# Arizona Electric Vehicle Infrastructure Deployment Plan Virtual Public Meeting Summary

**July 26, 2022**

# Contents



Prepared by

AECOM

# 1.0 Engagement Approach and Event Details

The Arizona Electric Vehicle (EV) Infrastructure Deployment Plan Virtual Public Meeting was a live presentation and Q&A session designed to introduce interested members of the public to the ADOT EV Infrastructure Deployment Plan under development. The meeting was held virtually on Zoom on Thursday, July 14, from 6:00 – 7:30 p.m. MST.

The purpose of the meeting was to:

- Provide an overview of the federal program funding the development of a statewide EV charging network and the requirements of those programs.
- Give context for the plan's creation and present the criteria and considerations being used to evaluate locations in the plan.
- Outline future steps in the planning process and the public involvement activities scheduled to occur in parallel.
- Give the public a live, interactive opportunity to have questions and comments addressed by the project team.

After sharing of introductory materials, the presentation began with an overview of the federal program, the National Electric Vehicle Infrastructure (NEVI) Program, funding the creation of an EV charging network, and the planning and design requirements needed to receive that funding for the state of Arizona.

Next, the presentation covered the basics of electric vehicle charging and the existing conditions for the corridors identified for the network. This was followed by a discussion of the stakeholder, tribal, and public outreach underway and planned to seek feedback and inform the plan development process. The presentation also outlined initial plan contents completion timeline.

The remaining portion of the 90-minute runtime for the meeting was dedicated to answering participant questions. These questions were collected through the Zoom Q&A function, which allows participants to submit written questions during the event, as well as the opportunity for verbal questions at the end.

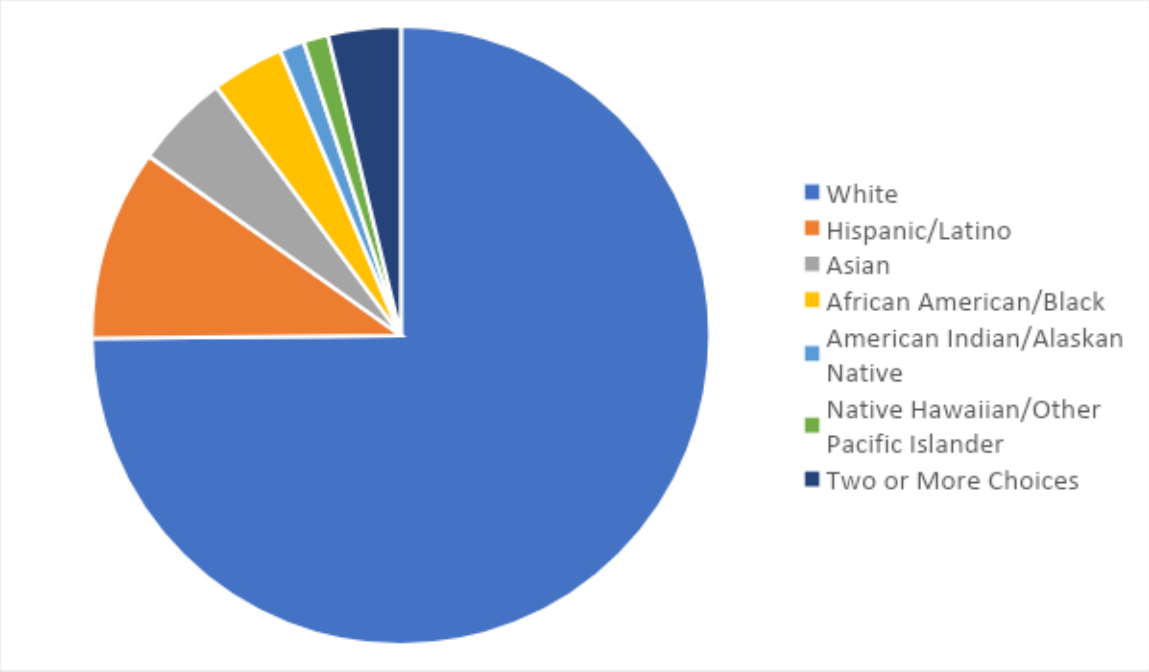
The event featured automated closed captioning provided by Zoom, as well as live interpretation in Spanish. Live interpretation in Navajo was also planned for the event[1]. Instructions for accessing the closed captioning and language interpretation services were provided prior to the start of the event, as well as during the introductory section of the presentation.

# 2.0 Participation Summary

**Approximately 302 people participated in the event**. Participants were encouraged to answer a one-question Self ID survey to share their race/ethnicity with the project team. This data allows ADOT to better understand how the Department is performing against its goal of reaching a diverse representation of Arizona residents. Eighty people (26% of total participants) completed the Self ID survey. A breakdown of responses is included in the chart below, with full results included in **Appendix A** of this report.

[1] Navajo live interpretation was provided for the event, but technical issues during the engagement limited the success of the interpretation.

**Figure 1. Self-ID Survey - What is your Race/Ethnicity?**




## 3.0 What We Heard

During the Zoom meeting, questions and comments were primarily fielded via the Zoom Q&A function, with some additional input provided via written chat and verbal discussion.

The project team compiled and condensed the most common and informative questions during the presentation to be presented to the panelists during the Q&A period. This enabled the panelists to answer as many people's questions as possible within the limited amount of time.

The table below outlines the most common topics from the received questions and comments, along with a short summary of what was often discussed within each topic. The full text of all received questions and comments through the Zoom Q&A function is included in **Appendix B** of this document.

| Topic | What We Heard |
|---|---|
| **Selected Corridors** | In addition to equity concerns (see below), support for reaching rural and Tribal areas for completeness of network and access to parks and tourist destinations. Desire for expanding beyond interstates to cover other state and federal roads. |
| **Chargers and Technology** | Questions about the role of hydrogen fueling in current and future networks. Support for CHAdeMO- and Tesla-compatible facilities. Support for high-power charging now or providing infrastructure for future upgrades. Mixed opinions for including Level 2 charging options at stations. |

| | |
|---|---|
| **Implementation and Operation** | Questions about contracting and purchasing timelines and requirements. Strong support for ensuring station maintenance, security, and reliability. |
| **Station Siting** | Support for placement at gas stations/truck stops, hotels, small towns (to bolster commerce), and in rest areas. |
| **Amenities** | Requests for various amenities, particularly shade structures, security cameras, and wider pull-through stations for vehicles pulling trailers. Support for placement near services like food and restrooms. |
| **Electrical Grid** | Strong support for powering stations with renewable energy sources, particularly solar power. Suggestions to use local energy storage for resilience and other considerations. |
| **Equity and Justice40** | Concerns for lack of direct benefits to rural areas, non-interstate cities, and those who cannot afford EVs. Concerns that northern and eastern parts of state are left out of the plan. Encouragement for partnering with Tribal governments to improve access. |
| **Charging Costs and Payments** | Questions about costs to charge vehicles, and if there will be caps or regulations on charging costs. Questions about payment methods, including credit/debit cards and vehicle-based payments. |

## 4.0 Conclusions and Next Steps

The public workshop was successful in terms of its levels of participation and ability to cover important content. Further, the participants were very engaged with a number of questions asked during the presentation or provided in the Q&A function of the virtual event. The public workshop event met attendance expectations and was helpful in better understanding the public's interest in terms of EV infrastructure investment. Overall, the general sentiment of comments and questions seemed cautiously optimistic, with constructive criticism in suggesting areas and corridors for potential investment and expansion. Very few participants expressed wholesale rejection of the effort.

