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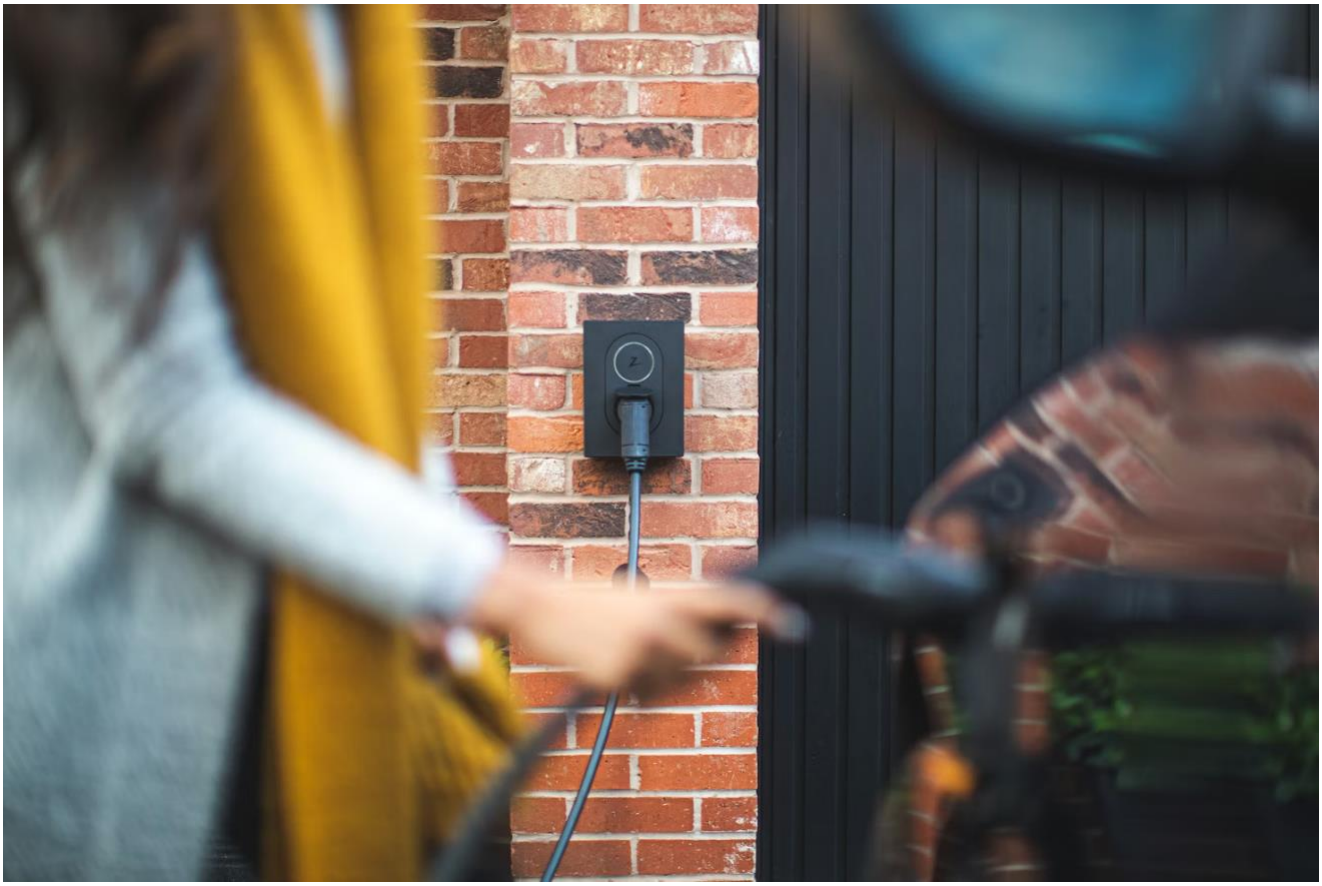
U.S. ELECTRIC VEHICLE STATE POLICY LANDSCAPE REPORT

Characterizing State Electric Vehicle Policies



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Guided by science and economics, Environmental Defense Fund (EDF) tackles our most urgent environmental challenges with practical solutions. EDF is one of the world's largest environmental organizations, with more than 3.5 million members and a staff of 1,000 scientists, economists, policy experts, and other professionals around the world.

Acknowledgements

We thank Atlas Public Policy for their work compiling the information on state policies.

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Acronyms and Abbreviations

AFC	Alternative Fuel Corridor
AFV	Alternative Fuel Vehicle
BEV	Battery Electric Vehicle
DCFC	Direct Current Fast Charger
EDF	Environmental Defense Fund
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
FHWA	Federal Highway Administration
GHG	Greenhouse Gas
HOV	High-Occupancy Vehicle
ICE	Internal Combustion Engine
IIJA	Infrastructure Investment and Jobs Act
IPCC	Intergovernmental Panel on Climate Change
MOU	Memorandum of Understanding
MSRP	Manufacturer's Suggested Retail Price
MUD	Multi-Unit Dwelling
NEVI	National Electric Vehicle Infrastructure Program
PHEV	Plug-in Hybrid Electric Vehicle
STIP	Statewide Transportation Improvement Program
TOU	Time-of-Use
USDOT	U.S. Department of Transportation
ZEV	Zero-Emission Vehicle

U.S. Electric Vehicle State Policy Landscape Report

Introduction and Methodology

This Electric Vehicle (EV) State Policy Landscape Report provides an inventory and assessment of the different policies and programs that the 50 states and the District of Columbia have implemented to support the uptake of EVs. State EV policies play an important role in reducing air pollution and protecting public health, saving drivers and fleets money by supporting the purchase of affordable and clean vehicles, and fostering economic development through investment in the EV manufacturing ecosystem.

This EV State Policy Landscape analysis reflects conditions through September 2025. The report focuses on mature policies that support zero-emission vehicles (ZEVs)—principally battery electric vehicles (BEVs)—and also discusses policies supporting plug-in hybrid electric vehicles (PHEVs) and other alternative fuel vehicles (AFVs). We focus on policies adopted by state governments, including state regulatory agencies, as well as local governments and utilities.[a]

The research catalogues a total of 16 types of individual state-level EV policies in use across the U.S. These standalone policies are organized into seven categories. The research team has prepared profiles of each state using this structure. These profiles also include demographic and geographic metrics and high-level summaries of the EV policies in each state. The research reveals that states have followed a variety of strategies across policy areas. In addition to these 16 policy types, we also highlight an illustrative sample of other state and local EV policies.

