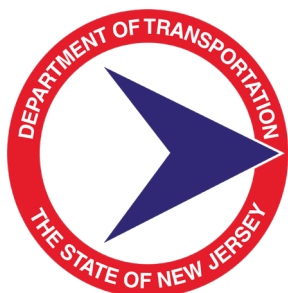




NEW JERSEY

DEPARTMENT OF
TRANSPORTATION

State Plan Update for
Electric Vehicle (EV)
Infrastructure Deployment



September 2025



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New Jersey Department of Transportation (NJDOT) submits this state Electric Vehicle Infrastructure Deployment Plan consistent with FHWA's interim final NEVI guidance released August 11, 2025. As expressly permitted by the interim final guidance, NJDOT is submitting a revised state plan for FY25. NJDOT disagrees with the legality of FHWA's revocation of previously approved state plans and the need to resubmit state plans for fiscal years 2022-25. New Jersey is party to litigation challenging that revocation in *Washington v. Dept. of Transportation*, No. 25-cv-00848-TL (W.D. Wash.), in which the district court enjoined the revocation of certain state plans for fiscal years 2022-25. By submitting this state plan, NJDOT does not waive, and instead expressly reserves, any rights, claims, or defenses it may have regarding FHWA's actions regarding the NEVI Formula Program in that case or otherwise. All of NJDOT's current and future submissions related to the NEVI Formula Program are made subject to this reservation of rights.

INTRODUCTION

New Jersey Department of Transportation (NJDOT) is pleased to provide an update on the State Electric Vehicle Infrastructure Deployment Plan that describes how NJDOT intends to use National Electric Vehicle Infrastructure (NEVI) Program funds “for each fiscal year in which funds are made available” to deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. This plan update includes:

- 1) How NJDOT intends to use NEVI Program funds for each fiscal year 2022-2026,
- 2) Community Engagement Outcomes Report, per 23 CFR 680.112(d), and
- 3) Physical and cybersecurity strategies, per 23 CFR 680.106(h).

PLAN SUMMARY

NJDOT is actively advancing a coordinated, statewide effort to expand the deployment of EV charging infrastructure through collaboration with multiple agencies. Initial efforts are focused on installing direct current fast chargers (DCFCs) along Interstate highways designated as Alternative Fuel Corridors (AFCs), which fall under NJDOT jurisdiction.

NJDOT will continue evaluating the progress of DCFC installations along these corridors to achieve Fully Built Out status, while also aligning with broader state initiatives to develop EV infrastructure across additional corridors. As the network grows beyond AFCs, future deployments will prioritize publicly accessible locations that offer convenience and safety, such as highway travel centers, fuel stations, and areas with amenities. Future planning efforts will also explore opportunities to support medium- and heavy-duty vehicle charging infrastructure where appropriate.

All efforts by NJDOT to expand the EV charging infrastructure will be aligned with NEVI program guidance and coordinated across agencies to make effective and responsible use of allocated NEVI funding. NJDOT will continue to collaborate and share data with relevant stakeholders and programs to support site planning and to prevent duplication of efforts across the state agencies.



