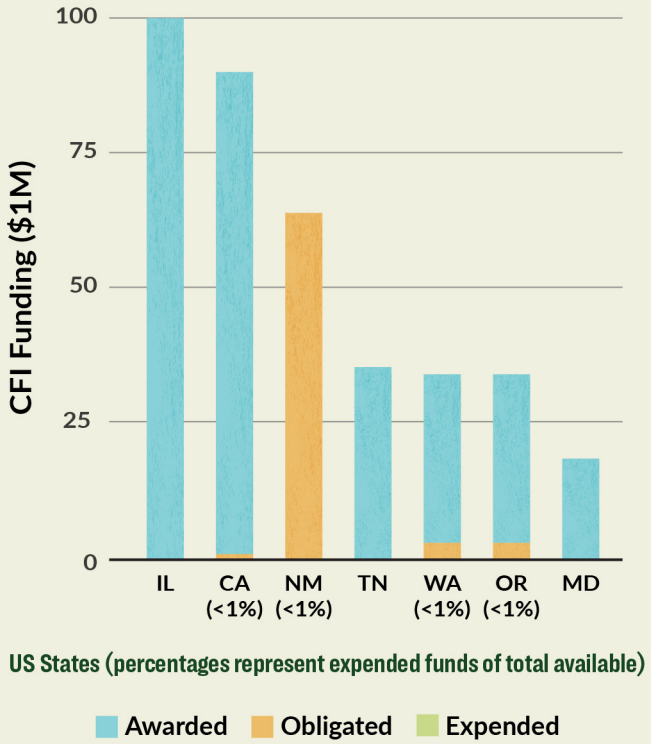
Progress Obligating And Expending CPP Funds

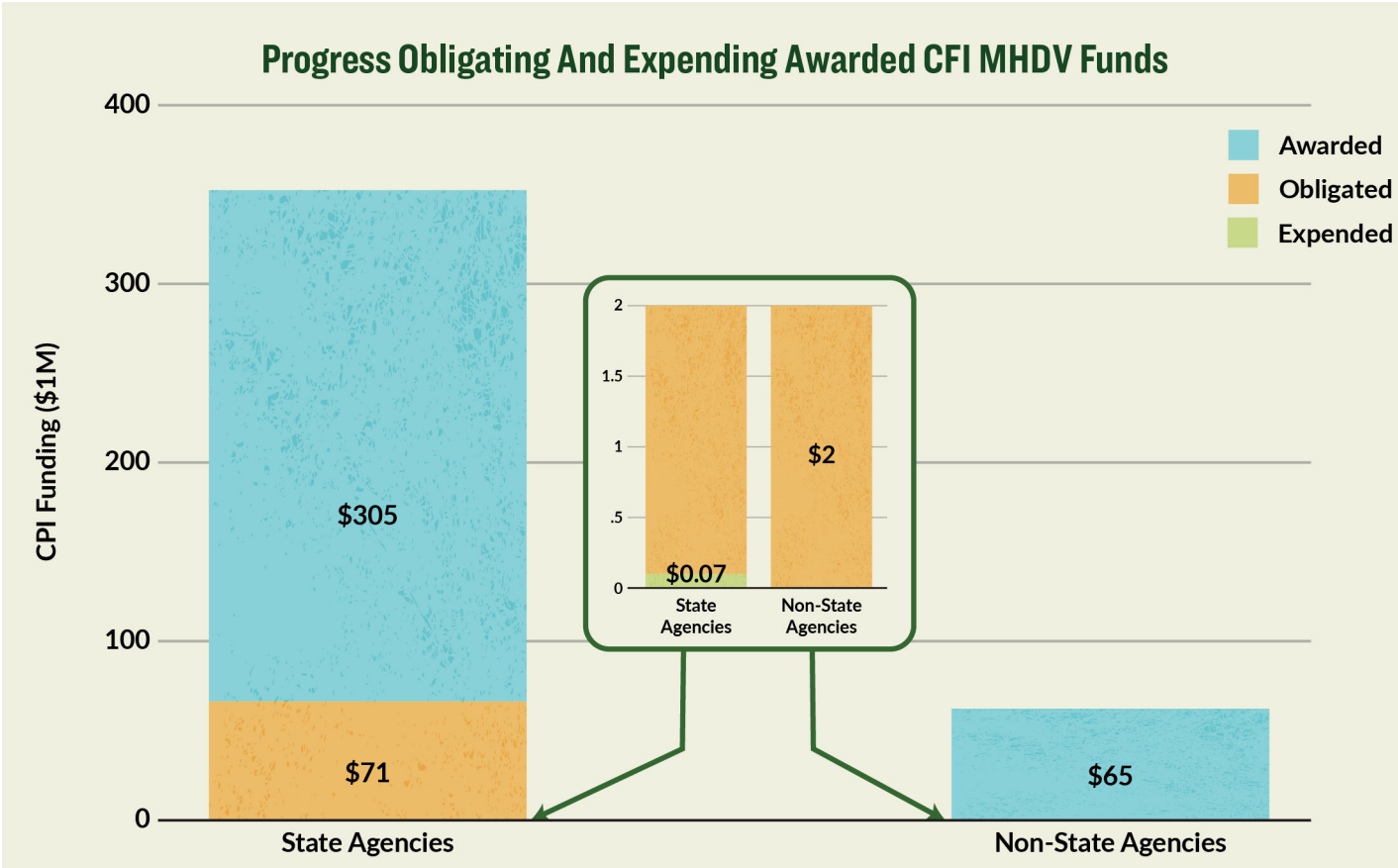


State Progress in Implementing the CFI Program to Build Phase 1 of the National ZEV Freight Strategy

To complement the CPP and extend its reach, FHWA awarded approximately $376 million in CFI funds for Medium- and Heavy-Duty Vehicle (MHDV) charging infrastructure to state entities and $67 million to non-state entities. Some states moved swiftly to enter grant agreements and obligate their CFI funding for MHDV funding. The New Mexico DOT had CFI MHDV funds awarded early in Round 1a, and worked expeditiously to obligate their nearly $64 million for heavy-duty vehicle charging along the I-10 corridor. As a result, New Mexico has been able to focus on moving towards implementing the project, lowering toxic air and climate pollution from diesel freight trucks in frontline communities in the Las Cruces metropolis area and along the interstate west to Arizona.

Other states moved more slowly, or did not have CFI MHDV funds awarded until later CFI funding rounds. As a result, they did not enter into grant agreements and/or obligate their CFI MHDV funds before the end of the Biden administration. Their future progress is likely dependent upon the outcome of the currently pending CFI litigation.