This report demonstrates that while some states have taken more steps than others to encourage EV adoption, all states have taken at least four different types of actions to promote it. This includes a diverse group of states, with the largest number of EV policies in places like California (16 policies), Arizona (14), Illinois (13), and Alabama (12). While some policies are more significant than others at driving EV adoption, the presence of multiple EV policies in all states—and of numerous EV policies in states across the political spectrum—demonstrate the feasibility and importance of making progress on state-level EV policies.

[a] We acknowledge that there are other state actors that have meaningful and important EV policies, for example, state universities and community colleges that provide workforce training programs for EV engineers and mechanics. Those types of programs are outside the scope of this report.

The report also demonstrates that, notwithstanding recent federal attempts to undermine pivotal state ZEV regulations (such as the Advanced Clean Cars II and Advanced Clean Trucks programs) and longstanding limits on state regulatory authority due to federal preemption,[i] states possess significant ability to advance substantial and meaningful EV policies outside these areas. Indeed, recent federal retrenchments provide even greater reason for states to lead the way forward on EVs and to secure a clean and affordable transportation future.

EDF intends this report to be a vital resource for anyone working on or interested in U.S. and state EV and clean transportation policies, capturing the myriad of approaches states are advancing to secure cleaner air, more affordable and clean vehicles, and economic competitiveness.

The information provided in this report has been compiled through extensive internet searches, cross-referencing data maintained by industry and other environmental organizations, and the research team's ongoing engagement in the EV policy sector. The data are contained in a spreadsheet with worksheets for each state, using a common template that arrays the 16 EV policy types across seven categories. The dataset also includes a policy matrix that indicates which individual policies each state has adopted. We have done our best to fully capture these policies; however, if you believe a policy is missing or wish to engage on these topics, please let us know by emailing StateEVPolicyLandscape@edf.org.

State EV Policy Review

The EV Policy Landscape research has been organized into the following seven EV policy categories, ranging from one to three individual policies per category:

1. ZEV Procurement *(1 policy)*
2. Direct ZEV Purchase Incentives *(2 policies)*
3. Indirect ZEV Purchase Incentives *(3 policies)*
4. ZEV Charging Infrastructure *(3 policies)*
5. Utility Incentives *(3 policies)*
6. Education *(2 policies)*
7. Research and Collaboration *(2 policies)*

The sections that follow provide additional information on these categories and the individual policies that comprise them. The narratives discuss the goals underpinning the different policy areas and highlight the range of approaches that different states have taken in implementing individual policies. The intent is to showcase the variety of approaches available to advance desired EV policy outcomes.

This report focuses on state actions that do not require a federal Clean Air Act waiver of pre-emption and can be implemented immediately, though California has begun important steps through its Drive Forward program to develop future emissions standards that will be critical to securing pollution reductions from light-, medium-, and heavy-duty vehicles.[b]

The State EV Policy Matrix is provided below and in Table A-1 in the appendix. The matrix lists the seven policy categories and 16 individual EV policies that states have put into place and indicates which states have enacted them. In the matrix, an open circle indicates that a state has only utility programs or programs that apply to a subset of the state for that policy category. A closed circle indicates that a state administers a policy in that category.

[b] Given the current uncertainty with the Advanced Clean Cars II and Advanced Clean Trucks vehicle standards, they are not included in this landscape report. The Trump Administration has taken unprecedented and unlawful actions purporting to overturn certain Clean Air Act Waivers for ACCII, ACT and NOx rules and these are currently being challenged in federal court. See: https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2025/emergencyvehemissions/notice.pdf; https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/states-have-adopted-californias-vehicle-regulations.

TABLE 1: STATE EV POLICY MATRIX

POLICY TYPE	EV POLICY	AL	AK	AZ	AR	CA	CO	CT	DE	DC	FL	GA	HI	ID	IL	IN	IA	KS	KY	LA	ME	MD	MA	MI	MN	MS	MO
ZEV Procurement	Transit/State Fleet ZEV Programs/Incentives	●	●	●	●	●	●	●	●	●			●		●	●					●	●	●			●	●
Direct ZEV Purchase Incentives	Light Duty Vehicle Rebates or Tax Incentives	○	○			●	●	●	●		○				●			●			●	●	●	●	●	○	●
	Other Vehicle Purchase Incentives (incl. offroad and med/heavy-duty vehicles)	●		○	○	●	●	●	●	●	○			●	●	●	●			○		●	●	●	●	○	
Indirect ZEV Purchase Incentives	Parking Policies			●		●							●														
	Priority Access (HOV Lane)/Other Access-related			●		●						●										●			●		
	Exemptions and Other Incentives			●		●	●		●	●	●				●						●	●	●	●	●		●
ZEV Charging Infrastructure	Charging Infrastructure Incentives and Rebates	●	●	●	●	●	●	●	●	●	○	●	●	○	●	○	●	○	●	●	●	●	●	●	●	○	○
	EV-Ready Building Codes	○		○		●	●	●	●	●		○	○		●												
	NEVI Plan	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Utility Incentives	Utility Residential EV Rates	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●		●
	Utility Commercial EV Rates	●	●	●		●	●	●	●		●		●	●	●	●					●				●		
	Other Utility Programs	●	●	●		●	●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●		
Education	Signage	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Information Sharing	●	●	●	●	●	●	●	●	●	●	●				●							●		●		
Research and Collaboration	Research		●			●		●	●						●	●						●					
	Regional Collaboration	●		●	●	●	●	●		●	●	●	●		●	●	●	●		●	●		●	●	●	●	●
Total Policies in State	**Sum of All Policy Types**	12	10	14	8	16	13	13	13	11	11	9	10	7	13	11	7	6	5	6	10	11	11	9	12	7	8