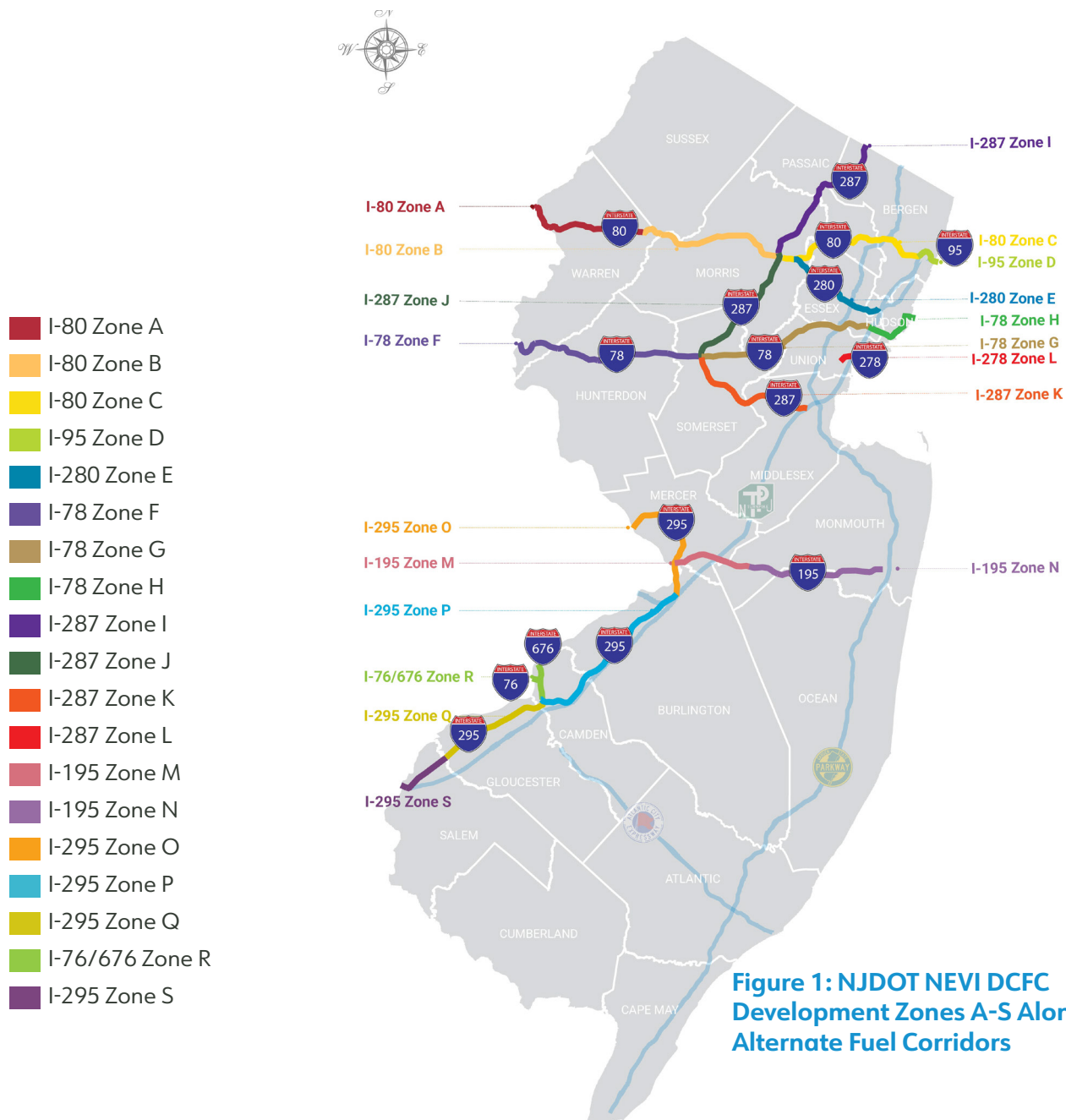
USE OF NEVI FORMULA PROGRAM FUNDS

STATUS OF BUILD OUT ALONG ALTERNATIVE FUEL CORRIDORS

New Jersey continues to advance EV charging infrastructure deployment along its AFCs through a combination of federal, state and private industry efforts. New Jersey's AFCs include the Interstate highways under the jurisdiction of NJDOT, the New Jersey Turnpike and Garden State Parkway under the jurisdiction of the New Jersey Turnpike Authority (NJTA), and the Atlantic City Expressway under the jurisdiction of the South Jersey Transportation Authority (SJTA). DCFCs are being deployed along all New Jersey AFCs as described below:

- **Interstates in New Jersey**

Utilizing the Special Experimental Project (SEP-14) innovative project delivery method, NJDOT has issued a contract that provides DCFC stations along 19 AFC zones in New Jersey. Each DCFC station will have 4 ports, totaling 76 ports across all locations, and all Interstate highways in New Jersey will be served. Figure 1 shows all the AFCs in New Jersey and highlights the 19 AFC zones along the Interstate highways under NJDOT jurisdiction.