It should be noted that challenges with the virtual technology limited the ability to provide language interpretation as initially intended. As such, Navajo interpretation was not provided, although it was planned. Spanish interpretation was provided throughout. Key takeaways from public feedback were incorporated into the initial version of the EV Infrastructure Deployment Plan submitted to the Joint Office on August 1, 2022. This document, as well as the full results of the public survey (deployed in advance of the public meeting and advertised at the meeting) will be included in the final Plan.

The project team is currently planning to hold a series of in-district, in-person public meetings in Fall 2022. These meetings will be advertised significantly, and notifications will be pushed out through ADOT channels as well as through the stakeholder list. Materials from the in-district meetings will be made available online. In addition, a second public survey is planned for deployment in the same timeframe.

## Appendix A: Self-ID Survey Results

| Response(s) | Number of Responses | Percentage |
|---|---|---|
| White | 60 | 75.0% |
| Hispanic/Latino | 8 | 10.0% |
| Asian | 4 | 5.0% |
| African American/Black | 3 | 3.8% |
| White, American Indian/Alaskan Native | 2 | 2.5% |
| American Indian/Alaskan Native | 1 | 1.3% |
| Native Hawaiian/Other Pacific Islander | 1 | 1.3% |
| Native Hawaiian/Other Pacific Islander, Asian, Hispanic/Latino | 1 | 1.3% |
| **Total** | **80** | |

## Appendix B: Full Text of Comments and Questions from Zoom Q&A

Some comments have been lightly edited to remove identifying information without affecting content. Where the exact same comment or question was submitted repeatedly by the same participant, duplicate submissions have been removed. If a written or verbal response was provided during the meeting, that response is included in the table below. Due to the sheer number of comments and questions, the ADOT team was not able to address all submissions. Responses to those questions and comments were developed and also included in the table below.

| # | Comment | Response |
|---|---|---|
| 1. | 150 is already outdated, why would we not push for the current 250-400 kWH chargers. | For sites that have high traffic amounts higher capacity chargers may be investigated. |
| 2. | 150kW charging is highly acceptable now and for a long time. Whatever the manufacturers site as their max, that amount of output only lasts for a short time. This is a trade off between the charger and the vehicle's own sense of its battery capacity. | Thank you for providing your knowledge and insight. We have shared this with our project team. |
| 3. | A 30-minute charging time with Tesla is fairly quick. I'd be surprised (pleasantly) if the NEVI chargers gave a full charge in less than 30 mins. | Thank you for providing your knowledge and insight. We have shared this with our project team. |
| 4. | A recent Utube road trip showed an EA charger in Grand Junction that was IDed as OOO for 6 to 12 months. This bad maintanence caused stau, as Europeans say, that really has no good excuse. Will ADOT set standards to have better servicing of chargers? | |
| 5. | All about profit. | |

| | | |
|---|---|---|
| 6. | Also, these EV chargers will benefit others driving through Arizona more that people that actually live here. | |
| 7. | Although it's not part of the NEVI requirements, it would be prudent to have all stations equipped with at least one Level 2 J1772 EVSE, when the DC fast charge stuff invariably breaks. | We appreciate your suggestion. This has been shared with our project team. |
| 8. | any idea on the cost of a full charge at these privately owned stations? Do they have any limits on what they can charge? | |
| 9. | Any particular contacts for media? | |
| 10. | Any plans to use solar to power the stations? | |
| 11. | Are areas through the state highway reservation regions planned for EV chargers? | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future. |
| 12. | Are EV chargers included in the Sunset Point rest area improvements? | EV chargers will not be located at Sunset Point or other rest areas. |
| 13. | Are EV charging stations going to allow for vehicles that are towing, so that a trailer wouldn't have to be disconnected in order to charge? | There are considerations for pull-through charging stations so that there would potentially be sufficient space for trailers. One of the objectives of this Plan is to account for the various forms of transportation that people from Arizona and outside of the state use and we recognize that quite a bit of road travel including trailers does happen in Arizona. |
| 14. | Are Interstate Rest Areas possible places to install Chargers? | |
| 15. | Are other states doing the same thing? Wondering if I will be able to travel across the US with an electric car? | |
| 16. | Are the state's electric utilities allowed to own and opearte DCFC stations? | |
| 17. | Are there any existing charging stations along the state's interstates? | ADOT's EV deployment plan will evaluate existing EV charging infrastructure along the interstates and determine gaps. NEVI funding may be used to upgrade existing EV charging infrastructure and to build new fast charging stations. |

| | | |
|---|---|---|
| | | There are currently numerous fast chargers along the interstates. There are 13 existing sites that meet the NEVI requirements. |
| 18. | Are there any plans to explore on the road chargning - that is driving through roadways and being able to charge directly? | |
| 19. | Are there minimum spending requirements annually for the NEVI funding? | |
| 20. | Are there plans to install EV chargers at the I-17 Sunset point rest area, since it is undergoing a major reno right now? | The charging stations are not able to be placed on ADOT owned right of way. They will be located on private property. |
| 21. | Are these station going to have the capability to have their capacity upgraded in the future? Such as allowing for faster than 150kw charging in the future. | Stations with high traffic may be applicants for higher power chargers or future proofing for higher capacities. |
| 22. | Are they planning on installing them in rest areas and possibly state parks? | |
| 23. | Are we going to recommend stations be installed along state routes, such as 89a, and the two common routes from Phoenix to the rim? | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future. |
| 24. | Are you going to count ChaDeMo chargers in your 95% reliability metric? That might be a good way to force Electrify America and others to actually maintain their existing ChaDeMo Chargers, and keeping those operational for those of us who own Nissans. | |
| 25. | are you saying that chargers will be run by private entities? like liquor store? | Yes, there will be private ownership of the charging station, with a required 20% private match by the owner. ADOT will simply administer the contracting process. |
| 26. | As a 10 year EV driver, my input is that drivers at 150 KW chargers will desire a restroom and perhaps somewhere to eat. At 150 KW, the charging time will be in the 30 minute range. Especially with charging stations in 50 mile increments because charging won't need to be full charges to get to the next charging station. The biology of road trips would trump the need to get a full charge at any one station. | The study team recognizes that driver convenience in accessing and using the stations will be a key factor in usage; therefore the availability of existing amenities will be a factor in helping to determine potential stations locations, among other factors such as existing utility infrastructure, compliance with federal guidelines, and public and stakeholder input. |
| 27. | As far as amenities, restrooms are a must. Possibly some of these stations could be on state land or other land that will attract | We appreciate your suggestion. This has been shared with our project team. |

