

April 29, 2026

The Honorable Jack Bergman
Michigan District 1
U.S. House of Representatives
Washington, D.C. 20515
Delivered via email

Dear Representative Jack Bergman,

We, the undersigned municipal and local leaders from communities across Michigan, urge you to maintain dedicated funding for electric vehicles (EVs) and charging in the upcoming surface transportation reauthorization bill. This includes the National Electric Vehicle Infrastructure (NEVI) Formula Program, Charging and Fueling Infrastructure (CFI) Grant Program, Low or No Emission Grant Program, and Clean School Bus Program.

The United States stands at a pivotal moment in transportation innovation. With 178 models available, nearly 8 million EVs already sold domestically, and more than 150,000 sold in Michigan, the momentum is undeniable. However, **the recent decision to rescind \$879 million in NEVI funding from the FY2026 appropriations package** creates policy and funding uncertainty, putting progress at risk and making continued funding for EV and charging programs in the surface transportation reauthorization critical.

Consumer Demand Requires Infrastructure

Consumer interest in EVs continues to accelerate. J.D. Power reports that nearly 60% of new-vehicle shoppers are “very likely” or “somewhat likely” to consider an EV, but access to reliable charging infrastructure remains the primary barrier to mass adoption. While Michigan has almost 2,000 operational public EV charging stations, more are needed to meet rising demand. NEVI and CFI represent first-of-their-kind programs to build a nationwide network of EV charging, providing reliability and certainty to American consumers who choose an EV. At this pivotal moment, we must ensure that infrastructure investments keep pace with market demand by supporting programs that leverage public funding to attract much larger private investment. Our communities are positioned to benefit from the jobs and economic development that come with this infrastructure buildout.

Economic Competitiveness and National Security

EV technology is critical to U.S. economic competitiveness and national security; we cannot afford to cede leadership in this sector to China. Currently, Michigan has over \$19.9 billion invested in EV manufacturing, creating nearly 17,000 EV-related jobs. Sustained investment in EV charging infrastructure will support hundreds of thousands of American jobs nationwide and ensure our domestic auto industry can effectively compete with Chinese automakers. The battery and critical mineral supply chains that power this industry are also essential to our defense capabilities, helping build a domestic and allied supply chain that is not reliant on those of our adversaries.

State Momentum

Thanks to increased program flexibility under the Trump administration, more than 45 states are now moving forward with plans to expand public-private partnerships and increase the choices consumers and

fleets have to power their transportation future. States and local communities have built comprehensive implementation strategies around these programs. To claw back this funding just when states and communities are moving forward would further handicap the United States' ability to stay competitive in transportation innovation; inconsistent funding signals undermine years-long state and local planning efforts, eroding the collaborative public-private partnerships that drive economic progress. This is why we must continue to fund charging infrastructure programs in the surface transportation reauthorization bill.

State and Local Progress in Action

- Michigan is set to receive roughly \$110 million in NEVI funding through Fiscal Year 2026. It currently has three operational NEVI chargers, seven under construction, 21 in design, and 51 additional sites awaiting contracts.
- The City of Detroit was awarded \$23.4 million to build EV charging infrastructure along key transportation corridors.
- The City of Ann Arbor was awarded \$2.8 million to expand its EV charging infrastructure.
- The City of Lansing was awarded \$8 million for the Michigan Capitol Area Regional EV Charging Gateway Initiative.
- In Fiscal Year 2025, Michigan won \$109 million in Low and No Emissions Bus Grant Program funds, which will go to local transit authorities.
- Michigan has already electrified 170 school buses, with another 400 committed to electrification.

Ensuring Fair and Fuel-Neutral Policy

We are also concerned about a proposed EV tax that would require EV drivers to pay significantly more than what internal combustion engine vehicle drivers pay into the gas tax. The steady decline in gas tax revenues is not primarily due to the rise of EVs, but rather the increasing fuel efficiency of gas vehicles and the failure to index the taxes to inflation. A punitive tax on EV drivers will not solve the very real issues facing the Highway Trust Fund. We remain committed to exploring solutions to fund our transportation infrastructure for all users and urge you to adopt a fair long-term solution through a fuel-neutral approach.

The Path Forward

Consistent and adequate funding for EV and charging programs is essential to maintain the momentum that 45 states and our communities across Michigan have already planned or built.

We strongly urge you to maintain the current levels of funding for dedicated EV and charging infrastructure programs in the surface transportation reauthorization bill, demonstrating a consistent commitment to policies that support American jobs and global competitiveness.

Sincerely,

Councilmember Dharma Akmon
City of Ann Arbor

Sen. Stephanie Chang
Michigan State Senate

Vice President Kenyada Bowman
School District of the City of Pontiac

Councilmember Jen Eyer
City of Ann Arbor

Rep. Julie Brixie
Michigan House of Representatives

Commissioner Jonathan C. Kinloch
Wayne County

Member Andy LaBarre
Washtenaw County Board of Commissioners

Councilmember Denzel McCampbell
City of Detroit

Rep. Jason Morgan
Michigan House of Representatives

Trustee Adel A. Mozip
Dearborn Public Schools

Mayor Andy Schor
City of Lansing

Sen. Sam Singh
Michigan State Senate

Commissioner Charles Winfrey
Genesee County Board of Commissioners