- **New Jersey Turnpike and Garden State Parkway**

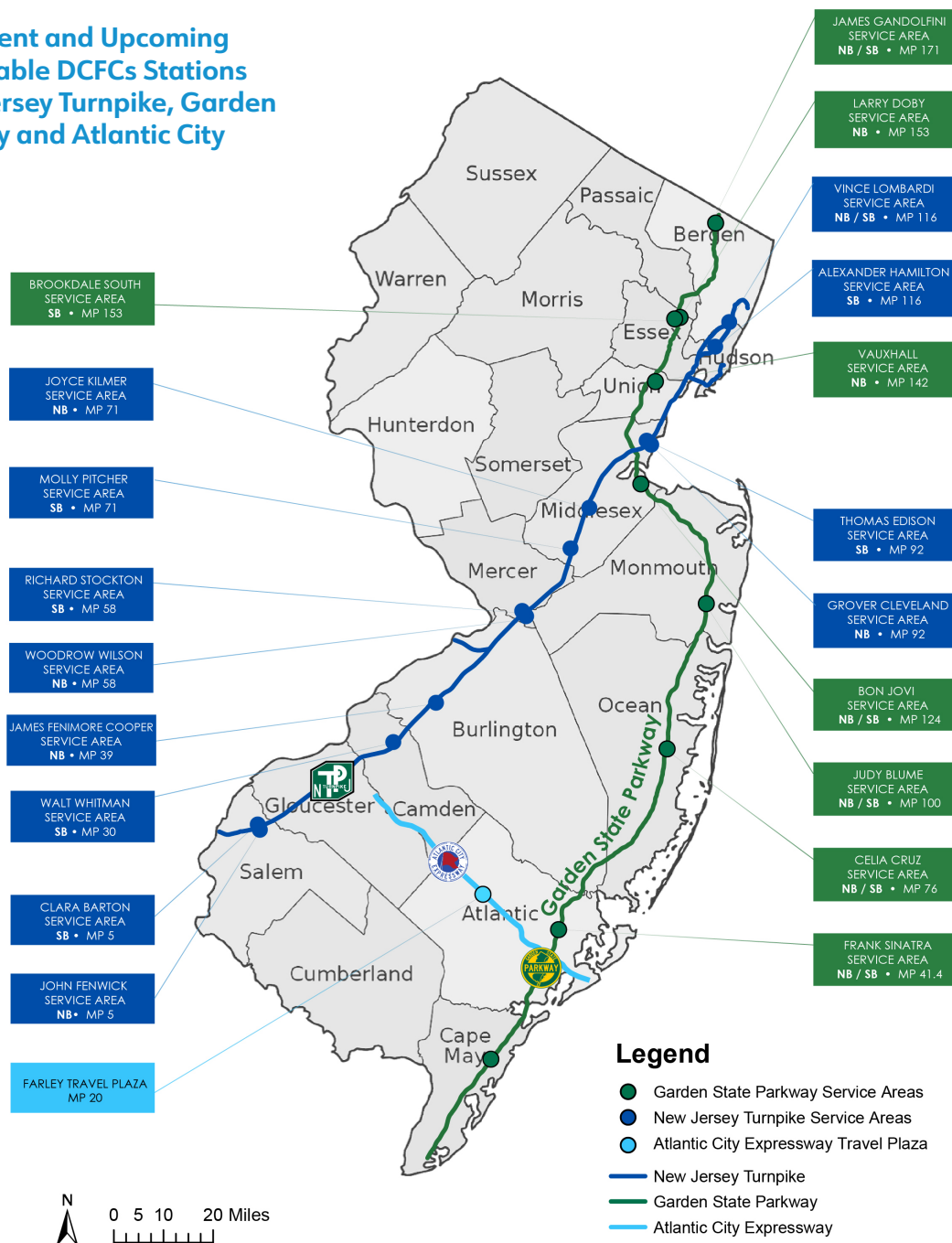
New Jersey Turnpike Authority is implementing DCFC stations at 20 service areas throughout the length of New Jersey Turnpike and Garden State Parkway. Each DCFC station will have 4 ports, totaling 80 ports across all locations. Approximately half of the DCFC stations along these corridors are currently operational and serving the traveling public.

- **Atlantic City Expressway**

South Jersey Transportation Authority has 2 DCFC stations, totaling 12 ports, serving the traveling public at the Farley Travel Plaza.

The chargers on the Turnpike, Parkway and Expressway are not NEVI funded.