| | | |
|---|---|---|
| | amenities, so they don't always have to be at a place that has amenities now. | |
| 28. | Can additional corridors be submitted in the August 1st submission? | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future. |
| 29. | Can any NEVI funds be used to install Level 2 chargers? For example, at Mutli residential dwellings or office buildings. | The federal Infrastructure Investment and Jobs Act established a new $2.5 billion discretionary grant program to deploy publicly accessible EV charging infrastructure, as well as hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. There are two components: Corridor Charging Grants and Community Charging Grants. Additional guidance and information on the Corridor and Community Charging Programs will be forthcoming in guidance from FHWA by Nov. 15, 2022. |
| 30. | Can we use solar panels and energy storage for DCFC stations in areas where its too expensive to run electric wires? | |
| 31. | Can you explain why ADOT is involved in development of EV sites as apposed to petro fueling stations | It's important to note that no state funding will be used to develop the EV charging station network. The charging stations will be built with 80% federal funding and a 20% private match. ADOT will simply administer the contracting process.<br><br>Private EV charging companies and vehicle manufacturers have made significant investments in charging infrastructure throughout the country; however, significant gaps remain because it is costly to install chargers in rural areas and underserved communities. These gaps are barriers to widespread EV adoption because potential EV users who can only afford one car are worried that they wouldn't have sufficient range to take long distance trips without readily accessible EV charging stations. A coordinated national approach with federal incentives to build out the EV infrastructure in a consistent way throughout the U.S. will allow an EV network to be built out much |

| | | |
|---|---|---|
| | | faster than the EV industry could accomplish on its own, in locations where it would otherwise not be financially feasible for EV companies to install charging stations and ensures that every charging station can be used by EV drivers, regardless of their vehicle type. The development of a nationwide network of EV chargers will help facilitate equitable EV adoption, with the ultimate goals of enhancing clean transportation access, improving energy resilience and addressing environmental concerns. |
| 32. | Can you please speak to ADOT's procurement process for the EV charging stations? What types of variables are ADOT considering in the RFP? | A contract method has not been established but will be determined through the EV planning process. |
| 33. | Can you please speak to how you will be considering pre-existing Tesla supercharger stations as you identify locations? This could be helpful for upgrading stations that have proprietary connectors to ensure all stations will have equitable access moving forward. | Currently, the Tesla chargers are not compliant with NEVI requirements. However, in order to account for the fact that there is a possibility that Tesla chargers will become compliant, ADOT is conducting two planning scenarios to address this point. |
| 34. | can you share slides with us? | Slides can be accessed here: https://azdot.gov/planning/transportation-studies/arizona-electric-vehicle-program/public-meetings-and-input |
| 35. | CCS is NOT the universal port! Tesla is THE standard! | |
| 36. | charging station should be near scenic and historic places. Tombstone and Bisbee area would be one | Station locations are still being evaluated. We appreciate the recommendation and have shared it with our project team. |
| 37. | Could someone characterize the tribes sentiments towards the idea of installing DCFC stations? | |
| 38. | Could there be any opportunity along America railways, through AZ, that have existing infrastructure that can be consider to tap into to to meet the objectives of this AZ EV PLAN? | |
| 39. | Currently the stations will be privately held-can individuals invest in the stations? | Yes, there will be private ownership of the charging station, with a required 20% private match by the owner. ADOT will simply administer the contracting process. |
| 40. | Did not address hydrogen fuel cells at all. Why does this plan not include the tech for this, when California does. | The NEVI program only addresses electric vehicle infrastructure. However, the federal Infrastructure Investment and Jobs Act established a new $2.5 billion discretionary |

| | | |
|---|---|---|
| | | grant program to deploy publicly accessible EV charging infrastructure, as well as hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. There are two components: Corridor Charging Grants and Community Charging Grants. Additional guidance and information on the Corridor and Community Charging Programs will be forthcoming in guidance from FHWA by Nov. 15, 2022. |
| 41. | Different question: Who will build new stations/update exisiting stations? | A contract method has not been established but will be determined through the EV planning process. |
| 42. | Do you know what the cyber truck charging requirements are? What about charging for the tesla semi in which Tesla does not publish the charging requirements | |
| 43. | Does "amenities" include bathrooms? | The study team recognizes that driver convenience in accessing and using the stations will be a key factor in usage; therefore the availability of existing amenities such as food, restrooms, and shopping, will be a factor in helping to determine potential stations locations, among other factors such as existing utility infrastructure, compliance with federal guidelines, and public and stakeholder input. |
| 44. | Does ADOT have statistics on how many CHAdeMO equipped EVs there are in Arizona? | The Alternative Fuels Corridors database provides information on the number of CHAdeMO chargers but there is limited info on the number of EVs with a CHAdeMO connector. |
| 45. | Does the plan include sharing charger availability information to the travelling public in real-time either via AZ511, dynamic message sign, or any other means? | |
| 46. | Drive thru charging is critical along the interstate. If any of the current SUVs are towing a camp trailer or boat, it is a real hassle to disconnect the trailer in order to charge without blocking 4 spaces. | We appreciate your suggestion. This has been shared with our project team. We agree that this is very important and pull-through charging is an important consideration. |
| 47. | Each location is an economic opportunity. Think truck stop. | Thank you for providing your knowledge and insight. We have shared this with our project team. |
| 48. | EVs are expensive and souring interest rates will make them even less obtainable to disadvantaged communities. How do you | |

| | | |
|---|---|---|
| | propose that the 40% of investment dedicated to disadvantaged areas that can't afford EVs will be fully utilized? How will you ensure that diversion of infrastructure from areas with higher EV ratios to disadvantaged areas will not result in longer access waits? | |
| 49. | Existing Sites: Aren't there 4 Electrify America charging stations in Casa Grande? Guess they aren't within 1 mile. | Thank you for providing your knowledge and insight. We have shared this with our project team. |
| 50. | For businesses who are looking to implement DCFCs at their properties, what is the timeline, and how can they get further involved in the process from here on out? | Planning and construction utilizing funds from the National Electric Vehicle Infrastructure (NEVI) Formula Program will take place over the next five years. We anticipate starting the contracting process for charging stations beginning in early 2023. We don't yet have enough information to provide a specific timeline when charging stations would start being installed. We will be studying that as part of the plan implementation. Sign up for the study mailing list to be notified of the public meetings and online survey and study updates: https://www.surveymonkey.com/r/AZEVPlanMailingList |
| 51. | For newly created stations, is there any consideration given to allowing for future expansion beyond what is paid for by NEVI funding (such as Level 2 chargers for cars like mine). Thanks. | |
| 52. | For the Justice 40 requirement, you may wish to consider Highway 89 from Flagstaff to Page. This would run through the Navajo Nation and nearby to the Hopi Reservation. It also fills a big "hole" in the coverage map. | Thank you for this important consideration. Equity is key to this effort. As such, ADOT is taking recommendations for additional alternate fuel corridors and we can make note of this. Currently, only approved alternate fuel corridors can have EV chargers funded. |
| 53. | Fossil fuel burning is damaging our planet on a daily basis so the switch to renewables is imperative. The cost of renewables is becoming cheaper than fossil fuels. This needs to be a requirement for these new charging stations. Arizona state government needs to face this reality | |
| 54. | Gas stations are covered. Will EV charging stations be covered as well? | |
| 55. | Given the law's intent to serve underserved communities, will you seek an exception to the federal law focus on interstates in order ot | |

