



Electric Vehicle Infrastructure Deployment Plan

October 18, 2023 Public Hearing Summary Report



November 2023

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October 18, 2023 Virtual Public Hearing Summary Report Electric Vehicle Infrastructure Deployment Plan

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Nancy Becerra at 623.695.7411 or nhbecerra@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Nancy Becerra al 623.695.7411 o por correo electrónico al ngbecerra@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

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1. INTRODUCTION

As more and more Arizona drivers get behind the wheel of an electric vehicle, the Arizona Department of Transportation is taking advantage of new federal funding sources to plan for and implement a statewide network of electric vehicle (EV) charging stations.

Through the Bipartisan Infrastructure Law, the National Electric Vehicle Infrastructure (NEVI) Formula Program made \$5 billion available for the deployment of publicly accessible EV chargers nationwide along roads that states select as alternative fuel corridors (AFC). The goal is to deploy a convenient, affordable, reliable, and equitable network of EV fast chargers along the nation’s highways and, thus, to encourage adoption of electric vehicles.

NEVI requires that states meet strict specifications in their EV plans and networks in order to qualify for the funds. Over the five years of the NEVI program, the state will receive \$76.5 million in federal dollars to establish publicly accessible EV charging stations along Arizona’s designated AFC, which are currently the interstate highways. ADOT plans to add additional highways to the AFC network as it updates its annual EV plan.

As the recipient of Arizona’s \$76.5 million in federal NEVI funds, ADOT is developing an accessible statewide network of EV charging stations. In accordance with federal law, ADOT completed the Arizona EV Infrastructure Deployment Plan in 2022, and an update in 2023, that confirms the plan for developing the network. In keeping with the federal requirements, the state’s Phase I deployment will result in 21 stations, each with at least four fast-charging ports, located approximately every 50 miles along the interstate system. The map of approximate locations can be found on ADOT’s website.

Future phases of the NEVI program will enable ADOT to procure vendors for the installation of EV charging stations along roads in more rural areas.

ADOT has met with a variety of stakeholders, including potential industry partners, customers, and colleagues from other states. Using this information, ADOT is preparing to procure for the construction, maintenance, and management of the Phase I charging stations in early 2024. Construction on the Phase I sites around the state should begin later next year. The contracts will require vendors to install the stations in accordance with federal law and operate and maintain the chargers under state oversight for at least five years.

ADOT is procuring their charging stations using Arizona’s Public Private Partnership (P3) legislation. The legislation requires a public hearing for any P3 project that will require the public to pay for services. The hearing allows ADOT to gather public input on any fees or costs associated with the project that will be paid by EV drivers.

2. PUBLIC HEARING

ADOT held a virtual public hearing on Oct. 18, 2023. The purpose of the hearing was to share information on the program and receive comments on user charges. The hearing also provided opportunities for the public to ask questions and make comments. 186 people attended the virtual public hearing. All questions and comments provided at the virtual public hearing, as well as the responses, were recorded and included in Appendix C – Public Comments.

The public hearing was hosted online through Zoom. Participants could also call into the meeting if they did not have the ability to participate online. The hearing featured a presentation by the project team, followed by a 30-minute question-and-answer period. Following the question-and-answer period, a 60-minute formal public hearing was held. Online participants were provided information on how to ask questions and provide comments and could submit written questions online through the Zoom Q&A feature. Call-in participants could ask questions or make comments via phone by pressing *6 to raise their hand. The public hearing offered live, simultaneous interpretation in Spanish.

Project team members from ADOT served as presenters during the meeting. Panelists included:

- Thor Anderson, Performance Asset Manager
- Emily Christ, Senior Program Manager
- Nancy Becerra, Community Relations Project Manager

Additional project team staff were present to assist in facilitating the online meeting, Q&A and formal public hearing comment session. Participants were notified that project-related comments and questions could also be submitted during the public comment period through Nov. 2, 2023, via email, telephone, USPS mail or online. Participants were notified that all project-related materials, including the presentation, were available online.

The Title VI Nondiscrimination Notice to the Public slide was read in English and Spanish to all attendees, as well as how to take the Title VI self-ID survey.

