

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN

SEPTEMBER 2025



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1) State Intentions for NEVI Program Funds

To receive the annual allocation of National Electric Vehicle Infrastructure (NEVI) formula funds, each state is required to submit an annually updated Electric Vehicle Infrastructure Deployment Plan (Plan) that describes how the state intends to use the funds in accordance with the NEVI Formula Program Guidance and [23 CFR 680](#). This Federal Fiscal Year 2025 (FFY 25) update provides information on the NEVI efforts in Florida in accordance with the [updated USDOT guidance](#) issued by the Federal Highway Administration on August 11, 2025.

Since the inception of the NEVI program, the private sector has built stations all across the Alternative Fuel Corridors (AFCs) in Florida, exceeding the needs for this program, and not utilizing a dollar of public money. With this gathered information and data, the Florida Department of Transportation will not waste taxpayer dollars and spend it on everyday passenger vehicles. Instead, FDOT's proposal for implementing the NEVI Program takes an innovative and strategic approach to offer the greatest benefits to Floridians by supporting a new emerging mode of transportation that provides passenger service and fulfills the transportation needs in our state.

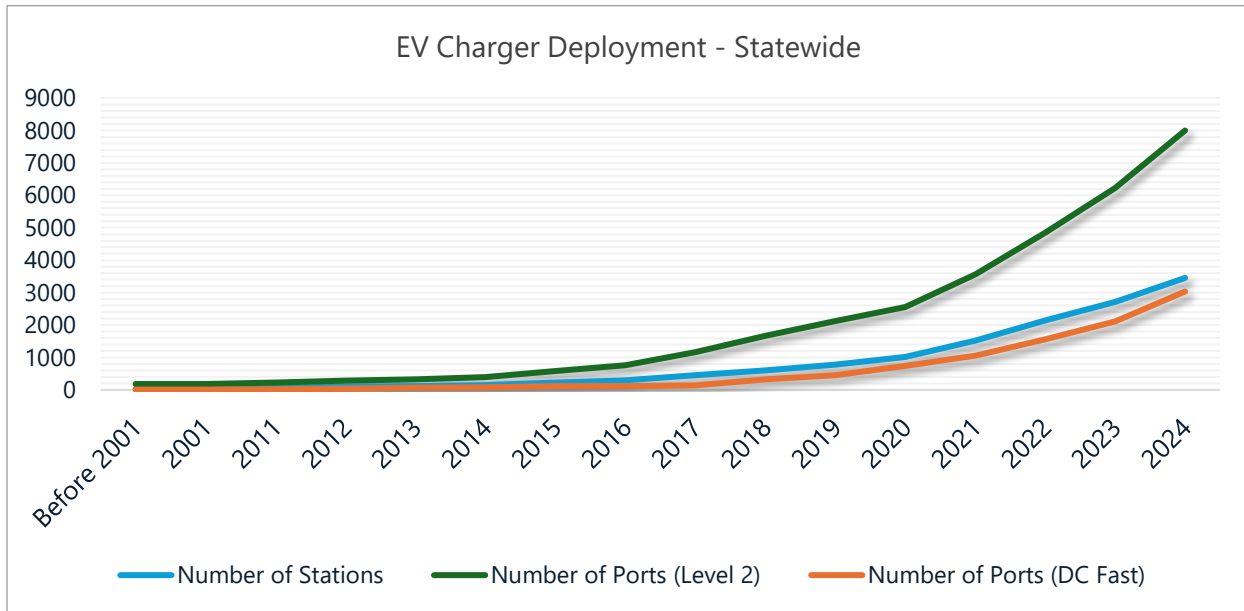
Given that providing fuel to consumers has historically been served by the private sector, it came as no surprise that the market has filled in these station gaps. Florida will receive approximately \$198 million in NEVI formula funds through FFY 26. Working in tandem with our industry partners to deploy charging infrastructure and identify innovative solutions that support charging along highly congested travel ways, Florida's goal is for the market to continue to self-support beyond the NEVI Program horizon.