| | | |
|---|---|---|
| | serve areas north of I-40, particularly tribal communities in Tuba City, Page, Kaenta, Four Corners? | |
| 56. | Greetings. I have comments to share today and can share them verbally and/or by submitting them as comments. Can you advise on the best approach for this forum? Thank you. | ADOT will be seeking input from the public and a wide variety of agency and industry stakeholders during the preparation of the plan. Public outreach will include surveys and online and in-person public meetings. Additional public input will occur after the initial plan submission to work out the details of implementation. We encourage you to visit the study website at azdot.gov/EVplan. Sign up for the study mailing list to be notified of the public meetings and online survey and study updates: https://www.surveymonkey.com/r/AZEVPlanMailingList |
| 57. | Has a manufacturer been selected for the EV stations euipment? | A contract method has not been established but will be determined through the EV planning process. |
| 58. | Has ADOT selected charge manufacturers and what is the percentage mix if they select more than one? | A contract method has not been established but will be determined through the EV planning process. |
| 59. | Has public land been considered for charging locations, or only private land? I.E. would rest areas along freeways be considered as potential locaitons for charging stations? | |
| 60. | Has the anticipated growth in charging station related maintenance jobs been evaluated, and does the current workforce support it? | |
| 61. | Has there been any thought to installing Charging at any of the ADOT Rest Areas along the Interstate Highways? - Would the NEVI Plan allow this? | |
| 62. | Have considerations been made to upgrade charging locations wtih covering? All gas stations have covering. Why not EV chargers? | |
| 63. | Have the in-person public meeting locations and dates been identified? | We have not scheduled the in-person meeting dates yet. We anticipate those meetings would be held in the mid-October to mid-November timeframe. We encourage you to visit the study website at azdot.gov/EVplan. Sign up for the study mailing list to be notified of the public meetings and online survey and study updates: |

| | | |
|---|---|---|
| | | https://www.surveymonkey.com/r/AZEVPlanMailingList |
| 64. | Have the pre-qualification requirements for contractors been set? WIll this be a large RFP or multiple (yearly)? | A contract method has not been established but will be determined through the EV planning process. |
| 65. | Have you done any demographic studies on what the medium income is of the public who are purchasing EV vehicles now, or will be able to (in the future) purchase EV vehicles? What percentage of the AZ population does this plan benefit, in other words? These vehicles are very expensive. | |
| 66. | Have you seen any interest from the COGs or MPOs in Arizona on partnering to install charging stations within their jurisdictions? Or are there cities/towns that may not be on the interstate that also have shown interest? | |
| 67. | Hoping to see L3 charging on the NHS non Interstate routes. Prescott, Payson, HWY 93, Verde Valley/ Sedona, Grand Canyon, etc. | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future. |
| 68. | How about the section of Arizona in the center of state, not on an Interstate | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future. |
| 69. | How can county and local governments support the development and implementation of the State's EV Plan? | |
| 70. | How can municipalities support locations outside of ADOT ROW? | |
| 71. | How can people comment after July 21st? (Even if it does not make this round of consideration) | ADOT will be seeking input from the public and a wide variety of agency and industry stakeholders during the preparation of the plan. Public outreach will include surveys and online and in-person public meetings. Additional public input will occur after the initial plan submission to work out the details of implementation. We encourage you to visit the study website at azdot.gov/EVplan. Sign up for the study mailing list to be notified of the public meetings and online survey and study updates: |

| | | |
|---|---|---|
| | | https://www.surveymonkey.com/r/AZEVPlanMailingList |
| 72. | How close (in miles) to the highways/corridors do the stations need to be? | Federal guidance calls for the EV charging station located within one mile of the freeway, which generally requires the stations to be in proximity to freeway exits. |
| 73. | How does this affect AZ HURF funding? | The analysis of offset in potential future highway revenues through gas tax due to new EV users is outside the scope of this study. However, the study will determine potential EV usage scenarios, which could be used by Arizona's elected officials to inform future highway revenue policies. |
| 74. | How long to fully charge in level 1/standard outlet? | Roughly 12 hours to charge depending on the battery level and capacity. |
| 75. | How many charging stations are projected to be built under this plan? | We will be determining how many total stations will be able to be built as part of the study. We anticipate each station is approximately $400,000-$700,000. We estimate we will need about 30 charging stations along the existing EV corridors to comply with the 50-mile spacing standard set by federal guidelines. This number will be dependent upon final site selections. There are currently 13 NEVI compliant charging stations. We will be determining this information as part of the study. |
| 76. | How many new stations will be built and how many existing will be upgraded? | We have identified 17 potential new sites and 7 sites that will be upgraded. We may not need all of those new sites, we need to conduct some additional investigation. We may need to request an exception for some locations. We will be determining this information as part of the study. |
| 77. | How many of you panelists drive EVs? | |
| 78. | How or who determines the cost to charge an EV? Will costs very from EV charging stations. | A charging fee will apply to use the EV charging stations. We do not know what the rates will be, as they will be set by the providers. |
| 79. | How will electricity be generated? Will it be from renewable sources of energy or fossil fuels? | |

| | | |
|---|---|---|
| 80. | How will the charge vendors be picked (Electrify America, EVGO, etc)??? | A contract method has not been established but will be determined through the EV planning process. |
| 81. | How will the DOT work with departmern of energy to assure that the power at charging stations have consistant capabilities? I have used the same chargers along the corridors with drastically different results in regards with the actual power available to charge. I went from charging in one hour, to charging in four hours at the same station. | |
| 82. | How will we educate and manage charging etiquette as we move into electrification of our transportation? | |
| 83. | Hydrogen Fuel Cell is better because it does not have the same impacts on the grid as battery EVs. | Thank you for providing your knowledge and insight. We have shared this with our project team. |
| 84. | Hydrogen is a clean fuel that, when consumed in a fuel cell, produces only water. Many in Arizona would love for Hydrogen fuel cell technology to be introduced here in Arizona, just as it has been in neigboring California. Keep in mind that Hydrogen Fuel Cell vehicals are "EVs". Also, according to the US Office of Energy Efficiency and Renewable Energy, "Today, about 95% of all hydrogen is produced from steam reforming of natural gas." The byproduct of hydrogen fuel cell vehicles is water and water is exactly what Arizona needs in the environment. | Thank you for providing your knowledge and insight. We have shared this with our project team. |
| 85. | I do not feel that this is the best way to use the funding and I do feel that someting that can benefit all drivers in Arizona would be a better use case for the funds. | Federal NEVI funding cannot be used for any other purpose. No state funding will be used to develop the EV charging station network. The charging stations will be built with 80% federal funding and a 20% private match. ADOT will simply administer the contracting process. |
| 86. | I heard four chargers at each location. Is that four single port chargers or four connectors total. i.e. two dual port chargers. | Each station will be required to have a minimum of 4 - 150 Kilowatt direct current fast chargers with combined charging system (CCS) ports. The minimum charging capacity for the whole station will be 600 Kilowatts and the station must be able to charge four electric vehicles simultaneously. |
| 87. | I meant to say how will the electricity for the charging stations be generated? | |