Figure 2: Current and Upcoming Publicly Available DCFCs Stations Along New Jersey Turnpike, Garden State Parkway and Atlantic City Expressway



OBLIGATED NEVI FUNDS AND PLAN FORWARD

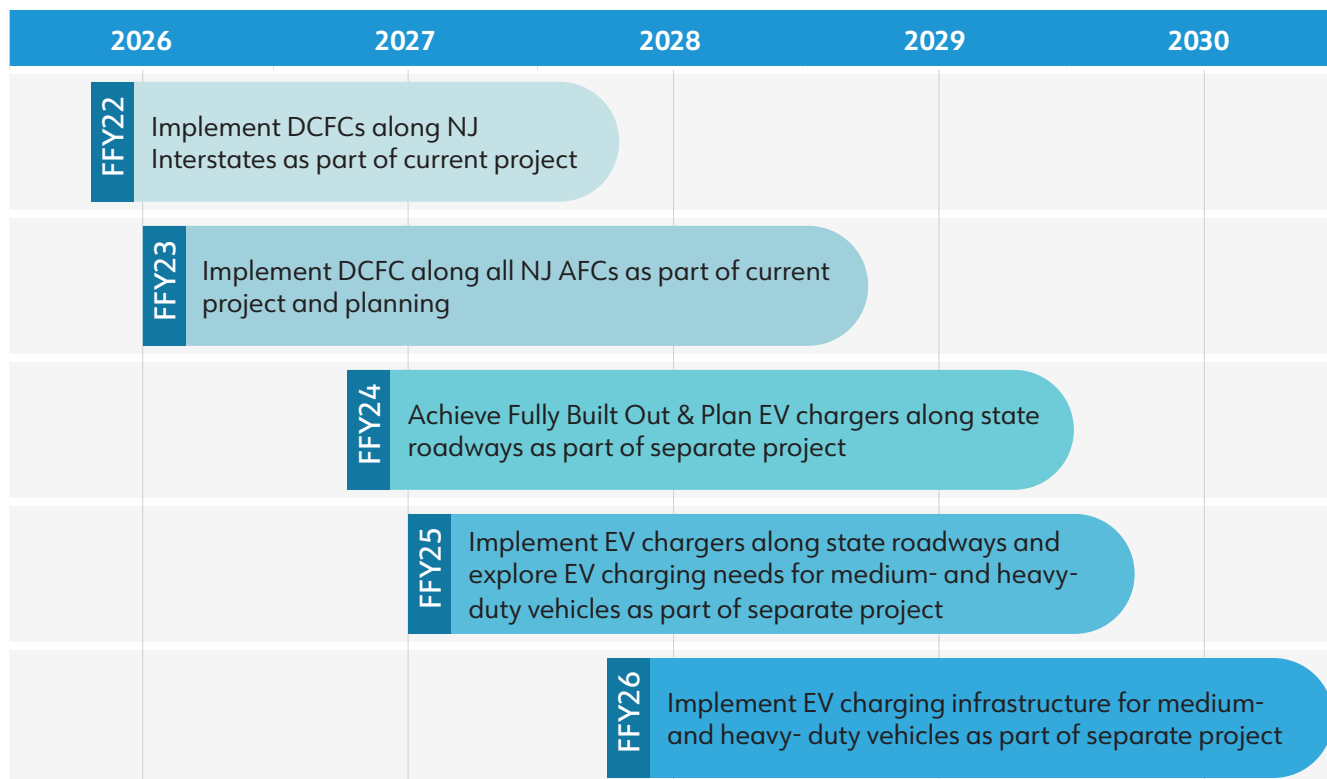
NJDOT has included NEVI Program funds in the Statewide Transportation Improvement Program (STIP). New Jersey NEVI Program obligations currently total \$9,038,495.85, and NJDOT plans to utilize the balance of NEVI funds from Federal Fiscal Years 2022 through 2026: a total of \$104,373,268.00.

The NJDOT NEVI Program will coordinate with the above implemented infrastructure and ongoing initiatives to efficiently deliver EV charging infrastructure utilizing allocated NEVI funds from Federal Fiscal Years (FFY) 2022 through 2026, as outlined in Table 1 below. The estimated timeframe for utilizing the allocated funds is shown in Figure 3. These timeframes are subject to change.

Table 1: Plan for using the allocated NEVI funds for Federal Fiscal Years 2022-2026

Federal Fiscal Year	Allocated Funds	NJDOT Approach
FFY22	\$15,448,790	Implement DCFCs along NJ Interstates as part of current project
FFY23	\$22,230,983	Implement DCFC along all NJ AFCs as part of current project and planning
FFY24	\$22,231,137	Achieve Fully Built Out & Plan EV chargers along State roadways as part of separate project
FFY25	\$22,231,156	Implement EV chargers along state roadways and explore EV charging needs for medium- and heavy- duty vehicles as part of separate project
FFY26	\$22,231,202	Implement EV charging infrastructure for medium- and heavy- duty vehicles as part of separate project

Figure 3: Estimated timeframes for utilizing the allocated NEVI program funds.