2.1. PUBLIC HEARING NOTIFICATION

2.1.1. Project Website

ADOT hosts a project website at azdot.gov/EVPlan, which was updated prior to the public hearing in Oct. 2023. The website provided an overview of the Arizona EV Infrastructure Deployment Plan, including a list of the plan elements, the public hearing date and instructions on how to participate in the public hearing, a link to an online comment form and survey and information on how to ask questions or make comments. All materials related to the public hearing are posted on the project website, including:

- Public hearing information/recordings
- Public hearing presentation

Copies of the public hearing materials posted to the website are included in *Appendix B*.

2.1.2. Newspaper Advertisements

The team prepared and placed print advertisements to publicize the public hearing to community members across the state of Arizona. The display ad included all pertinent information relating to the hearing, including meeting date/time, a brief project overview, log-in instructions for online participants, a telephone number for call-in participants, ways to submit questions and comments during the comment period, and contact information for additional information. The advertisement was published in the following newspapers:

- *Arizona Republic* – English (published Oct. 3, 2023)
- *Arizona Daily Sun* – English (published Oct. 3, 2023)
- *Arizona Daily Star* – English (published Oct. 3, 2023)
- *TV y Mas/Las Voz* – Spanish (published Sept. 29, 2023)

A copy of the print advertisements can be found in *Appendix A*.

2.2. PUBLIC HEARING MATERIALS

A variety of public meeting materials were made available to the public online via the project website. These public meeting materials included:

- Meeting presentation
- Online comment form and survey
- Title VI self-ID survey

After the meeting, a recording of the entire meeting, including the presentation and formal public hearing comment period, was posted on the project website.

Copies of the public meeting materials can be found in *Appendix B*. Copies of the public comment form and survey can be found in *Appendix D*.

2.2.1. Presentation

The presentation can be found in *Appendix B* and covered the following topics:

- Purpose of the hearing
- Plan implementation
- NEVI requirements
- Plan phased approach
- P3 approach
- Charging fees
- How to provide questions and comments at the hearing, and after the hearing through the end of the comment period.

3. PUBLIC COMMENTS

This section summarizes the comments received during the public-comment period from Sept. 29 through Nov. 2, 2023. In addition to providing attendees the opportunity to provide comments during the hearing, comments could also be submitted via mail, telephone and email. A total of 220 comments and questions were received through the following methods:

- Online Survey/Comment Form: 73
- Project information telephone line: 2
- Email: 27
- Questions/comments during the public hearing: 104
- Formal public comments: 14
- Mail: 0

The public comments and questions and responses are included in *Appendix C*. The survey questions and responses are included in *Appendix D*.

3.1. PUBLIC COMMENTS

Comments and questions received during the public comment period and at the virtual public hearing included the following topics:

- Availability of different connector types
- Shade structures at charging stations
- Payment options and pricing
- How ADOT will ensure the stations have reliable uptime performance
- Placement of EV charging stations at a charging site for accessibility/access
- The desire for EV stations on additional highway corridors
- Concerns from non-EV users about EV drivers paying their fair share or about the impact on the utility grid

4. TITLE VI REPORTING

4.1. SELF-ID SURVEYS

Meeting participants were asked to complete ADOT’s Title VI self-ID survey for federal reporting purposes. Links to the English and Spanish versions of the self-ID surveys were placed in the meeting chat for ease of taking the survey. A total of 41 people completed the self-ID survey out of 186 attendees (excluding the panelists and ADOT), a 22 percent response rate.

Of the 41 self-identification survey responses, 7 participants (17 percent) identified as African American/Black, 4 participants (9.7 percent) identified as American Indian/Alaskan Native, 4 participants (9.7 percent) identified as Hispanic/Latino, 3 participants (7 percent) identified as Asian, 3 participants (7 percent) identified as Native Hawaiian/Other Pacific Islander, and 34 (83 percent) identified as White.

4.2. TITLE VI MEETING SUMMARY

A Title VI public meeting summary report documenting ADOT’s compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the Civil Rights Office on Nov. 6, 2023.