| | | |
|---|---|---|
| 88. | I started the survey offered at the beginning of the e-mail, is this the same survey? While I statred the survey, I did not complete it, as the survey required more time than provided before the meeting. | |
| 89. | I woould think that all of the Maricopa Loop Freeways should also be included. Why don't they meet the program requirements? | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future. |
| 90. | I would like to retract my question. I worded it incorrectly, and found the answer that I really wanted | We're glad you found the answers you needed. |
| 91. | I would like to see chargers in places like Globe. Not on the major corridor. | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future. |
| 92. | I'm new to this, don't have an EV or even a plug-in hybrid, YET. So, basic questions - how are the stations powered (solar, grid?) How much, if any, is the consumer charged? Thank you. | |
| 93. | If a destination is, say, 40 miles from a charger, to access that charger is actually an 80 mile round trip. Please keep that in mind when planning charger locations, especially in more remote areas. | We appreciate your suggestion. This has been shared with our project team. |
| 94. | If a station requires a roadway improvement does the funding cover that and will ADOT expedite the permitting and construction process | |
| 95. | If there are already a good number of level 2 chargers near the interstate freeways, why are we using public funds to duplicate the ability to charge but only faster. A hydrogen fuel cell is also an EV. | |
| 96. | If we have 13 now, how many are we planning to add? | |
| 97. | I'm concerned that the standards are high for reliability, fully operational stations. We don't want to arrive and find broken and poorly maintained systems. Has this already been defined. | |

| | | |
|---|---|---|
| 98. | Is ADOT going to coordinate with Tesla and the other charging station companies to help cover the segments not beng covered by this program? | |
| 99. | Is ADOT helping/ encouraging the industry converge on a common charging technology? Ie, make Telsa chargers CCS1 capable or Electrify America support Tesla plugs? | Thank you for your comment. While ADOT recognizes the importance and value in having industry converge on a common charging technology, ADOT does not have direct influence on this. However, as mentioned in the Tesla discussion - there is significant interest and potential for Tesla to converge on a common charging technology. |
| 100. | Is it a priority of the state's to have these new charging stations run on solar energy? | |
| 101. | Is it too soon to plan for DCFC stations along I-11? | |
| 102. | Is level 2 being considered in this ADOT plan for compliance? | Only Level 3 fast chargers are included in the ADOT EV Deployment Plan. Each station will be required to have a minimum of 4 - 150 Kilowatt direct current fast chargers with combined charging system (CCS) ports. |
| 103. | Is the 20% to come from the business owner? I have a business with 2 acres of parking available right off I-10, exit 17. Property is paid off and we have been approached by Tesla and are wired for 6 Rivian stations already. | The charging stations will be built with 80% federal funding and a 20% private match. ADOT will simply administer the contracting process. |
| 104. | Is there a cap on how much these private entities can charge for people to charge their cars? Any estimates in the average cost to use these? | |
| 105. | Is there a maximum number of stations per location? | |
| 106. | Is there a requirement to support Electric Delivery vehicles? Or will the charging stations be designed for personal vehicles only? | ADOT's initial EV plan will focus on passenger cars and light trucks. The IIJA contains several funding sources that could be used to develop freight charging infrastructure and these facilities would be constructed separately from the car chargers. Additional guidance and information on EV freight will be forthcoming in guidance from FHWA. |
| 107. | Is there a standard Smartphone App that can be used at all the NEVI charging stations? I have heard that Tesla is ging to allow non-Tesla users to charge using their app. | It's too early to determine this. The goal would be for providers to have multiple payment options. |
| 108. | Is there any consideration being given to make these charging stations more resilient, | |

| | | |
|---|---|---|
| | green and more welcoming by adding solar canopies above the charging spaces plus battery storage for resiliency and peak shaving? | |
| 109. | Is there any consideration in the plan for providing shade/weather covering at new or existing charger locations? | |
| 110. | Is there any intention to expand this infrastruture into rural communities off the interstates? These communities have already been bypassed by highway infrastructure, they should not be left out again. | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future.<br><br>Also, the federal Infrastructure Investment and Jobs Act established a new $2.5 billion discretionary grant program to deploy publicly accessible EV charging infrastructure, as well as hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. There are two components: Corridor Charging Grants and Community Charging Grants. Additional guidance and information on the Corridor and Community Charging Programs will be forthcoming in guidance from FHWA by Nov. 15, 2022. |
| 111. | Is there any provision for wireless charging if it meets the 150kW requirement? | The NEVI program does not have provisions for wireless charging. |
| 112. | Is this plan going to consider private businesses who are planning on adding their own LV3 in the next five years? | |
| 113. | It is telling that you began this meeting explaining how the battery tech is advancing rappidly, yet here we are propsing EV chargers when only a select few will be able to use the chargers. | |
| 114. | It seems as if NEVI funding is only available for charging stations that can support private individual's EVs. Are charging stations that support transit buses or business fleets and be more concentrated in one location be available for NEVI funding? | ADOT's initial EV plan will focus on passenger cars and light trucks. The IIJA contains several funding sources that could be used to develop freight charging infrastructure and these facilities would be constructed separately from the car chargers. Additional guidance and information on EV freight will be forthcoming in guidance from FHWA. |
| 115. | Last I checked, Bullhead City to Phoenix is difficult, requiring routing through Quartzite | Thank you for providing your knowledge and insight. We have shared this with our project |

| | | |
|---|---|---|
| | to an EA charger. The station listed on Plugwhare in Wickenburg is too slow. | team. We have identified this segment as a gap in current infrastructure and plan to investigate siting chargers to meet NEVI requirements. |
| 116. | Many of the up and coming EV vehicles will be able to be charged using 350 kw charging stations. This will allow 80% charging as quick as 18 minutes. Is it short sited to install 150 kw charging stations when the charging requirements of the newer vehicles can use this greater capcity? | For sites that have high traffic amounts higher capacity chargers may be investigated. |
| 117. | My cars only use ChAdeMo (not CCS) chargers; will our cars be able to use these chargers? | |
| 118. | My Tesla Model Y was supposed to have a 315 mile range. In actuality, its range is more like 215 miles, due to energy use for AC, etc. Please keep that in mind in your planning work. | Thank you for providing your knowledge and insight. We have shared this with our project team. Many things can affect battery range including driving against headwinds, temperature, etc. - chargers will be no more than 50 miles apart. |
| 119. | Not all EVs can use the CCS chargers and adapters are not readily available. How will this be addressed? | |
| 120. | Nvm those questions have been answered thanks | We're glad you found the answers you needed. |
| 121. | older teslas can't use cars chargers. can a tesla plug be added to your plan? Ash Fork on I40 needs a charger. Tourist cities also need chargers. Prescott needs one. | |
| 122. | Once the DCFCs are built and up and running, is ADOT still involved in that charger or are they left to and owned by private industry? | There will be private ownership of the charging station, with a required 20% private match by the owner. ADOT will simply administer the contracting process. |
| 123. | Once the final plan is submitted in November, will it have to be approved before moving forward? | |
| 124. | Outside the scope of NEVI, will there be movement toward getting level2 charging for those who live in apartments (and similar) situations? | The federal Infrastructure Investment and Jobs Act established a new $2.5 billion discretionary grant program to deploy publicly accessible EV charging infrastructure, as well as hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. There are two components: Corridor Charging Grants and Community Charging Grants. Additional guidance and information on the Corridor and Community Charging Programs will be |