ONGOING PLANNING AND MULTI AGENCY COORDINATION

Future NEVI planning stages will be informed by and coordinated with the status of EVSE operations throughout the state, and will be planned in alignment with the following programs:

- **EV Tourism Corridor Charging Program**

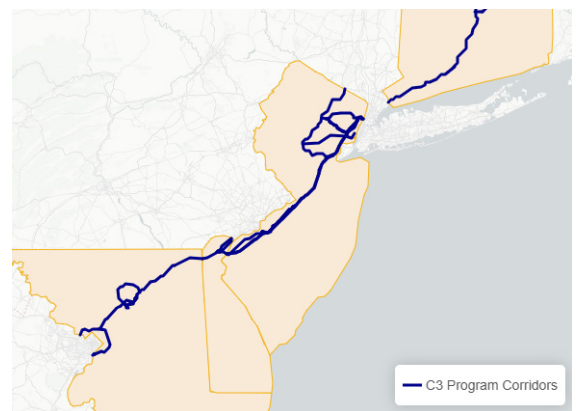
The NJBPU opened grant applications for the EV Tourism Corridor Charging Program in April 2025. This expansion of the EV Tourism incentive builds on the program's initial launch in fiscal year 2022 and continues to offer incentives to support the installation of EV charging infrastructure. The EV Tourism program provides funding for DCFCs and Level 2 charging equipment, helping local businesses install EV chargers at popular tourism destinations across the state. The EV Tourism Corridor incentive provides funding for chargers within close proximity of toll routes, interstates, U.S. highways, or state highways.

- **Clean Corridor Coalition**

The NJDEP is leading the Clean Corridor Coalition, a multi-state effort to deploy medium- and heavy-duty zero-emission vehicle charging infrastructure for freight electrification along the I-95 corridor and adjacent roads from Connecticut to Maryland. The coalition includes the NJDEP in partnership with the Connecticut Department of Energy and Environmental Protection, Delaware Department of Transportation, Maryland Department of Transportation, and Maryland Department of the Environment.

- **It Pay\$ to Plug In**

NJDEP's It Pay\$ to Plug In Program funds Level 1 and Level 2 community charging stations at qualifying public, workplace, and multi-unit dwelling locations. Periodically, funding is available for public DC Fast Charging Stations along strategic travel corridors. It Pay\$ to Plug In has awarded 60 fast chargers with 75 ports at 28 locations.



Clean Corridor Coalition Program Corridors. Source: NJDEP

- **Northeast Freight Corridor Charging Plan and the East Coast Commercial Zero-emission Vehicle Corridor studies**

New Jersey agencies are involved in two comprehensive regional analyses of zero-emission freight charging infrastructure funded by the U.S. Department of Energy: the Northeast Freight Corridor Charging Plan led by National Grid and the East Coast Commercial Zero-emission Vehicle Corridor led by CALSTART. These studies will identify priority locations for medium- and heavy-duty vehicle charging stations. The Northeast Freight Corridor Charging Plan will identify priority sites for truck charging north of the Port of New York and New Jersey based on modeling of future truck charging demand, utility-led analyses of electric system capacity, and in consultation with utilities, state governments, industry, and other stakeholders. The East Coast Commercial Zero-Emission Vehicle Corridor analysis will identify sites and key selection criteria for medium- and heavy-duty vehicle charging and fueling infrastructure to support zero-emission freight movement along the I-95 corridor south of the Port of New York and New Jersey. These studies will provide analytical support to help overcome challenges to electric truck charging corridor development.

