

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
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In support of plan	
<p>Please use the funds to fix the current infrastructure issues on roadways. Investing money on completing the Queen Creek Bridge replacement in a timely and efficient manner would be more useful than throwing it into EV funding. EV are too expensive to purchase, don't have long range, replacement batteries carry huge cost. In addition, said cars don't perform well in winter conditions, catch on fire, etc. etc. Let us not forget the huge amount of copper, lithium, etc. needed to support manufacturing one EV. Excavating more of the planet does not seem to be very ecologically sound in my opinion. The country is not ready for EVs.</p>	
<p>as a resident who just recently purchased their first electric vehicle, I wanted to send in an email in support of the specific EV charging locations you have listed, as these are EV chargers that I would use regularly. They are along all of the routes that we take when we do our in-state travels.</p> <p>Thank you for considering expanding the EV charging network for us all to benefit from.</p>	
<p>Every station shall have at least four EV parking spaces, each with at least 150-kilowatt direct current fast chargers (DCFC) and have the SAE Combined Charging System (CCS required)</p> <p>1) The spec says "at least 150-KW", but current EV chargers are 250 KW and up to 325 KW. Hopefully, AZ is investing in something "future-proof", not obsolete as soon as construction is complete.</p> <p>2) The spec says "at least four EV "charging" stations". However, if the goal is "to encourage adoption of electric vehicles", it would make sense to accommodate many more EVs at one time. They take longer to "fill-up" (especially at 150 kw). When have you ever seen a single-island gas station that could only accommodate 4 ICE vehicles? In a 1950s movie ?</p> <p>3) If "the first charging stations will be operational in 2025", when will the actual details of the 18 stations be available ?</p>	

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Please accept my comments regarding the Infrastructure plan, and terminate all activity regarding the plan immediately.

When evaluating the proposition of Arizona constructing EV charging stations at Federally taxpayer funded expense, several compelling arguments can be made against this approach.

Economic Efficiency and Fairness:

Selective Subsidization: Funding EV charging stations with taxpayer money creates a form of selective subsidization. This practice may unfairly benefit a specific segment of the population—EV owners—while ignoring the needs of the majority who still use gas-powered vehicles. McKinsey & Co.'s Mobility Consumer Pulse for 2024 highlights that 46% of EV owners in the U.S. are "very" likely to switch back to owning a gas-powered vehicle in their next purchase. This statistic underscores that the market for EVs is still volatile and not universally accepted, suggesting that taxpayer funds should not favor one group disproportionately.

Market Dynamics and Consumer Choice:

Market Responsiveness: The construction and operation of gas stations have traditionally been left to the private sector, which responds to consumer demand and economic viability. Introducing government-funded EV charging stations disrupts this market dynamic, potentially distorting consumer choice. If a significant portion of EV owners are contemplating a return to gas-powered vehicles, as the McKinsey survey suggests, government intervention in the form of taxpayer-funded EV infrastructure could be premature and misaligned with consumer preferences.

Fiscal Responsibility:

Budgetary Constraints: Arizona, like many states, faces budgetary constraints and competing priorities. Allocating taxpayer dollars to construct EV charging stations may divert funds from other critical areas such as education, healthcare, and public safety. Given that a considerable percentage of EV owners are considering switching back to gas-powered vehicles, the long-term return on investment for taxpayer-funded EV infrastructure is uncertain.

Equity Considerations:

Equitable Access: The deployment of taxpayer-funded EV charging stations may not be equitably distributed, potentially favoring urban and affluent areas where EV adoption is higher. This could exacerbate existing inequalities, as rural and lower-income communities, where EV adoption is less prevalent, may not benefit equally from such investments.

Technological Uncertainty:

Evolving Technology: The EV market is characterized by rapid technological advancements and evolving standards. Investing taxpayer money in current EV charging infrastructure may lead to stranded assets if new technologies render existing stations obsolete. This risk is compounded by the McKinsey finding that nearly half of current EV owners might revert to gas-powered vehicles, indicating instability in the market.

Private Sector Involvement:

Encouraging Private Investment: The development of EV charging infrastructure can and should be driven by the private sector. Companies are increasingly recognizing the business potential of EV charging stations and are willing to invest in this growing market. Government intervention through taxpayer funding could stifle private sector investment and innovation, leading to inefficiencies.

Alternative Incentives:

Non-Financial Incentives: Instead of direct funding for EV charging stations, the

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Government has no business installing EV stations let the private sector handle it . Government takes to long and expensive.	
Why does the state feel the need to provide power stations for cars when they do not provide gas stations? This is a total waste of our tax dollars. I have seen gas stations and Walmart Parking lots with charging stations. Even Walmarts that do not have gas stations are installing charging stations	
My recommendations for new charging stations (preferably superchargers) that would help fill existing travel gaps would be: Camp verde or verde valley, Somewhere between flagstaff 89 and the 160 turnoff. There's a gas station for sale along this route that might be a good place. Or Cameron might also be good. Tuba city Kayenta 4 corners	
Yes, please I agree with an EV plan update. I own a Ford Mustang Mach-E which I love my car but, there is not enough quantity of reliable charging options in Tucson through Phoenix area to Northern AZ. Unfortunately, Tesla has a lot of EV charging capacity, however, their openness to sharing charging network is not that great and half the time I try to use a Tesla charger they have charging station errors...if you don't have a Tesla car....very annoying. In my opinion, every gas station should also have charging station options with it that work. Why are all the charging stations mostly hidden. Half the time I can't find them unless i search for them in my car while driving.	
It is a waste of money. We need other roads built like to 505	85132
Prescott is in dire need of EV chargers. Placing chargers on the SR69 and SR89A would greatly help meet this need. Additionally chargers within Prescott or Prescott Valley would also help encourage more people living in Yavapai to switch to electric vehicles, which is greatly needed in an area that has no vehicle emissions requirements!	85283
More EV charging infrastructure is needed through AZ to support the ever-growing EV population in our state. I live in Scottsdale and travel to Sedona about once a year. There are very few places to charge an EV, especially a Tesla, between Anthem and Sedona. More EV chargers are needed here and across the state and country.	85260
<ul style="list-style-type: none"> -Always make sure any EVSE interfaces, like payment screens and buttons face north and/or are given full shade. -Consider adding signage like "next EV charger in 75 miles" like how we do at rest stops and long stretches without gas stations. -Consider the spaces where you build the charging stations, as they are great opportunities to support local commerce - bathrooms, cafes, and boutique shops are great to peruse as people wait for a charge. Dateland is a great example of a charging station supporting local business by providing an A/C location for EV drivers to shop, eat, and use the restroom while they charge. 	85004
Use that money to improve the surface of I 17 north of Copper Canyon, both directions. Road is so worn out it is unsafe. Also 169 to Dewey, surface makes travel unsafe. Both of these are an embarrassment to our state. Spend some money in north-central Arizona for a change.	86335

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<p>I travel US 60 from Gilbert to Springerville/Eager. It seems that the Globe to Showlow(87 miles) and Showlow to Springerville/Eager(47 miles) to homestead,NM(95 miles) are dead zones to be addressed.</p> <p>See https://www.google.com/maps/search/Electric+vehicle+charging/@33.9585275,-110.1751086,10.6z/data=!4m3!1m3!1m3!1m3!1s0x87299e15d6d9007f:0x86a0f169c49eafd5!2sGlobe,+AZ!2m2!1d-110.7864984!2d33.3942223!1m6!1m2!1s0x872f2905cd3521f7:0xc60fd8f7ee55d508!2sShow+Low,+AZ!2m2!1d-110.0298327!2d34.2542084!1m6!1m2!1s0x8726115f98e5f5c5:0x26af3257bf990197!2sSpringer ville,+Arizona!2m2!1d-109.2859196!2d34.1333799!1m6!1m2!1s0x8721374aae37c aff:0xb113e58ef534ef9!2sHomestead,+NM!2m2!1d-107.88143!2d34.1491382!3e0!2m2!3m1!5e2?entry=ttu&g_ep=EgoyMDI1MDgyNC4wIKXMDSoASAFQAw%3D%3D</p>	85298
<p>Additional EV charging stations needed near 303 & Happy Valley. There is a great deal of development going on between 303 & I-17 and 303 & Happy Valley Rd. Many new residential, commercial, retail and manufacturing that needs to support EV owners.</p>	85383
<p>Why is the government funding electric charging stations when gas stations are not government funded?</p>	85355
<p>I'd love to see charging on I-17 to Phoenix to Sedona!</p>	85251
<p>I love the plan on the extending the EV reach throughout AZ!!!</p>	85083
<p>EV Chargers should only be installed in very public places, IE: Truck Stops, Gas Stations, Police stations and Hotels</p>	85138
<p>I would like to see more on farther reaches of US 60, 90</p>	85282
<p>Please consider 191/70. This corridor is one of the least covered in the state, and this route is frequently used as a detour when dust storms close I10 on the New Mexico border.</p>	85531
<p>Thank you for committing to build out this important infrastructure along our state highways.</p>	85308
<p>Why is the northern and western regions of the state completely ignored, from Las Vegas to the north rim and to Page from I15, Hwy 389 is the only access route heading east. This a very remote and rural area yet with pending closure of the Zion National Park tunnel there are even fewer routes and increased tourist traffic should be planned for</p>	86022
<p>Hi ADOT,</p> <p>EV sales are the only car sales that are on the increase and combustion vehicle sales are flat or tanking. Y'all need to rapidly increase EV Charging Infrastructure not only in terms of increasing numbers of locations, but also increasing number of charging units per location. Y'all are currently falling behind and you will have larger and larger numbers of unhappy citizens on your hands soon.</p> <p>Best Wishes!</p> <p>Flagstaff, AZ 86005</p>	86005

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We have an EV and would love to see more charging stations. Currently we make use of the Electrify America ones in Anthem. We've used the ones in Sedona as well and have heard they are ALWAYS busy. It would be a benefit for the air to add additional charging stations and we will take them anywhere, please!	85086
While I applaud your efforts, you have completely ignored 89 North corridor from Flagstaff to Page and beyond. This is a high visitor/vacation area and a total EV charger wasteland. There are currently NO valid options unless you are a Tesla driver, and even then, there are few.	85022
No governmental entity should be paying for charging stations with taxpayer money!!!	86336
I'm 100% in favor of ADOT plan for charging stations.	85392
Our state is really lacking in EV support in northern Arizona. My husband uses our EV to travel for work and some routes are just not accessible with our EV. Specifically the white mountains (Eagar, Springerville, St. Johns, etc.), the Prescott tri-cities area and the Mohave Valley Area (Havasu City and Parker). A round trip from Flagstaff is requiring extended time at Level 2 chargers due to a lack of higher DC charging in the area. The state has been great to expand along some of the busier corridors but our rural areas need some focus too.	86001
Yes, we need these charging stations.	85140
YES to all of this. The more charging stations along the main drags, the better. Currently going to prescott there is very little by way of charging from Grand! It would be great to have more options.	85387
Yes - need to keep AZ highways current for EV travellers!	85266
I love this plan! It seems as if it has been thoroughly researched. I wouldn't change a thing.	85383
I'm so happy and encouraged to hear that this program is continuing! Thank you for your work to get this going again and keeping it on track. I can't wait for a more robust and reliable charging infrastructure in our state!	86301
Don't waste the states money. Electric vehicles are not practical. They were a pipe dream of the former administration.	86404
DC fast charging on US-93 at Wikieup, AZ would be nice. It's a long stretch between Kingman and Anthem.	85260
If the sate is going to do this, then they need to assist gas stations as well along the same corridor. Equality is the answer here. So if the state is funding EV chargers, then the State should also fund gas stations alike. If you put in EV chargers at rest stops, then you should also be required to put in gas pumps there as well.	85119
We urgently need DC CCS charging stations on SR-93 between Wickenburg & Kingman, AZ, and on I-10 between Tollenson & Quartzsite AZ, more than anywhere else.	85257
I Don't think the taxpayer should be on the hook for EV charging stations. If you want one great. Pay your own way when buying the vehicle. Or a special tax at registration time. These vehicles are already dodging the gas tax, or did we forget about the lost revenue from that?	85396
I support the EV charger infrastructure plan! Thank you for your work on this!	85282
Thank you for continuing to extend the EV plan! These chargers are helpful to add.	85014

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Tax dollars should not be used for this! These vehicles are heavier than GCE so they lead to more wear/tear on roads. They are subject to fires/battery explosions which endangers the public. They utilize more metals which require more mining and the use of slave labor in Africa & China. Ultimately, these are worse for the environment than GCE. Thus, don't waste tax dollars on these boondoggles.	85044
It would be nice to have a super charger close to Lake Pleasant/Happy Valley	85383
SR 77, Show Low to Holbrook	85032
I love the planned locations. We also need fast chargers in Paige. We tried to take a road trip up there from Phoenix, but the only fast chargers are old Tesla superchargers that aren't able to unlock for other vehicles. As a result, we weren't able to go.	85297
Phx to kingman. Phx to flagstaff	85086
Charging stations are a waste of tax dollars ! Do not build them!	85396
No, why should tax money I contribute go towards something I would never use.	86005
Not including NACs day 1 is a bad idea the other chargers have got to be less than 5% or in use types by now. Would prefer a ev route at Show low you can charge at Payson but you arrive with 24% or less.	85118
SR87 just south of, or at least near, Payson. Offers greater options for both through traffic and recreational traffic to the Rim Country.	85268
I support all plans to expand EV charging on AZ highways.	85713
No, our highways need fixed. We pay alot of money in taxes and the roads are terrible. First things first.	85937
Electric vehicles are a choice the sole responsibility of keeping them charged falls on the owner and not us the taxpayers.	86403
<p>Absolutely, please do. We all know Tesla has no shortage of chargers. Particularly in supercharger sites, but for the rest of folks that do not have a tesla and depend on the CCS chargers, having additional sites make sense. At the very least add redundancy to the network.</p> <p>Globe, Show Low and Sedona have been great additions, but having experienced a closure due to Sedona city related event, it made what was supposed to be a fun trip with the family into a nightmarish trip that added anxiety.</p>	85298
Support adding more EV charging sites especially in needed areas.	85118
Somewhere in Pinetop-Lakeside would be solid as there is a large gap between Payson, AZ and NM with all of the ski resorts. There are no reliable DC fast charger options in that area currently.	85929
Building electric vehicle charging stations is a waste of tax payer dollars! Use our limited funds to fix the roads instead!	85212