Florida's electric vehicle charging market has demonstrated exceptional momentum, rapidly expanding statewide coverage and accelerating deployment in direct response to consumer demand and usage trends. Private-sector operators have capitalized on existing infrastructure to drive significant growth, as illustrated in Figures 1 and 2. Figure 3 further highlights the strategic placement of DC fast charging (DCFC) and Level 2 stations along Florida's AFCs, reinforcing the network's accessibility and reach. This data shows that the needs have been met throughout the first tier (limited-access facilities) of the AFCs and that the private sector is also making excellent progress to meet the needs along the second tier of the AFCs for rural arterial roadways.

Florida's free-market model empowers innovation, allowing diverse technologies and business models to thrive outside the constraints of federal NEVI regulations. This market-led approach has produced a resilient, high-performing EV charging network that consistently meets—and often exceeds—the core objectives of the NEVI program. Over the past decade, EV charger deployment in Florida has surged at an impressive 36% growth rate, underscoring the strength and scalability of the state's market-driven approach. Market-driven solutions lead to greater innovation and efficiency, as businesses are motivated to improve their processes and outcomes. In fact, the number of public EV charging ports in Florida has more than doubled in the past four years, driven largely by private investment. This growth is critical for supporting EV drivers who lack access to home charging, especially in urban and tourist-heavy areas. It also positions Florida as a model for how market-driven solutions can accelerate emerging transportation solutions.

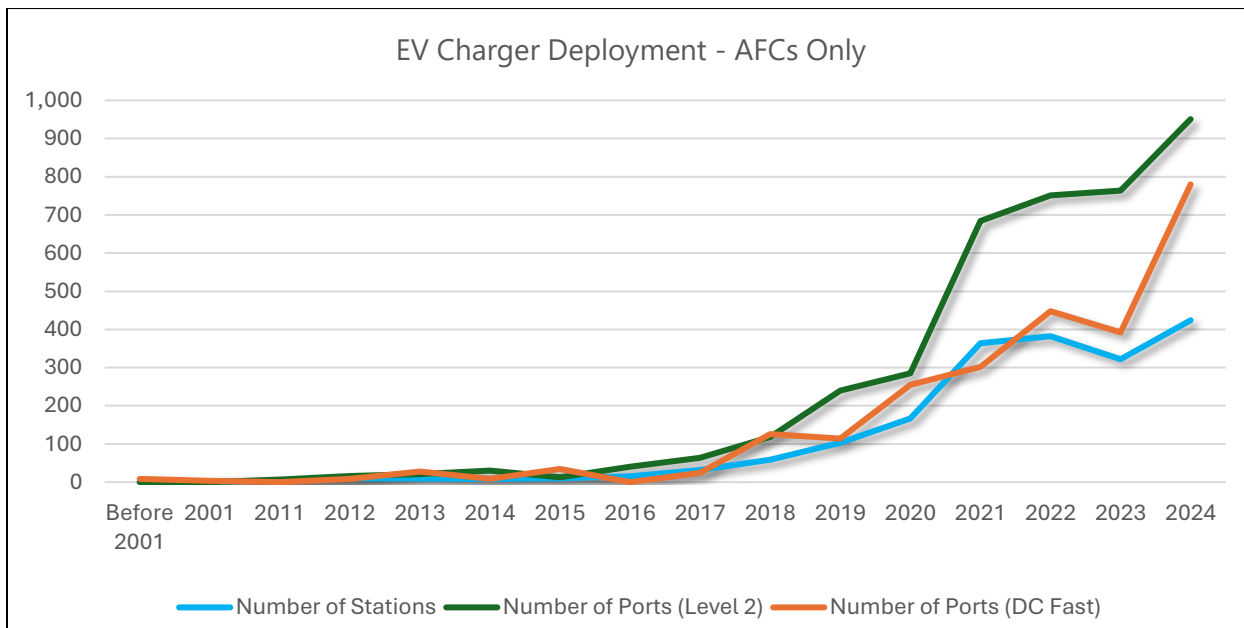
Florida's private EV infrastructure boom shows no signs of slowing. The state is well on its way to creating a comprehensive, reliable, and accessible charging network—without public funding.