Appendices

Appendix A: Public Hearing Notifications

Appendix B: Public Hearing Materials

Appendix C: Public Comments

Appendix D: Survey

Appendix A: Public Hearing Notifications

Audiencia pública virtual sobre el plan de implementación de infraestructura de vehículos eléctricos de ADOT

¡Únase a nuestra audiencia pública virtual!



Audiencia pública virtual de adquisiciones P3 | 6 p.m., miércoles, 18 de octubre de 2023

A medida que más y más conductores de Arizona se ponen al volante de un vehículo eléctrico (EV), el Departamento de Transporte de Arizona (ADOT) está aprovechando nuevas fuentes de financiamiento federal para planificar e implementar una red estatal de estaciones de carga para vehículos eléctricos. ADOT es elegible para recibir hasta \$76,5 millones de estos fondos durante cinco años. ADOT utilizará un método de asociación público-privada (P3) para construir, actualizar, operar y mantener las estaciones de vehículos eléctricos.

ADOT lo invita a participar en una audiencia pública virtual el **miércoles 18 de octubre a las 6 p.m.**, para discutir y brindar comentarios sobre los precios y los cargos a los usuarios por la carga de vehículos eléctricos.

Agenda de audiencia pública virtual

- 6-6:30 p.m.**
Presentación formal
- 6:30-7 p.m.**
Preguntas y respuestas
- 7-8 p.m.**
Comentarios públicos formales

Plan de implementación de infraestructura de vehículos eléctricos ADOT Fase I



Cómo participar en la audiencia pública virtual

Regístrese para el seminario web de Zoom en: azdot.gov/EVHearing



Comente sobre el precio de la carga de vehículos eléctricos

Envíe sus comentarios hasta el 2 de noviembre.

Todos los métodos de comentarios se consideran iguales.

Proporcionar comentarios escritos/verbales en la audiencia pública virtual.

En línea a través de nuestro formulario de comentarios: azdot.gov/EVcomments

Correo electrónico: AZEVPan@azdot.gov

Llamando al: 602.792.8899

Correo: ADOT EV Plan
1655 W. Jackson St., MD126F
Phoenix, AZ 85007



Para obtener una lista completa de los cargadores existentes que cumplen con NEVI, visita azdot.gov/EVPlan

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Nancy Becerra at 623.695.7411 or NGBecerra@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo al Título VI de la Ley de Derechos Civiles de 1964, la Ley para Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras leyes y autoridades contra la discriminación, ADOT no discrimina por raza, color, origen nacional, edad, género o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Nancy Becerra al 623.695.7411 o al NGBecerra@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que ADOT tenga oportunidad de hacer los arreglos necesarios.

Visite el sitio web del proyecto en azdot.gov/EVPlan

TV y Mas: 29 de septiembre de 2023

ADOT Electric Vehicle Infrastructure Deployment Plan Virtual Public Hearing

ADOT



P3 Procurement Virtual Public Hearing 6 p.m., Wednesday, Oct. 18, 2023

As more and more Arizona drivers get behind the wheel of an electric vehicle (EV), the Arizona Department of Transportation is taking advantage of new federal funding sources to plan for and implement a statewide network of EV charging stations. ADOT is eligible for up to \$76.5 million of this funding across five years. ADOT will use a public-private partnership (P3) method to build, upgrade, operate and maintain the EV stations.

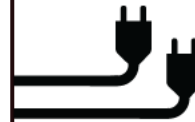
ADOT invites you to participate in a Virtual Public Hearing on **Wednesday, Oct. 18 at 6 p.m.**, to discuss and provide comments on pricing and user charges for EV charging.

