

50

STATES OF

ELECTRIC VEHICLES

Q2 2026 Quarterly Report

Executive Summary



AUTHORS

Emily Apadula
Rebekah de la Mora
Caitlin Flanagan
Justin Lindemann
Brian Lips
Nick Montoni
Autumn Proudlove

The [NC Clean Energy Technology Center](#) is a UNC System-chartered Public Service Center administered by the College of Engineering at North Carolina State University. Its mission is to advance a sustainable energy economy by educating, demonstrating and providing support for clean energy technologies, practices, and policies. The Center provides service to the businesses and citizens of North Carolina and beyond relating to the development and adoption of clean energy technologies. Through its programs and activities, the Center envisions and seeks to promote the development and use of clean energy in ways that stimulate a sustainable economy while reducing dependence on foreign sources of energy and mitigating the environmental impacts of fossil fuel use.

CONTACT

Rebekah de la Mora (rmdelamo@ncsu.edu)
Autumn Proudlove (afproudl@ncsu.edu)

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PREVIOUS EDITIONS AND OTHER 50 STATES REPORTS

The full version of this report may be purchased [here](#).

In addition to *The 50 States of Grid Modernization*, the NC Clean Energy Technology Center publishes additional quarterly reports called *The 50 States of Solar*, *The 50 States of Grid Modernization*, and *The 50 States of Power Decarbonization*. These reports may be purchased [here](#). Executive summaries and older editions of these reports are available for download [here](#).

ABOUT THE REPORT

PURPOSE

The purpose of this report is to provide state and local lawmakers and regulators, electric utilities, the electric power industry, the transportation industry, and other energy stakeholders with timely, accurate, and unbiased updates about how states are choosing to study, adopt, implement, amend, or discontinue policies associated with electric vehicles. This report catalogues proposed and approved legislative, regulatory, and utility rate design changes affecting electric vehicles during the most recent quarter, as well as state and investor-owned utility proposals to deploy electric vehicles and charging infrastructure.

APPROACH

The authors identified relevant policy changes and deployment proposals through state utility commission docket searches, legislative bill searches, popular press, and direct communications with stakeholders and regulators in the industry.

Questions Addressed

This report addresses several questions about the U.S. electric vehicle landscape, including:

- How are states addressing barriers to electric vehicle and charging infrastructure deployment?
- What policy actions are states taking to support markets for electric vehicles and related infrastructure?
- How are utility companies designing rates and electric vehicle supply equipment companies designing charging equipment and controls to influence charging behavior of electric vehicle owners?
- Where and how are states and utilities proposing to deploy or pay for electric vehicles and electric vehicle charging infrastructure?

Actions Included

This report focuses on cataloguing and describing important proposed and adopted policy changes related to electric vehicles. For the purpose of this report, the definition of electric vehicle includes all-electric vehicles (EVs), hybrid electric vehicles (HEVs), and plug-in electric vehicles (PHEVs). In order to explore all policy actions related to electric vehicles, this report catalogs and describes actions related to the deployment of electric vehicle charging equipment, which is often referred to as electric vehicle supply equipment (EVSE). Additionally, the electric grid is impacted

by electric vehicle charging, so legislative and regulatory actions related to electric utilities are included in this report.

In general, this report considers an “action” to be a relevant (1) legislative bill that has passed at least one chamber, (2) executive order, or (3) regulatory docket, utility rate case, or rulemaking proceeding. Only statewide actions and those related to investor-owned utilities are included in this report. Only statewide actions and those related to investor-owned utilities are included in this report. An appendix of relevant bills that have been introduced, but not yet passed a chamber is provided at the end of the report. Specifically, actions tracked in this issue include:

Studies and Investigations: Legislative or regulatory-led efforts to study electric vehicles specifically, or electric vehicles as part of a broader grid modernization study or investigation.

Regulation: Changes to state rules related to electric vehicles, including registration fees, homeowner association limitations, and electricity resale regulations affecting vehicle charging.

Utility Rate Design: Proposed or approved changes to investor-owned utility rate design for electric vehicles, including new electric vehicle tariffs and significant changes to existing electric vehicle tariffs.

Market Development: New state policy proposals or changes to existing policies aimed at growing the electric vehicle market.

Financial Incentives: New state or investor-owned utility incentive programs or changes to existing incentive programs for electric vehicles and charging infrastructure.