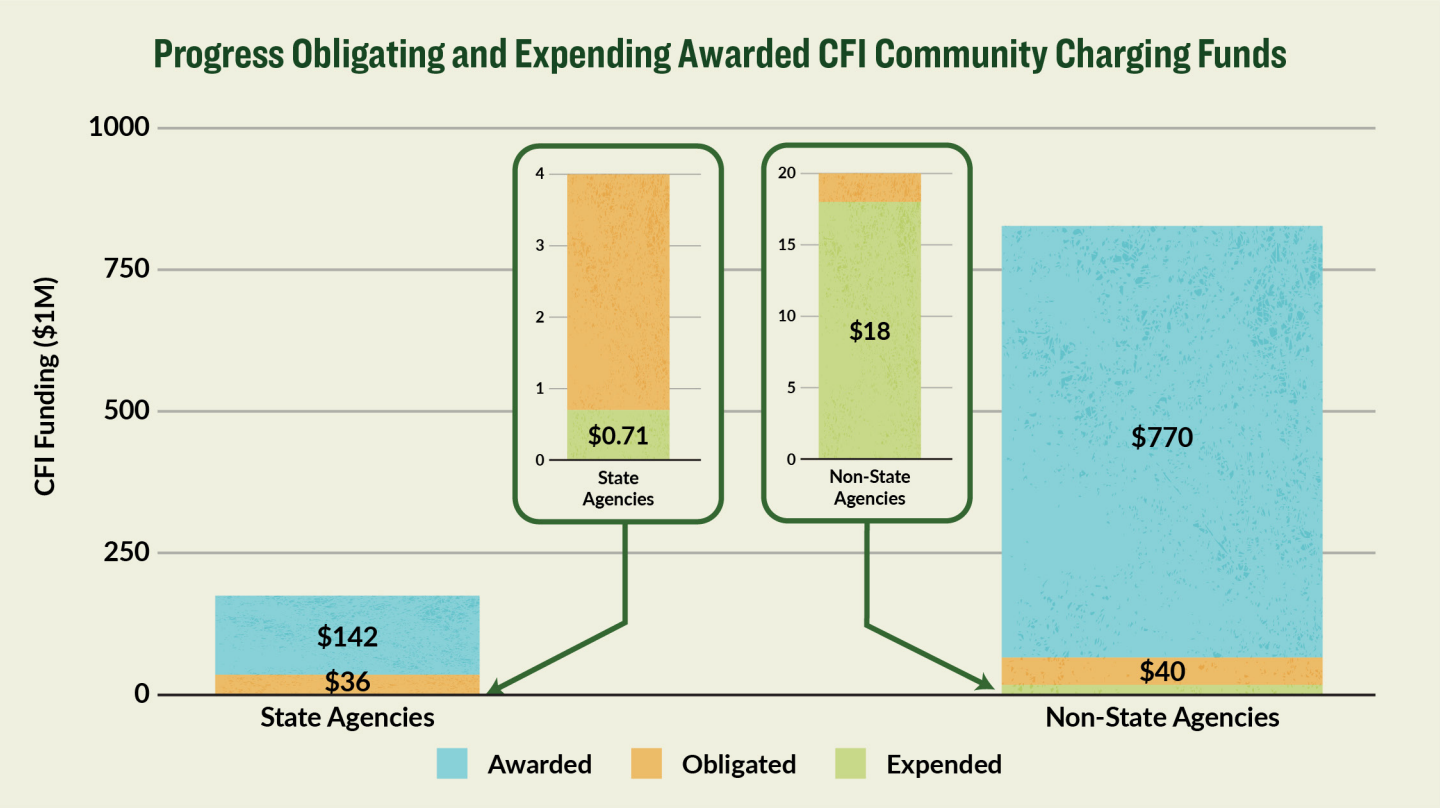


III. State Progress in Delivering Affordable Community Charging to Constituents

State Progress in Implementing the CFI Program to Deliver Affordable Community Charging to Constituents

Under the Biden administration, the EPA awarded the majority of CFI funds to community charging projects: $179 million to state CFI grantees and $828 million to non-state CFI grantees. CFI grants were awarded in three waves: Round 1a, Round 1b, and Round 2, with the last round of awards occurring late in the Biden administration.

This may explain the greatly varying levels of obligation between grant awards, with some grants being 100% obligated before the start of the Trump administration's second term, but a great many more being only partially obligated, or not obligated at all. While some selected states have done reasonably well in moving their grants forward from award to obligation, others have not — and frequently, non-state grantees have done a better job.



Seven Round 1a grants were awarded to state agencies in January 2024, representing over $99 million. In total, these grants have been obligated at $36 million — with grants of roughly $15 million fully obligated to the Maine Department of Transportation and the Illinois Finance Authority. Other states did worse in securing obligations for their Round 1a community grants: The New York State Energy

Research and Development Authority obligated 19% of its grant; the Connecticut Department of Energy & Environmental Protection and Maryland Clean Energy Center only obligated roughly 10% of their respective grants; the New Jersey Department of Environmental Protection only obligated 1.2% of its grant; and the State University of New York's grant has not been obligated as of December 2025.

The status of Round 1b grants, awarded in August 2024, is even more limited. Five state agencies received Round 1b community grants totaling $25 million. Grants to the Massachusetts Department of Conservation and Recreation and to the Minnesota Department of Transportation were obligated at 27% and 16%, respectively. But other grants — including community grants to states like North Carolina and Rhode Island — were not obligated at all. States can and must do a better job delivering the benefits of CFI grants to their constituents.

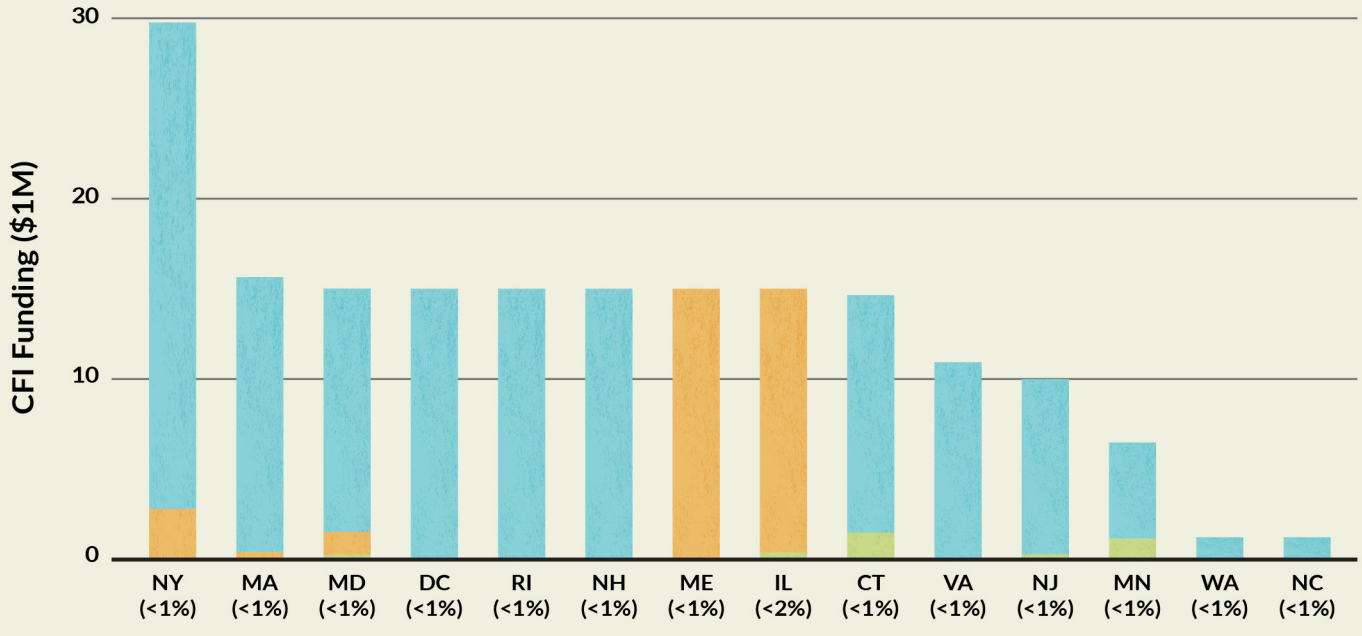
At the start of 2025, four Round 2 community grants were awarded to state agencies totaling $55 million, but none of those grants have had funding obligated. Since these grants were awarded mere days before the end of the Biden administration, there was almost no time for awards to be entered into grant agreements or obligated before the change of leadership.