Virtual Public Hearing Agenda

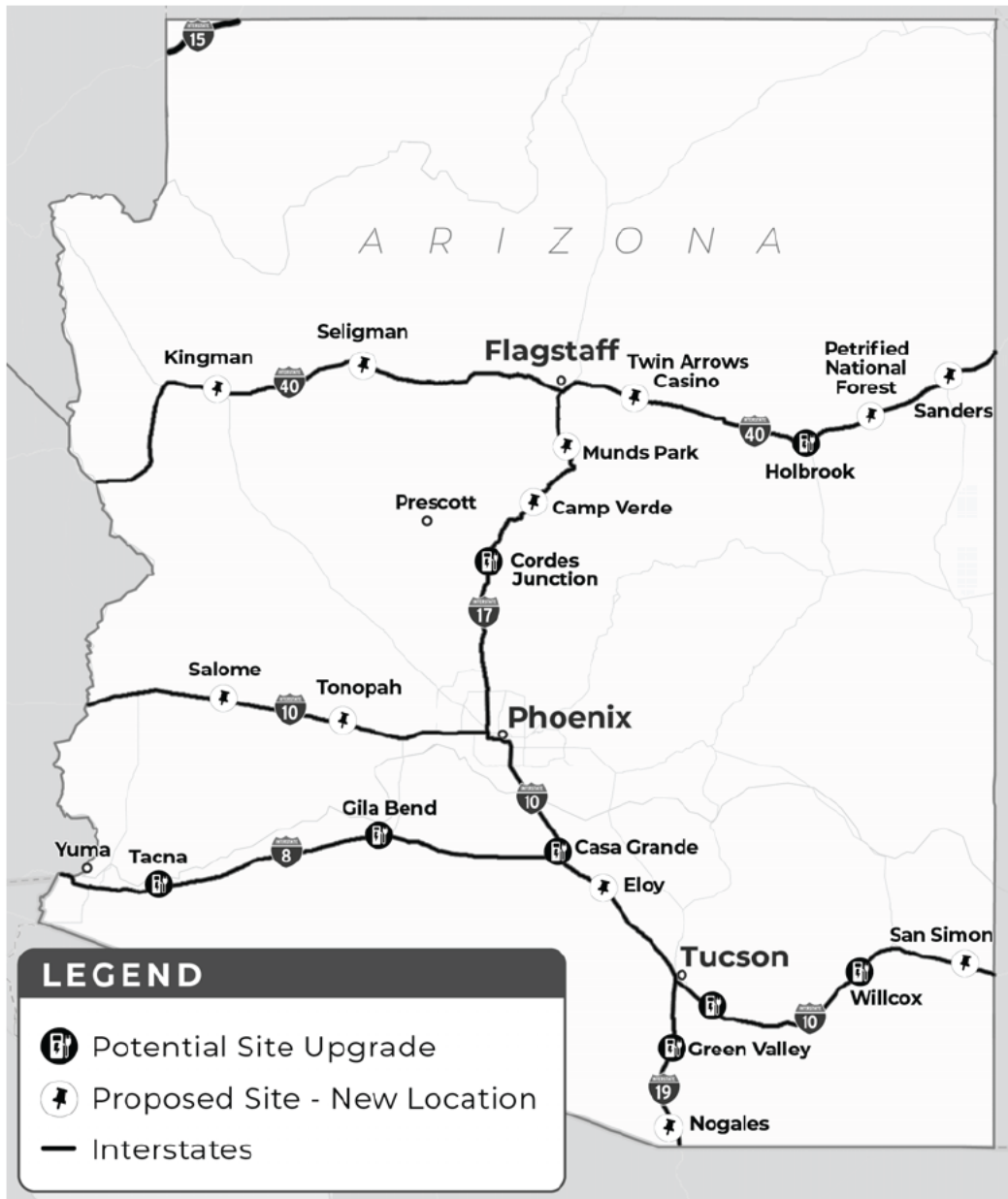
6-6:30 p.m.
Formal Presentation

6:30-7 p.m.
Q&A

7-8 p.m.
Formal Public Comments



ADOT Electric Vehicle Infrastructure Deployment Plan Phase I



For a full list of existing NEVI Compliant Chargers, visit azdot.gov/EVPlan

How to Participate In the Virtual Public Hearing

Register for the zoom webinar at:
azdot.gov/EVHearing

Regístrate para el seminario web de Zoom en:
azdot.gov/EVHearing



Scan Here/
Escanear Aquí

Comment on the Pricing for EV Charging

Submit your comments through Nov. 2.

All comment methods are considered equal.