| | | |
|---|---|---|
| | | forthcoming in guidance from FHWA by Nov. 15, 2022. |
| 125. | Please consider the diagonal route from Phoenix to Kingman (Arizona 93?) for charger locations. | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future. |
| 126. | Please list and identify all stakeholders. Who are they. | We have identifed more than 300 key stakeholders on the plan. These include state agencies, local municipalities and tribes along the EV corridors, electric vehicle industry representatives, and others. We will provide the stakeholder list following the meeting. |
| 127. | PlugShare is a worlwide universal online source for charging station locations. | Thank you for providing your knowledge and insight. We have shared this with our project team. ADOT will identify the approximate locations of the charging stations in the plan. Once in operation we anticipate providers will have an online mapping system of stations. |
| 128. | Re Lessons Learned... What can we do better with the new installations. What type of problems exist at our present EVSEs? I.e., Vandalism, stolen copper/ components, non working EVSEs/ poor reporting of same and ultimate repair ? How will we reduce these issues with the new installations? | |
| 129. | Realizing the initial look is at Interstate corridors, but is there any consideration for CCS DC chargers at state/national parks, in particular the Grand Canyon in this initial plan? | Also, the federal Infrastructure Investment and Jobs Act established a new $2.5 billion discretionary grant program to deploy publicly accessible EV charging infrastructure, as well as hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. There are two components: Corridor Charging Grants and Community Charging Grants. Additional guidance and information on the Corridor and Community Charging Programs will be forthcoming in guidance from FHWA by Nov. 15, 2022. |
| 130. | Recently, San Fransisco area charging stations were inspected, fully 25% of them were unusable due to technical issues and more importantly, theft of charge cables for the metal they contain. What is the plan to | ADOT plans to work with EV providers to ensure chargers are properly maintained. |

| | | |
|---|---|---|
| | inspect each station on what schedule and how to stop the theft of charge cables? | |
| 131. | Several private companies are already building out charger networks. How will you coordinate with these entities so that charger site duplication doesn't result. | |
| 132. | Shade, cameras a must | |
| 133. | Similarly, do we anticipate any additional personal EV ownership or charging station incentives for non commercial use? I personally recently moved to AZ and was shocked to see how few EV incentives the state offers | |
| 134. | Since AZ95 goes through Needles, and they have fast chargers, does that count for your NEVI plans? | |
| 135. | Since the feds are not accomodating TESLA you should only include them conversationally, since they don't meet fed requirements. | |
| 136. | Sorry I wasn't able to attend the whole webinar. Will you be sending out link to the recording to participants or posting somewhere? | Slides and recordings can be accessed here: https://azdot.gov/planning/transportation-studies/arizona-electric-vehicle-program/public-meetings-and-input |
| 137. | Sounds like freeway rest areas would be good candidates for DCFC stations. | |
| 138. | SRP and APS have indicated there may likely be rollinbg blackouts in the near future. What is your plan during those events? | |
| 139. | Survey address again? | |
| 140. | Tesla has 80% EV market share. Why not funding to Tesla charging? | Tesla charging will not be eligible for funding, unless it is compliant with the charging station requirements. At this point, Tesla is not compliant. However, there is a possibility that they would become compliant in the future. As such, ADOT is building out two planning scenarios that account for a network in which Tesla is compliant and one in which it is not. |
| 141. | Thank you | You're very welcome, and thank you for your time and interest in this program! |
| 142. | thank you | You're very welcome, and thank you for your time and interest in this program! |
| 143. | Thank you, it will be critical if one wishes to actually have a network of electric charging | You're very welcome, and thank you for your time and interest in this program! |

| | | |
|---|---|---|
| | station if such vehicles are to become mainstream. | |
| 144. | Thank you for your time | You're very welcome, and thank you for your time and interest in this program! |
| 145. | Thank you. | You're very welcome, and thank you for your time and interest in this program! |
| 146. | Thank you! | You're very welcome, and thank you for your time and interest in this program! |
| 147. | The ADOT website speaks of support for rural communities on this matter. However, many rural communities are not along interstate. How do rural communities get much need EV stations along non interstate highways? | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future.<br><br>Also, the federal Infrastructure Investment and Jobs Act established a new $2.5 billion discretionary grant program to deploy publicly accessible EV charging infrastructure, as well as hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. There are two components: Corridor Charging Grants and Community Charging Grants. Additional guidance and information on the Corridor and Community Charging Programs will be forthcoming in guidance from FHWA by Nov. 15, 2022. |
| 148. | The approved corridors are already well served by Tesla. When do you expect to expand to state highways? | Tesla charging stations are not accessible to other EV users. ADOT will consider expanding to other corridors once we have built out the EV network along the interstate corridors. We will begin by upgrading existing stations to be compliant with the program and the install new stations along the interstates. We don't have a timeline when we will begin building out along future corridors. |
| 149. | the earlier speaker mentioned "chargers" what does that mean. He said Arizona needs 30 "chargers". does that actually mean 30 sites that have a minimum of 4 charging ports? | We estimate we will need about 30 charging stations along the existing EV corridors to comply with the 50-mile spacing standard set by federal guidelines. This number will be dependent upon final site selections. There are currently 13 NEVI compliant charging stations. Each station will be required to have a minimum of 4 - 150 Kilowatt direct current fast chargers with combined charging system |

| | | |
|---|---|---|
| | | (CCS) ports. This will allow most EV users to use the charging stations. |
| 150. | The entire northern and eastern areas of the state seem to be completely ignored. Is there a plan for those areas? | These areas can be considered for future corridors to site charging stations. |
| 151. | The future Interstate 11 route would be really helpful for north south travel, can that happen? | The initial charging stations need to be located along existing interstate corridors. Portions of the I-11 corridor that are along existing highways can be considered for future EV corridors. |
| 152. | The Nogales to Flagstaff corridor should be the first completed. In the section from PHX to Flag the max distance should be 35 miles due to climbing. Many existing EVs and future due to many OEM's idea that 100-125 miles meets most needs. Nissan ,Hyundai, KIA. | Thank you for providing your knowledge and insight. We have shared this with our project team. |
| 153. | The speed of Tesla superchargers is acceptable, but not great. Will the anticipated speed of NEVI chargers be comparable to Tesla, slower or faster? | |
| 154. | The station layout should allow for EVs towing trailors, such that they do not block others while charging. Is that baked into the cake? | Thank you for your comment. Yes, we agree that this is very important and pull-through charging is an important consideration. |
| 155. | These stations had shown a requirement to have an internet connection. As presented there was a statement to have these installed on tribal lands and work with tribal communities. Has an evaluation of internet connectivity in these regions been performed and do the presented maps reflect the entirety of scope or is this a phase of development that will expand to more rural communities? Thank you. | |
| 156. | This is a done deal. Forget about any public input or concerns. Shameful....pushing the new green deal on the majority in this state for a very limited market. Politics as usual. I can't listen to this charade any longer. | |
| 157. | This plan seems to have a pretty agressive time-line. In an effort to get the best result possible, I presume that you are consulting enitities that already have expereince with DC Fast charging installations, ie Tesla, Electrify America, EVGO, etc. It seems that it would be smart to rely on their experience. | |
| 158. | To complement all these good plans will we also look at supplying Roadside service trucks | |