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<p>I don't believe State tax resources ought to be spent building public electric vehicle charging stations any more than it should be spent building public gasoline or diesel fuel stations.</p> <p>Our government should not be spending taxpayer funds in order to build refueling stations unique to a specific propulsion technology for personally owned transportation.</p> <p>Focus on designing better roadways, improving lighting, safety, and communicating current road conditions to travelers rather than wasting our taxes to promote a fueling technology which will be outdated long before the basic principles of roadway construction.</p>	85202
I would like to see chargers in Eastern rural AZ like Globe and Showlow.	85298
so far, I almost only charge at home (from 2014-2025 driving Hybrid, since 2025 driving EV), for longer trips, it makes sense to place charging infrastructure along routes based on driver /traveler volume	85201
Input? You are showing an Electrify America charging station. PLEASE do not let them install ANY chargers for ADOT. PLEASE! They are indisputably the least reliable chargers on or off the roads. Pay attention to Walmart's huge plans for their new national charging network, which could be installed in I've 2600 new Walmart parking lots offer the next 3-5 years.	85201
<ol style="list-style-type: none"> 1. ADOT plan must co-ordinate with Mexico and neighboring States highway authorities. 2. AZ car dealers and manufacturers who sell and build EV vehicles must contribute money to program. Do not force program costs on AZ taxpayers. 3. Adequate security: 24/7 camera's, call boxes, time limits, police enforcement. 4. AZ drivers scan drivers license for free service, out of state drivers pay per use. 5. Preference to locations that offer public meals, bathrooms, rest areas, etc.; and contribute free lease of space to ADOT electric meters and clean and maintain EV parking areas. 6. ADOT install new 5 minute charging stations. 	85375
More charge stations between on I10 between Goodyear & Quartzite	85023
<p>Both the Show Low to Holbrook corridor and the Gila Bend to Buckeye corridor are short (under 50 miles) and have charging stations at each end. These 4 cities are already on earlier phase corridors. I don't know what the plan is, but I would hope it is to simply upgrade the station in Show Low, Holbrook, Gila Bend and Buckeye rather than new stations in between these cities. As a general comment, charging stations every 40 or 50 miles is sufficient, however there need to be enough working charging stalls at each location to handle the volume.</p> <p>Look at the map. There are two areas which need addressed. One area is Navajo and Apache counties north of 40. This is an EV charger desert. I have made this drive but it requires driving over to Gallup, NM to charge and kind of going around the res up into Utah. The other area is between 260/60 and south to I 10. through Gila, Greenlee or Graham counties. Another charging desert ... Many Ev's cannot make this trip.</p>	85928
I85 S from Gila Bend to Ajo/Why	85023

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Thank you! I suspect that you'll receive comments from "experts" who know nothing but want to brag about their Blockbuster Video membership card and how awesome their 8-track player is. Keep pushing forward! :)	85266
All 9 of these stations would be advantageous for all EV drivers in Arizona, including those who perform public services, such as schools, police, utility, and other state departments who have invested in an EV fleet in order to save taxpayer funds on vehicle maintenance and fueling.	86324
Just because State dollars are not being used, it doesn't mean it's okay to use our federal tax dollars. Electric vehicle owners and manufacturers should be funding charging stations. People who do not use electric vehicles should not be forced to pay for them. What a scam!!	85138
This is great, but let's see something along the north western corridor of the 303!	85383
No to this increased cost to the state where EV's have been proven to be bad for the environment mining all the precious metals required for the batteries and deplete the electrical grid in addition to their ruining our roads due to their excessive weight.	85308
Please stop spending my tax money on worthless projects that benefit very few. You want to help? Make all the EV's pay road tax like the rest of us, and do it retroactively!! Also all EV should have "Hazardous Material" warning stickers on their bumpers.	86404
I am an EV and hybrid owner. I would like to express that I absolutely support expanding EV chargers across the state! It's an excellent way to reduce vehicle emissions and enable EV use to explore our amazing country!	85212
I would suggest an electric charging station from Show Low to Holbrook as this area in the northeastern part of the state is very barren when it comes to charging stations	85937
This is a fad that our country is not ready for. Electric cars add so much pollution to the world that it's unsustainable. I don't want my federal or state money supporting this hair braid scheme. If you're talking about hydrogen powered cars different story. That is the future. I highly am against electric vehicles. Between the fires that are unstoppable, the waste when the batteries are done in their life and have to be disposed of along with all the energy taken to build these vehicles is astonishingly ridiculous. America and the world hot sold a bill of goods by People that were in it just to make their own money off of it. Look at all the Rich politicians who invested in these programs as the government approved billions of dollars. Fire departments are not ready for this additional exposure. And then they put these charging systems in the bottom floor of car garages and wonder why they lose 200 and 300 cars at a time along with the parking structure when one car let's go and ignite all the others.This stops now.	86336
Please add more EV chargers around Tucson. This city is sorely lacking in chargers.	85747
Those driving EV should be the ones paying for them. Not the general public. Tax the EV sales, registrations, charge them to use HOV lane, etc. We do not need billions of dollars in EV stations when our own roads are in need of replacement.	85086
I drive Tucson to Phoenix and back every week. Please please consider placing EV chargers in rest areas! Otherwise the current list is fine....just need more, more, more (and not Tesla chargers).	85713

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No, I do not support this ADOT electric vehicle plan. We need traffic control through small towns in the form of stop lights and roundabouts. We need 2 lanes enlarged to 4 lanes in frequent accident areas. We need potholes and rough roads repaired. If no state funds are being used why is ADOT involved? Are the Federal funds still available? People buying electric calls knew the availability of charging stations- not a government concern.	85541
This is a ridiculous waste of money.	86301
We require at least two more Tesla charging stations asap. I believe there are only two for the entire city.	85747-5722
As an EV owner since 2018, I have the following suggestions for charging stations in areas of Northern Arizona that are LONG, lonely stretches . . . Hwy 64 North of Williams Hwy 160 from 89 to the Border Hwy 87 North of Mesa to the 260 junction in Payson Hwy 260 to Show Low Hwy 89 North of Tuba City to Page Hwy 60 from Florence Junction to Globe Hwy 77 South of Show Low You are showing a need in Winslow . . . the La Posada has had Tesla chargers there since 2016 or so	86351
This is more use of government money to create options for the wealthy to use expensive cars and charge them , since the cars would be useless if they ran out of charge. Electricity is NOT using a low-energy option. If the grid gets overloaded, everyone will suffer. Gasoline engines depend on gas which is available all over the country . The cars most of us CAN AFFORD use gas. Let the rich charge themselves up at home. The local charging station at our grocery store got dismantled by someone. Now it's an unsightly junk sculpture! No more charging stations.	85029
I don't think this is something we all should have to pay for with our tax dollars	85262
I do not own an ev and never will. Why should my tax dollars pay for someone else who chose to buy an ev. Make the companies that are building evs pay for them. Add a tax to the ev purchase and registration renewals.	85142
Please buy Tesla superchargers!! All other third party chargers have issues!	85379
Could we consider a location on SR 79 in the Florence area? There is a gap in this area between Mesa and Tucson, and in the future, SR 505 is planned.	85123
We need one in Eager, AZ	85028
Please make sure that as you are planning on the infrastructure, you support multiple types of connections and don't stick with only NACS (Tesla) connector. J1772 (Type 1) [And it's DC version, CCS1] is also a common for many modern EV's from other manufacturers.	85225
I had an EV since 2023. I know there is a need all around AZ to install more efficient charges.	85730

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Zero tax dollars, federal or state should be spent subsidizing EV's!	86323
What a terrible waste of money. Why is our foolish governor spending our tax dollars for rich idiots to have play toys.	86303
Please add a charger or 2 between anthem and flagstaff on 17. Maybe camp verde? Desperately need an in between option.	86001
There is a desperate need for a level 3 charging station in Page, AZ. Arizonans traveling to Utah frequently take a route through Flagstaff to Page, Kanab, and Panguich to I-15. Between Flagstaff and Beaver there is only one L3 charging station in Kanab, UT. That station tends to be overcrowded and unreliable. It is also too long of a stretch for many EV's to make. This results in most EV users taking the longer, and less scenic route through Las Vegas. Please consider adding an additional station, or swapping one of the currently planned stations, for a station in Page. As a suggestion, I believe there are already multiple charging options in and around Sedona. Perhaps a planned station near Sedona could be swapped for a station in Page.	85142
We need charges that lead to the new federal Port of Entry in Douglas, so that means a string of chargers from I-10 Benson -> Tombstone -> Bisbee -> Douglas and north up to I-10 Willcox. I drive a 2023 Chevy Bolt.	85603
Gila bend and the Sedona route	85338
What from Kalifornia idiot expects to use state and federal funds to facilitate a failed initiative in Arizona? I have never heard of government funding used in constructing fuel stations. This is government stepping into the private sector where it does not belong.	85140
Please add chargers on I-17 between Phoenix and Flagstaff. A lot of EV's barely make it up to flagstaff on a single charge, so if there is an accident they are screwed. The only charging is at cordes lakes turn off and that is only for teslas.	85022
Chargers being installed in the future should be at minimum 350 kw units . Many new vehicles charge at over 300kw and more will in the future . 150kw charging is quite slow	85006
We need charging stations in Sells, AZ on 86. We need charging stations in Lukeville on the 85. Gila Bend needs charging station that isn't Tesla Please consider installing the slower 6kW chargers that use the J1720 plug.	85321
Absolutely yes to this plan! As a vehicle owner of an EV and a lover of the great outdoors, we can't just pack up and go on a road trip or camp around Arizona because we are constrained with the availability of charging stations, and we have to plan our routes and destinations accordingly. Our ability to explore the beauty of Arizona's trails and nature hikes is limited by the locations of existing charging stations.	85003
It is not smart to waste money on expanding this infrastructure when ev sales are dropping. Arizona is not the right state for EV's. it is too hot and reduces battery life. They don't work well. It is time to spend our tax money more responsibly!	85225
In agreement with the EV Plan. Additional charging infrastructure is needed to further develop the EV network throughout Arizona.	85296

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<p>NO, end this wasteful nonsense now. Stop using taxpayers' dollars to fund climate change fraud. We the people of Arizona vote no to all of this in an initiative and yet you keep pushing a false climate narrative and agenda. NO more money to these illegal projects. No means no! There is no longer a federal mandate for this so there is no longer a reason. If gas station or restaurants along the roadways want to install these charger and profit from them, so be it, but the state should not and no longer has a mandate from the government and never had it from the people of Arizona!</p>	85249
<p>The state needs to implement an EV Tax to pay for any EV infrastructure. HURF funds are what pays for roads and EV vehicles don't use gas so they don't pay into the HURF funds. Every person that pays for gas pays into this fund. My tax dollars should not be used for EV vehicles' infrastructure I don't own one and never will so no value for me. I am vehemently opposed to this.</p>	85361
<p>Please implement all proposed sites. We need more EV infrastructure!</p>	85614
<p>None of these charging stations should be built and the ones already approved should be canceled. The use of EVs does nothing to help the environment and actually causes more harm. Having less charging stations will make people reconsider their harmful and wasteful purchase of an EV. Public money should not be used to promote this business, it should succeed or fail based on consumer demand. Gas stations are not built using public funds and neither should EV stations.</p>	85086
<p>Would like to see charging stations closer in the city as well. Near i17 and 19th ave or 7th ave. - major freeways with high traffic and no chargers near. Charging Stations at park and ride lots (central and baseline near light rail) or (baseline and 27th ave) this would allow people to park their vehicle and take public transport, or meet to carpool into the city for work and be able to charge upon return from work.</p>	85041
<p>Nogales, AZ. Cross border EV drivers risk running out of charge. Delays at the port of entry, travel from areas away from the border like Hermosillo to Tucson deter EV travel along this important economic corridor. EVs should have the opportunity to charge fully before heading into Sonora or after returning from Sonora especially with the potential for hours long waits due to port delays. Another key location is Sierra Vista and/or Douglas. An EV doesn't have the range to travel along highway 82 from Nogales to Douglas. You would have to travel north to Wilcox to charge at the Tesla Supercharger at which point you might as well take the interstate back to Nogales.</p>	85648
<p>Need more places to charge between Phoenix and Vegas. There are very few in Kingman and have had to wait hours to get to them.</p>	85213
<p>In support of plan</p>	
<p>Very interested in plan, wants to provide his businesses services for plan</p>	
<p>ADOT should not be using taxpayer money to build EV stations. People who own EV vehicles should pay for their electricity.</p>	
<p>Why aren't there any plans in place to improve the EV Charging infrastructure between Globe and Safford? There doesn't seem to be any resources when traveling through that part of the state.</p>	

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<p>My suggestions for EV charging stations in AZ: There are no charging stations in the northern part of AZ; near the border of Utah. And with no charging stations in southern Utah, it makes it doubly difficult to travel in northern AZ.</p> <p>Also, this year the fees for charging have almost doubled; what is the reason behind this?</p>	
Looks like a good plan and will definitely ease the travel anxiety with EVs. I hope the plan is approved and implemented in a timely manner.	
Can you confirm if the electric vehicle charging stations announced on Aug. 25 will have the capabilities for charging medium- and/or heavy-duty trucks.	
I received the update which now includes the SR 85 corridor. We have approx. 436 acres, 1 mile south of Patterson on the NWC of a fully improved interchange. We would be interested in selling all or part of the property. Please let me know if ADOT would potentially have any interest in the property. Thank you.	
Need a station around Heber/Overguard. So many times I've seen cars have to be towed.	
Please put them in at hwy 188/87 junction at the old rest stop. Please!	
<p>What will the charges be? How will they be maintained? Where will the cost be passed onto the EV users or every citizen that lives in the state of AZ?</p> <p>What about dead batteries being dumped? That leak into the earth and pollute the water and soil? There goes the environment and human, animal, and plant lives the cycle of life as we all know it is destroyed by corporate and political greed!</p>	
Anywhere along the I-17 up to Flagstaff and SR 87 from Fountain Hills to Payson	85340
Continuing to expand the EV charging network is great news- but I also wish we had a public transportation plan- we travel internationally and places like London and Sydney have such amazing networks to get you around. No car needed. Boston is a good US example	85016
I live in Florence AZ and travel often between there to areas of the east valley. We are often forgotten out here as many of your projects focus on areas west of the 202. If you look there are chargers near us but they are level 1 chargers and take up to 60 hours to charge completely! Please consider putting level 2 and 3 chargers along Hunt Highway or along the 60 in the far east valley.	85132
ADOT has no business funding EV stations! Do they fund gas stations? Of course not. Stop wasting my tax dollars!	86426
Please ensure the charging stations use the NACS standard. Chademo/CCS/any other standard is outdated and unusable since virtually all manufacturers have switched to NACS.	85711
Driving between Oracle- Globe- Showlow- Lake Roosevelt- Safford are unrepresented with charging stations. We own a 2018 Tesla Model 3 and find these areas challenging to traverse.	85737
I 10 to Las Vegas	85379

