



FACT SHEET: OUT OF JUICE? WHAT'S NEXT FOR NEVI

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The [Infrastructure Investment and Jobs Act \(IIJA\)](#), passed in November 2021, included funding to help build a nationwide electric vehicle (EV) charging network. One major part of that effort is the National Electric Vehicle Infrastructure (NEVI) program, a five-year, \$5 billion federal program created to help states build EV charging stations along major travel routes. The goal of NEVI is to make charging more reliable and convenient, support more EV drivers, encourage private investment, and reduce transportation emissions. State Departments of Transportation (DOTs), many of which had little or no experience running EV charging programs before NEVI, have moved quickly to build that capacity and begin awarding contracts for new stations.

In August 2022, all 52 states and territories submitted their first EV infrastructure plans to the Federal Highway Administration (FHWA) for fiscal years 2022 and 2023. After those plans were approved, states continued submitting yearly updates to access additional funding. By early 2025, more than \$526 million had been obligated and contracts had been awarded for nearly 4,000 direct current fast charging (DCFC) ports at 990 locations. Even with that progress, the program faced pressure to move faster. In February 2025, FHWA [suspended NEVI](#), creating uncertainty about future progress. Then, in January 2026, [Congress passed a budget law](#) that rescinded just over \$503 million in NEVI funding across 30 states and territories.

This fact sheet explains what the rescission means for the NEVI program, how much funding remains available, and what it could mean for future EV charging buildout across the country.

Current Funding Situation

Since the suspension, the NEVI program has gone through a [funding freeze](#), [lawsuit](#), and [rescission](#), leaving many people asking a basic question: how much funding is still available and what kind of EV charging network will result from NEVI?

FHWA issued [updated guidance](#) in August 2025 that allowed states to submit their final plans for fiscal year 2026. Once approved, those plans gave states access to the rest of their five-year NEVI funding. By May 2026, [42 states and territories had received approval](#) for their final annual NEVI

plans. FHWA also approved 12 [states as being 'fully built out'](#) along their charging corridors: Alaska, Delaware, Michigan, Minnesota, North Carolina, Ohio, Pennsylvania, Rhode Island, Texas, Utah, Vermont, and Wyoming (see Box 1). Although Congress rescinded \$503,756,000 in funding across 30 states and territories, states still have about \$4 billion available to continue deploying chargers, and projects are still moving forward.

Box 1. What is 'Fully Built Out'?

Early FHWA guidance for NEVI said states should place DCFC stations every 50 miles along designated Alternative Fuel Corridors, and within one mile of the corridor. Updated guidance in February 2026 removed those two distance requirements, giving states more flexibility in where they place stations. That change also made it easier for states to qualify for what FHWA calls 'fully built out' status.

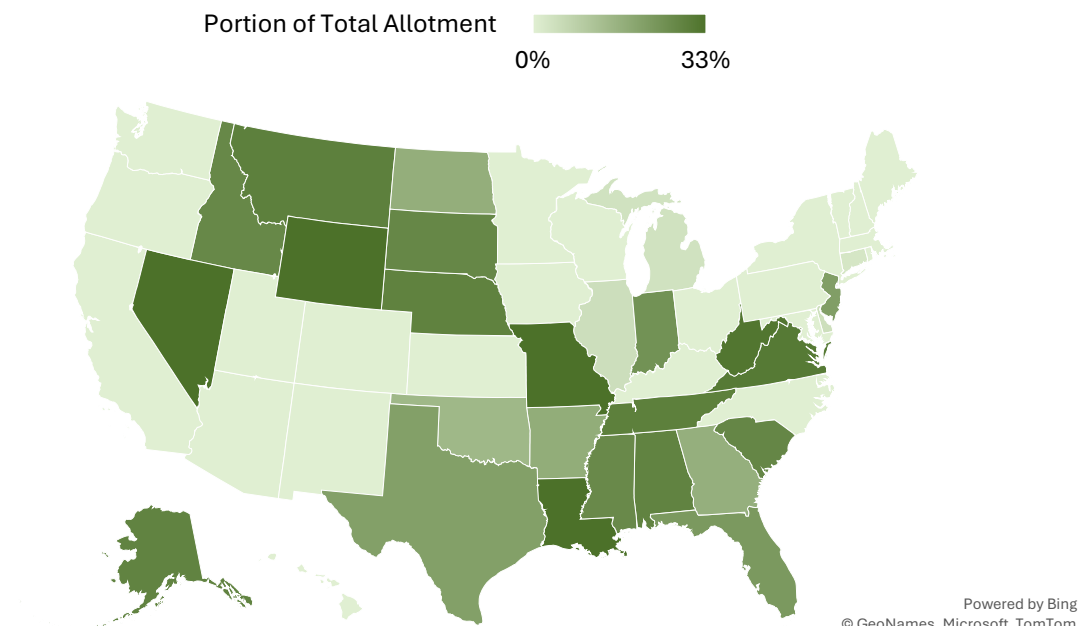
Under the IIJA, FHWA can approve a state as 'fully built out' if the state shows it has enough charging coverage along its Alternative Fuel Corridors. Once a state receives that designation, it can use remaining NEVI funds more flexibly, including for other EV charging needs such as Level 2 chargers in communities or charging for medium- and heavy-duty vehicles, while still supporting fast charging along corridors.

Bottom line: states that receive 'fully built out' approval have more flexibility to use remaining funds to meet their EV charging needs.