POLICY TYPE	EV POLICY	MT	NE	NV	NH	NJ	NM	NY	NC	ND	OH	OK	OR	PA	RI	SC	SD	TN	TX	UT	VT	VA	WA	WV	WI	WY
ZEV Procurement	Transit/State Fleet ZEV Programs/Incentives				●	●	●	●	●				●	●	●	●		●	●		●	●	●			
Direct ZEV Purchase Incentives	Light Duty Vehicle Rebates or Tax Incentives					●	●	●					●	●	●		○		●	●	●	●	●			
	Other Vehicle Purchase Incentives (incl. offroad and med/heavy-duty vehicles)	●	●	●	●	●		●	●		●	●	●	●	●	●		●	●	●	●	●	●		●	●
Indirect ZEV Purchase Incentives	Parking Policies			●	●					●			●									●				
	Priority Access (HOV Lane)/Other Access-related					●		●	●											●		●				
	Exemptions and Other Incentives			●			●		●		●		●	●	●							●	●	●	●	
ZEV Charging Infrastructure	Charging Infrastructure Incentives and Rebates	○	●		○	●	●	●	○	○	○	○	●	○	○	●	●	○	●	●	●	●	●	○	●	○
	EV-Ready Building Codes					●	●	●					●													
	NEVI Plan	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Utility Incentives	Utility Residential EV Rates			●	●		●	●	●		●	●	●	●	●	●	●	●	●		●	●	●	●	●	
	Utility Commercial EV Rates			●	●			●			●	●		●				●	●	●		●	●		●	
	Other Utility Programs			●	●	●		●	●		●		●	●	●				●	●	●	●	●			
Education	Signage	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Information Sharing	●				●					●		●		●			●	●	●	●		●			
Research and Collaboration	Research					●		●														●	●		●	
	Regional Collaboration	●		●	●	●	●	●	●			●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Total Policies in State	**Sum of All Policy Types**	6	4	9	10	12	9	13	10	4	9	7	13	11	11	7	6	9	11	10	10	14	13	6	9	5

ZEV Procurement (1 policy)

This category includes state programs that require or encourage public fleets to procure a certain share of ZEVs. It includes state protocols and requirements governing the transition to low- or zero-emission vehicles in public fleets, including airside vehicles at airports, school buses, and state agency fleets. A total of 31 states have adopted a wide variety of transit and state fleet policies; selected examples are shown below:

- **Alaska:** The Alaska Department of Transportation and Public Facilities must evaluate the cost, efficiency, and commercial availability of alternative fuels for automotive purposes every five years, and purchase or convert to vehicles that operate using alternative fuels whenever practical. The department may participate in joint ventures with public or private partners to foster the availability of alternative fuels for consumers.[2]
- **Connecticut:** As of January 2024, Connecticut may not procure, purchase, or lease diesel transit buses; and at least 30% of transit bus fleets procured by the state must be zero-emission models by January 2030.[3] Beginning January 1, 2026, cars and light-duty trucks purchased by state agencies must meet the following electric vehicle (EV) acquisition targets: 50% EVs by 2026, 75% EVs by 2028, and 100% EVs by 2030.[4]
- **Maine:** The Maine Department of Education has adopted a goal that 75% of new school bus acquisitions be zero-emission by 2035.[5]
- **California:** State agencies are required to purchase vehicles from California Air Resources Board-aligned original equipment manufacturers (CARB-aligned OEMs) that recognize California's authority to set vehicle emissions standards under Section 209 of the Clean Air Act, and have aligned with the CARB in their commitment to reducing fleet emissions.[6]

Direct ZEV Purchase Incentives (2 policies)

As of September 2025, 28 states offer direct financial incentives for the purchase of light-duty EVs, and 40 states provide a variety of incentives for the purchase of medium- and heavy-duty EVs and off-road EVs. Most states offer rebates to residents purchasing a qualified EV; however, some provide state tax credits. There is greater variation in incentive programs for the purchase

of off-road, medium-duty, and heavy-duty EVs due to the relatively higher costs of these vehicles and the fact that they are often part of commercial vehicle fleets. For these reasons, the Direct ZEV Purchase Incentive category contains the following two policy types:

- Light-Duty Vehicle Purchase Incentives
- Other Vehicle Purchase Incentives (including off-road and medium- and heavy-duty vehicles)

The purpose of these incentives is to provide EV purchasers with financial support that offsets part of the higher upfront cost of purchasing an EV compared with the purchase of a comparable internal combustion engine (ICE) vehicle. Given that states often fund incentive payment programs with one-time allocations, programs may become inactive once available funding is exhausted. Some states authorize additional funding in subsequent budget cycles, while others may allow certain programs to lapse. Therefore, the number of active, funded state programs can be expected to fluctuate over time. That said, a stable funding source can significantly enhance program access and effectiveness.

State incentive payments for passenger vehicles generally range from $1,500 to more than $10,000 for purchase of a light-duty EV. Several states provide incentives at the lower end of this range for light-duty hybrid plug-in EVs and higher amounts for all electric EVs; some also base incentive levels on vehicle cost. Most states cap the purchase cost of qualifying EV models, and several offer additional payments for qualifying low-income populations.

The following examples illustrate different approaches states have developed to provide direct ZEV purchase incentives.

- **Colorado:** New EVs titled and registered in Colorado are eligible for a tax credit, the credit value of which decreases each calendar year. In 2025, light-duty EVs are eligible for a $3,500 credit. Light-duty EVs purchased or leased between January 1, 2024, and January 1, 2029, with a manufacturer's suggested retail price below $35,000 may receive an additional tax credit of $2,500.[7] Colorado also adopted Vehicle Exchange Colorado (VXC), which helps income-qualified Coloradans recycle and replace older or higher-emitting vehicles with EVs. Eligible Coloradans can receive a $9,000 rebate for a qualified new EV purchase or lease and $6,000 for a used EV purchase or lease.[8]
- **Massachusetts**: The state offers rebates of $3,500 to $6,000 for full battery electric vehicles (BEVs) and $1,500 for plug-in hybrid electric vehicles (PHEVs). Eligible vehicle purchase prices must be below $55,000.[9]

- **Illinois**: Illinois provides rebates of $2,000 for a new or used light-duty EV and up to $4,000 for eligible low-income applicants, as well as rebates of $1,500 for the purchase of an electric motorcycle.[10]
- **Oregon**: Oregon offers rebates of $1,500 to $2,500 for the purchase or lease of a new light-duty EV, depending on battery size. A separate program provides rebates of up to $5,000 for low- and medium-income populations purchasing new or used light-duty EVs and the two programs may be combined for a total incentive of up to $7,500.[11]
- **California:** California's Clean Cars 4 All program provides incentives of up to $12,000 to help lower-income consumers living in priority populations replace older, higher-polluting vehicles with a new or used BEV, PHEV, or zero-emission motorcycle. Interested participants must be able to provide an eligible vehicle to scrap and meet income requirements.[12]
- **Vermont:** Vermont's Replace Your Ride program encourages owners of older internal combustion engine vehicles to transition to cleaner transportation options by offering incentive vouchers of up to $5,000 to scrap high-polluting vehicles more than ten years old. Vouchers may be applied toward the purchase of a new or used EV or a range of active and shared mobility fleet options.[13]
- **Texas:** Texas's Light-Duty Motor Vehicle Purchase or Lease Incentive Program provides rebates of up to $2,500 for the sale or lease of eligible battery-powered light-duty electric drive vehicles.[14]