Figure 1. EV Charger Deployment - Statewide



Source: US Department of Energy, Alternative Fuels Data Center

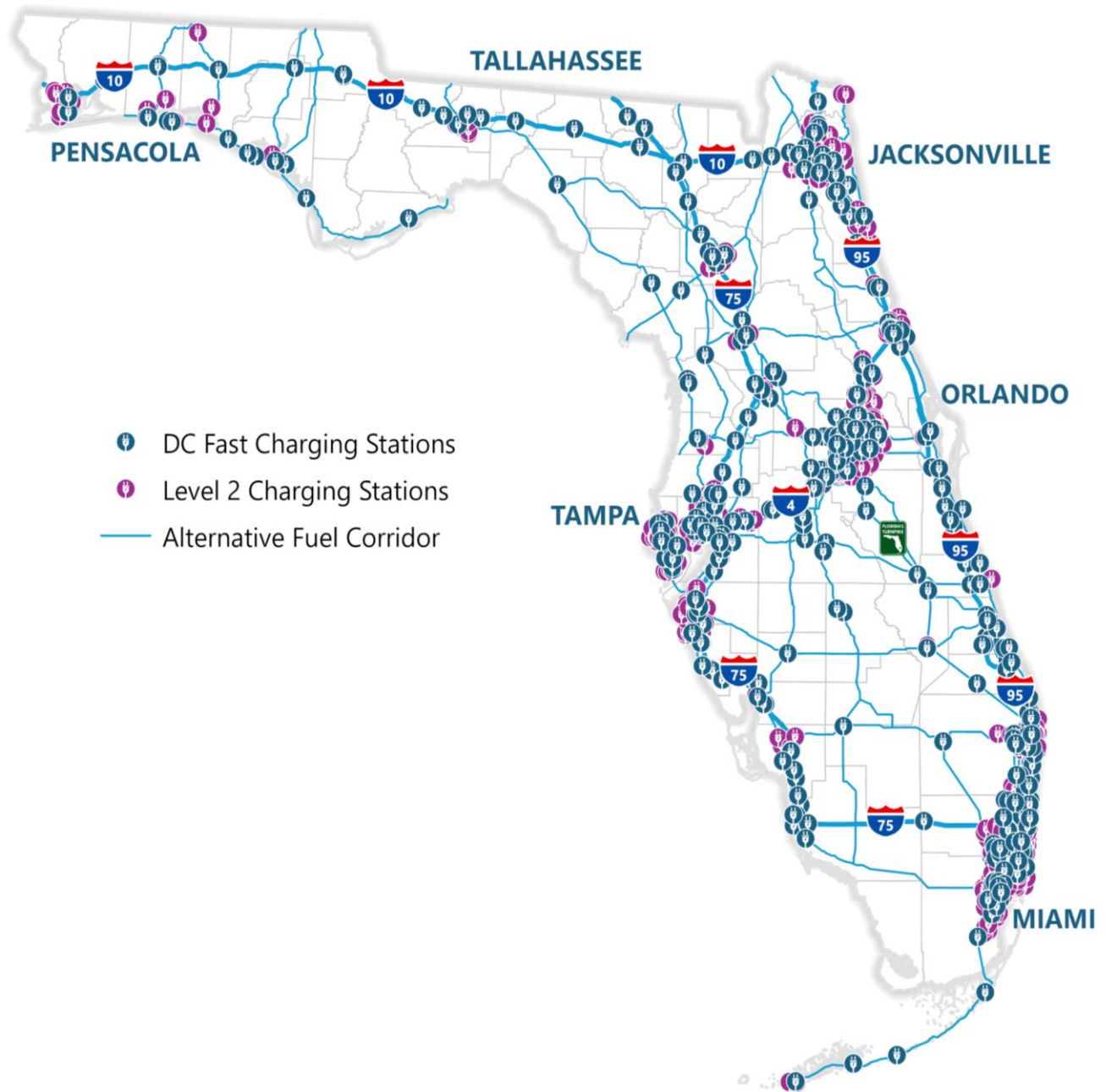
Figure 2. EV Charger Deployment - AFCs only