Lessons learned from the CFI process must be applied to future federally-funded EV charging programs.

First, it takes time to obligate grant awards. Even though there were only 7 months between award announcements for Rounds 1a and 1b in January and August of 2024, Round 1a awards have made significantly more progress on obligation. Second, different grantees were nonetheless able to move more quickly than others, with a wide range in the level of obligation among community grants in Round 1a. That range of speed in obligating grants does not appear to be solely due to differences in grantee experience and capacity. Some fully obligated Round 1a awards went to state-level agencies, but others went to counties and smaller towns.

By contrast, many Round 1a community charging grants that achieved very little or zero obligation were to large cities or municipal bodies like El Paso and the Atlanta Regional Commission, or to state agencies in the case of Connecticut, Maryland, and New Jersey. This suggests that state progress on CFI grants depends in large part on recipients' willingness to prioritize implementation.

State Progress Obligating and Expending Awarded CFI Community Charging Funds



Best Practices to Accelerate Construction of Federally Funded EV Charging

Over the past several years, states have gained experience in administering the NEVI, CPP and CFI programs. Many states have now had time to work through obstacles and develop policies and practices that allow them to move more quickly to obligate and expend funding. Other states and recipients of NEVI, CPP and CFI funds can build on these lessons and replicate successful approaches.

Funding Recipients Should Obligate Funds Quickly and Elevate Issues Without Delay

- Funding recipients should execute grant agreements and obligate funds as expeditiously as possible to protect against withdrawal or cancellation. Obligating funds can provide greater legal protection and create the certainty that developers need to move forward.
- Where possible, state agencies should use "block obligations" to batch multiple projects or project phases into a single obligation request. Many states have "block-obligated" their NEVI funds all at once rather than obligate funds in a piecemeal fashion. If the district FHWA office is an obstacle to block-obligating funds, recipients should promptly elevate the issue to the attorney general's office.

Governors Should Lead the Way

Strong executive leadership can accelerate infrastructure delivery by setting clear expectations, empowering agencies, and driving coordination across stakeholders.

- Project leads should be empowered to make decisions, take ownership, and move projects forward without unnecessary delay, such as by prioritizing permitting decisions by moving them to the front of the line.
- State agencies should be closely coordinated to identify bottlenecks and streamline processes.
- Formal coordination bodies should be established to bring together representatives from the governor's office, state agencies, utilities, labor, nonprofit stakeholders, and the vehicle and charging industries.
- Constituents should be kept informed so that the public can track progress and feel real ownership in the projects.

Maximize Coordination Between Funding Recipients, Project Applicants, and Electric Utilities

- State agencies should share clear information in project solicitations about eligible site locations and available utility hosting capacity (including through publicly available utility capacity maps and other tools).
- For NEVI, state agencies should require prospective applicants to coordinate with electric utilities prior to submitting applications. Utilities should be required to provide prompt and detailed information regarding power availability, capacity, interconnection timeline, costs to applicants, and availability of utility support for the project. Agencies should prioritize applications where utilities have confirmed their ability to complete grid upgrades and energization within the relevant project timelines.

The Ohio Department of Transportation (ODOT) provides a good example of effective coordination between ODOT, utilities and applicants. As highlighted in a report prepared by the National Association of State Energy Officials:

1. "ODOT engaged with utilities to identify locations with available three-phase power to ensure they could realistically serve these sites without costly and lengthy electrical grid upgrades;" and

2. "ODOT required all applicants to coordinate with local utilities to fill out a project cost estimate form on a standardized template provided by the department" to assess power availability before selection of projects.[48]

Engage With Utility Regulators to Maximize Policy Support and Stretch Federal Funding

Funding recipients should coordinate with utility regulators and electric utilities—through direct engagement and/or participation in utility regulatory proceedings —to align utility investments and policies with NEVI-, CFI- and CPP-driven infrastructure deployment. Those policies include:

- Utility investments in future-proofed, high-power distribution upgrades and line extensions for EV charging, as well as make-ready charging equipment, particularly for public-facing or public-serving charging locations. In many states, PSCs have authorized utilities to defray electrification costs, including grid upgrades and "make-ready" infrastructure on the utility- and customer-side of the grid.

- Waivers of costs for distribution grid upgrades and line extensions needed to serve EV charging sites, and/or generally applicable waiver policies for EV charging.

- Proactive grid buildout policies and clear, enforceable timelines for interconnection and energization of new charging infrastructure to streamline project delivery.

- Tailored commercial and industrial electricity rates that mitigate the impact of demand charges on fast-charging stations and improve project economics.

- Availability of hosting capacity maps to provide transparent, location-specific information about the grid's ability to accommodate new load, enabling better planning, siting, and faster interconnection of EV charging infrastructure.

Set Targets and Use Timeline-Based Criteria to Accelerate Progress

- Funding recipients should establish clear solicitation timelines and transparent, timeline-based scoring criteria, prioritizing projects where utilities confirm that sites can be energized quickly.

- States should set a firm target date for completion of all NEVI charging stations (e.g., December 31, 2028), with interim benchmarks tied to total funds obligated, funds expended, operational infrastructure, and fully built-out alternative fuel corridors, reported through regular and public progress updates.

- State agencies should prioritize building out a complete, future-proofed highway charging infrastructure network before diverting NEVI funds to other purposes, such as community charging. A robust highway charging network, including along lesser-traveled state routes, has multiplier effects: it reduces range anxiety and broadly expands the overall viability of all EVs — including older or less expensive EVs with more limited range. Meanwhile, there are many other sources of funding for community charging, including CFI and state-based programs (such as PSC-authorized utility programs).

Future-Proof: Build for the 2030s, Not Yesterday

- Where fast charging is being constructed, state agencies should deploy infrastructure at the scale needed to support a larger, more diverse EV fleet, prioritizing larger stations with higher-power 250–350 kW fast chargers.
- State agencies should ensure that stations with fewer ports are readily expandable over time by confirming that sites, hosts, and distribution infrastructure won't need major upgrades to support additional capacity as demand grows.
- Where cost-effective, integrate clean energy and grid management solutions such as on-site energy storage and solar.

Engage the Public

- State agencies should improve their visibility and communication. DOTs in particular should strengthen public outreach around EV charging buildout, including clear and consistent highway signage, to increase awareness of available charging and reduce range anxiety for drivers.

Conclusion

While states have made measurable progress in deploying electric vehicle charging infrastructure under NEVI, CPP, and CFI, the pace and consistency of delivery remain uneven and far too slow. Despite political and administrative challenges, many states are picking up speed and using strategies that others can follow. However, time is of the essence. Delays in delivering reliable EV charging risks undermining economic and environmental benefits.