Provide written/verbal comments at the virtual public hearing

Online through our comment form:
azdot.gov/EVcomments

Email: AZEVPlan@azdot.gov

Call: 602.792.8899

Mail: ADOT EV Plan
1655 W. Jackson St., MD126F
Phoenix, AZ 85007

For more information, visit: azdot.gov/EVPlan

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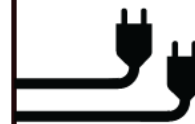
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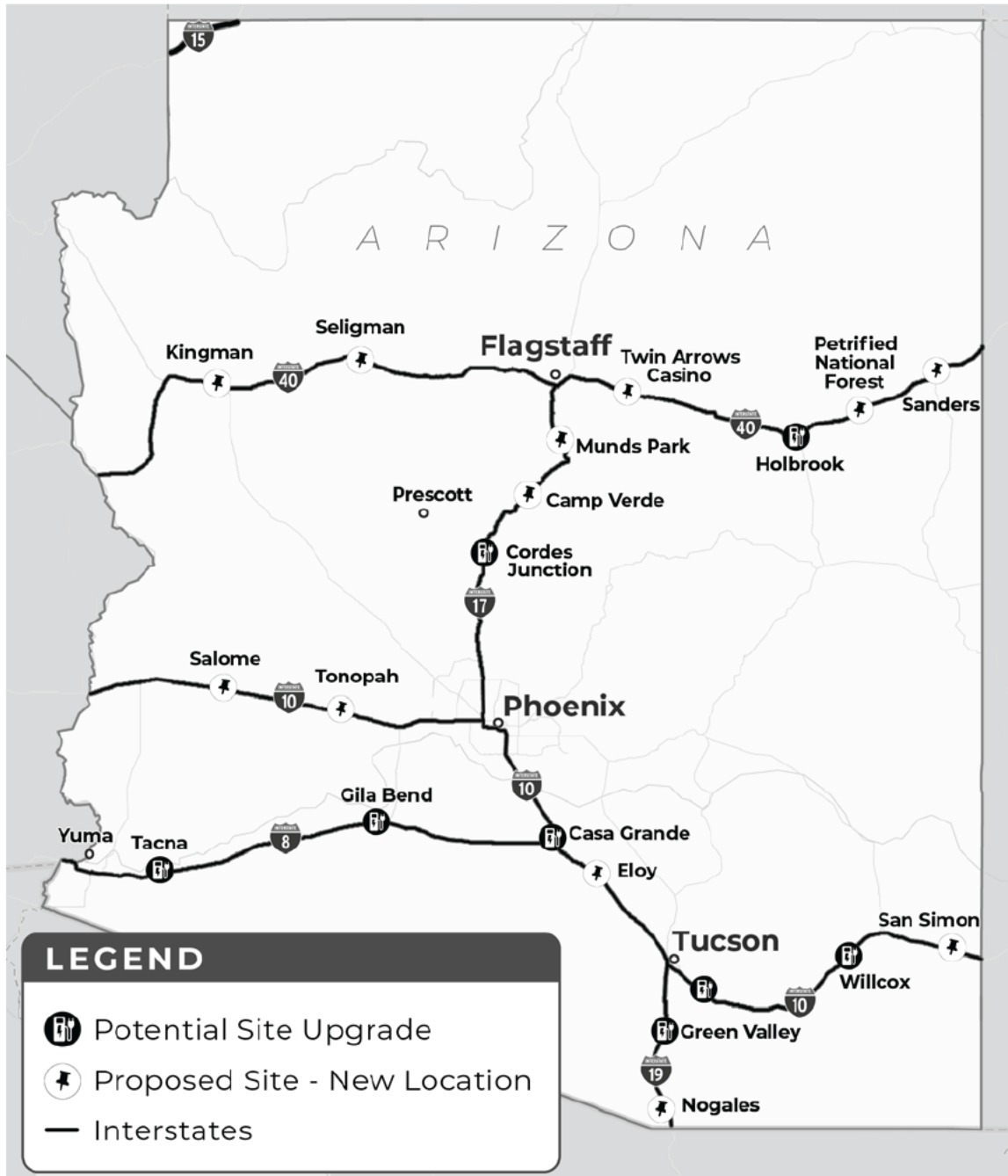
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Formal Presentation

6:30-7 p.m.
Q&A

7-8 p.m.
Formal Public Comments



ADOT Electric Vehicle Infrastructure Deployment Plan Phase I



LEGEND

- Potential Site Upgrade
- Proposed Site - New Location
- Interstates

How to Participate In the Virtual Public Hearing

- Register for the zoom webinar at: azdot.gov/EVHearing
- Regístrate para el seminario web de Zoom en: azdot.gov/EVHearing



Scan Here/
Escanear Aquí

Comment on the Pricing for EV Charging

Submit your comments through Nov. 2.
All comment methods are considered equal.