Source: US Department of Energy, Alternative Fuels Data Center

All chargers in this graph are publicly available, open 24/7, operational, provide no less than 125 kW per DCFC port, and allow for non-proprietary connectors and adaptors available in the marketplace.

Figure 3. DCFC & Level 2 Charging Stations (All AFCs)



Florida's corridor-based DCFC network is reinforced by publicly available Level 2 charging infrastructure. These stations support user needs beyond corridor terminus, which is particularly relevant given Florida's peninsula geography. FDOT's analysis of Alternative Fuels Data Center data shows there are **452 DCFC charging stations** and **1,708 Level 2 charging stations** that are publicly accessible, operational 24/7, and have sufficient connector types to allow all users to access facilities as of August 2025. This expansive, user-centric infrastructure reflects the

strength of Florida's private sector in meeting mobility needs through scalable and accessible EV charging solutions.

Implementation of the NEVI Program in Florida will involve electric vehicle (EV) charging infrastructure that is open to aviation vehicles, such as electric vertical take-off and landing (eVTOL). As Florida's surface transportation networks reach capacity, and right of way is constrained, additional modes of transportation are required to maintain economic development goals as well as quality of life for residents and visitors. As Advanced Air Mobility (AAM) becomes a viable solution for modern travel, Florida is building an intercity "Aerial Highway Network" focused on filling in the gaps to connect major metropolitan areas across the state. This next-generation travel corridor will leverage AAM technology, including eVTOL aircraft, low-altitude flight routes, and strategically placed vertiports. By creating seamless aerial links between economic and population centers, this network will offer travelers faster and more flexible alternatives to traditional ground transportation.

AAM vehicle charging is similar to public transportation and battery electric buses, in that both utilize approximately 350 kW charging stations. AAM operators maintain fleets of vehicles at hubs (airports and vertiports) where charging occurs. Passenger trips originate and destinate at these hubs as well, similar to traditional airport operations.

Electric infrastructure will be required from the nearest on-site transformer to the electric vehicle supply equipment (EVSE). New vertiport facilities will need additional electric utility infrastructure and energy capacity review. EV charging stations for SPVs will be included in the design and electrical capacity of AAM vertiport facilities and may be located at passenger parking facilities by the private industry. Adding AAM operations to Florida's multimodal transportation network is the next evolution for providing safe and efficient connectivity for passengers and cargo.

FY 2022 – 2026 Spending Plan

The cost to design and install AAM EVSE is estimated at \$5,600,000 per site. Ultimate construction requirements and costs for these facilities are highly dependent upon vertiport location, operations, local context, and customer preference. The following FY 2022 – 2026 Spending Plan is based on the cost to construct the electrical infrastructure at \$5,600,000 per site and program technical support costs. The State of Florida will provide an additional 20% of funding to satisfy the NEVI match requirement for additional airside and landside facilities.

Table 1 | FY2022 – 2026 Spending Plan

FY 2021-2022	FY 2022-2023	FY 2023-2024	FY 2024-2025	FY 2025-2026
\$35,500,000	\$35,500,000	\$35,500,000	\$35,500,000	\$48,000,000
6 sites	6 sites	6 sites	6 sites	8 sites
Cumulative 6 sites	Cumulative 12 sites	Cumulative 18 sites	Cumulative 24 sites	Cumulative 32 sites
FL Match \$7.1M	FL Match \$7.1M	FL Match \$7.1M	FL Match \$7.1M	FL Match \$9.6M

2) Public Engagement

Following the EVIDP 2023 plan approval, through the strategies laid out in the Partner and Public Engagement Plan (PPEP), FDOT effectively garnered feedback from over 170 entities ranging from all levels of government to private industry and advocacy organizations to electric utilities. These engagements achieved the 2 primary goals of the PPEP; 1) document stakeholder outreach that occurred to support the development of the EVIDP, and 2) provide a high-level public outreach strategy for the EV Program's implementation.