Expanding EV charging infrastructure is not only critical to enabling broader EV adoption, but also to reducing transportation costs for American households and cutting harmful emissions. States have the resources and the responsibility to act now for their constituents. Governors must hold their agencies accountable to delivering this important infrastructure. By embracing proven best practices shown by leading states and maintaining a focus on accessibility and reliability, states can ensure that these federally funded programs deliver tangible benefits to their constituents and lay the groundwork for a more affordable, resilient, and sustainable transportation system.

Endnotes

1. Samuel Bestvater and Sono Shah, *Electric Vehicle Charging Infrastructure in the U.S.*, Pew Research Center (May 23, 2024), www.pewresearch.org/data-labs/2024/05/23/electric-vehicle-charging-infrastructure-in-the-u-s/.

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8. Karin Kirk, *What's cheaper: Fueling your car with gas or electricity?*, Yale Climate Connections (April 2, 2026), https://yaleclimateconnections.org/2026/04/whats-cheaper-fueling-your-car-with-gas-or-electricity/

9. Burnham, Andrew, Gohlke, David, Rush, Luke, *et al*. "Comprehensive Total Cost of Ownership Quantification for Vehicles with Different Size Classes and Powertrains," (2021), https://doi.org/10.2172/1780970

10. Santero, N., Nelson, L., Chen, Y. et al. Electrifying light vehicles in the United States shows emission reduction potential for all vehicle types and powertrains. *Commun. Sustain*. 1, 23 (2026). https://doi.org/10.1038/s44458-025-00032-4

11. For NEVI, all funds flowed to state departments of transportation. For CPP and CFI, funds were awarded to state-level agencies as well as counties, cities, ports, and other sub-state groups; this analysis separates out non-state funding recipients.

12. Comprehensive data for the operational status of CPP- and CFI-funded charging stations were not available.

13. *See* Pub. L. 117-58, 135 Stat. 429, 1421 (Nov. 15, 2021).

14. *See id.* at 1422.

15. FHWA, 5-Year Apportionment by State, https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/evs_5year_nevi_funding_by_state.cfm.

16. See *Pub*. L. 117-58 at 1421 (funding "to remain available until expended"), 1424 (outlining what funds can be used for), 1425 (funds not transferable under 23 U.S.C. § 126); *but see* Pub. L. 119-75, Div. D Title I, Highway Infrastructure Programs (1) at 171, 140 Stat. 173 (2026) (redirecting unobligated NEVI funds via the Consolidated Appropriations Act, 2026).

17. David Ferris, *Why Trump Couldn't Stop the Electric Vehicle Dream*, POLITICO Magazine (November 14, 2025), https://www.politico.com/news/magazine/2025/11/14/electric-vehicle-ev-charging-stations-biden-00641188.

18. 23 C.F.R. § 680 et seq.

19. USDOT & FHWA, Letter to State Departments of Transportation Directors Re: Suspending Approval of State Electric Vehicle Infrastructure Deployment Plans (Feb. 6, 2025).

20. *State of Washington v. U.S. Department of Transportation*, No. 2:25-cv-00848-TL, Dkt. #175 at 55–56 (W.D. Wash. Jan. 23, 2026).

21. It is important to note that the Trump administration has not relented in its efforts to derail NEVI and federal support for EV charging more broadly.. Three weeks after the court's decision, FHWA proposed a rule to raise domestic content requirements for FHWA-funded EV chargers to up to 100%, with no lead time for industry to adjust. See Notice of Proposed Modification of the Waiver of Buy America Requirements for Electric Vehicle Chargers, 91 Fed. Reg. 6721 (Feb. 12, 2026), https://www.federalregister.gov/documents/2026/02/12/2026-02825/notice-of-proposed-modification-of-the-waiver-of-buy-america-requirements-for-electric-vehicle. An abrupt shift to a 100 percent requirement is infeasible, and would again stall NEVI and harm American workers and the domestic EV industry. The proposal has drawn widespread opposition from automakers, the EV industry, workers across steel, electrical, and manufacturing trades, states across the political spectrum, cities, and others. *See, e.g., Molly Green, 20 U.S. States Object to 'Arbitrary and Capricious' Buy America Waiver for Federally-Funded EV Chargers*, EV Infrastructure News (Mar. 18, 2026) https://www.evinfrastructurenews.com/ev-policies/20-us-states-object-to-arbitrary-and-capricious-buy-america-waiver-for-federally-funded-ev-chargers. As with the initial litigation to reverse the NEVI freeze, Sierra Club is leading efforts to prevent this latest attack on the program.

22. *Status of Federal Implementation of EV Charging Infrastructure,* CRS Products (Library of Congress) (Jun. 12, 2025), https://www.congress.gov/crs-product/IN12556 (FHWA allocated $3.3 billion to states by the end of FY2025 and states obligated $527 million, or about 16%, of that by February 6, 2025); Notice N 4510.909, U.S. Department of Transportation Federal Highway Administration (Oct. 1, 2025), https://highways.dot.gov/laws-regulations/directives/notices/n-4510909 (about $0.9 billion—$885 million— made available for FY2026).

23. Since December 31, 2025—the cutoff date for the data used for this report—the Republican controlled Congress repurposed roughly 10% of NEVI's original $5 billion appropriation, stripping slightly more than $500M in unobligated funds from states "on a proportional basis … based on the unobligated balances from fiscal year 2022 by State as of January 31, 2026." Pub. L. 119-75, Div. D Title I, Highway Infrastructure Programs (1)(D), supra note 5, at 171; Notice N 4510.913, U.S. Department of Transportation Federal Highway Administration (Mar. 12, 2026), https://highways.dot.gov/laws-regulations/directives/notices/n-4510913.

24. "States may choose the order, number, and dollar amount of electronic project agreements . . . and may include more than one project in the same electronic project agreement." *State of Washington v. U.S. Department of Transportation*, No. 2:25-cv-00848-TL, Dkt. #93 at ¶ 13 (W.D. Wash. Jan. 23, 2026) (Biondi Declaration).

25. State specific data is provided for all NEVI jurisdictions, and all state CPP and CFI awardees, in Appendix I, II and III. The sources used for this data, and the methodology employed, are provided in Appendix IV.

26. Data on operational NEVI Program charging stations from Plug In America's station tracker. *See* Alexia Melendez Martineau, *NEVI Funding: Tracking the Build-Out of America's EV Charging Network*, Plug in America (Nov. 14, 2024), https://pluginamerica.org/nevi-funding-tracking/ (map updated as additional EV charging stations are built).

27. *Governor DeWine, ODOT Celebrate Opening of First New EV Fast Charging Station in the Country Under NEVI Program*, DriveOhio (Dec. 13, 2023), https://drive.ohio.gov/about-driveohio/news/first-nevi-station.

28. *National Electric Vehicle Infrastructure Formula Program (NEVI)*, DriveOhio, https://drive.ohio.gov/programs/electric/infrastructure/nevi/nevi (last visited Apr. 6, 2026); *Shapiro Administration Continues to Lead the Nation in Constructing NEVI-Funded EV Stations with 28 Charging Stations now Open Across Pennsylvania*, Pennsylvania Department of Transportation (Jan. 13, 2026), https://www.pa.gov/agencies/penndot/news-and-media/newsroom/statewide/2026/shapiro-continues-to-lead-nation-with-nevi-funded-ev-charging-st.