- Provide written/verbal comments at the virtual public hearing
- Online through our comment form: azdot.gov/EVcomments
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ADOT Electric Vehicle Infrastructure Deployment Plan Virtual Public Hearing



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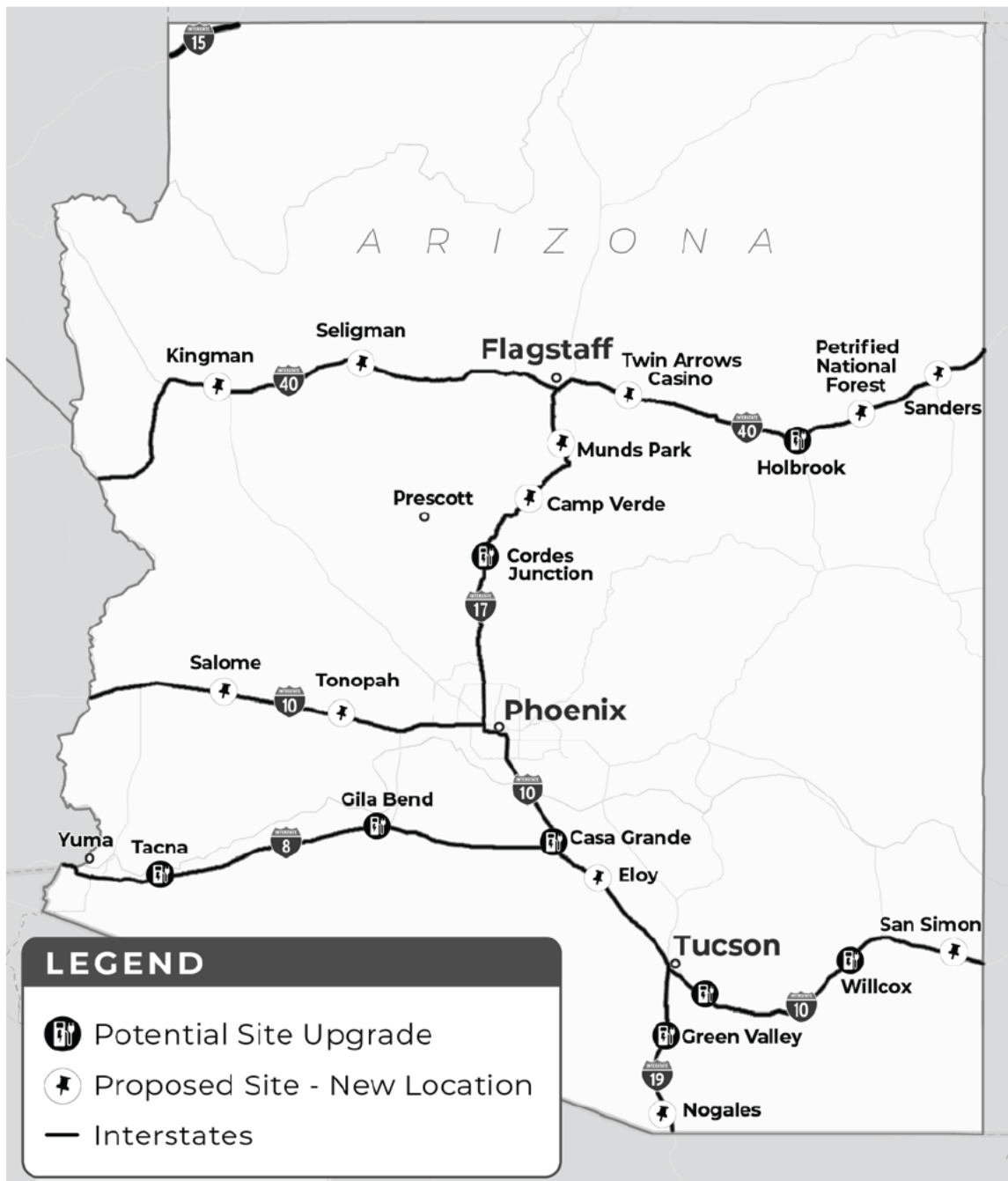
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Q&A