State and Utility Deployment: Utility-initiated requests, as well as proposed legislation, to deploy electric vehicles or charging infrastructure.

Actions Excluded

While actions taken by municipal utilities and electric cooperatives are not comprehensively tracked in this report, particularly noteworthy or high-impact actions are included. The report also excludes actions related to grid modernization without an explicit electric vehicle component, as well as actions related to general time-varying rates not specific to vehicle charging; these types of actions are tracked in the 50 States of Grid Modernization report series.

EXECUTIVE SUMMARY

Q2 2026 ELECTRIC VEHICLE ACTION

In Q2 2026, 32 states and DC took a total of 195 actions related to electric vehicles. Table 1 provides a summary of state and utility actions occurring during Q2 2026. Of the actions identified, the most common were related to Rate Design and Managed Charging (53), Financial Incentives (46), and Regulation (42).

Table 1. Q2 2026 Summary of Electric Vehicle Actions

Type of Action	# of Actions	% by Type	# of States
Rate Design and Managed Charging	53	27%	22
Financial Incentives	46	24%	15
Regulation	42	22%	22
Market Development	33	17%	11
Studies and Investigations	16	8%	8 + DC
Deployment	5	3%	3
Total	195	100%	32 States + DC

Note: The "# of States/ Districts" total is not the sum of the rows because some states have multiple actions. Percentages are rounded and may not add up to 100%.

TOP ELECTRIC VEHICLE ACTIONS OF Q2 2026

Five of the quarter's most notable electric vehicle actions are noted below.

Hawaii Lawmakers Create New Clean Fuel Standard

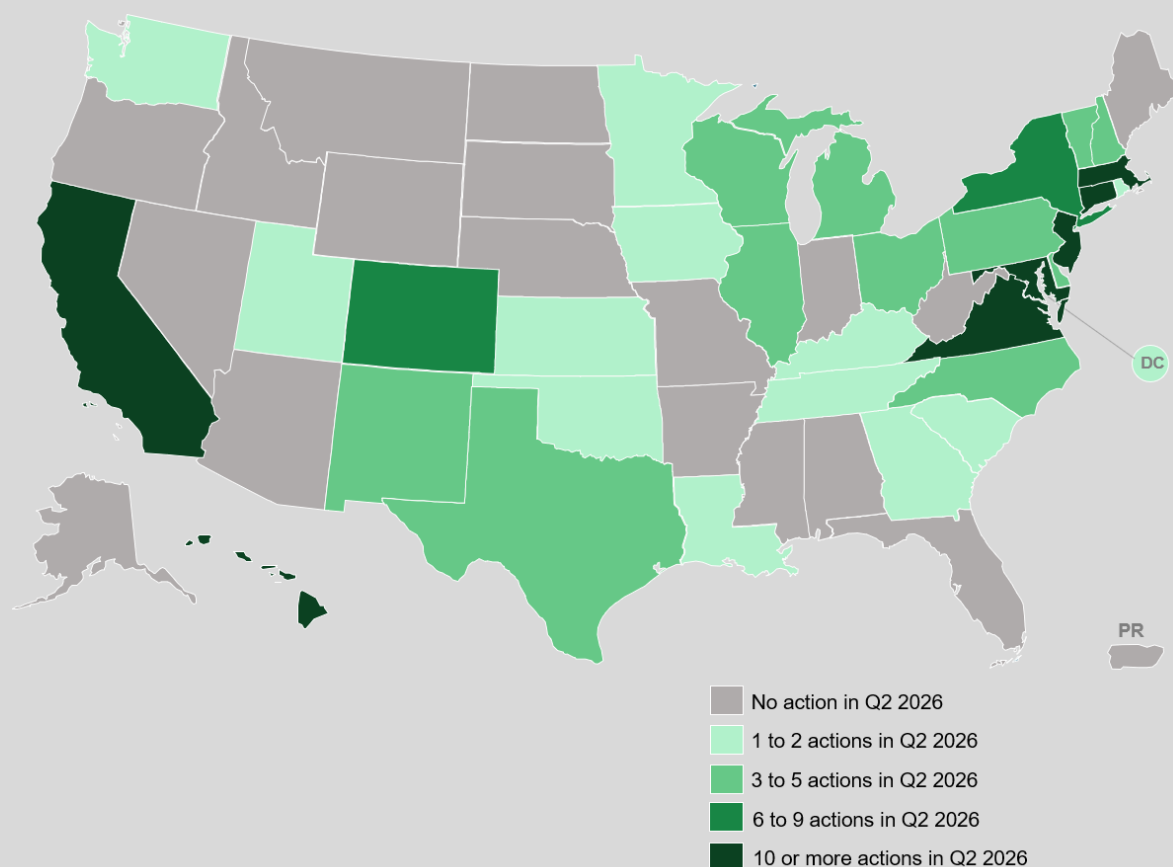
The Hawaii State Legislature passed a bill creating a new clean fuel standard. The state's Department of Transportation must develop the standard by 2028, based on average carbon intensity reductions compared to 2019 levels. The program must include a mechanism to create credits from electricity-as-a-fuel, which should then help fund transportation electrification projects. The Governor signed the bill in July 2026.