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<p>Frankly, I drive a commuter EV (smart ForTwo). It was designed with a range of about 70 miles. I would love to go to Flagstaff to visit a gravesite that I've not been able to see due to this limitation. As I look along I-17 from Phoenix, there's nothing up that way to get me up there. Even if I try alternate routes, I cannot get up there. I certainly cannot get outside of Wickenburg if I wanted to head out that way for a day trip. Forget Kingman, Yuma, and if it were not for private EV charging locations, I'd never get out to Casa Grande. Maybe you think the issue is the car. I've been driving EVs since 2014. 11 years now. I manage what I can with the range. I simply experience the reality of missing out. Why cannot you place chargers every 50 miles along these main corridors: East, West, North and South?</p>	85015
<p>This should be a private function not government. Seems like a waste of taxpayer dollars.</p>	85002
<p>I appreciate the extended reach to get close to tribal territories.</p>	85233
<p>Please consider the new city of Sedona, pending construction of a new Transit - Operation Maintenance Facility (OMF) located adjacent to the wastewater treatment plant. The City is interested in partnering with ADOT to build a new intersection located at 7500 W. SR89a for EV charging and transit interchange safety.</p>	86336
<p>These proposed EV charging sites would greatly benefit the state. Please approve them. Thank you.</p>	85044
<p>Would like to see an EV Charging Station in Globe, AZ.</p>	85901
<p>The proposed additions to EV charging coverage will be a welcome addition to Arizona's EV charging infrastructure. I only hope that all that's been proposed is, in fact, implemented.</p>	86303
<p>As an EV owner (VWID.4) what about northern Arizona from Flagstaff as hub. I40 corridor border to border, Hwy 89 towards Page. One time I drove Flagstaff to Winslow roundtrip, starting on a fully charged battery; the weather was so windy (70mph gusts) with snow/hail/sleet/rain that I had battery anxiety about making the round trip coasting in to my house with 10%! If the return journey had forced a highway closure, I would have needed roadside assistance.</p>	86004
<p>160 between Tuba City and Four Corners! Otherwise, all these sites look great. In 10 years, Arizona and Arizonans will be happy you did this. Ignore the ignorance for now!</p>	86001
<p>This will be a waste of money. There are far better ways to spend this money. Most of these charging stations are empty every time I pass.</p>	85925
<p>This is a good plan so that Arizona is not left behind in the future. We need to be forward thinking as I see in this plan.</p>	85739
<p>Make sure that NO State funds are involved in this constructions of the EV charging stations. We will be on alert for \$\$ spent. Thank you.</p>	85541
<p>Yes , would like to have Rt 77 chargers to Pima county line</p>	85704
<p>I support ADOT's 2025 update to expand the EV charging network along the additional state highways listed. This is an important step toward improving accessibility and encouraging broader EV adoption across Arizona.</p>	85635
<p>Thank you for moving this initiative forward.</p>	

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Taxpayers, don't have to pay for gas stations. Why do we have to pay for electric charging stations? The barely 5% there's people own electric cars. This is ridiculous frankly stupid	85308
<p>An EV charging station between Holbrook and Show Low is entirely unnecessary and a waste of resources.</p> <p>There are already three (3) EV charging stations in Holbrook.</p> <p>Similarly, there are six (6) EV charging stations in Show Low that are rarely used.</p> <p>It is only 48 miles between these two towns. In the middle of that drive is the town of Snowflake, which also has an EV charging station. There is just no need for additional EV chargers in the short distance of 25 miles between Snowflake and Holbrook or Show Low.</p> <p>Please allocate resources to add additional passing lanes on SR-77 between the Woodruff turn off and the town of Holbrook. It is very dangerous when traffic backs up for miles behind a slow vehicle in this stretch.</p>	85901
<p>NO. Let those who use the electric cars pay extra tax on the cars to pay for the stations. Why should the rest of us pay? Why is the gov't subsidizing these business owners? Will the gov't subsidize my business and my husband's business at 80%? Mine keeps junk out of landfills, while his keeps vehicles of all kinds on the road. Don't we count?</p> <p>I VOTE NO, NO, NO. This should have been thought through logistically better before rolling out the electric vehicles.</p>	85901
Ajo or Why AZ - we need some standard chargers on the way to Rocky Point!	85259
Taxpayer money should not be funding EV stations. Taxpayer money does not fund gas station. Use the taxpayer money for road work, signage, etc. that benefits all drivers not one segment that is less than 7% of all vehicles on the roads.	86303
The Village of Oak Creek could utilize electric charging stations that are not Tesla-specific and accessible to the public.	86351
Very much needed, Highly support.	86336
This project is a waste of money and was implemented in the past administration which foolishly thought we should all drive electric cars long distance through the desert. Turning these charging stations over to private operators appears to be a way for ADOT to relinquish responsibility for an outdated project that stall has residual funding. Judging by the opinions of people about electric cars this is now an obsolete project and should be shelved.	86336
You do nothing for Hwy 60 through Globe, to Safford to New Mexico. Unbelievable!	85501
I drive a Hyundai EV and make frequent trips to Rocky Point. A level 3 fast charger in Gila Bend around the I-8/SR 85 interchange is badly needed and would be incredibly beneficial. The fast chargers currently there are open only to Rivian and Tesla drivers.	85339

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When my daughter was at NAU I was hesitant to drive my EV from Tucson to Flagstaff because I wasn't sure it would make it past the chargers in N Phoenix. It would be helpful to have a reliable high speed charger close to I-17 about midway up. I know there are EA chargers in Sedona but that's a little off the beaten path if you're going straight to Flagstaff.	85742
Install an EV charging station around Elgin/Sonoita and in or around Nogales	85716
Electric Charging Stations should not be the responsibility of tax payers Should be private like any other business. Gas stations on the interstate should provide charging Stations for a fee.	86315
The 60 through Globe to Show Low desperately needs a charging station.	85935
We desperately need charging infrastructure along AZ-85 between Gila Bend and Lukeville for traffic to/from Puerto Peñasco, Sonora. During the hot summer months, it's cutting it awfully close to be able to make that drive without running out of energy, even in a long range Tesla. There are slow chargers in Ajo, but they are not conducive to a road trip, except in case of emergency.	85339
The more EV infrastructure the better - it is an important part of Arizona's future.	85083
While I have a charging station in my garage for my Tesla, I think that adding more EV charging stations is a great idea, as long as they will accommodate Teslas. The proposed one near Show Low is not too far from me, and would come in handy if I had a problem with my private charger.	85924
I know the primary focus is on the interstate, but there are additional highways to which adding EV stations to would have a significant impact on tourism and overall transportation effectiveness in Arizona. Of particular note is Highway 95 running through Bullhead City. This area is an EV charging desert with no EV charging infrastructure along the highway throughout the City limits and into surrounding areas. This area is an important roadway with commerce, tourism, and general commuter traffic connecting to Phoenix, Vegas, and several Central/Southern California cities. While the current planned charging sites are important, several are set to be placed in close proximity to locations where a number of charging stations already exist. Revisiting areas with no EV Charging Infrastructure, yet high traffic/demand, like Highway 95 running though Bullhead City, will help further the goal of expanding Arizona's EV network.	86442
Highway 87 from Payson north to Winslow needs a station. Clints Well would be a good place. About halfway, to serve the Happy Jack and Blue Ridge communities. Thank you.	86024
Please add more charging for EVs in order to encourage EV usage and reduce air pollution. Thanks	85395
As an EV driver I am happy to see the continuation of the charging infrastructure plan. In general I agree with the routes picked out for the 2025 update, with one exception. Why leave a big gap in the AZ-77 route? I would like to see the entire Tucson to Holbrook length of AZ-77 identified as an EV route. Currently this seems to be the biggest gap in north-south routes.	85739

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<p>Stop dumping money into this EV boondoggle.</p> <p>Why should the state erect charging stations for rich people to charge their EVs in the first place?</p> <p>If the momentum is so great for the adoption of EVs [it isn't, especially without subsidies], then the EV charging structure will follow without financial support from the state or the federal government. The need will be met by the private sector.</p> <p>What lobbyist/donor helped push this nonsense through?</p>	85730
<p>I support this plan. Please keep on building charging infrastructure out as fast as you can. 350kw Chargers are the ones I use. I enjoy trips with my EV from Mesa to Flagstaff with ease. And have charged in flag Sedona and outside of anthem along the system. Keep up the good work.</p>	85201
<p>I would definitely say there needs to be EV charging stations between Phoenix and Flagstaff. I know Anthem has some and there's a few Tesla chargers north of Anthem but they are strictly just for Teslas. I know that range anxiety is still a thing. I know some people that have experienced losing range coming up from Phoenix to Flagstaff because of backup or traffic accidents or just traffic in general. Downhill typically isn't an issue but going uphill we definitely lose a lot of range.</p>	86001
<p>NO more EV stations. Public funds aren't being used to install gas stations, why are they being (mis)used to install RV stations? Let the voters decide if we even want them. How about a massive EV tax to pay for them?</p>	85552
<p>We need more charging stations off the 60 east of the 202!</p>	85212
<p>Please put in more EV chargers! It is so hard to travel around the state without them.</p>	86314
<p>I am all for adding accessibility to charging stations as an EV owner but it needs to be privatized and a more cohesive set up (shade, trash cans, bathrooms, solar in high sun exposure areas). I'll gladly maintain a charging station by Holbrook or 51st and UnionHills for discounted charges or a small (example 2%) profit of earnings but I need the cities help to coordinate with Charging companies. There's not really incentives for companies to partner with individuals and it's too big of a project to create a hireable position for. Nor do they care if there's public bathrooms near their chargers. I can see it being a place of community, free library exchanges, vending machines... Think sunset point rest stop.</p>	85302
<p>This looks like a good plan. I support adding EV charging infrastructure so that people can travel through Arizona easily and safely no matter what car they drive. EV charging infrastructure helps Arizona stay competitive and encourages adoption of alternative fuel vehicles.</p>	85745

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<p>If there is a public demand for EV charging stations, then free enterprise capitalism will build charging stations. This is another waste of our federal tax dollars. A few well-placed people will get rich, the money will be gone, and the stations will never get built. Where is all the energy going to come from to power these stations? Diesel generators? The presentation says that all this money is being spent so that (if the stations get built) it will help EV owners to overcome "range anxiety." Seriously? I don't want an EV. If I did, I still wouldn't want my neighbors to have to pay to build charging stations so to reduce my range anxiety. The presentation says the stations will be privately owned - great, but built with public funds? Who gets the profits? The presentation also says no AZ funds will be expended. Who's paying for our state employees to plan, monitor, supervise, approve, etc. every step of the process? I say, tell the federal government "No thank you," and give the money back to them. The makers of EVs can partner with private enterprise to build charging stations - if they think that such an endeavor will be profitable and beneficial. Thank you for listening.</p>	86324
Add charging between Globe and Stafford	85003
<p>These stations need to include space for Hydrogen fueling as well. This would help tie into California and give a quick fueling option. Only need space of two parking spaces for dispensing unit and tank. It IS the next fuel for long range travel, without the downtime required for charging. Must also have provide food and retail options to help the real estate provide additional income for people there for over an hour.</p>	85253
<p>Will this project be funded by taxpayers or private businesses? I don't think it's right for me as a taxpayer to fund projects that don't benefit the majority of Arizona residents. It's not that I don't think it's a worthwhile endeavor, but I feel it's the responsibility of businesses to provide and profit for the project.</p>	86403
<p>As the ADOT plans for EV infrastructure continue, in particular for the Verde Valley, the City of Sedona has interest in encouraging or discussing possibilities of additional EV charging infrastructure at 'park-and-ride' locations or other public spaces where a public private partnership to install the stations may be possible.</p>	86336
<p>On I-10 between end sr85 and Quartzsite, and definitely on sr85 between gila bend and Lukeville.</p>	85041
<p>I would like charging stations for EV's since we drive an EV and feel strongly that we should be using our clean solar energy to charge our cars.</p>	85711
<p>On behalf of Arizona Forward, we are pleased to voice our strong support for the Arizona Department of Transportation's plan to expand the state's electric vehicle (EV) charging network through the addition of nine new corridors. This initiative represents a critical step toward advancing clean transportation, reducing greenhouse gas emissions, and ensuring that Arizona remains a leader in sustainable infrastructure development. By strategically placing fast-charging stations along key corridors, ADOT is addressing one of the most significant barriers to EV adoption ensuring that EV charging access is equitable and reliable. Expanding Arizona's EV infrastructure aligns with our mission to drive sustainability statewide, reduce air pollution, and protect public health while fostering innovation and economic growth. We commend ADOT for its leadership and vision in expanding Arizona's EV network and we encourage the swift implementation of this plan so that our state is well positioned to meet growing demand for clean transportation.</p>	85012
<p>I recommend a charger between Wickenburg and Kingman as that is a pretty heavily traveled route thank you!</p>	85142