As discussed above, 40 states offer incentive programs to support the purchase of off-road and medium- and heavy-duty vehicles. Given the relatively higher upfront and overall cost of these vehicles, incentives can be substantial. As a result, vehicle purchasers must apply for most of these programs, with each application considered separately. Several states maintain dedicated incentive programs for transit authorities and school districts to support the transition to ZEV models. Some states also have other programs available to private companies operating large vehicles used for deliveries and service calls. The following examples demonstrate the range of strategies states use to incentivize medium- and heavy-duty ZEV adoption:

- **Utah**: Utah provides tax credits to businesses purchasing heavy-duty ZEVs, but requires that at least 50% of vehicle miles driven occur within the state. A single taxpayer may claim credits for up to 10 heavy-duty ZEVs or a cap of $500,000 annually.[15]

- **Texas:** The Texas Volkswagen Environmental Mitigation Program (TxVEMP) offers grants to repower or replace diesel vehicles and equipment with all-electric models. Eligible projects include Class 8 freight and drayage trucks, Class 4-8 buses, Class 4-7 freight trucks, airport ground support equipment, forklifts and port cargo handling equipment, and associated charging infrastructure. At least 51% of annual operation of the grant-funded vehicle or equipment must occur in a designated priority area.[16]
- **Connecticut:** Connecticut provides matching funds to municipalities, school districts, and school bus operators for the purchase or lease of zero-emission school buses and EV chargers.[17]
- **Maryland:** Maryland offers grants to purchase qualifying ZEVs and heavy equipment for commercial or industrial use. This program applies to Maryland fleet companies, organizations, and communities to help offset the costs of purchasing qualified, newly manufactured medium- or heavy-duty ZEVs and qualified heavy equipment.[18]
- **California:** California provides vouchers to eligible fleets to reduce the upfront cost of purchasing qualified electric and hybrid trucks and buses. Vouchers are available on a first-come, first-served basis and range from $7,500 to $330,000, depending on vehicle type and weight. Only fleets operating vehicles in California are eligible.[19]

Indirect ZEV Purchase Incentives (3 policies)

As of September 2025, 31 states offer indirect purchase incentives for light-duty EV owners and prospective purchasers. Most of these states offer exemptions in the form of reduced fees, excess weight exemptions, emissions testing exemptions, and, in some cases, reduced taxes. Other states also offer High Occupancy Vehicle (HOV) lane exceptions and special parking for EV owners, together with penalties for non-EVs that park in EV-designated spaces. Unlike the policies described in the section above, indirect incentives do not involve direct financial assistance for the purchase of EVs. The Indirect ZEV Purchase Incentives category contains the following three policy types:

- Parking Policies
- Priority Access (HOV Lane)/Other Access-related
- Reduced Fees and Other Exemptions

The purpose of these incentives is to provide EV owners with benefits generally not provided to others, thereby indirectly supporting and incentivizing the sales and use of EVs. Parking policies typically come in the form of preferential parking for EV owners and a fine of several hundred dollars for non-EV motor vehicles that stop, stand, or park in parking spaces designated for EV parking and charging. Eight states currently offer parking-related policies.

Access-related policies generally take the form of exceptions for EVs or other alternative fuel vehicles (AFVs) to use carpool or HOV lanes regardless of the number of passengers in the vehicles. States may implement this policy through the use of special EV- and AFV-designated license plates or by offering permits to qualified vehicles. Ten states currently offer access-related policies. However, the HOV lane exemption for AFVs on federally funded highways expired on September 30, 2025, and neither Congress nor the NEVI Administration chose to extend the program.

As a result, these states no longer provide HOV access to AFVs, including EVs.[20] Reduced fees generally involve lower registration or annual fees for EVs. Exemptions include excess weight exemptions for EVs due to battery weight and emissions testing exemptions due to EVs having zero tailpipe emissions. Some states may also offer reduced taxes for charging EVs. The following examples illustrate some of the approaches that 24 states have developed to provide indirect ZEV purchase incentives to their residents:

- **Arizona:** Arizona provides for preferential parking for EVs, including measures to discourage use by any vehicle without an AFV license plate or sticker that stop, stand, or park in spaces designated for EV parking or EV charging.[21]
- **Nevada:** Nevada offers a weight exemption for vehicles with idle reduction technology, including EVs, which may exceed max gross vehicle weight limit by up to 2,000 pounds.[22]
- **Maryland:** EV owners in Maryland may operate in any Maryland HOV lane regardless of the number of occupants if they obtain the appropriate permit. [23]
- **North Carolina:** North Carolina exempts EV owners from annual emissions testing requirements.[24]
- **Georgia:** Georgia allows AFVs, including EVs displaying the proper license plate, to use the HOV lanes toll-free, regardless of the number of passengers.[25]

- **Washington, D.C.:** Washington, D.C. exempts qualified EVs from the excise tax imposed on an original certificate of title. Both original and subsequent purchasers of the same vehicle are eligible for the exemption.[26]
- **New Mexico:** New Mexico exempts alternative fuels, including electricity, distributed by or used for the federal government, the state government, or Indian nation, tribe, or pueblo purposes from the state excise tax.[27]

ZEV Charging Infrastructure (3 policies)

Incentives for ZEV charging infrastructure are generally more common than those for the purchase of EVs. EV chargers, especially Level 1 and Level 2 chargers for workplace or home use, are significantly cheaper than EVs themselves. As of September 2025, 49 states and the District of Columbia offer incentives and/or rebates for charging infrastructure, 14 states incentivize EV-ready building codes, and all 50 states plus the District of Columbia have published plans to unlock funding under the National Electric Vehicle Infrastructure (NEVI) program.