Public Service Company of New Mexico Expands Non-Residential Incentives

Public Service Company of New Mexico filed its 2027-2029 Transportation Electrification Plan during the quarter. The utility's charging station rebates for multifamily and commercial customers will shift to a grant structure, along with a new rebate for commercial make-ready infrastructure

and a revised structure for its residential charging station rebate. The Whole House EV Charging Pilot will become a permanent program, and the utility will launch a new incentive pilot targeting rideshare passengers who use electric vehicles.

Figure 1. Q2 2026 State and Utility Action on Electric Vehicles



Consumers Energy and DTE Electric Expand Charging Incentives in Transportation Electrification Plans

Two Michigan utilities - Consumers Energy and DTE Electric - filed their 2027-2031 Transportation Electrification Plans. DTE Electric is proposing an expansion of its residential vehicle charging rebates, targeting low- and moderate-income customers, and is increasing rebates for school buses and other fleets. Consumers Energy's plan commences its DC fast charging pilot, offering large rebates for communities that lack sufficient access to fast charging.

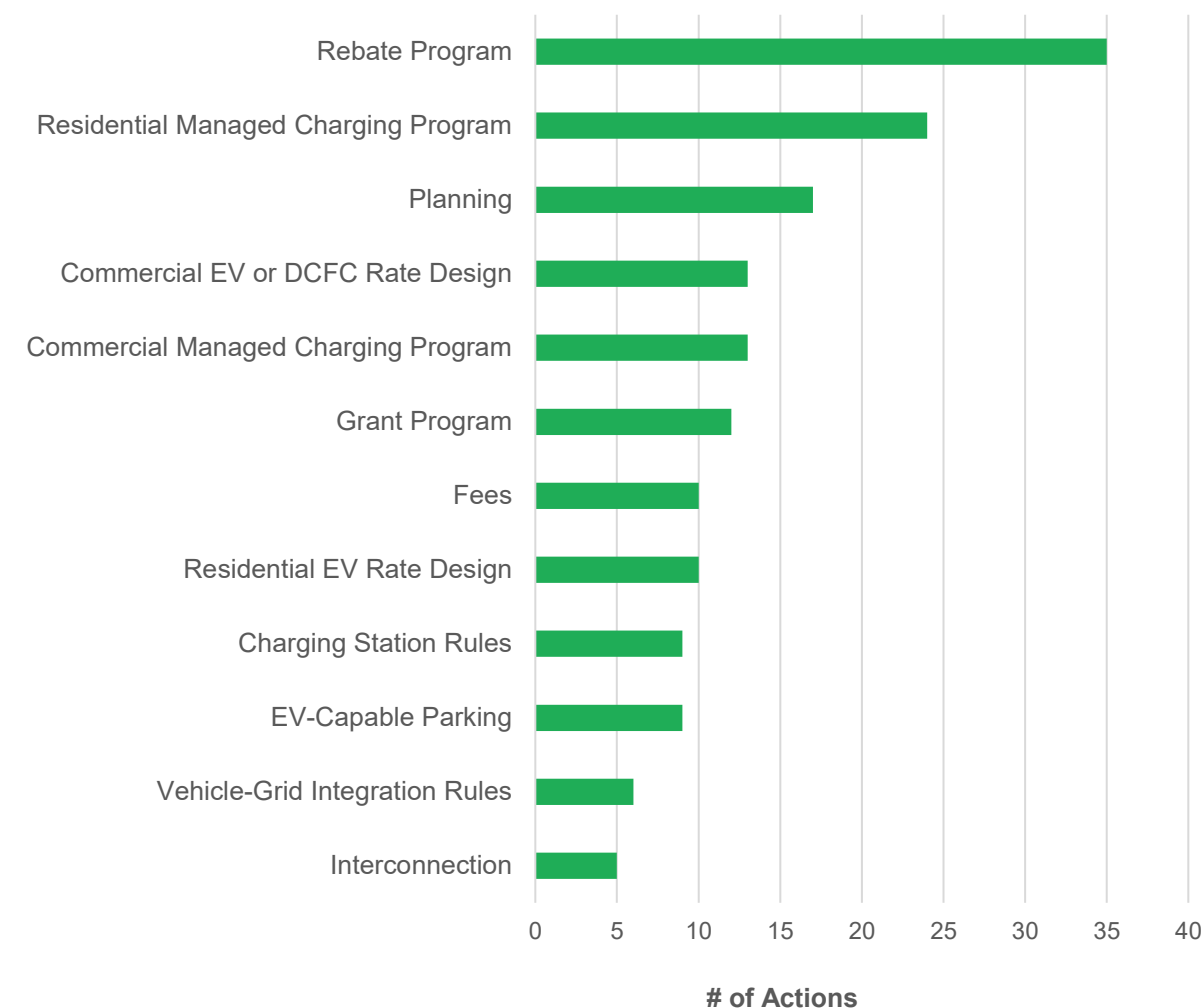
Vermont Legislators Adopt Mileage-Based Electric Vehicle Fees