29. See 23 C.F.R. Part 680.

30. *The United States Surpassed Two Million On-Road Light-Duty Electric Vehicles in 2021*, U.S. Energy Information Administration (Sept. 20, 2023), https://www.eia.gov/todayinenergy/detail.php?id=60422; *EV Model Availability and Sales*, Argonne National Laboratory, https://www.anl.gov/ev-facts/model-sales, (last visited Apr. 4, 2026).

31. *See* Molly Green, *BYD's 1.5MW Flash EV Charger Launched in China*, Due for Global Rollout, EV Infrastructure News (Mar. 6, 2026), https://www.evinfrastructurenews.com/ev-technology/byd-s-1-5mw-flash-ev-charger-launched-in-china-due-for-global-rollout.

32. *California's Deployment Plan for the NEVI Program*, California Department of Transportation (Sep. 2025), https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/transportation-electrification/nevi/2025-ca-nevi-plan-update-a11y.pdf.

33. *Texas Electric Vehicle Planning*, Texas Department of Transportation, https://www.txdot.gov/projects/projects-studies/statewide/texas-electric-vehicle-planning-03-22-22.html.

34. 23 U.S.C. § 151(a).

35. Pub. L. 117-58 § 11401; 23 U.S.C. § 151(f)(4)(B).

36. *See* Pub. L. 117-58, § 11101(b)(1)(C). The final round of CFI funds — worth $700 million — have not yet been awarded by the Trump administration. This report focuses on a review of the $589 million in CFI funds that were awarded to state entities and divides the analysis of the state CFI grant awards into three categories: funds allocated to states to supplement NEVI funding of high speed charging along the nation's highways; funds allocated to states to support medium and heavy duty vehicle charging; and funds allocated to states to support community charging.

The report does not provide an analysis of the over $1 billion in CFI grants that were awarded to Tribes, cities, counties, or other political subdivisions other than for comparison purposes to evaluate state performance.

37. 23 U.S.C. § 118(b) ("funds apportioned . . . shall remain available . . . for a period of 3 years. . . . Any amounts . . . that remain unobligated . . . shall lapse").

38. Notice of Funding Opportunity for Fiscal Year (FY) 2022 and FY 2023 for the U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Opportunity (Mar. 14, 2023), https://www.grants.gov/search-results-detail/346798 ("All awards of FY 2022 funding are available for obligation though September 30, 2025 and must be expended by September 30, 2030").

39. 23 U.S.C. § 151(f)(8).

40. On or around March 13, 2025, the U.S. Department of Transportation, Office of the Assistant Secretary of Transportation-Policy (OST-P) issued an undated, unpublished and unsigned Guidance Memo that included a directive freezing all grant contracts and new obligations for "competitive award selections" like CFI "made after January 20, 2021, that do NOT have fully obligated grant agreements or cooperative agreements in place." CFI grants are reviewed for EV and/or EV charging infrastructure, equity and climate purposes, and "projects that purposefully improve the condition for EJ communities or actively reduce GHG emissions" are to be eliminated or flagged for elimination pending review by counsel. Email from Association of Metropolitan Planning Organizations (Mar. 12, 2025), https://www.scog.net/Meeting_Materials/TAC/2025/2025-04-03/FederalUpdate-NewOST-PGuidance.pdf at 2, 3.

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42. *Clean Ports Program*, U.S. Environmental Protection Agency, https://www.epa.gov/ports-initiative/cleanports (last updated Feb. 5, 2026).

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45. *Id*.

46. *About the Clean Ports Program*, U.S. Environmental Protection Agency https://www.epa.gov/ports-initiative/cleanports#about (last updated Feb. 5, 2026); *Clean Ports Program Request for Applications*, U.S. Environmental Protection Agency (Apr. 10, 2024), https://www.epa.gov/system/files/documents/2024-04/2024-clean-ports-ze-tech-deploymt-competition-rev-2024-04-10.pdf.

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Appendix I

Available NEVI Funds as of December 2025 and Obligated and Expended NEVI Funds as of February 6, 2025 and December 31, 2025

	NEVI Funds Available ($1M)	NEVI Funds Obligated ($1M)	NEVI Funds Expended ($1M)	Obligated / Available (%)	Expended / Available (%)
Alabama	79	1.7	0.4	2%	0%
Alaska	52	1.1	0.6	2%	1%
Arizona	76	41.5	2.2	54%	3%
Arkansas	54	0.9	0.9	2%	2%
California	384	300.0	0.9	78%	0%
Colorado	57	56.5	0.9	100%	2%
Connecticut	53	1.4	0.4	3%	1%
Delaware	18	13.9	1.1	79%	6%
District of Columbia	17	3.6	0.1	21%	0%
Florida	198	9.4	4.6	5%	2%
Georgia	135	12.2	3.6	9%	3%
Hawaii	18	14.7	4.5	83%	25%
Idaho	30	0.8	0.8	3%	3%
Illinois	149	106.8	2.2	72%	1%
Indiana	100	3.8	1.0	4%	1%
Iowa	51	2.7	1.0	5%	2%
Kansas	40	4.5	0	11%	0%
Kentucky	69	54.7	4.6	79%	7%
Louisiana	73	0.0	0	0%	0%
Maine	19	15.2	0.9	79%	5%
Maryland	63	15.6	0.6	25%	1%
Massachusetts	63	50.0	1.7	79%	3%
Michigan	110	54.1	3.2	49%	3%
Minnesota	68	52.1	0.5	76%	1%
Mississippi	51	1.4	0.9	3%	2%
Missouri	99	0.0	0	0%	0%
Montana	43	0.7	0.4	2%	1%

Appendix I cont.

Available NEVI Funds as of December 2025 and Obligated and Expended NEVI Funds as of February 6, 2025 and December 31, 2025

	NEVI Funds Available ($1M)	NEVI Funds Obligated ($1M)	NEVI Funds Expended ($1M)	Obligated / Available (%)	Expended / Available (%)
Nebraska	30	0.6	0.3	2%	1%
Nevada	38	0.0	0	0%	0%
New Hampshire	17	3.7	0.6	22%	3%
New Jersey	104	9.0	0.6	9%	1%
New Mexico	38	16.4	5.6	43%	14%
New York	175	62.4	0.4	36%	0%
North Carolina	109	109.0	1.1	100%	1%
North Dakota	26	1.9	0.9	7%	3%
Ohio	140	25.8	8.3	18%	6%
Oklahoma	66	2.9	1.3	4%	2%
Oregon	52	41.1	3.2	79%	6%
Pennsylvania	172	171.5	16.2	100%	9%
Puerto Rico	14	0.2	0	1%	0%
Rhode Island	23	9.6	1.6	42%	7%
South Carolina	70	1.8	0.7	3%	1%
South Dakota	29	0.8	0.7	3%	2%
Tennessee	88	1.5	0.6	2%	1%
Texas	408	22.5	5.6	6%	1%
Utah	36	13.1	0.8	36%	2%
Vermont	21	21.2	0.6	100%	3%
Virginia	106	0.8	0.5	1%	0%
Washington	71	55.8	0.5	79%	1%
West Virginia	46	0.3	0.3	1%	1%
Wisconsin	79	24.4	5.5	31%	7%
Wyoming	27	0.0	0	0%	0%
TOTAL	**4155**	**1415**	**94**	**34%**	**2%**