The ZEV Charging Infrastructure category contains the following three policy types:

- Charging Infrastructure Incentives and Rebates
- EV-Ready Building Codes
- NEVI Plan

Incentives and rebates for charging infrastructure vary by the type of financial incentive and the entities to which they are available, including residents, municipalities, private businesses, and public agencies, as well as by the entities from which they are available—states, municipalities and utilities.

Many states, through local utilities, offer some form of a “make ready” program, which prepares the electric grid to serve development sites where EV chargers are expected to be deployed. Customers must apply to receive funding and, depending eligibility criteria, may receive up to 100% of the cost of developing the power infrastructure needed for the new EV chargers. Award criteria may include the community the charging installation will serve, whether it is for public or private use, and the charger type and power level.

Residential rebates for EV chargers are often offered by utilities and are typically customer funded. There are also state-sponsored programs offering rebates and direct financial incentives

toward the purchase or acquisition of an EV charger by a state resident, business, or public entity. These programs may include grants specifically targeting the purchase and installation of EV chargers or broader programs supporting alternative fuel equipment, including EV charging infrastructure. Like financial incentives for the purchase of EVs, these programs may lapse due to budget cycles and expended funding.

The examples below illustrate the wide array of state incentives supporting EV charging infrastructure:

- **Connecticut:** United Illuminating offers a make-ready program where businesses can receive up to 100% reimbursement for electrical infrastructure improvements (make-ready) and up to 50% reimbursement for EV charging equipment (EVSE) when installing commercial EV charging stations at destinations, workplaces, and multi-unit dwellings (MUDs).[28] Funding may be reduced beginning in 2026.[29]
- **Delaware:** Delaware provides rebates of up to $3,000 per port for the purchase of Level 2 EV charging stations for use at public, fleet, and workplace locations and up to $4,000 for multi-unit dwellings (MUDs).[30]
- **Georgia:** The Georgia Environmental Protection Division offers a tax credit equal to 10% of the cost of purchasing and installing qualified publicly accessible EV charging stations, up to $2,500, for eligible business enterprises.[31]
- **Kentucky:** Kentucky offers a 50% cost match for state and local government agencies for the purchase of a Level 2 charger or direct current fast chargers (DCFC) through the Energy and Environment Cabinet.[32]
- **Maine:** Maine maintains various rotating funding and grant programs for the purchase and installation of public EV chargers at commercial and public properties.[33]
- **Maryland:** Maryland provides a rebate program for the purchase of EVSE of up to 50% or $700 for residential, and up to 50% or $5,000 for commercial.[34]
- **Michigan:** Michigan offers a grant program for EVSE to entities that can host publicly accessible charging stations and are enrolled in an existing utility rebate program, with awards equal to the lesser of 33.3% of the total project costs or a dollar-for-dollar match of the utility contribution, up to $70,000.[35]
- **New York:** New York has allocated $885 million to support make-ready programs through the New York Joint Utilities. Entities seeking to install Level 2 and/or DCFC

equipment can earn incentives that offset up to all infrastructure costs associated with preparing a site for EV charger installation.[36]

- **Ohio:** Fireland Electric Cooperative offers rebates of $250 to customers who install a Level 2 EV charger at home, office, or other building.[37]

EV-ready building codes generally require developers implementing new multi-unit dwellings (MUDs) or commercial buildings to provide a specified percentage of parking spaces dedicated to EV charging. These spaces are not required to have EV chargers at the time construction is completed, but power must be available so that EVSE and other related charging infrastructure can be easily installed at any time. This serves to incentivize the installation of EV chargers by reducing installation costs, as much of the cost often involves retrofitting existing space and adjacent infrastructure to provide the necessary power levels to enable EV charging.

The following are some examples of states that offer EV-ready building codes:

- **Colorado:** In Colorado, new commercial buildings and certain large multifamily buildings are required to be outfitted with oversized electric panels, wiring, and capacity suitable for EV charging. All new residential homes must also be built EV-ready, and all commercial and MUDs must allocate 20% of parking spaces to be EVSE-ready.[38]
- **Illinois:** In 2023, Illinois passed the Electric Vehicle Charging Act, requiring that all new residential buildings with designated parking spaces have basic electrical infrastructure to support future EV charging, giving both renters and owners a place to charge.[39]
- **Oregon:** Oregon's state building code requires 20% of parking spaces at new buildings to have the capacity to support Level 2 charging. Residential construction must be able to support one Level 2 charger.[40]
- **Washington, D.C.:** In Washington, D.C., since January 1, 2022, all new construction and renovations of commercial buildings and MUDs with three or more off-street parking spaces must reserve a minimum of 20% of parking spaces for EV charging station-ready infrastructure.[41]

All 50 states and the District of Columbia have prepared NEVI plans. The NEVI program is designed to facilitate easy long-distance travel by EV motorists by installing standardized fast EV charging stations along interstates and other major highway corridors across the U.S. The Infrastructure Investment and Jobs Act (IIJA), enacted November 15, 2021, established the NEVI Formula Program, providing $5 billion to states to strategically deploy DCFC stations

through an interconnected network. Implementation of NEVI began under the Biden Administration. The second Trump Administration initially paused the program but subsequently released revised NEVI guidance in August 2025, relaxing some requirements and giving states 30 days to reapply for funding.[42] Most states have now reapplied and received approval for their FY 2026 NEVI plans. Despite the pause, NEVI appears to be moving forward, with states newly able to access NEVI funds to support the construction of EV chargers.

Utility Incentives (3 policies)

Many utilities provide programs to support vehicle electrification efforts in their service territories for both residential and commercial customers. Some of these programs involve incentives and rebates for charging infrastructure; these programs are included in the ZEV Charging Infrastructure chapter above. Utilities also incentivize customers by offering time-of-use (TOU) charging rates that provide residential and commercial customers with lower electricity rates if they charge their vehicles during off-peak periods, helping to minimize peak energy demand and lower strain on the electric grid.