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I think this is a great idea! I like the current locations, not sure the exact plan but I do however think that each location should have multiple charging points and be clearly marked and easy to find, not hidden behind stores or such! Other potential locations could include by Grand Canyon National park, Petrified Forest National Park, or in/on the way to Payson.	85071
Even more please, closer to mid town please	85716
I believe all the routes listed are important when driving the highways for a road trip i will never go back to a gas vehicle/	85331
Why is the government providing electric cars with recharging ports? They didn't set up gas stations at the turn of the last century for gasoline burning cars. Let the free market work and charging stations will be provided as needed. If the State is determined to provide charging stations I hope they plan to make a profit from them.	85716
please follow thru with all these locations as they are very much needed! the heat here causes quicker loss of range and not enough chargers in between these areas. please	85032
Locations are decent. However I believe a station near Page AZ and one near Ajo or why AZ are necessary. It'll help fill in gaps going to Utah, the other would help going to Rocky point Mexico.	85629
Consider a fast charge station at every 150 miles on all major highways in the state due to range of most EVs.	85284
There needs to be a charging station at Camp Verde off of I-17 - there is a large gap for charging between Phoenix and Flagstaff (along I-17) as well as Payson to Camp Verde (AZ 260). This is a well traveled route going from Payson to Camp Verde to Flagstaff. [1]	85284
NO reason to spend the money . EV owners should be responsible to charge their cars on their own. No reason to cater to those vehicles. Please reconsider NOT wasting the money.	85602

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<p>Hello, we are providing a model for your review as it relates to your ADOT expansion as suggestion or for questioning. Our model is a true end to end solution so ADOT can focus on their core business and day to day. We do all site walks for power, we pull permits, install, and all ongoing maintenance using our 24-hour 7 day a week monitoring center of the chargers live. If we detect an issue with the charger, we dispatch our service tech and will replace the charger within 24 hours. We also include "fit for purpose" for the life of the contract as technology changes.</p> <p>Flat monthly fee for the life of the contract – no annual increases Turnkey – we do everything, site walk for power, permits, install, maintenance, technology upgrades and more all included 24-hour rip and replace for any charger issues 24-hour 7 day a week monitoring all included, CBRE oversees all issues, so ADOT does not have to Fit for purpose – when technology changes it is our responsibility to upgrade for no extra cost</p> <p>Please find attached. Invisible Urban Charging has a partnership with CBRE for this end-to-end solution. Please let me know if you have questions, we can schedule a call.</p> <p>Attached Invisible Urban Charging and CBRE partnership PPT – showing model and partnership</p>	
<p>Glad to see state highways being added, would encourage more - all highway intersections should be considered. As an ev owner now for 3 ½ years, there are so many places I can't drive it to because of distance to the next charger</p> <p>Living in Yuma and wanting to go to places on the state highways, the shortest routes are often impossible due to the distances.</p> <p>I tried to use the online form, but all it wanted was my address and ethnicity - no questions about the plan.</p>	
<p>Tesla wishes to provide feedback for the ADOT Electric Vehicle 2025 Plan Update. After speaking with our Arizona charging deployment team, they are suggesting Rt 89 should be included as an eligible highway because the charging would break up a currently deserted stretch between Page and Flagstaff.</p> <p>Those are our only comments.</p> <p>Thank you for the opportunity,</p>	
<p>I receive your emails and just watched the current video.</p> <p>Confirm for me that I heard/saw on the video, that all the electric vehicle locations will have a NACS (Tesla style) connector.</p> <p>I applaud your EV work and appreciate everyone's time and energy.</p>	
<p>We need more lanes on I-10, not more strain on the power grid.</p>	<p>85122</p>

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Provide your comments below:	Zip Code
My only recommendation would be to ensure these are charging infrastructure are using NACS as that's the mainstream standard and charging cost is somewhat regulated to being reasonable and competitive. Thanks	85396
Will these charges have the capability to be upgraded to 250KW or 350KW in the future? They should because that is what the new Tesla superchargers are at, and I suspect all charges will be going in that direction.	85268
Waste of money. Electric is a dying fad with drilling here coming back to USA.	85212
NO. If the picture announcing this proposal is accurate, i.e., a diesel generator powering an EV charging point, I am adamantly opposed. This is probably correct in most proposed locations due to lack of sufficient electric grid infrastructure to directly connect the EV chargers to the grid. In addition to the diesel being burned, you have to provide trucks, drivers and more diesel to keep these EV charging stations serviced. This makes no sense at all.	85719
<p>I find the materials and this program generally opaque beyond the high-level details.</p> <p>It would be nice to have a spreadsheet (or XML) organized by proposed / actual locations including the basic information: (0) Location information, (1) Number of charging stations, (2) CS attributes, (3) contractor constructing the CS, (4) project dates (advertisement, granting, construction milestone, anticipated / actual availability), (5) cost per CS, (6) other programmatic information (ADOT phasing history, for example). This information may already be available but I was unable to locate it online</p> <p>For users and taxpayers, additional real-time operational information would be nice. Currently, there is electronic signage reporting open rest stop truck parking slots. Perhaps something similar for *available* CS per rest stop would be nice (I emphasize available because CS have a unfortunate propensity to break down or be subject to vandalism / theft). Having CS availability information online (in addition to or in place of static signs) would be beneficial and also encourage better highway cell coverage.</p> <p>(As a somewhat wry observation, California has an unfortunate habit of signage saying EV charging is available at a upcoming rest stop - but the rest stop may be closed!)</p> <p>Statistics on usage per CS - specifically detailing each charging event information [starting date/time, duration, energy, charger efficiency, and air temperature - without any personally identifying data, of course] would be useful to accumulate over the lifetime of the CS equipment.</p>	85119
Excellent. Our state should provide the resources needed to finish the job.	85745
I am still concerned you are not considering using Tesla Superchargers since their cost is lower and delivery is much more timely than other EV chargers. As Model Y owner I find Telsa's Superchargers are also MUCH more reliable and available than others. In short I feel you are wasting my tax dollars in this NEVI program.	85338

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<p>I often drive for work to and from Phoenix and Sedona, Prescott, and Flagstaff. There is a huge charging desert along the I-17 - with the last opportunity to charge for many miles in Anthem. As an EV owner and driver and proud Arizonan I strongly encourage ADOT to move forward with plans to install chargers at the routes listed in the 2025 EV Charging Infrastructure Deployment Plan Update. Personally, I would take advantage of chargers installed along these routes:</p> <p>SR 69, I-17 to Prescott SR 89A/89, from SR69 to just north of Paulden SR 179, I-17 to Sedona SR 89/89A, Cottonwood to Sedona SR 260, I-17 to Cottonwood/SR 89A</p> <p>Thank you for making it easier to be an EV driver in Arizona!</p>	85021
<p>Yes. We need more charging stations! I would use me EV a lot more and 1ton diesel a lot less.</p>	86323
<p>Why are we providing this with taxpayer money instead of letting the private sector put these in like happens with gas and fuel stations?</p>	86315
<p>As president and CEO of the Arizona Technology Council, I appreciate the opportunity to submit comments on the critical importance of the Arizona Department of Transportation's (ADOT) 2025 Electric Vehicle (EV) Plan Update.</p> <p>Our more than 750 science and technology companies statewide, from innovative startups to Fortune 500 firms, recognize the future of personal mobility is increasingly electric. Our nation's auto industry will have invested more than \$330 billion by the end of 2025 to reach the goal of a more electrified future. A new generation of EVs is coming, and IHS Markit predicts there will be 130 models for sale in the U.S. market by 2026, up from over 50 models today. These will include battery electric, plug-in hybrid and fuel cell electric technologies with longer range, more capability and in different market segments at a variety of price points. Although EV sales amounted to roughly 7.7% of all U.S. vehicle sales in 2024, consumer interest is growing because these vehicles are reliable, efficient and safe. According to Edmunds sales data in May 2024, the percentage of new vehicle sales in the U.S. that was electric cars was 6.8%. In addition, with Environmental Protection Agency guidance to transition to battery electric vehicles (BEVs) by 2035, there is a need for a comprehensive plan and public policy at all government levels to support a cost-effective experience for Arizonans. ADOT must construct and deploy an affordable and readily available charging infrastructure in all parts of the state.</p> <p>The Arizona Technology Council supports ADOT's proposed 2025 EV Plan Update to utilize a public- private partnership to expand the state's publicly accessible EV charging network to include nine new alternative fuel corridors. The 21 new or upgraded charging locations along more rural highways and scenic state routes such as SR 77 from Tucson to the Pima County limits and SR 69 from Interstate 17 to Prescott are necessary because a well-planned public charging station network will bolster market acceptance of EVs by offering more flexible charging opportunities, equitable access added convenience and ease of use. Arizona EV drivers need access to convenient, accessible, affordable and reliable charging for their vehicles wherever they live, work or play across the state. By building and updating these charging locations along the proposed locations as part of the 2025 update, ADOT can accelerate the pace of our nationwide transition to a clean and modern EV future and a carbon-free energy system.</p>	

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Provide your comments below:	Zip Code
Highway 69 to Prescott from interstate 17 please. Nearer to 17, Spring valley would maximize usefulness. [2]	86301
150 kW chargers are not enough, especially considering the rise of 800-1000V+ architecture vehicles. Please consider imposing or strongly recommending a higher power minimum.	85286
Good day! I have an extended range electric truck (Ford) that I use to pull a boat (typically to Page, AZ.) In spite of the extended range, getting from Phx to Flag can be tenuous. Please consider something between Phx & Flag (Cordes Junction?), and something between Flag & Page (Cameroon?). In addition, the EA supercharger in Flag is too little for what is a main stop East-West & North-South. Would be great to have more (or to help Tesla make its ample Flag stations usable for non-Tesla's. Actually the same could be done with Tesla's station in Cordes Junction)	84003
I would rather have you scrap this whole wasteful program and fix highways.	85051
Do NOT spend any taxpayer or Arizona State monies building and or maintaining ANY EV Charging Stations or related EV supporting Stations. Private Industry or tgher EV End-User should have to pay to support because the EV users made a CHOICE to use these very inefficient form of transportation.	85314
Absolutely not. Enough of wasting taxpayer dollars on toxic & destructive technologies that could never survive in a free market.	85326
I am surprised at the lack of charging stations along routes 60 and 93. This provides a more direct route from southern Arizona to Las Vegas and I-15 to points North.	85755
The charging station that would be most useful to me would be on SR 77, Tucson to Pima County Border, preferably near Oracle. After that, it would be SR 77, Show Low to Holbrook. I think the redundancy of providing both CCS and NACS connectors will soon be unnecessary because so many manufacturers will soon offer EV models with NACS inlets and have supplied CCS/NACS plug adapters to owners of their older models. Plus, NACS/CCS plug adapters are readily available from several sources at reasonable prices. So, in 2026 and later, NACS only charge stations will be the norm.	85710
Absolutely NO	86335
Please spend the allocated funds on EV charging stations. This is the future with all the benefits provided by the proliferation of EVs regardless of the tendencies of the current administration. Thank You.	85749
I noticeable gap is between globe and solo are very frequently route. In addition, there seems to be no charging stations between pinetop and over towards eager Greer and the sunrise State route 273. They should be considered for 2026 extension	85234
I'm glad to see the expansions. I think they're all excellent choices. I would like to find out what charging devices are being put in. Are they CCS or they next? And there's nothing about the pricing so let me know where I can find that information. I'd appreciate it	85234
I thinks its wonderful! I do not drive, but clean air and water is good for us all!	86336
I'm in favor of this phased plan.	85020

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Provide your comments below:	Zip Code
Yes we need to continue with infrastructure for electric vehicles	85032
Support.	85212
I think a dot should move forward with adding all of the suggested charging stations. The biggest drawback to owning a non Tesla EV in Arizona is the lack of charging stations beyond the Phoenix Metro area	85215
Yes! We need more EV charging in Yavapai County!	86325
Yes let's invest in our future mode of transportation. It just makes sense to build the infrastructure of the future for our kids and grand kids. Gasoline pollutes and oil is the reason we have gone to war so many times.	85017
Wikieup, AZ on US 93 is an ideal location for an EV charger for travel between Phoenix and Las Vegas.	85018
We love to frequent Northern, AZ and also sometimes pull our camper trailer to take advantage of the great outdoors. The scarcity of fast chargers in the Verde Valley makes it difficult to utilize our EV. Having just visited Cottonwood and while staying in a vacation rental,, it was a difficult time to find availability for charging.	92399

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Provide your comments below:

Zip Code

I have 20 years of experience developing and applying geospatial optimization models for EV station networks for medium/long-distance travel, and 37 years as a Geography Professor at ASU. Here are my comments:

1. The only map you show to the general public for the 2025 plan is insufficient for evaluating the plan. At this stage of development of DCFC station network, it's mostly about filling in gaps along the fastest routes of origin-destination (O-D) trips. The map, therefore, needs to show where the existing DCFC stations are located. I understand the requirement for a simple map with only the potential stations and potential station segments shown, but you really need a second map with these PLUS the existing DCFC infrastructure. You can't expect the driving public to open the NREL Station Locator, filter for DCFC, and look back and forth between the two maps to see if the gaps are being adequately addressed. I'm sure ADOT used such a map to develop the plan – the public also needs this. If it's available as supplementary material, I couldn't find it.

2. The cardinal rule of station placement, which I have seen countless times in optimization model results from all over the world at various scales of analysis, is to place them at INTERSECTIONS of major highways with other major and minor highways. There are occasional exceptions to this rule in long-stretches of remote highways where there is no other choice than to fill a gap in the middle of a highway network link, but it should be avoided if at all possible. Locating station where trips start, end, turn, or merge are able to serve many different O-D routes. Thus, my hope is that you will keep this rule in mind when choosing sites within your station "zones" and put the stations at busy intersections within the zones.

3. It would also be helpful to identify which locations are being chosen for reasons of adding capacity to a given intersection of highways. Knowing that there are still many gaps in basic O-D trip coverage, the public may wonder why you are recommending new stations in locations where service is already available. Examples that caught my attention are Benson and Kingman, where DCFC already exist. If inadequate capacity is the reason, it would be helpful for evaluators and the public to know that. It's reasonable at this stage to add capacity at key through-points and to do so at a different but nearby intersection. However, if that is the plan for Benson and Kingman, it's not communicated in this map. Maybe map inserts would be helpful here.