2026 Budget Rescission Overview

In late January 2026, Congress rescinded nearly \$504 million in NEVI funding from 28 states, the District of Columbia, and Puerto Rico. The jurisdictions that lost funding had not yet obligated their full fiscal year 2022 allotments, which was the first fiscal year of the program. Across these 30 states and territories, the cuts are estimated to reduce future buildout by about 3,700 fast charging ports.

Figure 1: Share of Total NEVI Funding Rescinded



Source: [Federal Highway Administration](#)

On average, the states that lost funding saw about 23 percent of their total NEVI allotment rescinded. Louisiana, Missouri, Nevada, Virginia, West Virginia, and Wyoming each lost more than 30 percent of their original funding; see Figure 1 for state-specific details. Texas (\$85 million), Florida (\$45 million), Missouri (\$33 million), and Virginia (\$33 million) had the [largest dollar losses](#). Based on average installation costs, that could mean about 620 fewer fast charging ports in Texas, 330 fewer in Florida, 240 fewer in Missouri, and 240 fewer in Virginia than originally planned. Florida and Texas are also among the [top three states](#) for EV sales in 2025.

Rescission Compounds Risks for Some States

Some states have already released Requests for Proposals (RFPs) to spend the rescinded money, and in some cases awarded contracts, based on earlier funding expectations. States with open RFPs must now decide whether they can keep those funding opportunities open after the cuts by potentially finding other sources at the state level or using funding from other federal programs. Arkansas, Connecticut, North Dakota, Oklahoma, and Virginia are losing more funding than they have already awarded, which could force them to rethink how to use the money they have left.

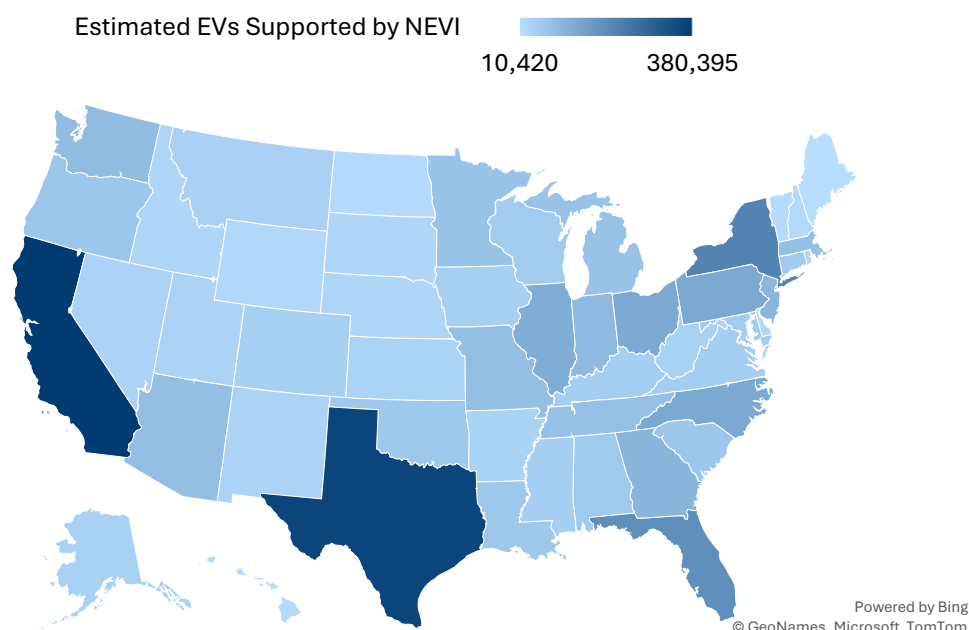
Nevada also faces a particularly difficult situation. The state is losing about \$12 million, or more than 33 percent of its total allotment. As a result, Nevada may face challenges meeting its planned buildout of corridor fast charging stations using federal funds alone.

What's Next for NEVI?

States still have access to about \$4 billion for EV charging, with about [\\$739 million already awarded](#). The program itself has also spurred much larger private-sector investments. We found that for every public dollar invested, approximately \$2 was announced by the private sector.¹

Based on our updated understanding of NEVI implementation and the lessons learned since 2022, the NEVI program could support up to 22,200 fast charging ports or 347,000 mixed Level 2 and fast charging ports. Under the assumptions used in this analysis, those ports would increase charging capacity sufficient to serve 3.7 million EVs². States with the largest formula allocations will likely be able to install the most ports. Texas and California could each see more than 2,100 fast charging ports with their remaining funds, representing charging capacity sufficient to serve more than 380,000 EVs each as seen in Figure 2.

Figure 2: Estimated EVs Supported by NEVI



Estimated number of EVs supported by NEVI ports possible per state with remaining funding.

Source: Atlas analysis of data from [FHWA](#) and [NLR](#).

¹ Adapted from forthcoming Atlas report.

² Assumes each DCFC port can support up to six EVs from [NLR 2023](#).

There may be additional barriers ahead as well. In February 2026, FHWA [proposed a revision](#) to the Build America, Buy America requirements for EV charging equipment that, if finalized, could make charger deployment more difficult. There is also still a risk of future rescissions, although that would require another act of Congress. Despite that uncertainty, states are continuing to obligate available funding and move projects forward where they can.

NEVI is still moving forward, the United States now has more than eight million EVs sold, and charging infrastructure remains important for current drivers as well as people considering an EV in the future. Private companies like [IONNA](#), [EVgo](#), and [Tesla](#) are also continuing to invest large amounts of capital in charging infrastructure without public funding. States and other public resources, however, still play an important role in keeping the nationwide EV charging buildout moving.