Appendix II

Awarded, Obligated and Expended CFI Passenger Vehicle Highway Funds as of December 31, 2025 - Corridor Grants to State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Alabama	0	0	0	-	-
Alaska	0	0	0	-	-
Arizona	0	0	0	-	-
Arkansas	0	0	0	-	-
California	0	0	0	-	-
Colorado	0	0	0	-	-
Connecticut	0	0	0	-	-
Delaware	0	0	0	-	-
District of Columbia	0	0	0	-	-
Florida	0	0	0	-	-
Georgia	0	0	0	-	-
Hawaii	0	0	0	-	-
Idaho	0	0	0	-	-
Illinois	0	0	0	-	-
Indiana	0	0	0	-	-
Iowa	0	0	0	-	-
Kansas	0	0	0	-	-
Kentucky	0	0	0	-	-
Louisiana	0	0	0	-	-
Maine	0	0	0	-	-
Maryland	33	0	0	0%	0%
Massachusetts	0	0	0	-	-
Michigan	0	0	0	-	-
Minnesota	0	0	0	-	-
Mississippi	0	0	0	-	-
Missouri	0	0	0	-	-
Montana	0	0	0	-	-

Appendix II cont.

Awarded, Obligated and Expended CFI Passenger Vehicle Highway Funds as of December 31, 2025 - Corridor Grants to State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Nebraska	0	0	0	-	-
Nevada	0	0	0	-	-
New Hampshire	0	0	0	-	-
New Jersey	0	0	0	-	-
New Mexico	0	0	0	-	-
New York	0	0	0	-	-
North Carolina	0	0	0	-	-
North Dakota	0	0	0	-	-
Ohio	0	0	0	-	-
Oklahoma	0	0	0	-	-
Oregon	0	0	0	-	-
Pennsylvania	0	0	0	-	-
Puerto Rico	0	0	0	-	-
Rhode Island	0	0	0	-	-
South Carolina	0	0	0	-	-
South Dakota	0	0	0	-	-
Tennessee	0	0	0	-	-
Texas	0	0	0	-	-
Utah	0	0	0	-	-
Vermont	0	0	0	-	-
Virginia	0	0	0	-	-
Washington	0	0	0	-	-
West Virginia	0	0	0	-	-
Wisconsin	0	0	0	-	-
Wyoming	0	0	0	-	-
TOTAL	**33**	**0**	**0**	**0%**	**0%**

Appendix II cont.

Awarded, Obligated and Expended CFI Passenger Vehicle Highway Funds as of December 31, 2025 - Corridor Grants to Non-State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Alabama	0	0	0	-	-
Alaska	0	0	0	-	-
Arizona	0	0	0	-	-
Arkansas	0	0	0	-	-
California	56	0.2	0.1	0%	0%
Colorado	0	0	0	-	-
Connecticut	0	0	0	-	-
Delaware	0	0	0	-	-
District of Columbia	0	0	0	-	-
Florida	18	0	0	0%	0%
Georgia	6	0	0	0%	0%
Hawaii	0	0	0	-	-
Idaho	3	3.0	1.2	100%	40%
Illinois	0	0	0	-	-
Indiana	0	0	0	-	-
Iowa	0	0	0	-	-
Kansas	0	0	0	-	-
Kentucky	0	0	0	-	-
Louisiana	6	0	0	0%	0%
Maine	0	0	0	-	-
Maryland	0	0	0	-	-
Massachusetts	0	0	0	-	-
Michigan	24	0.4	0	2%	0%
Minnesota	0	0	0	-	-
Mississippi	0	0	0	-	-
Missouri	0	0	0	-	-
Montana	0	0	0	-	-

Appendix II cont.

Awarded, Obligated and Expended CFI Passenger Vehicle Highway Funds as of December 31, 2025 - Corridor Grants to Non-State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Nebraska	0	0	0	-	-
Nevada	0	0	0	-	-
New Hampshire	0	0	0	-	-
New Jersey	0	0	0	-	-
New Mexico	0	0	0	-	-
New York	13	13	0	100%	0%
North Carolina	5	0	0	0%	0%
North Dakota	0	0	0	-	-
Ohio	0	0	0	-	-
Oklahoma	0	0	0	-	-
Oregon	0	0	0	-	-
Pennsylvania	2	0	0	1%	0%
Puerto Rico	51	0	0	0%	0%
Rhode Island	0	0	0	-	-
South Carolina	0	0	0	-	-
South Dakota	0	0	0	-	-
Tennessee	0	0	0	-	-
Texas	0	0	0	-	-
Utah	0	0	0	-	-
Vermont	0	0	0	-	-
Virginia	0	0	0	-	-
Washington	0	0	0	-	-
West Virginia	0	0	0	-	-
Wisconsin	0	0	0	-	-
Wyoming	0	0	0	-	-
TOTAL	**184**	**16**	**1**	**9%**	**1%**

Appendix III

Available, Obligated and Expended CPP Infrastructure Funds of December 31, 2025 - Clean Port Program Grants to State Entities

	CPP Funds Awarded ($1M)	CPP Funds Obligated ($1M)	CPP Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Alabama	0	0	0	-	-
Alaska	0	0	0	-	-
Arizona	0	0	0	-	-
Arkansas	0	0	0	-	-
California	0	0	0	-	-
Colorado	0	0	0	-	-
Connecticut	5	5	0.24	100%	4%
Delaware	128	128	0	100%	0%
District of Columbia	0	0	0	-	-
Florida	0	0	0	-	-
Georgia	49	49	0	100%	0%
Hawaii	0	0	0	-	-
Idaho	0	0	0	-	-
Illinois	92	92	0.01	100%	0.01%
Indiana	0	0	0	-	-
Iowa	0	0	0	-	-
Kansas	0	0	0	-	-
Kentucky	0	0	0	-	-
Louisiana	0	0	0	-	-
Maine	0	0	0	-	-
Maryland	146	146	0.77	100%	0.53%
Massachusetts	0	0	0	-	-
Michigan	0	0	0	-	-
Minnesota	0	0	0	-	-
Mississippi	0	0	0	-	-
Missouri	0	0	0	-	-
Montana	0	0	0	-	-

Appendix III cont.

Available, Obligated and Expended CPP Infrastructure Funds of December 31, 2025 - Clean Port Program Grants to State Entities

	CPP Funds Awarded ($1M)	CPP Funds Obligated ($1M)	CPP Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Nebraska	0	0	0	-	-
Nevada	0	0	0	-	-
New Hampshire	0	0	0	-	-
New Jersey	226	226	0	100%	0%
New Mexico	0	0	0	-	-
New York	226	226	0	100%	0%
North Carolina	0	0	0	-	-
North Dakota	0	0	0	-	-
Ohio	0	0	0	-	-
Oklahoma	0	0	0	-	-
Oregon	0	0	0	-	-
Pennsylvania	0	0	0	-	-
Puerto Rico	0	0	0	-	-
Rhode Island	0	0	0	-	-
South Carolina	0	0	0	-	-
South Dakota	0	0	0	-	-
Tennessee	0	0	0	-	-
Texas	0	0	0	-	-
Utah	0	0	0	-	-
Vermont	0	0	0	-	-
Virginia	313	313	0.25	100%	0.08%
Washington	0	0	0	-	-
West Virginia	0	0	0	-	-
Wisconsin	0	0	0	-	-
Wyoming	0	0	0	-	-
TOTAL	**1184**	**1184**	**1.3**	**100%**	**0.11%**

Appendix III cont.