The Utility Incentives category includes the following three policy types:

- Utility Residential EV Rates
- Utility Commercial EV Rates
- Other Utility Programs

Utility residential EV rates, typically in the form of TOU rates, are offered by 43 states, and commercial EV rates for medium- and heavy-duty EV charging are offered in 26 states. Examples of utilities offering TOU rates in 2025 include Alabama Power,[43] Alaska Electric Light & Power,[44] Arizona Public Service,[45] Tucson Electric Power,[46] Gunnison County Electric Association in Colorado,[47] Delmarva Power in Delaware,[48] and Evergy in Kansas.[49]

Other utility incentive programs, including managed charging, hosting-capacity maps, and utility planning tools, were found in 36 states. For example, the Orlando Utilities Commission (OUC) in Florida offers a full-service Fleet Advisory and Electrification Program for businesses and public agencies designed to help convert vehicle fleets to electric.[50] Through the program, OUC specialists provide customized fleet assessments comparing gasoline and EV options, estimating total cost of ownership, incentives, and infrastructure needs. They also conduct site assessments, advising on electrical capacity, charger specifications, optimal placement, and

infrastructure upgrades, with detailed cost estimates. Once ready, OUC's installation team handles permits, design, and installation to ensure reliable, long-lasting performance.

Dominion Energy developed an interactive capacity mapping tool to help optimize installation of EV fast charging stations in North Carolina and Virginia. The tool provides information about which parts of the electric distribution system may be more suitable for EV fast charging station installations and shows existing public charging stations across the two states.[51]

Education (2 policies)

Increased adoption of EVs can also be facilitated by educational policies that support usage. The research identified two typical types of programs that increase awareness of EV charging locations and incentive programs:

- Signage
- Outreach and Information Sharing

EV signage policies provide standards for clear, standardized markings and wayfinding signage for EV charging stations. Prior to the revised guidance issued in August 2025, all NEVI plans were required to include provisions to ensure clear signage of EV charging stations for public awareness of availability. Therefore, in this analysis, every state and the District of Columbia is considered to have policies relating to EV signage. That may change if states adjust their plans in response to the revised NEVI guidance. However, some states, such as California, maintain independent programs that encourage EV signage. California's Highway Signage Authorization program ensures that EV charging station facilities located at roadside businesses are eligible for inclusion on state highway exit information signs.[52]

Outreach and information sharing involves the preparation and dissemination of public-facing outreach materials to educate consumers and raise awareness of EV incentive programs and charging locations. Information-sharing programs can also include regional coalitions or individual public or private stakeholder entities that develop and disseminate reports, promotional material, and working groups. Our research found that 24 states have adopted outreach and information sharing policies of different types, including the following:

- **Alabama's Drive Electric Alabama** program conducts educational outreach through television commercials, radio, and digital advertisements, including social media posts

that educate consumers about electric transportation. The outreach also aims to address misconceptions around EVs and highlight the benefits of EV adoption.[53]

- **Arkansas's Future Mobility Council** was created to identify future tasks and goals related to EV education, workforce training, and economic development.[54]
- **Florida** maintains a public-facing dashboard that shows real-time station and charger operation data. Public outreach and engagement processes are also mandated to incorporate a wide variety of stakeholders for data gathering.[55]
- **Connecticut** uses educational materials, experiential ride-and-drive events, and social media awareness campaigns developed through multi-stakeholder and regional efforts to increase EV penetration in the state.[56]
- **Indiana's GOEVIN** promotes EV adoption through education, outreach events, and a centralized resource hub for EV incentives, charging locations, and dealer participation.[57]
- **The Nebraska Public Power District** will reimburse event expenses up to $2,000 associated with an EV education event when coordinated in partnership with a state electric utility.[58]
- **Drive Electric Vermont** provides the public with information about available EV models, incentives, cost of ownership, and a statewide charging map.[59]
- **Washington** developed a statewide publicly available EV mapping tool with thousands of data sets to identify optimal locations for future charging stations. The tool supports policymakers, planners, and businesses in expanding EV charging access across Washington State.[60]

Research and Collaboration (2 policies)

Several states are engaged in research and joint efforts to develop a better understanding of policy challenges and technical requirements to support light-, medium-, and heavy-duty vehicle electrification. Twelve states are engaged in research related to transportation electrification. For example, the Indiana Department of Transportation is working with Purdue University researchers to develop dynamic (in motion) wireless power transfer technology to deliver power to vehicles while in motion.[61] The first-of-its-kind demonstration includes a quarter-mile test bed to provide power to heavy-duty trucks along U.S. 52/231 in West Lafayette, Indiana.

Forty-three states have also established collaborative efforts and joint task forces with neighboring states to define goals and responsibilities for initiatives that promote EV uptake and the expansion of electric infrastructure needed to power EV charging locations.

Existing task forces include the **Mid-Atlantic Region Electric Vehicle Support**,[62] which includes the District of Columbia, Maryland, Virginia, and West Virginia; and the **Regional Electric Vehicle Midwest Coalition,** which includes Michigan, Illinois, Indiana, Minnesota, and Wisconsin.[63] These task forces support regional EV charging networks intended to enable seamless interstate travel for EV motorists. States are also collaborating to support the rapid, equitable, and widespread deployment of medium- and heavy-duty ZEVs. California, Colorado, Connecticut, District of Columbia, Hawaii, Maine, Maryland, Massachusetts, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, Vermont, Virginia, and Washington have signed the **Multi-State Medium and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding**, the largest-ever multi-state collaboration to date addressing air pollution from the transportation sector.[64]

Emerging and Other Policies

This section illustrates additional EV policies, including emerging policies that can have significant positive impacts on environmental and environmental justice outcomes. Particularly in light of the Federal government's actions as of late 2025—including legislative resolutions purporting to disapprove several California waivers and proposals to roll back all EPA motor vehicle greenhouse gas standards—renewed attention by state and local governments to additional EV policies is crucial to supporting a clean transportation future.

State greenhouse gas (GHG) emissions caps are a powerful policy lever that states can deploy to cut greenhouse gas emissions across the economy, improve affordability,[65] and—when designed to cover emissions from the transportation sector—catalyze EV deployment. Twenty-four states and territories in the U.S. Climate Alliance have committed to reducing their GHG emissions in line with the U.S. Paris-aligned targets.[66] Of these twenty-four states, ten have adopted binding, economy-wide GHG reduction targets,[67] and three—California, Washington,

and Oregon—have enacted policies that place an enforceable limit, or "cap," on GHG emissions from transportation, each as part of a multi-sector program.[c]

All three of these state programs include the transportation sector under an emissions cap by placing the "point of regulation"— the entity that must comply with the program—on suppliers of transportation fuels. Regulated fuel suppliers are responsible for submitting sufficient permits to cover emissions associated with the fuel they sell. Emissions caps established via cap-and-invest programs also enable states to raise significant revenue by auctioning a limited number of GHG emission permits available to pollution sources.