In May 2026, the Governor of Vermont signed legislation establishing a mileage-based user fee of \$0.014/mile for electric vehicles, replacing the existing flat registration fee of \$89. Anyone registering an electric vehicle can pay an upfront lump sum, opt in to a pay-as-you-go plan, or pay a flat \$178 fee. At the end of a mileage reporting year, drivers will be able to receive a refund if they overpaid with the lump sum or flat payment option.

Black Hills Energy Files Transportation Electrification Plan in Colorado

Black Hills Energy filed its Ready EV Plan for 2027-2029 with Colorado regulators, noting it will continue its charging station and make-ready rebates for residential and commercial customers with higher incentives. It will also turn its residential passive managed charging pilot into a permanent program and provide a new rebate for electric vehicle sales staff at vehicle dealerships. Its other programs will continue as-is.

Figure 2. Top Electric Vehicle Actions of Q2 2026



TOP ELECTRIC VEHICLE POLICY TRENDS OF Q2 2026

Utilities Target Hard-to-Reach Customers With Rebate Programs

Utilities in Colorado, Michigan, and Virginia filed transportation electrification plans which included expanded or modified programs that target low- and moderate-income customers, rural customers, underserved areas, and other disadvantaged communities. Black Hills Energy is increasing its rebates for low-income customers that provide assistance for rewiring when installing electric vehicle (EV) charging infrastructure. Two Michigan utilities are taking action: DTE Electric's transportation electrification plan sets entirely new incentive tiers for low- and moderate-income customers for its residential EV charging rebate; and Consumers Energy is launching its DC fast charging pilot to build stations in underserved areas with low charger deployment. Appalachian Power is launching an EV charger pilot program with both residential and commercial components. Low- and moderate-income residential customers will receive enhanced rebates for home EV charging, and commercial customers will receive enhanced rebates for Level 2 and DC fast charging in rural or disadvantaged communities.

Utilities and Policymakers Pull Back on Electric Vehicle Programs

Utilities, legislators, and regulators all moved to pull back, to varying degrees, on a number of EV-related initiatives this quarter. In North Carolina, Duke Energy filed a motion to discontinue enrollments in its utility-owned, customer-operated charging infrastructure programs. Meanwhile, Consumers Energy detailed plans to sunset a \$20 monthly bill credit for multifamily EV charger installations for customers in Michigan. Legislators in Illinois clarified that EVs are not eligible for the state's distributed storage rebate program which compensates residential battery technologies for providing grid services, while in Connecticut, legislators removed environmental justice communities from prioritized eligibility for EV rebates. In New York, regulators halted utility make-ready infrastructure programs until the utilities submit multiple compliance documents, including data validation plans, implementation plans, participant guides, data transmission quality controls, and approved contractors and eligibility information.