4. One area that stands out to me as lacking infrastructure is the stretch of I-40 between Williams and Kingman. I have done modeling of the state and, as the network gets fleshed out, a station typically will get located at the intersections of I-40 & AZ-89 at Ash Fork.

5. Another key concept, and another exception to the at-intersections rule, is that of a "funnel." There are some 3-way highway intersections where O-D traffic merges or splits, but there's not much through traffic between two of the three links. Two such funnels that lack existing or planned DCFC infrastructure are the intersection of US-160 and US-89 east of Tuba City and the intersection of I-40 and US-93 east of Kingman. I drive through 160/89 often and I rarely see anyone turning from 160 westbound to 89 northbound, or vice versa. In this case, then, you could locate a station in Cameron, where there are restaurants and services, rather than at the intersection proper. Likewise, I wouldn't think much of the northwest-bound traffic on US-93 would turn to go eastbound on I-40, and vice versa. Therefore, you could locate the station at the Petro Travel Center at the next intersection west of 3-way 93/40 intersection and only a small percentage of the through traffic would have to detour to go one exit past where they'd prefer to turn.

6. For DCFC stations in urban areas, it would be very helpful to consider where multi-family housing complexes might be located at highway exits and put the stations where multifamily residents could charge at night and travelers could charge along their trips during the day. This could increase the utilization of the stations and provide a home-charging option within walking distance of residents who lack such access at their apartment buildings.

Hope you find these comments helpful.

85282

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
<p>I am happy to see AZ being proactive about charging. We have the ability to harness the sun to provide electricity to vehicles and keep AZ beautiful. I am glad to see these alternate tourists locations off the interstate get charging. I already have a home charger, however having fast chargers is important. This is especially true for guests that are visiting. My one suggestion is that chargers be placed in a location that provides an opportunity for people to eat, shop or rest. Even fast charging can take time. A charging station at 260 and 89A is a great idea. A charging Downton Sedona near the whole foods makes a lot of sense. Do not put it anywhere near 179 and 89A, uptown Sedona or the Tlaquepaque Arts & Shopping Village. These areas are way to busy with traffic. Getting to the charging stations would be a nightmare. There is already a Tesla charging station in VOC. I look forward to future updates regarding this work.</p>	86325
<p>We need "fast" chargers, or level 3 chargers between Phoenix and Flagstaff along I-17.</p>	86324
<p>Cottonwood needs a Tesla Super Charging STation... 260 & 89A area...The only one is in the Village of Oak Creek. Pines Inn and Suites has a destination Tesla charger but too expensive for them to add Super Charging. There is a large demand in Cottonwood for this. Thank you for listening.</p>	86326
<p>With the addition of EV chargers between Gila Bend and Buckeye (SR85) I think is a great idea. Keep in mind that there are a few turnouts and crossovers already established along this route. The use of these left turn and right turn deceleration/acceleration lanes is a great idea to use existing. Any new location which doesn't have a full length deceleration/acceleration lanes shall have them constructed with every EV turnout/charging location.</p> <p>I-11 is proposed to intersect near MP143. Plans should keep the possibility of charging stations that benefit both SR85 travelers and future I-11 travelers.</p>	85365
<p>I believe the more electric chargers along state roads the better to clean the air, clear the water, clean the soil from pollutants from non-electric vehicles. Arizona should move forward with the 2025 Plan for the good of all of its citizens.</p>	85054
<p>Who cares when you don't let the EV's drive in the HOA lanes. ADOT can't get anything right.</p>	85007
<p>I am willing to support State provided charging stations only under the following caveats: 1) The cost of construction, maintenance, repairs, and any improvements be funded through establishing an appropriate cost for providing the service, and 2) that an appropriate tax be administered that approximates the taxes charged for fuel, currently \$.19 for AZ and \$.184 for federal tax -- ostensibly charged by kilowatt hour provided, 3) that a trial location be established to assess the feasibility of producing additional stations and undergo a test period of a minimum of 6 months.</p> <p>I find it unjust that people who are unable to afford the cost of these vehicles or opt not to purchase EVs out of preference bear the brunt of sustaining the construction and maintenance of roads -- especially given the added weight of EVs for battery containment which shortens the life of roads and highways.</p>	85704
<p>Thank you for the opportunity to comment. I support the plan and phased approach and the proposed locations. Sooner the better.</p>	85262
<p>It would be good to update to a fast charger at Olson's IGA in Ajo. The current charger is the same as plugging into a 110v 20amp plug at home. Traveling to Rocky Point is tough since fast chargers are not readily available.</p>	85321
<p>I believe all of other proposed charging stations are important</p>	86324

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
<p>I am from the Valley of the Sun Clean Cities Coalition here in Phoenix. We work to promote the use of alternative fuels and the expansion of clean fuel technologies such as EV's. My coalition and I fully support the proposed 2025 routes for the state EV plan. The routes are a great addition to the existing phased approach ADOT is using to expand EV infrastructure across our state. The proposed routes create connectivity between other designated highways, key AZ destinations and areas in southern Arizona.</p> <p>We are especially pleased to see SR 179 in this round. This route is a major road for tourists heading to Sedona as well as a Scenic Byway. Having charging infrastructure along roads like SR 179 will give more visitors the option to travel to our state's natural areas in zero emission vehicles. Expanding EV corridors to include roads along national parks, scenic byways and other attractions are goals shared by my coalition and several others in our neighboring states through a project called Charge West. With this round of nominations, Arizona is making progress towards this goal.</p> <p>Valley of the Sun Clean Cities Coalition truly appreciates all the work that ADOT has put into creating AZ's state EV plan and this latest round of nominations.</p>	85257
Why not SR 264 or US 160?	86033
great, looking forward to them	85248
I was the only owner of a Chevy bolt since 2019. The locations need to be where they are safe to use. How can people without a stupid smart phone use the locations. Need to make sure they are accessible to everyone and not smart phone dependent. EV team confirmed there must be a payment method that accepts credit cards and a method to pay per toll free number/ SMS. No membership is required to use.	
Delighted to see funding was restored to build new chargers. Fully in support of the plan	
Glad to see this happening. People need chargers to be able to drive across our great state	
The more charging stations we have, the safer it will be for EV's. Bring it on. Two members of my family have EV's and they love them. This is the future. I have a charger at my home in Tucson for family that drives here from Bisbee.	
The department should certainly go ahead with this project. Count my vote positive! We have to think ahead rather than remain stuck in the present.	

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
<p>I am writing to provide my input for the newly proposed EV DC fast charger location on the interstates and state highways. As the Sustainability Coordinator for the City of Sedona who oversees the city's vehicle fleet transition to EV's, I would very much like to see chargers located in Camp Verde or Cottonwood. Having traveled on a full charge from south Phoenix to Sedona, there is desperate need for chargers as one enters into the Verde Valley. Due to the fact that traveling north from Phoenix to northern Arizona is mostly uphill, combined with high temperatures in the summer, quickly drains EV ranges. Placing chargers at the two mentioned towns would allow EV owners to recharge without the anxiety of trying to make it back home on a very low charge. Placing chargers in Camp Verde or Cottonwood would help everyone in the Verde Valley as well as anyone passing through our northern valley. Sedona proper is not in much need of chargers as we already have four public DC fast chargers with eight more coming online soon.</p>	
<p>Hello, I am writing to request/suggest EV charger stations be added closer into the city as well. Most of the proposed locations to the outskirts highways would be helpful for long distance trips, but we are also in need of them closer into some parts of the community.</p> <p>Locations recommended - i 17 & 19th Ave (19th/Grant - would put right between the i10 and i17)</p> <p>This is a high traffic area and connects people traveling north south east and west. There is no EV charging in this area and is highly needed.</p> <p>South phoenix - would like to see EV stations at the Park and Ride near 27th Ave and baseline - this would allow people to park their vehicles while they carpool with others into the city and charge. Or take pubic transit into the city and charge their car upon returning. **</p> <p>South Phoenix - Central and Baseline park and ride for the Light rail. Similarly a EV charger here would be very helpful for those who choose to take the light rail to events or into the city/airport to be able to come back and have a place to charge their vehicle. **</p> <p>** note: it may seem counterintuitive to put EV chargers at locations for people to carpool or use public transit but it would actually be a strong motivator to use public transit. As an EV owner, knowing that you would be able to come back at the end of the day and have a place to charge your vehicle is a big plus and peace of mind. When your EV sits unplugged all day , especially in the heat it loses battery quickly and a charging station is needed. Since many offices in the city provide charging stations people are currently more comfortable driving their cars to work simply to have access to chargers - which means they aren't going to use public transit, but if the park and rides had charging stations people would be much more willing and comfortable to use public transit knowing they would have access to charging upon return.</p> <p>Also it would be great if the city could provide some kind of small incentive to gas stations/convenience stores (like CVS/Walgreens) to add EV chargers. This would make them easy to find while still being a benefit to gas stations/stores as people would be likely to purchase goods from the store while charging.</p> <p>Thank you for the consideration.</p>	
<p>If the government does not providing funding for the construction of gas stations, it should not fund the construction of charging stations. Look at the history of failure of green projects and people defrauding the government.</p>	86314
<p>I would say quartzite should be a priority, outside of Tesla the chargers there are unreliable</p>	85143

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
Stop the process!!! Waste of taxpayer money!!	86336
Please Install an EV charging station on I-40 in Seligman, AZ. At present, the nearest charging stations are in Kingman & Williams. Due to the elevation rise from Kingman to Williams, over 4000 feet, most EVs cannot make it from Kingman to Williams without recharging. Exit 123 would be an ideal location. Thank you.	86046
This is not a coherent plan, and I do not support. The single reason is that it is incorrectly prioritized in the budget over more urgent spending matters, and the technical landscape of electric vehicles will be making charging stations obsolete in the next five years. Do not implement this plan, it is a waste of money.	85331
Please do not forget the Navajo Reservation and northern Arizona	86336
STOP wasting my tax money on something that I and 99.9% of the other AZ drivers are never going to use. STOP promoting dangerous and hazardous waste EV's. If ADOT wants to do something then make all EV's pay their share of road taxes and do it retroactively and do it NOW!	86404
Wickenburg, Arizona could use additional level 3 charging for cars such as Chevy and ford who can't use Tesla chargers without a \$200.00 adapter. Deployment of these chargers would make travel from Phoenix to Las Vegas or Laughlin doable in many electric cars.	85353
How are you not placing a charger in Globe? It's a huge artery from eastern Arizona and New Mexico to Maricopa County. It's also where Pinal and Maricopa residents turn north to experience the salt river canyon and cities to the north. Over the weekend the only charger went down and wasn't functional, there are cars being left behind in Globe. Mine is one of them. Please reconsider your plans that don't include Globe/Miami.	85552
Public Taxpayers or government funding should not be used for ANY Infrastructure for Electric Vehicles	86440
Please put a supercharger in Globe or somewhere around there.	85144
The Phoenix to Las Vegas trip needs more charging stations and charging ports. Between Wickenburg and Kingman	85388
I'm not seeing much added for the route from PHX to Las Vegas. Are there plans to add additional charging stations along that route?	85022
I am eager to see Arizona develop many more EV charging stations than are currently in existence or are planned. Arizona should develop vast wind and solar power generation systems, taking advantage of its uniquely ubiquitous renewable energy resources.	86301
It's a good plan - though some suggestions about other charge deserts - highway 87 at or near Happy Jack would really open up the Rim country, though I suspect the electric infrastructure probably wouldn't support it else it'd probably already be on the list! Also, marking the highway in between Gila Bend and Buckeye is probably a good idea, as this is a well-traveled route, though there is charging available in Gila and Quartzite as well - this is my normal EV route to California, and I've traveled it many times. What's very important of course is what will be co-located with the stations & should be at least at good as the beef jerky and hot sauce place in Quartzite.	85719
89 and 89A north of Flagstaff are still woefully underrepresented in these and past plans.	86001

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
Please consider a location on the 93 between Wickenburg and Kingman. With the dramatic elevation changes along the route and very full charging stations in both Wickenburg and Kingman, this route can be nerve-racking for EV owners when it comes to range anxiety.	85339
Let the market place build the charging stations. State funds should not be used to compete with what can be supplied by commercial businesses and	85623
The plans do not currently mention the charging connector type. To ensure broad vehicle compatibility and future-proof the installation, I recommend adopting the North American Charging Standard (NACS), which has been accepted by a majority of automakers.	85653
Thanks for info on your ev charging plans.	85390
Highway 93 needs chargers. I understand there are some in Wickenburg, but more north toward wiki up would help a lot. This is the main route between Phoenix and Las Vegas and it seems to be ignored.	85255
I am quite disappointed that there is no plan to install DC fast Chargers at Tuba City, a much needed location as we work to bring EVs to the Navajo Nation.	85266
This is a complete waste of money.	86436
We need more charging stations in Arizona. i fully support more charging stations. EVs will not be ubiquitous without them.	85718
This should not pass. Trump has passed a bill stopping the usage of electric cars. Building these EV stations is a waste of money. There are already several EV stations throughout Tucson. Since electric cars are no longer going to be produced use the money delegated to the new EV stations for something else that has higher demand. Get the money redistributed to other things, like the police departments, to build water treatment plants, the educational programs like the arts and music.	85653
I like that there might be a station in Kingman, but I see nothing in Wickenburg. The distance from Phoenix to Kingman might be outside the EV comfort zone in extreme heat or cold.	85711
Stop spending my tax money on EV charging stations and other EV support items. It is a total waste of time and money.	85263
We need these charging stations ASAP! Much needed for eliminating range anxiety	85048
Hello, we own an RV Park North of Flagstaff on Highway 89, and we get a lot of need from electric vehicles needing a charge in order to make it to Flagstaff. We would love to put in a charging station and if there are any grants to help from this plan that would be amazing. We have applied in the past as well. Thank you	86004
I support more EV charging stations	85085
Since 2022 when I bought my electric car I haven't seen any more charging stations sddrd ur map shows proposals but no actual stations	85396