This revenue can be reinvested in a variety of programs, such as rebates to make EVs more accessible and affordable for families and businesses, or investments in EV charging infrastructure. Enforceable emissions caps, such as cap-and-invest, are a critical tool for states to reduce pollution and stimulate the uptake of EVs and other emissions-cutting technologies, and they remain a powerful tool for limiting emissions from transportation, and other sectors regardless of the availability of state vehicle emissions standards.

Indirect Source Review (ISR) programs regulate facilities or areas—such as warehouses, parking lots, construction sites, and ports—that attract mobile sources of pollution. Existing programs include San Joaquin Rule 9510 regulating new construction projects,[68] and South Coast Rule 2305, which regulates emissions from warehouse operations.[69] These programs require the regulated facilities to reduce associated mobile-source emissions. Compliance can typically be achieved in multiple ways, including the use of ZEVs or the installation of charging equipment, among other options.

Several other jurisdictions have considered adopting ISR programs that would also support EV adoption, including legislatures or regulatory agencies in California, Colorado, New Jersey, New York, and Illinois.[70] Emerging programs may broaden coverage to a wider range of sources than existing efforts in the San Joaquin Valley and South Coast, while also incorporating targeted protections for communities experiencing disproportionately high pollution burdens to advance environmental justice goals.[71]

Vehicle emission standards remain a vital pathway for lowering transportation emissions and driving EV adoption. California is in the process of developing its next generation of new vehicle emission standards.[72] While new vehicle emission standards require a waiver of federal

[c] California and Washington have both enacted economy-wide cap-and-invest programs that limit greenhouse gas emissions from major emitting sectors, including transportation, buildings, power, and industry. Oregon's Climate Protection Program puts a limit on greenhouse gas emissions from fuels used in transportation, buildings, and industry.

pre-emption by EPA, no such waiver is required for states to implement in-use standards and regulations.[73] These include emissions inspection programs, such as smog checks, to ensure that in-use vehicles are meeting existing vehicle standards. Adopting and enhancing such emissions inspection programs for both light- and heavy-duty vehicles can provide assurance that the dirtiest vehicles—those that fail to meet existing clean air requirements—are repaired or removed from the road, yielding significant environmental and public health benefits.[74]

Feebates (also known as bonus-malus systems) impose fees on high-emission vehicles while providing rebates for low-emission vehicles, such as EVs. Feebates implement the "polluter pays" principle: while consumers may choose to buy more polluting vehicles when lower-pollution options exist, they pay more to account for the negative impacts of that pollution on society. When designed properly, feebates can also be revenue-neutral and self-funding, rather than relying on general appropriations. Feebate programs have been implemented in nations across the world, particularly in the European Union, and can drive significant and rapid increases in EV adoption.[75]

A small number of U.S. jurisdictions have also adopted feebates.[76] Governments can further leverage their financial resources to support clean vehicles by **ensuring government benefits** are directed toward entities acting in alignment with state policy goals. These goals may include advancing affordability, vehicle emissions performance, vehicle pricing transparency,[77] equity, and related objectives. For example, California is currently exploring how to prioritize vehicle manufacturers and fleets that are meeting clean vehicle targets in government procurement and contracting decisions.[78]

As EV adoption increases, the collective impact of EVs on the electricity grid becomes increasingly important. **Vehicle-grid integration** (VGI) technologies and policies manage this impact and can transform EVs into grid assets that support affordability, reliability, and resilience.[79] VGI can also provide benefits to EV owners by reducing charging costs, generating revenue through sales of electricity during peak periods, and serving as emergency power sources during outages or natural disasters.

VGI policies range from simple time-of-use (TOU) charging rates (as described in section 2.6 on Utility Incentives) to managed charging and bidirectional technologies—such as vehicle-to-building (V2B), vehicle-to-home (V2H), and vehicle-to-grid (V2G)—that allow EVs to supply power to the larger grid. Several utilities—including Pacific Gas & Electric,[80] Dominion Energy,[81] and National Grid,[82]—have developed programs to implement more advanced forms of VGI, with support and encouragement from state regulators. Maryland recently became the first state

to adopt comprehensive V2G interconnection rules following passage of the Distributed Renewable Integration and Vehicle Electrification (DRIVE) Act (HB 1256).[83]

Additionally, flexible interconnection agreements between utilities and fleet operators can help accelerate the deployment of new EVs, particularly heavy-duty vehicles. These agreements limit peak power draw to avoid exceeding the grid capacity while allowing fleets to interconnect sooner, as opposed to waiting for the utility to complete upstream upgrades.[84] Sound state policies can provide a regulatory framework and certainty for stakeholders to advance VGI deployment, reduce EV operating costs, and support a more affordable and reliable grid.

Low-Emission Zones (LEZ) and Zero-Emission Zones (ZEZ) define geographical areas that give preferential treatment to lower polluting or zero-emission vehicles. A LEZ allows vehicles to enter if they meet a minimum emission standard, while a ZEZ only permits zero-emission vehicles. These policies can also be designed to allow entry by more polluting vehicles upon payment of a fee. In recent years, LEZ and ZEZ policies have emerged worldwide,[85] particularly in European cities like London,[86] Paris,[87] and Amsterdam.[88]

The U.S. has yet to see low or zero-emission zone policies affecting large urban areas, but more discrete efforts are rapidly emerging. These include **zero-emission delivery zones** that address commercial vans and trucks making deliveries, with a first-of-its-kind program piloted in Santa Monica in 2021[89] and subsequent programs emerging in localities across the nation.[90] A related policy focusing on zero-emission last-mile deliveries has also emerged in Seattle.[91] LEZ policies have also been implemented at transportation hubs, such as restrictions permitting only low-emitting trucks to operate at ports.[92]

Climate risk disclosure requirements increase transparency around the GHG emissions of and climate-related financial risks to corporations. Such requirements can motivate companies to demonstrate a credible climate strategy to investors, consumers, and analysts, and to clean up their fleets. They also provide important data that can serve as the basis for other policies, including financial incentives and regulations. California is leading the nation in developing state-level corporate climate risk disclosure requirements,[93] and bills have emerged in other states including Colorado, New York, New Jersey, Illinois, and Washington.[94]

Other forms of climate-related reporting and disclosure include **carbon labeling programs,** which could require vehicle manufacturers to report and display labels showing the embedded carbon content associated with manufacturing and operating their products.[95] While no motor vehicle carbon-labeling programs exist, carbon labeling is more developed in other sectors, including consumer products,[96] electricity,[97] and construction materials.[98] Such labeling

programs can drive the production and purchase of vehicles with lower embedded carbon, rewarding not only vehicles with lower operational emissions (like EVs), but also vehicles with lower manufacturing-related emissions.

