

March 16, 2026

Federal Highway Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Submitted via Rulemaking Portal at <https://www.regulations.gov>.

Re: Auto Innovators Comments on Docket No. FHWA-2025-0070 – Proposed Modification of the Waiver of Buy America Requirements for Electric Vehicle Chargers

The Alliance for Automotive Innovation (Auto Innovators) represents the full auto industry value chain, including the manufacturers producing most vehicles sold in the U.S., equipment suppliers, battery producers, semiconductor makers, technology companies, and autonomous vehicle developers. Our mission is to work with policymakers to realize a cleaner, safer, and smarter transportation future and to ensure a healthy and competitive auto industry that supports U.S. economic and national security. Representing over 5 percent of the country's GDP, responsible for supporting nearly 11 million jobs, and driving \$1.5 trillion in annual economic activity, the automotive industry is the nation's largest manufacturing sector.¹

Auto Innovators appreciates the opportunity to comment on Federal Highway Administration's (FHWA) Notice of Proposed Rulemaking for National EV Infrastructure (NEVI) Program Buy America requirements. In summary, Auto Innovators strongly believes that increasing EV charging domestic content requirements from 55 percent to up to 100 percent, effective immediately, will halt demand for Buy America compliant EV charging stations, which will disrupt business operations, risk security, jobs and innovation, increase costs, and undermine customer vehicle choice.

Disrupts Operations and Innovation, Risks Jobs, Security and Increases Costs. Congress envisioned the NEVI Program as a catalyst to develop a new industry. Since the passage of the Infrastructure Investment and Jobs Act, EV charging manufacturing has expanded to meet growing market demand. Building out this manufacturing base has required significant time and resources and will be at risk of offshoring if demand for Buy America compliant EV charging stations plummets. Preventing companies from accessing these funds due to an infeasible domestic content requirement significantly disrupts these operations and risks jobs supported by these activities, which would undermine this industry's growth and economic progress.

EV charging stations house thousands of components and subcomponents, requiring vast and complex supply chains spread over multiple countries. Onshoring every segment of these supply chains, while laudable, would be highly complex and costly, and in many cases, infeasible. For example, semiconductor chips, one of the most valuable subcomponents within an EV charger, are primarily, if not completely manufactured in other countries. Bringing this manufacturing capacity to the U.S. will require years of lead time even in the best-case scenario. Screens and credit card readers are also components of EV charging stations typically manufactured outside the U.S. Because these components are part of a global market and therefore are not unique to charging stations, it is unlikely that increased domestic content stringency will onshore the manufacturing of those products.

¹ Alliance for Automotive Innovation. (n.d.). *Resources and insights*. <https://www.autosinnovate.org/resources/insights>

Implementing an immediate requirement for up to 100 percent domestic content may also inadvertently increase cybersecurity risks associated with crucial charging infrastructure, specifically around semiconductors, communication modules, and power electronics components. If compliant equipment is scarce, states and site operators may turn to non-US suppliers whose products do not meet Buy America standards and could introduce risk from offshore management or hosting vulnerabilities for charging, grid, and customer data. Adopting a practical strategy for domestic content, alongside robust cybersecurity and data standards, would more effectively safeguard critical infrastructure while fostering U.S. manufacturing.

The initial 55 percent domestic content requirement raised manufacturing costs for charging stations by up to 30 percent²; imposing additional increases may further elevate costs significantly, thereby intensifying disruptions to business planning efforts. Furthermore, many companies have been investing in fully electric autonomous vehicle technology. Restricting demand for EV charging stations also risks downstream impacts and potential cost increases to this industry, which depends on ongoing innovation and increasing demand for EV charging solutions.

Undermines Customer Choice. We strongly believe consumers should be able to choose the vehicle that best fits their needs and interests. Yet according to J.D. Power, 41 percent of consumers unlikely to buy an EV cited lack of public charging availability as a top issue³. Moreover, 44 percent of these consumers said they would reconsider their decision if public charging was more available. Failing to expand EV charging infrastructure prevents consumers from realistically considering an EV purchase, constrains genuine consumer choice, and distorts market demand.

FHWA has a critical opportunity to catalyze economic growth in a new industry that supports jobs and encourages consumer vehicle choice. We respectfully urge FHWA to maintain the 55 percent domestic content requirement.

Respectfully submitted,

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² Roy, A. and H. Jin. "Focus: EV charger makers brace for slowdown as new Made in America rules kick in." Reuters: March 21, 2023. Available at <https://www.reuters.com/business/autos-transportation/ev-charger-makers-brace-slowdown-new-made-america-rules-kick-2023-03-21>.

³ J.D. Power. (2025, June). *Despite improvements in reliability and availability, public charging remains top barrier to EV adoption.* <https://www.jdpower.com/business/resources/despite-improvements-reliability-and-availability-public-charging-remains-top>.