Legislators Consider Electric Vehicle Ready Parking Requirements

This quarter, state legislators considered revisions to EV parking requirements, which usually require that a certain percentage of parking spots be EV-capable, EV-ready, or have an installed charging station. Connecticut lawmakers relaxed requirements for new state construction, while their Hawaii counterparts implemented EV-ready requirements for state-led housing construction. The Governor of Virginia signed a bill allowing local requirements for EV parking. Awaiting gubernatorial response are two New Jersey bills revising the calculation methodology for the amount of parking spaces and connecting parking requirements to new statewide charging standards. The California Assembly passed a bill exempting multifamily affordable housing from the state's new green building codes, including EV parking requirements. In addition, lawmakers in Massachusetts, Pennsylvania, and Puerto Rico have introduced bills related to EV parking.

Figure 3. 2026 Proposed Legislation on Electric Vehicles (as of late July 2026)

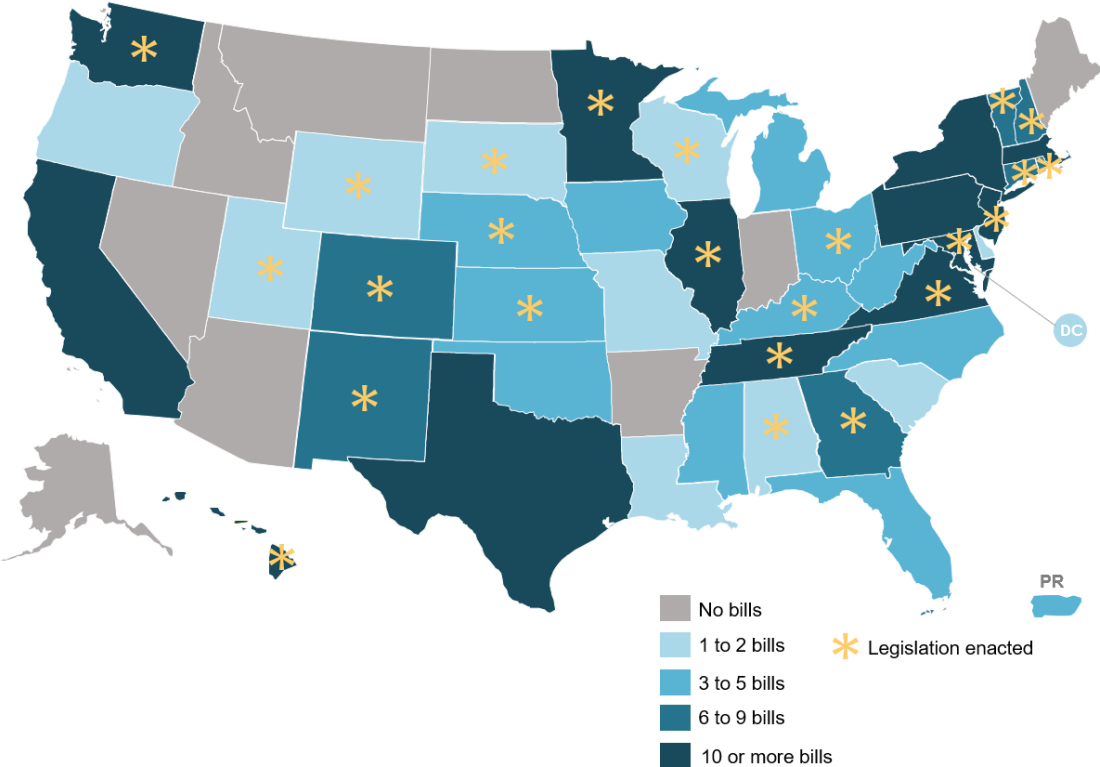
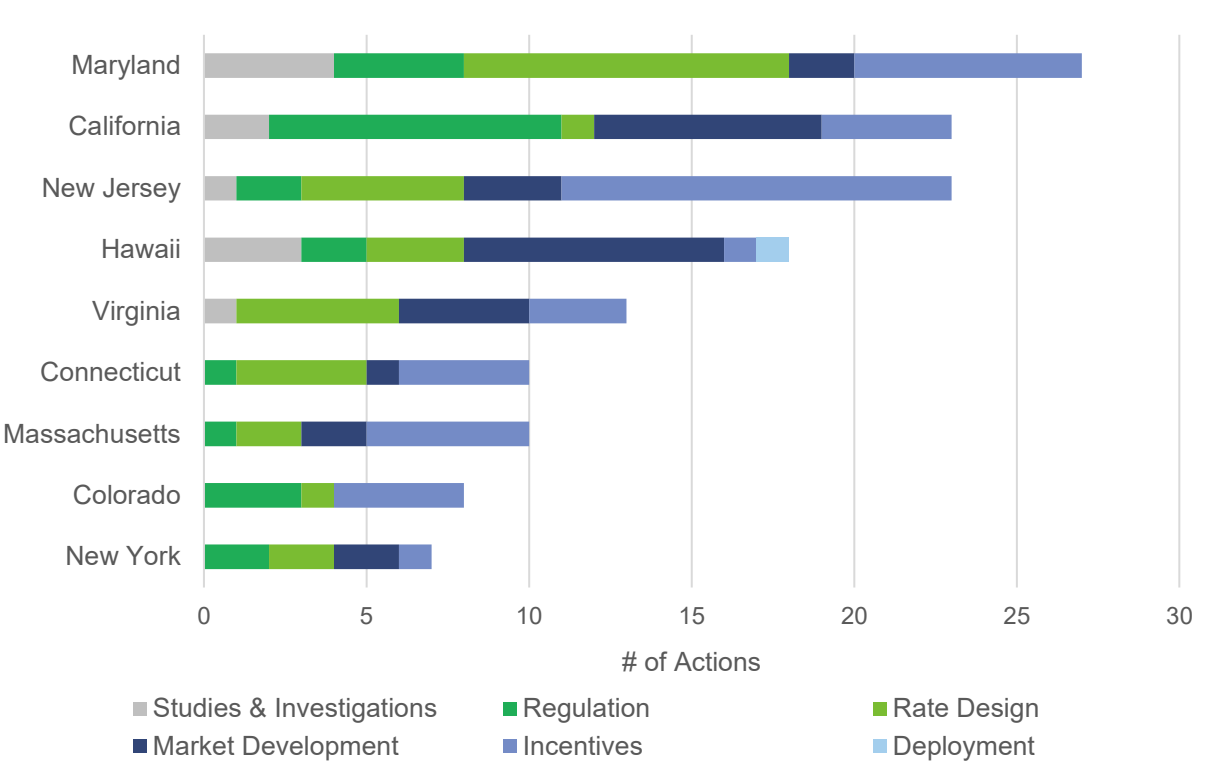