As noted above, this section on other policies is not comprehensive, and a number of other recent analyses have discussed these and additional opportunities.[d]

State EV Outcomes

Table 2 provides an overview of the collective number of EV policies that are in place in the 50 states and the District of Columbia, together with key EV outcomes, including new EV sales and market penetration. The table arrays the states in descending order based on the number of EV policies adopted. California has the largest number of individual EV policies in place, with all 16 policies across all seven categories identified in the analysis. Many other states, including Arizona, Colorado, Connecticut, Delaware, New York, Oregon, Virginia, and Washington are not far behind. Kentucky, Nebraska, North Dakota, and Wyoming have adopted the fewest EV policies, with four or five EV policies in place in each state.

A direct comparison of the number of policies across states does not account for important differences among those policies. For instance, although two states may both have purchase incentives, those incentives may be of different magnitudes, resulting in differential impacts. Further, while all policies provide important support for EVs, some may have more significance in driving new vehicle sales. Accordingly, this table is not an analysis of the efficacy of any particular policy but instead provides an indication of the breadth of policy support across states and the current share of new vehicles sold that are EVs.

[d] Aaron Kressig, Deborah Kapiloff & Jordan Roller, *The Ambition Road Map: A Guide for State and Local Advocates to Continue the Electric Vehicle Transition*, Western Resource Advocates (Oct. 2025), https://westernresourceadvocates.org/wp-content/uploads/2025/09/The-Ambition-Road-Map_October_2025_FINAL.pdf;
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TABLE 2: STATE EV POLICIES AND SALES

State	# of EV Policies	New Light-duty EV Sales (Q2 2025 %)	Light-duty EV Penetration (%)
California	16	22.9%	6.6%
Arizona	14	8.6%	2.3%
Virginia	14	8.4%	1.9%
Colorado	13	20.5%	3.5%
Connecticut	13	10.1%	2.2%
Delaware	13	9.2%	2.0%
Illinois	13	8.0%	1.8%
New York	13	8.8%	2.6%
Oregon	13	13.8%	3.1%
Washington	13	16.9%	3.8%
Alabama	12	4.0%	0.5%
Minnesota	12	6.8%	1.4%
New Jersey	12	12.8%	3.2%
District of Columbia	11	17.4%	4.6%
Florida	11	10.5%	2.3%
Indiana	11	5.2%	0.9%
Maryland	11	9.6%	2.8%
Massachusetts	11	10.1%	2.8%
Pennsylvania	11	6.3%	1.4%
Rhode Island	11	6.3%	1.7%
Texas	11	6.5%	1.6%
Alaska	10	2.8%	0.8%

Hawaii	10	10.2%	3.6%
Maine	10	4.9%	1.5%
New Hampshire	10	5.1%	1.6%
North Carolina	10	8.2%	1.4%
Utah	10	8.9%	2.4%
Vermont	10	8.9%	3.3%
Georgia	9	8.6%	1.7%
Michigan	9	10.1%	1.4%
Nevada	9	16.2%	3.4%
New Mexico	9	5.0%	1.0%
Ohio	9	5.3%	1.0%
Tennessee	9	5.7%	0.9%
Wisconsin	9	4.6%	1.0%
Arkansas	8	2.4%	0.5%
Missouri	8	4.0%	0.8%
Idaho	7	4.6%	1.0%
Iowa	7	3.8%	0.6%
Mississippi	7	2.0%	0.3%
Oklahoma	7	1.4%	1.4%
South Carolina	7	4.5%	0.8%
Kansas	6	4.6%	0.8%
Louisiana	6	3.5%	0.5%
Montana	6	3.3%	0.5%
South Dakota	6	2.9%	0.5%
West Virginia	6	1.6%	0.4%

Kentucky	5	3.5%	0.6%
Wyoming	5	2.3%	0.4%
Nebraska	4	4.2%	0.7%
North Dakota	4	1.6%	0.3%

Table 3 provides a summary of the number of states that have adopted each of the different EV policies identified in the Policy Matrix and described in greater detail in Chapter 2. All 50 states and the District of Columbia have prepared NEVI plans, which include EV signage, though the level of implementation varies. Other widely adopted policies include incentives or rebates for the installation of charging infrastructure (49 states and the District of Columbia), preferential electric rates for residential EV charging (43 states), regional collaboration to promote EV uptake and infrastructure (43 states), incentives for the purchase of off-road and medium- and heavy-duty EVs (40 states), utility incentives such as managed charging (36 states), ZEV fleet procurement policies (31 states), incentives or rebates for the purchase of light-duty EVs (28 states), and utilities offering EV-specific rates to commercial customers (26 states).

TABLE 3: NUMBER OF STATES ADOPTING EACH EV POLICY

EV Policy	**Number of States with Policy**
NEVI Plan	51
Signage	51
Charging Infrastructure Incentives and Rebates	50
Utility Residential EV Rates	43
Regional Collaboration	43
Other Vehicle Purchase Incentives (incl. offroad and med/heavy-duty vehicles)	40
Other Utility Programs	36
Transit/State Fleet ZEV Programs/Incentives	31
Light Duty Vehicle Rebates or Tax Incentives	28
Utility Commercial EV Rates	26

Exemptions and Other Incentives	24
Information Sharing	24
EV-Ready Building Codes	14
Research	12
Priority Access (HOV Lane)/Other Access-related	10
Parking Policies	8

While the remaining policies captured in the research have been adopted in less than half of the states, several feature prominently in state strategies to support EV uptake. Twenty-four states provide exemptions to promote EV uptake, and an equal number have implemented information-sharing platforms and programs. Fourteen states have adopted building codes requiring that developers bring power to development sites for EV charging. Twelve states currently fund some form of research related to EV charging or technology. Ten states have HOV lane access for EV drivers, and eight states offer preferential parking to EV drivers.

Appendix

The full spreadsheet with detailed information on each policy can be found here.

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