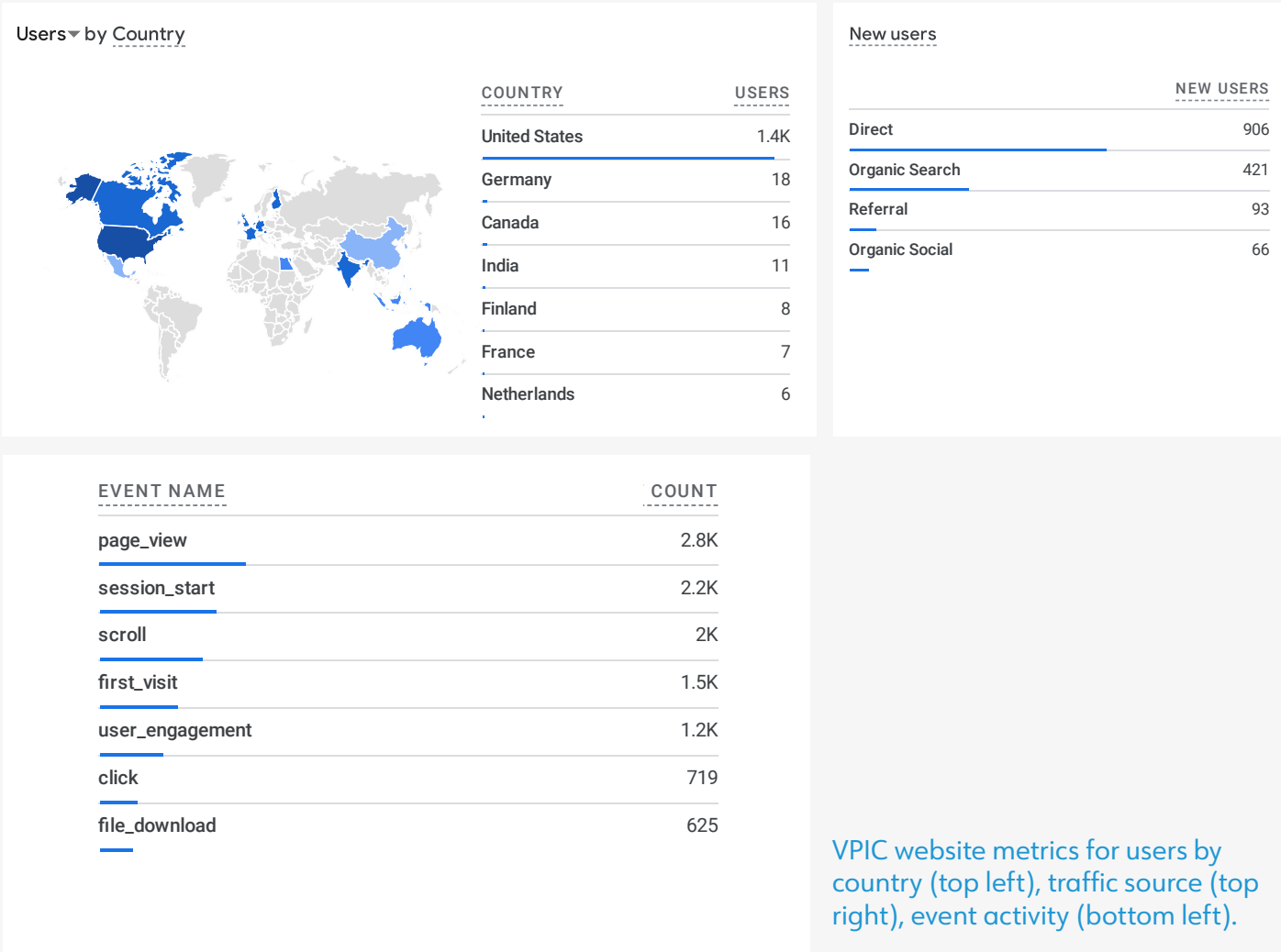
COMMUNITY ENGAGEMENT OUTCOMES REPORT

PER 23 CFR 680.112(d)

Per NEVI guidance, community engagement will continue in accordance with statutory and regulatory requirements to advance projects and ensure appropriate stakeholder communications. Outcomes of the NEVI Formula Program and complementary outreach efforts by other state agencies, are outlined below.

NJDOT PROGRAM-WIDE PUBLIC ENGAGEMENT

NJDOT has committed to developing transportation improvements that best balance transportation needs, community concerns, and cost efficiency. To support public engagement, NJDOT hosted a Virtual Public Information Center (VPIC) with a comment period from October 11 to 25, 2023. The VPIC provided information on the EV Infrastructure Deployment Program along New Jersey’s AFCs to a broad audience, including the general public, governmental entities, federally recognized Tribes, labor organizations, private sector representatives, utilities, transportation and freight logistics industries, state public transportation agencies, and both urban and rural communities. The VPIC enabled statewide engagement, ensuring outreach to all communities. All parties were encouraged to actively participate by submitting comments via the website comment section, email, or mail. The VPIC website received approximately 1500 visits between October 1, 2023, and June 19, 2024.



