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Written Testimony

To: House Appropriations Committee
Date: January 8, 2026
From: Andrea Wright, Environmental Policy Manager
Re: Update on the National Electric Vehicle Infrastructure Program Funding

Chair Scheu and members of the Committee,

The Vermont Agency of Transportation (AOT) respectfully submits the following written testimony on the status of National Electric Vehicle Infrastructure (NEVI) funding.

The Investment Infrastructure and Jobs Act (IIJA) established the National Electric Vehicle Infrastructure (NEVI) Program with \$5 billion in formula funds. Vermont's share of these formula funds is \$21.2 million over five years (FFY2022-2026). Federal program guidelines require annual approval by FHWA of a state's NEVI plan before being able to access that year's apportionment. FHWA has approved four Vermont state plans providing access to all FFY2022-2026 funds.

Vermont's first (the nation's 6th) NEVI charging station opened in Bradford in Spring 2024. This location provided for the obligation of \$630,000 in NEVI funds. In December 2024, AOT, through its first competitive solicitation, awarded \$7.3m in NEVI funds for the design, construction, ownership, operation, and maintenance of public fast-charging infrastructure at 11 of 15 priority locations identified in Vermont's initial NEVI plan along key routes designated as Alternative Fuel Corridors throughout Vermont.

January 20, 2025, brought the issuance of a presidential executive order, Unleashing American Energy. Per the EO, the Federal Highway Administration (FHWA) paused NEVI funding by rescinding approval of state NEVI Plans. The pause was contingent on the issuance of new guidance.

At the time of the EO Vermont had been apportioned \$16.7m in NEVI formula funds through approval of FFY22-FFY25 Plans and had obligated over \$800,000. The \$7.3m issued via the first solicitation awards, as well as \$8.5m available for a planned February 2025 second round solicitation, was paused.

In May 2025, Vermont joined a multistate lawsuit to regain access to the paused FFY2022-2025 apportionments. However, in late June a court ruling determined Vermont was not included in the preliminary injunction granted to 14 of the 17 states named in the lawsuit.

On August 11, 2025, FHWA issued the National Electric Vehicle Infrastructure Formula Program Interim Final Guidance. The updated guidance intended to streamline states' program development and requires states to submit updated plans by September 10, 2025 which upon approval would provide access to frozen funds. AOT quickly drafted a FFY2026 state plan update in accordance with the new guidance and

submitted it to FHWA on August 25. FHWA approved the FFY2026 plan on August 26. By August 29, FHWA made the \$15.8 million previously authorized but paused FFY2022-2025 funds available. Those funds were obligated by September 11. Also in September, FHWA authorized the remaining \$4.5 million FFY2026 apportionment, which was quickly obligated and will also be included in a second solicitation.

The 9 locations VTrans now has under contract (Bradford, Randolph, Wilmington, South Burlington, St. Albans, White River Junction, Brattleboro, Middlebury, Bennington) and administrative costs account for an anticipated expenditure of \$8m of NEVI funds.

Looking ahead, AOT expects to issue a second RFP to continue filling gaps to meet the State's goal to have DCFC located every 25 miles on the state highway network for up to an additional 19 planned locations utilizing the remaining \$13m.

VTrans will be submitting a required and more detailed report, with a map, on the State's efforts to meet its federally required Electric Vehicle Infrastructure Deployment Plan, as updated, and the state EVSE goals along with other related required reports with the House and Senate Committees on Transportation by January 15. Each of Vermont's approved annual plan updates are available on the [AOT website](#).