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
<p>Please consider a pull-through site layout. Similar to what you would find at a Costco gas station, this enables all EV's regardless of charge port location to quickly and easily access the charger. It also is a layout familiar to drivers and will result in a que when driver's are waiting to charge. For example if all chargers are being used, the next driver is more likely to just start a que (waiting line) like you would see at a Costco gas station. Where traffic is encouraged to use a one-way, drive-through type setup. It reduces conflicts with drivers who feel they are next in line. You don't see conflicts at the Costco gas station because all drivers understand the flow. It also enables EV drivers who are towing to be able to easily access the chargers without having to block space and unhook their trailer just to access the charger. Also, canopies would be a welcome addition since the sun is unforgiving here in AZ. Thank you again for taking on this initiative and the continued fight to secure the funding to enable EV drivers to travel throughout the state.</p>	85041
<p>Yes the EV charging infrastructure will definitely be very helpful and useful</p>	85249
<p>The 2025 Update looks like a rational approach to getting more EV charging out into the public. The more the better. This will also help with price controls and prevent future price gouging.</p>	85248
<p>Please implement this ASAP - we need more options on all of these routes - especially between Phoenix and Flagstaff.</p>	85249
<p>I would like to suggest more consideration for EV infrastructure to be deployed along Hwy 60 east bound. This area is seeing more and more EV ownership with an outdoor enthusiast draw which has a baseline support for EVs. Hwy 60 is also an alternative route to mountain areas and to points east. Please take this route in consideration in your planning.</p>	85118
<p>The plan looks good to me! I have an EV so more charging opportunities throughout the state will be very much welcomed!!</p>	85122
<p>Total waste of money we need other things more than this</p>	86401
<p>What will be the KWH charge for these stations? How many charging stalls per site?</p>	85338
<p>Please have Highway 85 south of Gila Bend added to phase 3. Between Gila Bend and the Port of Entry there are only level 2 chargers in Ajo. In Gila Bend only Rivian and Teslas have available level 3 DC charging. Also Highway 86 through the reservation all the way to Tucson does not have any chargers available. I cannot drive my EV to Ajo or Mexico because the lack of fast DC chargers along these 2 highways. Thank you.</p>	85742
<p>Please update as many as possible charging stations including the plan recommends adding new EV fast charging stations along nine additional highways in Arizona. Also allow HOV access for single rider for EV cars.</p>	85249
<p>Please provide as many charging stations in as many locations as possible.</p>	85226
<p>Currently, there are no useful fast charging stations (non-Tesla) along I17 near the Camp Verde or the Sedona exits. At least one of these locations would be useful for people traveling from the southeast valley to Flagstaff as that is difficult to do on one charge.</p>	85297
<p>Why is the government spending money to put in place something that if needed private enterprise would serve. Useless government spending!</p>	86432

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
Scrap the plan. Partner with Tesla, they know what they're doing	86325
We should not be funding this. There are not enough people interested in these all electric vehicles. Hybrid if anything is the way to go at this time.	85374
It would make recharging simpler if the charging stations were co-located with large gasoline stations which are mostly close to the road and signed to make it easy to see them. On the other hand, many charging stations are tucked away in places like shopping centers away from major roads and are sometimes a challenge to locate. The gasoline stations are not losing business from the EVs and would gain business for associated shops and food vendors and from selling electricity at a higher amount per kWh than they pay for it.	85755
Like the plan, but really need some options between Flagstaff and Page on route 89	85259
ITs vitally important that while we wait for an hour or so to charge the car that we feel safe in that spot .. how is this being addressed ?? The charging spot in Flagstaff at COCOs is a great place except the restaurant closed .	86004

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:

Zip Code

Quick Note...

As of September 2025, electric vehicles (EVs) make up approximately 1.5% to 1.8% of vehicles on Arizona roads, with around 89,798 EVs registered in late 2024. Projections for mid-2025 estimate a modest increase to 95,000–100,000 EVs, reflecting a 38% year-over-year registration growth. Despite this growth, EVs still represent less than 5% of all vehicles on the road.

While EV adoption is increasing, the allocation of taxpayer funds to infrastructure like EV charging stations raises major concerns when critical needs remain underfunded. For instance, Arizona's schools face significant challenges, with 100,000–150,000 students affected by inadequate air conditioning in classrooms due to insufficient maintenance and replacement budgets. Additionally, Arizona's water resources, vital for sustaining life in the desert, are underfunded by approximately \$1 billion.

We urge policymakers to prioritize funding for essential services, such as reliable air conditioning in schools and adequate water resource management, over less urgent projects like EV charging infrastructure. These priorities directly impact the well-being and education of our communities and should take precedence in budget allocations.

Resources

EV

<https://www.axios.com/local/phoenix/2023/04/25/electric-vehicles-registrations-phoenix-arizona>

<https://afdc.energy.gov/data/10962>

<https://www.phoenix.gov/administration/departments/sustainability/electric-vehicles/electric-vehicle-statistics.html>

<https://www.recurrentauto.com/research/states-leading-the-ev-revolution>

<https://azmirror.com/briefs/the-challenges-facing-electric-vehicles-in-arizona/>

<https://azdot.gov/planning/transportation-studies/arizona-electric-vehicle-program/2025-ev-plan-update>

85249

Inadequate Air Conditioning in Classrooms

<https://www.the74million.org/article/exclusive-too-hot-to-learn-records-show-nearly-a-dozen-of-the-biggest-school-districts-lack-air-conditioning/>

<https://www.arizonafuture.org/news-events/news/2025/03/2025-arizona-education-progress-meter-update/>

<https://www.azfamily.com/2024/09/08/experts-break-down-impact-record-breaking-heat-learning/>

<https://www.nea.org/nea-today/all-news-articles/its-getting-hot-here-without-air-conditioning-students-and-staff-suffer>

<https://www.arizonafuture.org/news-events/news/2025/03/2025-arizona-education-https://www.nber.org/digest/aug18/hotter-school-days-less-learning-unless-there-s-ac>

Water Concerns

<https://goodparty.org/blog/article/top-6-issues-arizona-2024>

<https://www.azeconomy.org/2025/03/outlook/arizonas-economy-keeps-rolling/>

<https://helialaskainc.com/2025/05/what-is-the-population-of-arizona-in-2025-insights-and-trends/>

<https://www.arizonafuture.org/the-arizona-we-want/arizona-voters-agenda/2024-results/>

<https://apps.urban.org/features/slfi-state-pages-prod/factsheets/Arizona.html>

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
ADOT can't use funds better than EV stations???? How about widening 89 up to Ashfork? More people would benefit that then pricey EV stations that don't work.	86334
I am very much against that the state of Arizona spends more and more money on EV stations. Yes, I realize that these funds are given to us, but the money ultimately comes from our taxes. How many people live in Arizona and own EVs vs people driving gas powered cars? And I still have not read anywhere that EV owners are paying fees/taxes for roads and its construction since gas powered owners pay fees/taxes when they purchase gas. Will EV owners be charged when using these EV stations? If not, why not? What is being done for gas-powered owners?	85131
<p>On behalf of the Arizona Public Health Association, I write in support of ADOT's 2025 update to the Electric Vehicle (EV) Infrastructure Deployment Plan. Our Association has long supported ADOT's efforts to expand charging infrastructure across Arizona, and we appreciate the inclusive, data-driven process that shaped this update.</p> <p>We commend ADOT's consistent stakeholder and public engagement. By seeking broad geographic and sector input and responding to feedback, ADOT has developed a plan that reflects both community needs and statewide priorities.</p> <p>The proposed addition of EV charging stations along nine state highways will:</p> <ul style="list-style-type: none"> • Close critical gaps that drivers identify as barriers to EV travel. • Expand access beyond major urban centers, giving families confidence that EVs can meet everyday needs. • Support local economies by drawing travelers to businesses and creating jobs in construction and maintenance. • Improve air quality and public health by reducing tailpipe pollution, lowering risks of asthma, heart disease, and other pollution-related illnesses. <p>AzPHA had earlier put in comments urging ADOT to locate charging stations at state Rest Areas. While we still believe that would have been a better decision for some of the locations – we nevertheless support your final plan.</p> <p>The 2025 update is a clear step forward for Arizona's economy, environment, and health. We strongly encourage ADOT to adopt and implement the plan, and we look forward to working with you on next steps</p>	85018
Electric vehicles are a dying breed until we get better batteries and more productive solar. Please stop wasting tax-payers money on something thats not ready for prime time!	85024
Stop spending our tax money on this. Let the EV makers support themselves.	85018
Yes, I highly support EV charging stations in the areas outside of Phoenix which are poorly served, particularly in the Verde Valley and particularly between Sedona and Cottonwood on 89A. I have a Tesla and think electric cars are fantastic, but a bit scary to drive in rural areas because of the scarcity of EV chargers. The area of Prescott/Prescott Valley is also very poorly served with chargers.	86336

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
Please consider putting a charging station at the exit of 89A and Viewpoint Drive behind Roberts Market. This is a well travelled road serving many destinations and there is a vacant lot at 7402 E. Palo Verde Street which would be an ideal location since there are several restaurants in walking distance. Thank you for your consideration.	86314
As more and more EVs are becoming part of transportation mix, more fast charging stations at least every 15-20 miles on any state highway or freeways as well as interior roads would be beneficial. They can be made universals with multiple adapters available at charging points so it can cover most common types being used.	85225
I am looking forward to having more EV charging stations especially on I-17.	86305
Yes, we need to add more EV charging station and improve the EV infrastructure for sure.	85085
I think we need more electric vehicle charging stations	85215
Pls allow HOV lane for EV vehicles. Otherwise more accidents are bound to happen.	85286
Stop wasting tax payers money on things they don't want or need. Electric vehicles aren't economical, useful, or safe.	85375
Have you looked at Tesla supercharger network? Need to space out locations appropraitey from Tesla chargers	
Is there plans on putting a charging station on highway US 60 between showlow and globe possibly salt river canyon?	85935
<p>As someone that has traveled extensively all over N Arizona, I would suggest a charger in Cameron, as that is the E entrance to the Grand Canyon, and would also benefit those of us that travel to Colorado.</p> <p>Another site would be somewhere on I70 between Green River, UT, and Fruita, CO (Thompson Springs AZ ?) as this stretch of highway is heavily traveled and a bit over 90 miles in length.</p> <p>The lack of high speed chargers was the sole reason we did not buy an electric vehicle as we often travel between Sedona and Vail CO, and at that time the only charging station between Flagstaff and Grand Junction CO was Blanding UT (Tesla station) and it was almost 300 miles from our house to Blanding, and about 250 miles from Flag to Blanding.</p> <p>The situation is better now, but a station at or around Thompson Springs would be wonderful.</p>	86336
Thank you for all the plans for charging stations. Kayenta or Tuba City would be a great location if there isn't one there already.	86336
Excellent!	85044
Despite Republicans sublication to Big Oil, the EV is not going away, so the support grid to provide charging stations throughout Arizona and the rest of the country needs to continue.	85044
They should be responsible owners and get their car charged before they hit the road. This is a terrible idea to a select few. Please consider paying for roads repaving instead of electric cars charging.	0.85602

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
I feel the plan is great, was just hoping it would kick off by last year instead of this year. I do appreciate the charging stations. Also hopefully something is being done to address people vandalizing the area or breaking the charging stations for resell of components.	85302
Globe, Lake Roosevelt, Showlow, Safford, Sierra Vista, Green Valley are all electric car dead zones. Installing electric car chargers at public parks or where there amenities, such as restaurants and shopping would be a win. When traveling I always look at plugshare to find hotels that provide free charging. Destination chargers require 4 hours to charge. Superchargers take 20 minutes.	85737
Please add more chargers along all highways. EV is the way to go for preventing an environmental catastrophe.	85037
Yes please use Federal money to make our state better.	85331
Please think to our future needs! Please mandate the charging stations are rated a minimum of 250 kws in order to reduce charging times. Many of the newer EV's are capable of using 350 kw chargers. Please don't go backwards by installing 150 kw charging stations. We own an EV and when we travel there is such a difference between a 150 vs a 250 or higher kw charger. Again please look to the future! Don't throw good money away.	85749
Thank you for planning to install more EV charging stations in AZ. I've been driving an EV since 2018. That was the first year there was an affordable EV that had the range to drive from Prescott to Phoenix. Your proposed locations will encourage more people to buy and drive EVs. Without a well distributed network of non-proprietary EV charging stations EV drivers are restricted to around town travel.	86303
Thank you for planning to install more EV charging stations in AZ. Since this is the final phase of the NEVI program please consider spending some of the money on 350 kw chargers where possible. 150 kw is adequate for 2024 but battery technology improves and battery capacity increases every year. By 2027 it will take a 350 kw charger to meet your goal of 30 min to charge a typical EV.	86303
Thank you for planning to install more EV charging stations in AZ. Arizona has an abundance of beautiful natural places in National Forests, State Parks, National Parks, Tribal sites and other public lands. Hikers and adventurers can drive to most unless they choose to drive an EV. Your proposed additional 35 locations will make those places more accessible. If you have any influence with tribal Leaders, please consider encouraging them to install publicly accessible fast dc EV chargers at Tribal site visitor center locations (e.g., Chinle)	86303
I support getting additional EV chargers on highways.	85085
My only vehicle is an EV. There needs to be more charging stations along the I10 corridor.	85745-9424
I am not in favor of ADOT spending its funds for electric charging stations. There are only a very small percentage of EV owners in the state, this is not fair to allocate the funds which only benefits a small number of Arizonians. The EV credit is going away and ADOT should see how this effects sales and future need. ADOT should not enter into an agreement where they pay 80% of the cost to a private party. That does not make good business sense.	86305

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Provide your comments below:	Zip Code
Suggest extending the SR-85 corridor as close to Gila Bend as possible to reduce range, anxiety for Ajo/Why/Lukeville residents as well as central AZ recreational travelers back and forth to Mexico.	85013
I think this will be fantastic! Please move ahead with this plan.	85935
As an exclusive EV driver I would probably use all of the proposed locations for charging. My 2021 i3 has a 125 mile range so these charging stations will allow longer trips.	86336
How many charging stations should be accommodated? More than 4	85298
<p>Please choose to use the funds of ADOT to go to building roads and highways instead of EV stations. Please cut down the charging stations planned to less than 1/4 of those on the map. There are nearby cities that have EV charging g stations for most of these places. They are unnecessary!</p> <p>The EV market is diminishing by leaps and bounds due to lifted regulations and fires caused by the batteries. Arizona does not need charging stations! We do need improved paving and rubberized freeways.</p>	
Hi my name is Jose Tellez I've been following the implementation of your ev infrastructure and love the idea of having more ways to charge. There's been issues of chargers being placed out of order. This is worrisome with plan development of this size and with the budget being set for it. Will there be any developing plans for the Weikeiup area as well? That would be a good addition. I look forward to seeing this plan and possibly many more in the future,	