Available, Obligated and Expended CPP Infrastructure Funds of December 31, 2025 - Clean Port Program Grants to Non-State Entities

	CPP Funds Awarded ($1M)	CPP Funds Obligated ($1M)	CPP Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Alabama	0	0	0	-	-
Alaska	46	46	0.04	100%	0.09%
Arizona	0	0	0	-	-
Arkansas	0	0	0	-	-
California	999	999	3.06	100%	0.31%
Colorado	0	0	0	-	-
Connecticut	34	34	8.03	100%	24%
Delaware	0	0	0	-	-
District of Columbia	0	0	0	-	-
Florida	0	0	0	-	-
Georgia	0	0	0	-	-
Hawaii	57	57	0	100%	0%
Idaho	0	0	0	-	-
Illinois	0	0	0	-	-
Indiana	0	0	0	-	-
Iowa	0	0	0	-	-
Kansas	0	0	0	-	-
Kentucky	0	0	0	-	-
Louisiana	0	0	0	-	-
Maine	0	0	0	-	-
Maryland	0	0	0	-	-
Massachusetts	0	0	0	-	-
Michigan	22	22	0.20	100%	0.93%
Minnesota	0	0	0	-	-
Mississippi	0	0	0	-	-
Missouri	0	0	0	-	-
Montana	0	0	0	-	-

Appendix III cont.

Available, Obligated and Expended CPP Infrastructure Funds of December 31, 2025 - Clean Port Program Grants to Non-State Entities

	CPP Funds Awarded ($1M)	CPP Funds Obligated ($1M)	CPP Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Nebraska	0	0	0	-	-
Nevada	0	0	0	-	-
New Hampshire	0	0	0	-	-
New Jersey	27	27	0	100%	0%
New Mexico	0	0	0	-	-
New York	27	27	0	100%	0%
North Carolina	0	0	0	-	-
North Dakota	0	0	0	-	-
Ohio	94	94	0.04	100%	0.05%
Oklahoma	0	0	0	-	-
Oregon	0	0	0	-	-
Pennsylvania	78	78	2.12	100%	2.73%
Puerto Rico	0	0	0	-	-
Rhode Island	0	0	0	-	-
South Carolina	0	0	0	-	-
South Dakota	0	0	0	-	-
Tennessee	0	0	0	-	-
Texas	105	105	0	100%	0%
Utah	110	110	0.08	100%	0.07%
Vermont	0	0	0	-	-
Virginia	0	0	0	-	-
Washington	96	96	0.27	100%	0.29%
West Virginia	0	0	0	-	-
Wisconsin	0	0	0	-	-
Wyoming	0	0	0	-	-
TOTAL	**1695**	**1695**	**14**	**100%**	**0.82%**

Appendix IV

Awarded, Obligated and Expended CFI MHDV Funds of December 31, 2025 - MHDV Grants to State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Alabama	0	0	0	-	-
Alaska	0	0	0	-	-
Arizona	0	0	0	-	-
Arkansas	0	0	0	-	-
California	90	1	0.011	1%	0.013%
Colorado	0	0	0	-	-
Connecticut	0	0	0	-	-
Delaware	0	0	0	-	-
District of Columbia	0	0	0	-	-
Florida	0	0	0	-	-
Georgia	0	0	0	-	-
Hawaii	0	0	0	-	-
Idaho	0	0	0	-	-
Illinois	100	0	0	0%	0%
Indiana	0	0	0	-	-
Iowa	0	0	0	-	-
Kansas	0	0	0	-	-
Kentucky	0	0	0	-	-
Louisiana	0	0	0	-	-
Maine	0	0	0	-	-
Maryland	19	0	0	0%	0%
Massachusetts	0	0	0	-	-
Michigan	0	0	0	-	-
Minnesota	0	0	0	-	-
Mississippi	0	0	0	-	-
Missouri	0	0	0	-	-
Montana	0	0	0	-	-

Appendix IV cont.

Awarded, Obligated and Expended CFI MHDV Funds of December 31, 2025 - MHDV Grants to State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Nebraska	0	0	0	-	-
Nevada	0	0	0	-	-
New Hampshire	0	0	0	-	-
New Jersey	0	0	0	-	-
New Mexico	64	64	0.001	100%	0.001%
New York	0	0	0	-	-
North Carolina	0	0	0	-	-
North Dakota	0	0	0	-	-
Ohio	0	0	0	-	-
Oklahoma	0	0	0	-	-
Oregon	34	3	0.026	9%	0.076%
Pennsylvania	0	0	0	-	-
Puerto Rico	0	0	0	-	-
Rhode Island	0	0	0	-	-
South Carolina	0	0	0	-	-
South Dakota	0	0	0	-	-
Tennessee	36	0	0	0%	0%
Texas	0	0	0	-	-
Utah	0	0	0	-	-
Vermont	0	0	0	-	-
Virginia	0	0	0	-	-
Washington	34	3	0.034	9%	0.099%
West Virginia	0	0	0	-	-
Wisconsin	0	0	0	-	-
Wyoming	0	0	0	-	-
TOTAL	**376**	**71**	**0.072**	**19%**	**0.02%**

Appendix IV cont.

Awarded, Obligated and Expended CFI MHDV Funds of December 31, 2025 - MHDV Grants to Non-State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Alabama	0	0	0	-	-
Alaska	0	0	0	-	-
Arizona	0	0	0	-	-
Arkansas	0	0	0	-	-
California	38	0	0.132	1%	0.35%
Colorado	0	0	0	-	-
Connecticut	0	0	0	-	-
Delaware	0	0	0	-	-
District of Columbia	0	0	0	-	-
Florida	0	0	0	-	-
Georgia	6	0	0	0%	0%
Hawaii	0	0	0	-	-
Idaho	0	0	0	-	-
Illinois	0	0	0	-	-
Indiana	0	0	0	-	-
Iowa	0	0	0	-	-
Kansas	0	0	0	-	-
Kentucky	0	0	0	-	-
Louisiana	0	0	0	-	-
Maine	0	0	0	-	-
Maryland	0	0	0	-	-
Massachusetts	0	0	0	-	-
Michigan	0	0	0	-	-
Minnesota	0	0	0	-	-
Mississippi	0	0	0	-	-
Missouri	0	0	0	-	-
Montana	0	0	0	-	-

Appendix IV cont.

