

April 24, 2026

The Honorable Jon Husted
U.S. Senate
Washington, D.C. 20515
Delivered via email

Dear Senator Jon Husted,

We, the undersigned municipal and local leaders from communities across Ohio, 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, almost 8 million EVs already sold in America, and more than 113,000 EVs sold in Ohio, 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 Ohio has more than 1,800 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, Ohio has over \$13.8 billion invested in EV manufacturing, which has created 7,900 EV-related jobs in the state. Sustained investment in EV charging infrastructure will support hundreds of thousands of 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. Communities across Ohio have built comprehensive

implementation strategies around these programs, making Ohio one of the leading states in NEVI charger deployment. 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 of state and local planning, eroding the collaborative public-private partnerships that are driving economic progress. This is why we must continue to fund EV and charging programs in the surface transportation reauthorization bill.

State and Local Progress in Action

- Ohio is set to receive \$140 million in NEVI funding for DC fast chargers. It currently has 19 operational NEVI chargers and 12 in design.
- The Southeast Ohio Public Energy Council received \$12.5 million to expand EV charging infrastructure. The project creates a new network of EV charging options that allow for regional travel from Athens in the east and Dayton in the west.
- The Northeast Ohio Areawide Coordinating Agency received \$15 million to design and build EV charging stations at 70 locations throughout a five-county region.
- In Fiscal Year 2025, Ohio won \$41 million in Low and No Emissions Bus Grant funds, which will go to local transit authorities.
- Sixteen electric school buses are currently operating in Ohio, with over 160 more committed.

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 Ohio have already planned or built. We strongly urge you to maintain the current levels of EV and charger funding in the surface transportation reauthorization bill, demonstrating a consistent commitment to policies that support American jobs and global competitiveness.

Sincerely,

Councilmember Anna Albi
City of Cincinnati

Mayor Judson Kline
Orange Village

Member Eve Bolton
Cincinnati Public School Board

City Council President Micah McCarey
City of Athens

Councilmember Austin N. Davis
City of Cleveland

Rep. Joseph A. Miller, III
Ohio House of Representatives

Commissioner Matt Joseph
City of Dayton

Member Kareem Moffett
Cincinnati Public School Board

Mayor Stephen Patterson
City of Athens

Commissioner Christopher L. Shaw
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Councilmember Michael Shrodek
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Mayor Shenise Turner-Sloss
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Councilmember Christopher L. Wyche
City of Columbus