| | | |
|---|---|---|
| | with generators or Booster battery packs to help a stranded EV, to get them safely home or to public EVSE for more range/ top off? | |
| 159. | To what extent do the proposed new and upgraded sites exhaust the NEVI funds available to Arizona in the first year of the program? | |
| 160. | We have a great, large location available in Quartzsite. Is this an area you may be looking at or are there already enough? | |
| 161. | What % of the Federal funding do you anticpate spending on the first buildout phase? | |
| 162. | What about Lucid Motors involvement in EV infrastructure? | |
| 163. | What are the official titles of the panelists? (For media attribution purposes) | |
| 164. | What are uptime targets? 99% + ? | |
| 165. | What charge stations are being considered? | Each station will be required to have a minimum of 4 - 150 Kilowatt direct current fast chargers with combined charging system (CCS) ports. The specific locations for the charging stations have not yet been determined. |
| 166. | What is the chance you could partner with Tesla so other EVs could use their chargers? | Tesla is currently piloting a program to allow other EVs to use their chargers in Europe. There are plans to conduct a similar effort in the US, but a definitive date has not been set for that. |
| 167. | What is the format for public comments for the Aug. 1 plan submittal? Who are they submitted to? Thanks!! | |
| 168. | What is the percentage of charging stations will be Interstate, and how many on 'rual' roads, IE: payson-Prescott ? | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future. |
| 169. | What is the rationale for not using state monies and what safeguards will ADOT have so that operating companies maintain the infrastructure and ensure charging costs do not become prohibitive? | |
| 170. | What portion of the budget is dedicated for municipal agencies? | |

| | | |
|---|---|---|
| 171. | What type of signage will the DOT beadding to direct the driving public to availble stations? | |
| 172. | What weight will be given to adjacent states plans in forming ADOT's plan? For example, Utah has a charging station in Bluff, (near the four corners) but currently ADOT's plan doesn't continue that corridor. | ADOT is coordinating with bordering states to develop a cohesive network. Currently the network is focused on interstates but will be expanded to other routes in the future. |
| 173. | What will be the power source for all these new charging stations (i.e. solar) ? Will this cause an increase demand on the existing power grid? | |
| 174. | What will the process be for adding state routes to the Alternative Fuel Corridors for EV Charging? | |
| 175. | What would keep this from moving forward? Seems like a no-brainer for AZ. | |
| 176. | When are the RFQs expected to be realeased? | ADOT is still determining the contracting method to develop the charging stations. Planning and construction utilizing funds from the National Electric Vehicle Infrastructure (NEVI) Formula Program will take place over the next five years. We anticipate starting the contracting process for charging stations beginning in early 2023. We don't yet have enough information to provide a specific timeline when charging stations would start being installed. We will be studying that as part of the plan implementation. |
| 177. | When do you anticipate the first one or ones being operational? | Planning and construction utilizing funds from the National Electric Vehicle Infrastructure (NEVI) Formula Program will take place over the next five years. We anticipate starting the contracting process for charging stations beginning in early 2023. We don't yet have enough information to provide a specific timeline when charging stations would start being installed.<br><br>The federal guidance is for a charging station to be completed within six months of a construction contract being awarded. Based on initial research and information about supply chain issues, it may take up to a year to develop new stations. Upgrade of existing stations will take much less time. |

| | | |
|---|---|---|
| 178. | When do you see addressing non-Interstate routes such as US93 between Wickenburg and Kingman AZ | |
| 179. | where can I see the maps in the presentation today? | Information, including maps, can be found on the project website here: https://azdot.gov/planning/transportation-studies/arizona-electric-vehicle-program |
| 180. | Where will the money come from to maintain the fuel stations in the years to come? Who will profit from the money paid to use the stations? | There will be private ownership of the charging stations. The charging stations will be built with 80% federal funding and a 20% private match. ADOT will simply administer the contracting process. |
| 181. | Which charging providers will the state be partnering with to build out this charging infrastructure (i.e. Electrify America, Charge Point, etc.)? | ADOT is still determining the contracting method to develop the charging stations. |
| 182. | Who can artists contact to be involved in the design elements of the stations? | This is a great idea and a welcome suggestion! Please reach out to the project team at azevplan@azdot.gov |
| 183. | Who will regulate the cost per Kilowatt hour that will be charged? | |
| 184. | Why are no State highways identified as EV corridors? | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future.<br><br>It's important to note that no state funding will be used to develop the EV charging station network. The charging stations will be built with 80% federal funding and a 20% private match. ADOT will simply administer the contracting process. |
| 185. | Why are there no CCS dc fast chargers north of Interstate 40? | |
| 186. | Why are we installing charging stations at 50 mile increments when we have much longer gaps on State highways? | According to federal guidance, electric vehicle charging stations need to be spaced at least every 50 miles along designated alternative fuel corridors unless an exception has been granted.<br><br>The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public |

| | | |
|---|---|---|
| | | and stakeholder input on where future EV corridors should be added in the future. |
| 187. | Why are we only catering to a 2-3% of the registered EV market here in AZ? Aren't you creating a "false market demand" by puting these EV stations in place to merely encourage more people to buy EV vehicles? | |
| 188. | Why aren't you addressing comments/questions from the "chat"? | |
| 189. | Why does the AZ EV PLAN not include anythig about Hydrogen Fuel Cell Stations? The Hydrogen powered vehicles are also EVs. | The NEVI program only addresses electric vehicle infrastructure. However, the federal Infrastructure Investment and Jobs Act established a new $2.5 billion discretionary grant program to deploy publicly accessible EV charging infrastructure, as well as hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. There are two components: Corridor Charging Grants and Community Charging Grants. Additional guidance and information on the Corridor and Community Charging Programs will be forthcoming in guidance from FHWA by Nov. 15, 2022. |
| 190. | Why does the State of Utah provide free dc fast charging but Arizona does not? | |
| 191. | Why is the road to Globe not included? | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public and stakeholder input on where future EV corridors should be added in the future. |
| 192. | Why isn't the proposed route for Interstate 11 included? | |
| 193. | Why no mention of hydrogen fuel cell technology? Vehicles that can take advantage of the tech is avaible today. Both Tesla and Volkswagen already have several charging stations here in Arizona, and also several other 3rd parties have EV chargers here in Arizona. | The NEVI program only addresses electric vehicle infrastructure. However, the federal Infrastructure Investment and Jobs Act established a new $2.5 billion discretionary grant program to deploy publicly accessible EV charging infrastructure, as well as hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. There are two components: Corridor Charging Grants and Community Charging Grants. Additional guidance and information on the Corridor and Community Charging Programs will be forthcoming in guidance from FHWA by Nov. 15, 2022. |