Awarded, Obligated and Expended CFI MHDV Funds of December 31, 2025 - MHDV Grants to Non-State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Nebraska	0	0	0	-	-
Nevada	0	0	0	-	-
New Hampshire	0	0	0	-	-
New Jersey	0	0	0	-	-
New Mexico	0	0	0	-	-
New York	8	1	0	12%	0%
North Carolina	0	0	0	-	-
North Dakota	0	0	0	-	-
Ohio	4	1	0.043	16%	1.02%
Oklahoma	0	0	0	-	-
Oregon	0	0	0	-	-
Pennsylvania	0	0	0	-	-
Puerto Rico	0	0	0	-	-
Rhode Island	0	0	0	-	-
South Carolina	0	0	0	-	-
South Dakota	0	0	0	-	-
Tennessee	0	0	0	-	-
Texas	0	0	0	-	-
Utah	0	0	0	-	-
Vermont	0	0	0	-	-
Virginia	0	0	0	-	-
Washington	12	0	0	4%	0%
West Virginia	0	0	0	-	-
Wisconsin	0	0	0	-	-
Wyoming	0	0	0	-	-
TOTAL	**67**	**2**	**0**	**3%**	**0.26%**

Appendix V

Awarded, Obligated and Expended CFI Community Charging Funds of December 31, 2025 - Community Grants to State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Alabama	0	0	0	-	-
Alaska	0	0	0	-	-
Arizona	0	0	0	-	-
Arkansas	0	0	0	-	-
California	0	0	0	-	-
Colorado	0	0	0	-	-
Connecticut	15	1	0	10%	0%
Delaware	0	0	0	-	-
District of Columbia	15	0	0	0%	0%
Florida	0	0	0	-	-
Georgia	0	0	0	-	-
Hawaii	0	0	0	-	-
Idaho	0	0	0	-	-
Illinois	15	15	0	100%	1.72%
Indiana	0	0	0	-	-
Iowa	0	0	0	-	-
Kansas	0	0	0	-	-
Kentucky	0	0	0	-	-
Louisiana	0	0	0	-	-
Maine	15	15	0	100%	0%
Maryland	15	1	0	10%	1.32%
Massachusetts	16	0	0	2%	0.59%
Michigan	0	0	0	-	-
Minnesota	6	1	0	16%	0%
Mississippi	0	0	0	-	-
Missouri	0	0	0	-	-
Montana	0	0	0	-	-

Appendix V cont.

Awarded, Obligated and Expended CFI Community Charging Funds of December 31, 2025 - Community Grants to State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Nebraska	0	0	0	-	-
Nevada	0	0	0	-	-
New Hampshire	15	0	0	0%	0%
New Jersey	10	0.12	0	1%	0%
New Mexico	0	0	0	-	-
New York	30	3	0	9%	0.43%
North Carolina	1	0	0	0%	0%
North Dakota	0	0	0	-	-
Ohio	0	0	0	-	-
Oklahoma	0	0	0	-	-
Oregon	0	0	0	-	-
Pennsylvania	0	0	0	-	-
Puerto Rico	0	0	0	-	-
Rhode Island	15	0	0	0%	0%
South Carolina	0	0	0	-	-
South Dakota	0	0	0	-	-
Tennessee	0	0	0	-	-
Texas	0	0	0	-	-
Utah	0	0	0	-	-
Vermont	0	0	0	-	-
Virginia	11	0	0	0%	0%
Washington	1	0	0	0%	0%
West Virginia	0	0	0	-	-
Wisconsin	0	0	0	-	-
Wyoming	0	0	0	-	-
TOTAL	**179**	**37**	**0.712**	**21%**	**0.40%**

Appendix V cont.

Awarded, Obligated and Expended CFI Community Charging Funds of December 31, 2025 - Community Grants to Non-State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Alabama	1	0	0	0%	0%
Alaska	5	1	1	19%	15%
Arizona	43	5	1	11%	1.22%
Arkansas	15	0	0	0%	0%
California	182	4	0.17	2%	0.09%
Colorado	16	1	0	5%	0%
Connecticut	0	0	0	-	-
Delaware	1	0	0	0%	0%
District of Columbia	4	1	0	15%	0%
Florida	25	0	0	0%	0%
Georgia	29	0	0	1%	0%
Hawaii	0	0	0	-	-
Idaho	3	1	0	34%	0%
Illinois	29	0	0	0%	0%
Indiana	32	0	0	1%	0%
Iowa	2	0	0	0%	0%
Kansas	1	0	0	0%	0%
Kentucky	8	0	0	0%	0%
Louisiana	9	0	0	0%	0%
Maine	0	0	0	-	-
Maryland	0	0	0	-	-
Massachusetts	17	2	2	14%	9%
Michigan	27	4	0	16%	0%
Minnesota	17	0	0	0%	0%
Mississippi	0	0	0	-	-
Missouri	18	0	0	2%	0%
Montana	0	0	0	-	-

Appendix V cont.

Awarded, Obligated and Expended CFI Community Charging Funds of December 31, 2025 - Community Grants to Non-State Entities

	CFI Funds Awarded ($1M)	CFI Funds Obligated ($1M)	CFI Funds Expended ($1M)	Obligated / Awarded (%)	Expended / Awarded (%)
Nebraska	1	0	0	0%	0%
Nevada	3	0	0	0%	0%
New Hampshire	0	0	0	-	-
New Jersey	0	0	0	-	-
New Mexico	4	0	0	2%	0%
New York	23	2	0.60	11%	3%
North Carolina	7	0	0	0%	0%
North Dakota	4	0	0	5%	0%
Ohio	61	2	0.18	4%	0.29%
Oklahoma	16	0	0	0%	0%
Oregon	19	0	0	0%	0%
Pennsylvania	27	1	0	3%	0%
Puerto Rico	0	0	0	-	-
Rhode Island	0	0	0	-	-
South Carolina	7	0	0	0%	0%
South Dakota	0	0	0	-	-
Tennessee	5	0	0	0%	0%
Texas	62	14	0.37	23%	1%
Utah	0	0	0	-	-
Vermont	5	0	0	0%	0%
Virginia	1	1	0.16	100%	11%
Washington	64	13	13	21%	20%
West Virginia	0	0	0	-	-
Wisconsin	28	2	0.64	9%	2%
Wyoming	6	1	0	15%	0%
TOTAL	**828**	**57**	**18**	**7%**	**2.13%**

Appendix VII

Methodology

1. NEVI Analysis

a. February 2025 state-level data on available, obligated, and expended NEVI funds were obtained from the U.S. Department of Transportation Federal Highway Administration Fiscal Management Information System.

b. December 2025 state-level data on available, obligated, and expended NEVI funds was obtained from United States Department of Justice filings in State of Washington vs U.S. Department of Transportation Case No. 25-cv-00848-TL, obtained 1/9/2026.

c. Data on active NEVI charging stations as of February 2025 and December 2025 were obtained from Plug-In America.

2. CFI Analysis

a. A list of Round 1a, Round 1b, and Round 2 CFI grant recipients was obtained from the Department of Transportation's Federal Highway Administration. Grants denoted as being for 'hydrogen' only were excluded from this analysis.

b. Division of CFI awards into 'corridor', 'MHDV', or 'community' categories was done based on analysis of data provided by the Department of Transportation's Federal Highway Administration, as well as individual state and substate NEVI pages. For awards that covered multiple categories, the total grant value was assumed to be split evenly between categories.

c. Data on award obligations and expenditures were obtained from USA Spending and Atlas Public Policy for 54 out of 145 grants analyzed in this report. The remaining 91 out of 145 grants had no data available on USA Spending as of 12/31/2025.

d. Assignment of awards into "state entity" vs "non-state entity" categories was made based on Sierra Club's review of each project summary and recipient.

3. CPP Analysis

a. Data on Clean Ports Program (CPP) awards were obtained from the U.S. Environmental Protection Agency. Our analysis throughout this report includes CPP Zero Emission Vehicle Infrastructure Grants and excludes CPP Climate and Air Quality Planning Grants.

b. Data on award obligations and expenditures were obtained from USAspending.gov.

c. Assignment of awards into "state entity" vs "non-state entity" categories was made based on Sierra Club's review of each project summary and recipient.

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