The portal received 28 questions and 18 comments. The interested parties used the portal to seek information on prequalification and eligibility for contractors, location requirements, access to GIS data, scope, NEVI requirements, funding opportunities and bidding process. All comments were addressed via a “Q&A” document that was posted on the Department’s Procurement Website.

Site-Specific Public Engagement

NJDOT requires its implementation contractor to be a partner in advancing New Jersey’s EV charging infrastructure and achieving the goals of the plan, including a commitment to support community engagement and outreach guided by the department at each EVSE location. A Public Engagement and Outreach Plan required by contract will include the advantages of EV adoption, the benefits of EV ownership, plans for EVSE infrastructure in NJ, specific EVSE installations planned and installed in NJ, workforce opportunities, and emerging technology partnerships with schools.

NJBPU OUTREACH FOR THE EV TOURISM CHARGING CORRIDORS

The EV Tourism Corridor Charging Program is designed to accelerate the adoption of EVs by expanding charging infrastructure at destinations along major travel routes. The program provides financial incentives for installing Level 2 and DC fast chargers at eligible locations such as hotels, restaurants, and retail stores.

To qualify, sites must be located within one mile of toll roads, interstates, or state highways, to receive up to \$180,000 per dual port DC fast charger or a hotel within 3 miles of toll roads, interstates or state highways to receive up to \$5,000 per dual port Level 2 charger.

As of August 2025, applications have been paused due to the strong interest expressed by businesses and the industry, with over 50 sites and 70 ports receiving awards. The program’s clear eligibility criteria and funding opportunities support New Jersey’s energy and tourism goals.

NJDEP OUTREACH FOR THE CLEAN CORRIDOR COALITION

Input by community members in the coalition states was influential in the development of this program, and ongoing meaningful community engagement will continue to be a core component. During program scoping, coalition members engaged communities through the development of their Priority Climate Action Plans, long-standing state engagement forums, multi-state engagement opportunities, and more. This included public meetings, targeted stakeholder engagement, surveys, webinars, and providing materials in multiple languages. This engagement solidified medium- and heavy-duty electrification as a key priority for New Jersey.

Coalition members will continue robust community engagement throughout project implementation to ensure the benefits of this measure go to the most impacted residents. This ongoing engagement will build from coalition members’ existing relationships and channels for communication. Some tasks and strategies that coalition members will use to ensure robust community input include:

- Developing educational materials, guidance, and in-person events to share the details of the coalition efforts.
- Including representatives from impacted communities, to work with the coalition states on developing site selection criteria.
- Using the request for proposals to encourage vendors to include community benefits agreements and/or other collaborative problem-solving tools in their proposals.
- Ensuring community members have the opportunity to provide feedback on site selection via public meetings or listening sessions, and that feedback is collected and shared publicly.

PHYSICAL SECURITY & CYBERSECURITY PER 23 CFR 680.106(h)

NJDOT's approach to physical and cybersecurity is to work with the selected contractors that provides a safe, secure environment for EV charging and compliance with the provisions in 23 C.F.R. 680.106(h) along with relevant standards. The contractor will be required to protect consumer data, provide security for the charging infrastructure and the grid, and report cybersecurity incidences. Specific requirements included in the contract are:

- Submitting a Security and Cybersecurity Plan to demonstrate compliance to NEVI Standards and Requirements, and additional requirements of the NJDOT and the New Jersey Office of Homeland Security and Preparedness (NJOHSP).
- Compliance with the NEVI Standards and Requirements, including security and cybersecurity provisions in 23 C.F.R. 680.106(h), to ensure charging station operations protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid.
- Physical security measures that provide a safe, secure environment for EV charging, and methods for customers to report threats or perceived threats.
- Ensuring that the Security and Cybersecurity Plan complies with:
 - » The Joint Office of Energy and Transportation Sample Cybersecurity Clauses for EV Charging Infrastructure (EVCI) Procurements, Version 1.0, dated 6/30/2023.
 - » The New Jersey Statewide Information Security Manual, effective date 02/06/2024.