| | | |
|---|---|---|
| 194. | Why not use some of the funding to embrace the HYDROGEN FUEL CELL EVs? | The NEVI program only addresses electric vehicle infrastructure. However, the federal Infrastructure Investment and Jobs Act established a new $2.5 billion discretionary grant program to deploy publicly accessible EV charging infrastructure, as well as hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. There are two components: Corridor Charging Grants and Community Charging Grants. Additional guidance and information on the Corridor and Community Charging Programs will be forthcoming in guidance from FHWA by Nov. 15, 2022. |
| 195. | Will ADOT take a position on whether to seek an exemption from the ban on commercialization at rest stops for EV charging stations? | |
| 196. | Will ADOTs plan consider Pilot/Flying J's plan (or others) to add to their own stops in station location planning? | |
| 197. | Will each location have their own payment plan, or will they use a universal card? | It's too early to determine this. The goal would be for providers to have multiple payment options. |
| 198. | Will future I-11 be included on the Proposed Corridor layout? | |
| 199. | Will it be pushed to have both CCS and Tesla plugs vs one or the other? | Each station will be required to have a minimum of 4 - 150 Kilowatt direct current fast chargers with combined charging system (CCS) ports. |
| 200. | Will owners pay for charging their EV vehicles? | A charging fee will apply to use the EV charging stations. We do not know what the rates will be, as they will be set by the providers. |
| 201. | Will payment be through charge cable / data cable via car VIN, per the Tesla model? | It's too early to determine this. The goal would be for providers to have multiple payment options. |
| 202. | Will the 20% private funding be investors, charitable or both? | There will be private ownership of the charging station, with a required 20% private match by the owner. ADOT will simply administer the contracting process. |
| 203. | Will the forthcoming I-11 be nominated as a AFC? | |
| 204. | Will the number of chargers be commensurate with the projected number of electric vehicles going forward? | |

| | | |
|---|---|---|
| 205. | Will the plan consider the seasonal impacts on range due to our extremely hot summers? | |
| 206. | Will the sights be solar? Does the unused energy go back to the communities? | |
| 207. | Will the stations have Credit Card ports to pay for a charge? | It's too early to determine this. The goal would be for providers to have multiple payment options. |
| 208. | Will there be a problem having a charging station on Native American land? | |
| 209. | Will there be a standardized payment system for consumers that does not require a card or credit card? For example, Tesla does not require a card…you just plug in your car and you pay seemlessly. | It's too early to determine this. The goal would be for providers to have multiple payment options.<br><br>Multiple payment options are being specified for the charging stations to ensure equity (for example, people who may not have credit cards will still be able to charge). |
| 210. | Will there be an effort to make sure the electricity is derived from renewables rather than from fossil fuels | |
| 211. | Will there be an RFQ process for EV charging providers? | A contract method has not been established but will be determined through the EV planning process. |
| 212. | Will there be any 350kw stations like Showlow has? | For sites that have high traffic amounts higher capacity chargers may be investigated. |
| 213. | Will there be chargers with larger than 150 Kwh capacity ? | For sites that have high traffic amounts higher capacity chargers may be investigated. |
| 214. | Will these be "electrify America" stations… need stations along the beeline highway. | |
| 215. | Will these be linked to an existing charger network, ie Chargepoint, EvGO, electrify America? | ADOT is still determining the ownership model but they likely will be linked to an existing charger network provider. |
| 216. | Will these new stations be able to accept credit cards without requiring a subscription. Also will these stations payment based on Kw distributed to the customer or time of usage at the unit? | It's too early to determine this. The goal would be for providers to have multiple payment options. |
| 217. | Will these slides and the presenation be sent to us? | Slides and recordings can be accessed here: https://azdot.gov/planning/transportation-studies/arizona-electric-vehicle-program/public-meetings-and-input |
| 218. | Will these stations also charge electric Semi's? for electric Semi traffic will there be certain stations that will have much more than four charging stations? | ADOT's initial EV plan will focus on passenger cars and light trucks. The IIJA contains several funding sources that could be used to develop freight charging infrastructure and these facilities would be constructed separately from the car chargers. Additional guidance |

| | | |
|---|---|---|
| | | and information on EV freight will be forthcoming in guidance from FHWA. |
| 219. | Will these stations be manned? | It is not anticipated that these stations would be manned. However, considerations for safety and security at charging stations will be a priority during implementation. |
| 220. | Will you be providing a list to the public of ALL stakeholders? | A list of all stakeholders will be provided following the meeting. |
| 221. | Will you release a map of existing sites and when will you choose site host locations? | |
| 222. | Will your program have performance milestones for the industries you will be purchasing equipment from? That is, if a DCFC is offline/broken for 2 weeks, this would be unacceptable and financial penalties should be imposed to keep it from recurring. | |
| 223. | With the upcoming popularity of electric cars, is there a minimum number of chargers that will be available per site? Will the charging sites be focused exclusively on passenger vehicles, or will we see charging for busses, trucks, etc? | Each station will be required to have a minimum of 4 - 150 Kilowatt direct current fast chargers with combined charging system (CCS) ports. The minimum charging capacity for the whole station will be 600 Kilowatts and the station must be able to charge four electric vehicles simultaneously.<br><br>ADOT's initial EV plan will focus on passenger cars and light trucks. The IIJA contains several funding sources that could be used to develop freight charging infrastructure and these facilities would be constructed separately from the car chargers. Additional guidance and information on EV freight will be forthcoming in guidance from FHWA. |
| 224. | Yes, as Thor said, equity and benefits will accrue to Stations in PHX and TUS along the interstate, but the first priority should be getting there: Tucson to Flagstaff. | We appreciate your suggestion. This has been shared with our project team. |
| 225. | You don't have to answer my question. the discussion has answered my question. | We're glad you found the answers you needed. |
| 226. | you mentioned a goal of a charging time 30 mnutes for your 150kwh for a full charge. I've used the one at Anthem and it took over an hour to do a 50% charge. What change is anticipated to lower charging time | |
| 227. | You should consider putting DCFCs in large towns that are not on the interstates (e.g. Prescott). | The federal guidance focuses on building out the EV network initially along interstate highways. ADOT can add new EV eligible corridors in the future. ADOT is seeking public |

| | | |
|---|---|---|
| | | and stakeholder input on where future EV corridors should be added in the future.<br><br>Also, the federal Infrastructure Investment and Jobs Act established a new $2.5 billion discretionary grant program to deploy publicly accessible EV charging infrastructure, as well as hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. There are two components: Corridor Charging Grants and Community Charging Grants. Additional guidance and information on the Corridor and Community Charging Programs will be forthcoming in guidance from FHWA by Nov. 15, 2022. |
| 228. | You should look at some of the EV charging facilities in Europe. They have CCS and Tesla with nice amenities. | |
| 229. | You should look at Tesla's fast charger locations and use those locations as possible candidates for the CCS DCFCs. | |
| 230. | You speak as if this is all a done deal and that this meeting is basically an information session only. | |