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Provide your comments below:

Zip Code

Electric Era Technologies, Inc. (dba Electric Era) is a Seattle-based company providing intelligent, battery-backed Direct Current Fast Charging (DCFC) systems that are designed to minimize the grid impact of high-power EV charging, accelerate installation timelines, and support increased charging reliability. Our patented above-the-grid charging technology is a unique approach to electric vehicle charging station architecture that allows for increased energy throughput to vehicles while minimizing the draw from the grid. This technology leverages a battery energy storage system (BESS) coupled with a dynamic load management software that stacks battery power on top of grid power, creating an AC microgrid that can charge at a high power level with a limited grid connection. The BESS can charge and store energy during off-peak periods when electricity demand is lower, then deploy stored capacity when charging demand is high. Electric Era's above-the-grid charging technology helps accelerate deployment timelines, offset on-peak electricity usage, and reduce the cost to charge for drivers. Electric Era partners with site hosts, ranging from local businesses to larger enterprises, and installs and operates EV Fast Charging stations all across the United States. Electric Era appreciates the opportunity to submit comments on the ADOT 2025 Electric Vehicle Charging Infrastructure Deployment Plan. Our comments are focused on ensuring high reliability of awarded EV Charging stations and enabling greater efficiency in deployment of NEVI projects, within ADOT's desired ~12 month timeframe. Existing Station Performance As a Key Indicator of Proposer Experience In ADOT's "State of Arizona Electric Vehicle Infrastructure Deployment Plan 2024 Update," ADOT outlined various Proposer Experience considerations that would contribute to an applicant's score under "Proposer Experience and Qualifications". These included the implementation and operation of EVSE with requirements similar to the NEVI Formula Program, EVSE that have been in operation for six months or longer, EVSE experience with multiple agencies/states, and the number of active EVSE sites. Electric Era strongly recommends that ADOT also consider the reliability of a proposal's selected charging provider. While the current criteria demonstrate a provider's ability to deploy charging stations, they do not adequately weight the provider's capability to ensure reliable ongoing operations. Therefore, Electric Era strongly recommends that ADOT incorporate existing charging station reliability metrics into the scoring criteria for future NEVI advertisements. This will help ensure that funds are invested in infrastructure that provides reliable charging access for EV drivers. Prioritizing Charging Locations Where Station Owner Is Also Site Host to Expedite Deployment Timelines In accordance with the FHWA's newest NEVI guidance, Electric Era supports ADOT's consideration of the following: "States should consider long term operation and maintenance of publicly available EV charging infrastructure to avoid stranded assets and protect the investment of public funds in that infrastructure. FHWA encourages the election of charging locations where the charging station operator is also the site host (i.e., property owner)." Electric Era recommends ADOT consider this approach as it directly supports the both long-term reliability of EV charging infrastructure. If the property owner is also the station owner, they have both a financial and operational take in maintaining the quality and operation of the charging station over time. Furthermore, sites that fit this model, such as gas stations and convenience stores, align with federal and state goals of creating a widespread, accessible, and dependable charging network. These locations are often conveniently situated near highway exits, providing better visibility, safety, and amenities for EV drivers. These features enhance the driver experience, which in turn encourages broader EV adoption and maximizes the public return on infrastructure investments. By following this guidance, ADOT can ensure that public resources are used strategically, leading to a resilient, accessible, and well-utilized EV charging network.

Using Battery Energy Storage to Expedite Deployment Timelines Over the last few years, electric utilities have faced and continue to face an unprecedented surge in

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

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This plan is unfair and shortsighted. Taxpayer money is being used to build infrastructure most people won't use, even as SRP and APS have already raised rates multiple times in the past two years. Non-EV owners shouldn't be forced to subsidize EV charging or pay higher electric bills for something they don't benefit from. If anything, households with excessive power use from EVs should face additional fees, and EV owners should bear the cost of infrastructure upgrades, not the general public.	
There should be no taxpayer dollars used towards EV charging stations. This is a waste of taxpayer money, EV's are not shown as having a significant benefit to the environment. If taxpayer money is used for EV Charging station or incentives to build them, me and many other taxpayers will not be happy and will be happy to show it in the upcoming elections	85635
Why are tax payers funding a project that a private company will make money on and only a small percentage will benefit from. You still have roads that need improvement that all would benefit from. This is a total waste of space also considering you have done nothing in Northern AZ for all the idiots to pull off and park to play in the snow. It seems the ADOT management is so far missing every mark on fiduciary responsibility	85554
I consider this proposal for EV Charging stations to be a total waste of money and unnecessary.	86301
I don't think they are necessary, not a good use of money	86315
Why are we adding more charging stations when the ones that are there now are rarely being used. I think we could be using the money better by putting it into our roads. I would also like to know people that are using the charging stations. Are they being charged tax that goes to maintain our roads. If not, it's something that needs to be added as somebody driving an electric vehicle should not get a waiver on this.	85119
I feel that it would be a better use of money to improve the Arizona highways than to add these stations. The roads up north are falling apart! And mu last visit to Phoenix, the roads were in bad shape as well.	86333
Vote "no!" Do not put the burden on taxpayers for the few who use EV's.	85234
The areas targeted look great and are much needed. Hoping that this support of charging infrastructure continues!	85086
Stop wasting our money on this stupid crap. If you want to pretend that climate change is real, how about AI stop lights that don't make 10 cars going 55 stop for 1 car that already turned right.	85635
NO to this plan	85299
No government entity needs to be interjecting themselves into private commerce. Government never built any fuel stations. The new Federal Government Administration have realized what a hoax EV is. They have already shutdown California's mandate for all EV by 2035. If there is a demand for EV charging stations, the private sector will be able to fill the demand.	85140
Waste of taxpayers money...only benefits ev owners. Fix Arizona's terrible roads. Make 377/260 4 lanes to Payson to end the countless collision deaths every year.	85939

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Provide your comments below:	Zip Code
Don't use my tax dollars for these stations. I don't want them. It's a waste. Fix our roads!!!	85901
<p>As a Tesla owner and Arizona resident, I strongly support the continued expansion of electric vehicle (EV) charging infrastructure across our state. Access to convenient and reliable charging stations is essential for encouraging more drivers to switch to EVs, reducing emissions, and ensuring Arizona remains a leader in clean transportation.</p> <p>In addition, I ask that policies be implemented to make it easier for residents in HOA communities and multi-unit housing to install EV charging stations. Too many homeowners and renters face unnecessary barriers from associations, which slows the adoption of EVs despite growing demand. Simplifying this process through state legislation or guidelines would make a major difference.</p> <p>Finally, please do not eliminate the HOV lane access for electric vehicles. These lanes provide an important incentive for EV adoption and help balance traffic flow. Removing EV access would only worsen congestion in the general lanes, while diminishing one of the most effective programs Arizona has to encourage drivers to go electric.</p>	85257
Arizona needs a balanced budget not charging stations	86305
I have no horse in the race. I don't drive an EV and don't plan on getting an EV anytime soon. With that said, I'd like to see a station in Willcox. It's the last big town as you leave/enter Arizona (sorry San Simon) which could benefit Arizonans leaving/returning as well as visitors to State 48.	85131
<p>Thank you for proposing corridors that would lead to the Petrified Forest National Park and the Four Corners national monument. Should they receive proposals, those locations would greatly improve not only the ability to reach those destinations, but also the ease of travel to Durango and Albuquerque.</p> <p>In reviewing previous proposals in addition to the 2025 plan I believe that ADOT has been incredibly thoughtful about placement. I think the proposed corridors are very much needed in order to improve traveling with an EV in Arizona. Thank you for your hard work.</p>	85042
This plan is unfair and shortsighted. Taxpayer money is being used to build infrastructure most people won't use, even as SRP and APS have already raised rates multiple times in the past two years. Non-EV owners shouldn't be forced to subsidize EV charging or pay higher electric bills for something they don't benefit from. If anything, households with excessive power use from EVs should face additional fees, and EV owners should bear the cost of infrastructure upgrades, not the general public.	85212

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<p>As an Arizona resident in my late 20s, I am currently saving to purchase my first electric vehicle within the next year. One of the biggest factors in my decision is the availability and reliability of charging infrastructure. Expanding EV charging across our highways, cities, and rural areas is essential not only for drivers like me, but also for Arizona's economic growth and the long-term health of the personal vehicle marketplace.</p> <p>Consumers are increasingly interested in EVs, but many hesitate because of "range anxiety" and uncertainty about where they can charge. By investing in a robust charging network, Arizona can make EV ownership a practical choice for more people, reduce dependence on out-of-state oil, and attract both residents and businesses that value sustainable transportation.</p> <p>This infrastructure also supports our broader public interest. More EVs mean less local air pollution, which benefits public health, especially in high-traffic urban areas like Phoenix and Tucson. It also positions Arizona as a leader in clean technology adoption, making us more competitive nationally.</p> <p>I strongly encourage ADOT to prioritize expanding EV charging access statewide. This investment will serve residents, strengthen our economy, and ensure Arizona keeps pace with a rapidly changing vehicle market.</p>	85288
<p>No. We don't want our tax dollars to be used to build or to pay for anything for private businesses and corporations. Let THEM pay for everything since THEY will profit from it. It's not the government's business to fund non governmental groups with OUR money.</p>	86409
<p>No tax dollars should be spent on this electric vehicle program. NO TAX DOLLARS SPENT ON IT!</p>	85361
<p>I am in violent opposition to this plan. Using taxpayer monies to pay for the construction of charging stations is not an appropriate role for government. Whether the money is generated by the State or by the Federal government, this is inherently a private sector function.</p> <p>"Use it or lose it" is not the way we should be running government. Just because the prior (mis) administration allocated funding to this program does not mean that these funds should be spent.</p> <p>If a charging station is economically viable at a location, then let the private sector build and operate a station. It is not government's role to pick winners and losers in the market. If there is demand from EV owners for additional charging stations, let them voice their demand and let the free market respond.</p> <p>Will this be repeated when hydrogen pump stations are needed? What about other energy types? Will government subsidize the construction and operation of stations for new energy types? Why?</p> <p>EV's have proven to be less desirable than internal combustion for a number of reasons. Subsidizing a technology that the market does not want or need is not in the public interest.</p> <p>Give the money back and end this program.</p>	85340

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<p>As an Arizona EV owner who has taken a lot of road trips, I don't see the value in this plan and the charging locations. All the proposed chargers are in locations that already have sufficient chargers. Where we need chargers is places like Globe, Bisbee, and other smaller towns in rural areas. There are many parts of Arizona that simply cannot be reached in an EV and these proposed locations do not help at all.</p>	85296
<p>Site at Wikieup is critical as well as sites into Prescott. Shocked that our 3rd largest metro area has zero sites currently. Huge risk to people driving up there and getting stuck if they didn't plan properly! Other sites around Show Low and other key areas in northern AZ would be incredibly helpful and open the area up again to road trips to families that are EV only.</p>	85260
<p>Thanks for using the NEVI funding!</p> <p>Page is really a hard area to go through since there isn't a lot of chargers over there.</p> <p>I'd also argue that if you're not able to use the Tesla Superchargers in Payson that it is also a consistently hard place to charge in since the APS chargers are consistently having issues and I've almost always had to wait in line for them.</p> <p>Overall I think a lot of the places you propose are more populated they are also well covered by other chargers.</p>	
<p>I understand that comments close Monday regarding Phase Three of the EV Plan. Can someone please get back to me and let me know where exactly the EV charging stations are proposed in Sedona? I can't find this information. in the materials.</p>	
<p>I am a fan of solar, wind, hydro, nuclear, EVs, etc, but I am not a fan of government doing what should be done by private enterprise. It would be my desire as a tax payer to NOT have AZDOT involved in this at all and leave it to TESLA and others to build it out. If the demand is there, then let those companies provide the supply. My only exception to this would be if these locations were to be net profitable to the state. If we have a good financial ROI and it's not a money suck then I'm okay with that.</p>	85248
<p>It's a waste of our money. The Electric Vehicles are not selling and are dead in the water.</p>	86323
<p>This is corporate welfare. The car companies should be installing this themselves or, hear me out, stop pushing EVs since it is clear the market is saturated at this point.</p>	85249
<p>The government doesn't provide gas stations, so let the free market determine the need and desire! Stop wasting my hard earned money on pet projects that fail.</p>	85554
<p>Please add one at Dixileta Dr and North. North Valley Parkway</p>	85085
<p>US-93 Wikieup</p>	86086