Figure 4. Most Active States of Q2 2026



FULL REPORT DETAILS & PRICING

FULL REPORT DETAILS

Content Included in the Full Quarterly Report:

- Detailed tables describing each pending and recently decided state and investor-owned utility action related to electric vehicles and charging infrastructure. Actions are broken out into the following categories:
 - Studies and Investigations
 - Regulation
 - Rate Design
 - Market Development
 - Financial Incentives
 - State and Utility Deployment
- Links to original legislation, dockets, and commission orders for each legislative and regulatory action
- Excel spreadsheet file of all actions taken during the quarter and separate Powerpoint file of all summary maps available upon request
- Qualitative analysis and descriptive summaries of electric vehicle policy action and trends
- Outlook of action for the next quarter

WHO SHOULD PURCHASE THIS REPORT

The 50 States of Electric Vehicles allows those involved in the electric and transportation industries to easily stay on top of legislative and regulatory changes. The report provides a comprehensive quarterly review of actions. At a cost of \$500 per issue (or \$1,500 annually), the 50 States of Electric Vehicles offers a significant time and financial savings. With direct links to original sources for all actions, customers may stay on top of legislative and regulatory developments between quarterly reports.

Electric Vehicle and Charging Infrastructure Companies

- Identify new market opportunities, as well as changing and risky markets
- Stay on top of state policy developments relevant to your business
- Give your own team a head start in tracking legislative and regulatory proceedings

Electric Utilities

- Learn about the approaches being taken by other utilities facing similar opportunities and challenges
- Stay on top of relevant state policy developments

- Utilize an objective source of information in legislative and regulatory proceedings

Investors and Financial Analysts

- Identify new investment opportunities and emerging areas of growth, as well as risky investments
- Identify active utility investment proceedings

Advocacy Organizations

- Learn about the electric vehicle actions under consideration across the country
- Learn about the outcomes of other states' policy discussions
- Utilize an objective source of information in legislative and regulatory proceedings

Researchers and Consultants

- Access valuable data requiring a vast amount of time to collect first-hand
- Identify research needs to inform electric vehicle proceedings
- Cite an objective source in your own research and analysis

PRICING

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Subscription Type	Annual Subscription	Single Report
50 States of Electric Vehicles Report	\$1,500	\$500
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