FDOT has successfully completed over three years of public engagement with all stakeholder types associated with AAM planning and operations in Florida, as shown below.

- 2021
 - December: Florida begins initial strategic planning for AAM
- 2022
 - June: FDOT Publishes AAM Roadmap and Recommended Standards
 - September: FDOT publishes Airport Compatibility Reports for 32 airports
 - November – August 2023: FDOT hosts AAM Working Group meetings
- 2023
 - August: FDOT publishes Working Group Report and Recommendations
 - September: FDOT publishes Public Outreach Plan
 - November: FDOT establishes AAM Advisory Committee
- 2024
 - March – June: FDOT hosts AAM Tabletop Exercises
 - September: FDOT publishes AAM Land Use Compatibility and Site Approval Guidebook
- 2025
 - February: FDOT publishes AAM Toolkit for Local Governments
 - March – September: FDOT hosts statewide local government training for AAM
 - June: Florida Governor signs legislation incorporating AAM into the state's regulatory framework and advancing the AAM industry across the state
 - August: FDOT publishes AAM Business Plan

Additional information can be found on [FDOT's AAM website](#).

3) Physical Security and Cybersecurity

The State of Florida and FDOT are committed to excellent service to the public, including physical security of the sites and cybersecurity, cyber resiliency, and privacy protections for all services and systems in the communities in which they serve. For EVs to succeed as a viable transportation choice, charging stations must provide reasonable assurance against physical and cyber-attacks, data breaches, and loss of privacy. The potential sources and types of threats for EV infrastructure are evolving, and regularly scheduled risk assessments are prudent and necessary to provide protection. The exploitation of even a single EVSE can potentially cause issues such as relay chatter, various power quality issues, and phase instability which could potentially have cascading effects upstream. The physical and cybersecurity strategy is

based on contractual criteria requiring certain site amenities and the development and submittal of a cybersecurity plan, including when software updates are to be made.

Given the industry does not yet have a clear picture of the attack surfaces, the cybersecurity plan requirements will include a full scope risk assessment to identify the comprehensive threat surface presented by and against the elements of stakeholder partners and users such as grid operators, vehicles, original equipment manufacturers, vendors, and charging network operators.

The cybersecurity plan will provide a document to inform risk assessments and structure processes for selecting and implementing cybersecurity controls. FDOT will include positional roles for the governance and oversight of the EV infrastructure cybersecurity plan and implementation. Its submittal, provided prior to EV charging equipment operations, will include schedules for ongoing risk assessment and process review. The requirements of the cybersecurity plan will:

- Provide EV infrastructure deployed within the Florida transportation system that is:
 - Protected against physical or electronic intrusion by unauthorized persons or entities.
 - Segmented (separated) to protect against unintended damage, unauthorized access, loss of data, service availability, privacy breach, or similar threat from unprotected connections among stakeholder partners and user systems.
- Include compliance with the Payment Card Industry requirements.
- Document that security operations and certification are maintained for System and Organization Controls.

4) Appendix A List of Acronyms

AAM	Advanced Air Mobility
AFC	Alternative Fuel Corridor
CFR	Code of Federal Regulations
DCFC	Direct Current Fast Charger
EV	Electric Vehicle
EVIDP	Electric Vehicle Infrastructure Deployment Plan
EVSE	Electric Vehicle Supply Equipment
eVTOL	Electric Vertical Take-Off and Landing aircraft
FDOT	Florida Department of Transportation
FTP	Florida Transportation Plan
FFY	Federal Fiscal Year
kW	Kilowatt
NEVI	National Electric Vehicle Infrastructure
RFI	Request for Information
SHS	State Highway System
U.S.	United States

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