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We look forward to having more options for charging which allows more people to feel comfortable with EV travel. Currently, there's a lot of fear of the unknown with EVs, but as they become more common we will need more infrastructure. Range anxiety is real when we travel into the more rural areas of our gorgeous state. This infrastructure allows us to continue exploring!	85392
EVs will never be widely used until the charging infrastructure exists, so this plan is a fantastic thing!	85392
We don't need any more EV ANYTHING. AND. NO MORE light rails	85284
Need to add ev chargers in Heber-Overgaard	85933
<p>National Electric Vehicle Infrastructure (NEVI) Arizona is one of 14 States to have funding through the National Electric Vehicle Infrastructure (NEVI) formula program restored as the result of a preliminary injunction issued in the State of Washington.</p> <p>This says it all. It was approved, then cancelled then provisionally allowed. Only 10-15% of the population chooses and has EVs. They pay no real road taxes in AZ as gasoline or internal combustion engined vehicles pay with added fuel taxes. EVs are much heavier and cause more damage to the roads from the added weight (of batteries) in an EV vehicle. Consequently EVs are not paying their fair share for use of roads and this would also extend to any State-funded EV infrastructure. It is my belief that costs will fall to the States to pay for any expense beyond any funding in the 14 states that was and is initial. And this finding may again be pulled subject to a court action. And I'd plan on it being pulled for good.</p> <p>Therefore the private vendors, if they choose to offer this, must pay and set this up if they choose and it is financially viable for them. Ie the EV car owner will pay for all of it.</p>	85388
Page, Payson, and Grand Canyon NP look like huge gaps in potential stations. Do they already have stations?	85016
Yes, that would be great!	85298
Build all and more so we will be encouraged to buy an electric vehicle. There are definitely not enough AZ charging stations to make long distance driving comfortable.	85718
My wife and I own two electric vehicles and enjoy traveling to various parts of Arizona. While there are many options to charge our Tesla vehicles at Supercharging stations, we often have to alter our travel due a lack of Level 3 charging stations in various parts of the state. It is my hope that once these new charging stations come online, that they will operate as efficiently as the Tesla Supercharging system. Our experience with EVGO, Electrify America, ChargePoint and others has been hit and miss. Far too often, we find other Level 3 charging stations not operating properly or simply offline.	85395-8129
By the time ADOT gets around to this, cars will be flying...so why bother. Lets talking about the bullet train from PHX to TUS.....	85622
Excellent expansion. The sooner, the better!	85268

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Do nothing to expand EV Charging stations with state money. You don't build gasoline stations; why build EV charging stations? When will AZ charge EV owners their equitable share of road tax as they do other automobile owners with a state gas tax? It is time for EV owners to pay their fair share to maintain the roads they use since their vehicles are much heavier and cause more road wear than similar gasoline powered vehicles.	85131
The proposed expansion of the EV charging station network would seem to be unnecessary program given that the locations are in rural areas where most people would not be driving EVs. EVs have proven to be primarily vehicles for city-driving, not for rural drivers, and not because of the lack of EV charging infrastructure, but because EVs are less suitable for the rural environment. Have you looked at the demographics of those who own EVs in the state of Arizona? If so, you know that the majority of EVs are in Maricopa County and in Tucson.. Further will there be enough use of the charging stations in these rural areas to pay for the needed electricity from strong, reliable fossil fuel source. In my opinion, this is another green scam that will not benefit Arizonans or even those visitors from out-of-state that drive primarily gasoline-powered vehicles when driving in rural areas. This money can be used for better purposes than for the few EV vehicles in rural areas/	85032
Why?! Who can afford the EV-sure as heck not me. Kinda ironic that these idiots pushing this crap don't realize the destruction of the Earth in order to "save" it. Where's the electric coming from to support these chargers-my electric bill better not go up in order to help support this crap.	85119
Thank you for continuing to expand the roads we can travel confidently with an EV in Arizona. The proposed expansion phase looks well thought out to me.	85712
Thank you for providing updates on Arizona's electric vehicle charge infrastructure deployment plan. Wishing you good luck in implementing this much-needed improvement. Please keep everyone apprised of any changes to the plan's progress as it appears that federal funding for many environmentally sound programs previously approved by Congress are under attack by the current White House administration.	85646
Why should tax payers pay for these stations. We shouldn't. Tax payers don't pay for gas stations. What's the difference? Have the state increase the taxes on EV cars to supplement road taxes? No !	85361
I have no problem with Ev charging stations so long as the cost of charging also includes the cost of the infrastructure over the expected lifecycle. To do otherwise would provide a public subsidy which I am absolutely opposed to doing.	85375
Waste of money. Electric is doomed.	85212
This is a frivolous expenditure, regardless of who is financially responsible. There will be less need for EV charging as we go forward since gasoline production has increased.	85255
He'll no, Biden adm pissed away 700 million to a company to put in chargers nationwide and last heard they put in 7	86301
Allocate all the Federal funding for EV chargers to Tesla. They will get the chargers installed quickly, and they will work, unlike the competitors. Virtually all EVs can now use them now.	85377

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I would love more places to charge my EV! I have a difficult time getting out of Phoenix without the stress of running out of charge.	85085
No. We don't want or need this. Let's do away with the electric fire starter vehicles.	85118
Based on my personal experience, a fast charging station is sorely needed along I-17 between Phoenix and Flagstaff. Currently, there is only 1 option, at Cordes Lakes, and this is an older Tesla Supercharger station, which can only charge Tesla vehicles. Another option is needed for non Tesla cars and trucks. The ideal area, in my opinion, is the SR260 intersection with I-17, ie Camp Verde. This would serve EV drivers traveling north and south along 17, as well as those using 260 between Cottonwood and Payson. I think that a station has already been approved for this area, but I have not seen or heard of any construction activity so far. Other prime locations include Cottonwood itself, the Paulden/Chino Valley area along SR89 as proposed, as well as the SR77 between Show Low and Holbrook. Two final areas that need to be filled in, are a fast charging location in Cameron, AZ near the junction of US89 and US160, and one in Page, AZ.	86326
Thank you for working hard on listening to the public's needs! I am excited for the 3 stations on the I-17 - it will make winter travel in an EV much easier than trying to charge to 100% in the valley before heading North for home. The added stations coming up on tribal lands will be beneficial as well when traveling to/through Utah and Colorado.	86018
No the public doesn't help people pay for gas why should we help them pay for electricity. OUR TAX DOLLARS DO NOT NEED TO SUBSIDIZE ELECTRICITY FOR ELECTRIC VEHICLES.	85361
YES! Please and thank you for more chargers so we can visit our state!	85206
I am not sure why the government is funding EV charging stations. The government did not fund gas stations. If the EV sector is economically viable let the system work out and let service stations put in EV chargers to make money. I do not agree with spending this money for EV charging. I realize it is an earmarked grant however would be better spent on the road maintenance that the EV will use since they are not paying any gas tax towards the state fund that is used for infrastructure. The buyers of EVs make a choice to adopt new technology and should plan as such how they are going to use them. The environment is not a valid argument as the batteries, power to make the cars and mining of precious metals to make the batteries seem to negate the "clean energy" they claim. Thank you	85122
I support the deployment plan for EV charging stations. The number of EV cars will increase over time and these stations will be needed to meet demand. Clean energy is essential to our future as our population increases.	85255
None of the proposed areas are useful. We need charging between Wickenburg and Kingman.	85142
The biggest thing keeping a lot of people from adopting EVs is the lack of range going between Phoenix and other major cities The biggest lacking factor right now is highway 93 going to Vegas. It is too long of a distance between Phoenix and Kingman for many of the EVs to make it without high anxiety there needs to be something about halfway between Phoenix and Kingman.	85383

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<p>I believe they are not necessary. If your traveling, it could take seven hours to charge, what a waste of time, unless I'm spending the night and they have a station to charge my auto. What about me pulling my horse trailer I can not spend 7 hours with my animals any where just to charge my 1 ton truck, plus how good is this electric 1 ton truck going to be pulling four thousand or twelve hundred pound horses? I vote NO on charging stations. I also have be told by owners of these electric auto that it cost the same to charge as to fill with fuel or gas. NO TO CHARGING STATIONS.</p>	

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
<p data-bbox="224 247 1192 310">Please Expand the 2025 Plan Update and Phase 3 NEVI Station Location Selection Criteria to Include Wildfire and Evacuation Risks</p> <p data-bbox="224 344 1208 848">Current NEVI and ADOT Siting Criteria Focus: Stations to be located every 50 miles along designated Alternative Fuel Corridors, within 1 mile of highway interchanges. Locations chosen based on technical feasibility, electrical capacity, visibility, accessibility, available amenities, and to close network gaps. Private contractors awarded by ADOT conduct final site selection within broad corridor areas. Requested - Critical Wildfire and Evacuation Criteria Be Included in the Siting Requirements: ADOT's publicly available documents do not, but should, include wildfire hazard or evacuation safety among formal siting criteria. High density multi-level garage facilities located in a high fire risk Wildland Urban Interface (WUI) areas should be excluded from potential EV charging site locations. Criteria should include detailed information and detailed requirements on the proposed area's water infrastructure, utility infrastructure and provide demonstrated wildfire suppression capacity including water pressure and firefighting infrastructure. Locations on "in-city" evacuation roads in cities with high evacuation constraints should be excluded from consideration.</p> <p data-bbox="224 852 1192 1104">REQUESTED RECOMMENDATIONS ADOT should expand NEVI program siting criteria to include explicit wildfire hazard and evacuation route safety assessments, especially in WUI areas. Exclude high-density, multi-level parking garages located within high wildfire risk WUI zones from consideration for EV charger installation. Prioritize locating EV chargers in open surface parking lots with defensible space compliant with WUI best practices, ensuring safer emergency access and egress. Additional Supporting Information</p> <p data-bbox="224 1138 1208 1747">National Fire Protection Association (NFPA)13 and NFPA88A Parking Garage Fire Hazard Reclassification: In 2022, NFPA reclassified the fire hazard of parking garages under NFPA 88A, increased the hazard rating from Ordinary Hazard Group 1 to Ordinary Group 2 due to the decades-long demonstrated increased fire risk due to the change in modern vehicle materials and other factors. Higher hazard classification underscores the inherent dangers of locating EV chargers in high-density, multi-level parking structures in a fire-prone area. Insurance Industry Response: State Farm has ceased insuring corporate garages with EV charging infrastructure citing inability to mitigate associated fire risks, illustrating real economic and safety concerns. This development should inform state infrastructure planning decisions to avoid untenable liabilities and risks. Public Safety and Emergency Response Considerations: EV charger fires are known to be complex and difficult to extinguish due to battery chemistry and potential for rapid fire spread. Chargers in enclosed or semi-enclosed garages pose a significant fire safety hazard, with higher potential for fire intensification and delayed detection.</p>	

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<p>Thank you for your efforts to deploy Arizona’s portion of the National Electric Vehicle Infrastructure (NEVI) Program formula funds. NEVI offers a vital chance to build electric vehicle (EV) charging infrastructure—and the new guidance from the Federal Highway Administration (FHWA) provides even more flexibility for using these funds.</p> <p>Arizona is home to two major freight corridors, Interstates 10 and 40, both of which are already serving as some of the earliest corridors for electrified freight transportation.</p> <p>Zero-emission medium- and heavy-duty (M/HD) vehicles use these routes to haul freight from the critical seaports of Los Angeles and Long Beach to Arizona and beyond. While operating these zero-emission routes is currently possible under controlled routing conditions, hundreds of additional high-power EV chargers for M/HD vehicles will be needed in the immediate future. The NEVI program guidance specifically states that funds can be used for “EV charging infrastructure for light-duty, medium-duty, or heavy-duty vehicles.” Arizona has made significant progress in deploying chargers for light-duty vehicles, with a recent report indicating that over 1,000 DC Fast Chargers are now available in Arizona, with 70% of those being deployed in just the last few years.¹ However, M/HD charging infrastructure remains virtually nonexistent. Arizona has not committed any of its NEVI funding to</p> <p>MHD charging projects, leaving a critical piece of the electrification puzzle out. At Greenlane, we are making zero-emission freight transportation a reality—today. Our newly opened EV charging Center in Colton, California, has over 40 high-power, high- throughput EV chargers designed specifically for M/HD vehicles. From this Center, our customers are currently enabling zero-emission freight from California to Arizona and beyond. Arizona should use this opportunity to consider the points below as the State plans to resubmit its NEVI plan to FHWA.</p> <ul style="list-style-type: none"> • Explicitly Identify M/HD Charging Projects as Immediately Eligible. Per the new Guidance, States are expressly permitted to provide funding opportunities for M/HD charging infrastructure. This should be reflected in the resubmitted Deployment Plan to clarify that any previous restrictions – such as waiting for later “phases” of infrastructure deployment – no longer apply. • Allow for Higher-Power Charging, up to Megawatt Charging System (“MCS”). Flexibility in nameplate capacity is critical to accommodate the diverse use cases of M/HD vehicles. While some vehicles can utilize lower-speed, long-dwell charging, other vehicle classes require higher-powered chargers, including up to MCS. Deployment Plans must be amended to allow for higher-power charging so that more vehicle classes can be served under the NEVI Program. • Remove 50-mile Spacing Requirements for M/HD Charging Projects. The Guidance provides states with the ability to determine the distance between charging stations that best meets their individual needs. It is critical to now remove any reference to the 50-mile spacing requirement in existing or new plans to enable this flexibility in practice. • Establish Appropriate Project Caps for M/HD Projects. Deployment Plans should be adjusted so that project caps are appropriately scaled to accommodate M/HD charging projects. Industry best practice recommends this be set to \$5 - \$10 million to account for the cost and scale of these projects. 	

Vehicle Charging Infrastructure Deployment Plan Update Public Comment Form

Provide your comments below:	Zip Code
<p>Our organizations write in strong support of ADOT's 2025 update to the Electric Vehicle (EV) Infrastructure Deployment Plan. As you likely recall, many of our organizations provided input to ADOT as your previous plans to add and implement EV charging stations in our state were being developed, and supported the plans that were adopted.</p> <p>We very much appreciate ADOT's consistent stakeholder and public engagement and recognize that your outreach largely contributed to the 2025 update. In particular, we appreciate the geographic and sector outreach you continue to successfully include in plan development and your responsiveness to feedback. ADOT's proposal to add EV charging stations along nine additional state highways will continue to provide greater accessibility for EV drivers to charge their vehicles and travel across Arizona.</p> <p>The recommended geographic areas offer a solution to gaps frequently mentioned by EV drivers as a reason they avoid driving in certain locations. The recommended additional corridors can also help to alleviate the concern potential EV drivers have when it comes to purchasing an EV and having the ability to charge outside of major urban areas.</p> <p>By proceeding with the 2025 update, more individuals and families will have confidence an EV can fulfill driving needs in addition to saving them money through reduced operating and maintenance costs. The inclusion of charging infrastructure along these nine additional corridors can drive economic investment and increased visitors and travel can support businesses in local communities. Further, jobs to build and maintain necessary infrastructure will be created; and, air quality and public health will be better protected and improved as EVs produce no tailpipe pollution.</p> <p>Please let us know if you have any questions or desire additional information. We look forward to ADOT moving forward with the 2025 update and working with you on next steps.</p>	

[1] Responder updated this value.

[2] Responder updated this value.