7-8 p.m.
Formal Public Comments



ADOT Electric Vehicle Infrastructure Deployment Plan Phase I



LEGEND

- Potential Site Upgrade
- Proposed Site - New Location
- Interstates

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Scan Here/
Escanear
Aquí

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Appendix B: Public Hearing Materials

Welcome!
**The Electric Vehicle Charging Infrastructure Deployment
virtual public hearing will begin shortly.**

While you wait, we invite you to complete a voluntary survey.

Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar.

English



<https://azdot.gov/AZEVselfid>

Español



<https://azdot.gov/AZEVselfidspanish>



ADOT

AZEVPLAN

2

**National Electric Vehicle Infrastructure
Deployment Program - Interstates
Public Hearing
October 18, 2023**

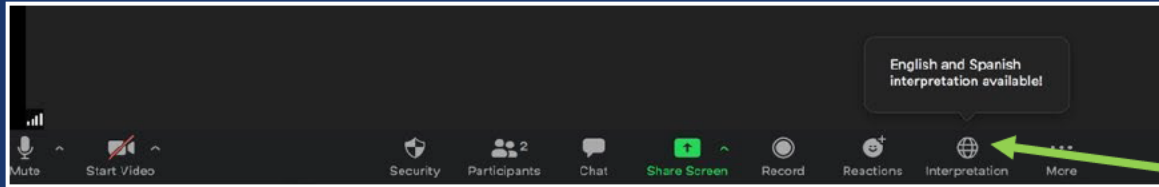
Public Hearing Housekeeping Items

- All participants have been muted to avoid background noise.
- This meeting is being recorded.
- Following the meeting presentation, we will take questions and public comments online and by phone.
- Instructions will be provided on how to participate.

Meeting Interpretation Options

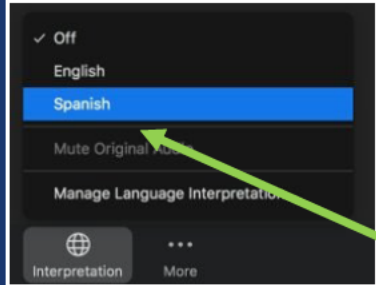
Meeting will be interpreted live into Spanish

Accessing Interpretation on Zoom



Click the interpretation
'globe' icon

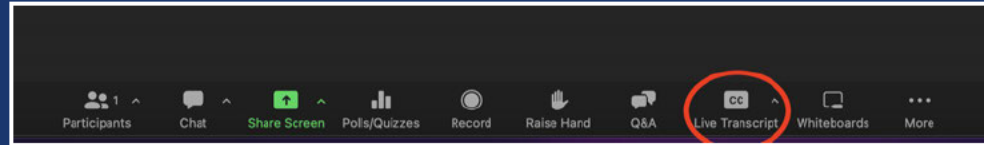
*Haga click en el ícono
del 'globo'*



Select your preferred language

Elija su idioma de preferencia

Closed Captioning



Click the 'CC' button to
turn on English closed
captioning

**Please note: This meeting is being recorded.
The recording will be posted to the project website.**

ADOT'S NONDISCRIMINATION NOTICE TO THE PUBLIC

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities.

ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's Civil Rights programs and the procedures to file a complaint, contact ADOT Civil Rights Office via the information listed below:

ADOT Civil Rights Office
206 S. 17th Avenue, Mail Drop 155-A
Phoenix, AZ 85007
602.712.8946 FAX 602.239.6257
CivilRightsOffice@azdot.gov

Danielle Valentine
Title VI Program Coordinator
DValentine@azdot.gov

AVISO PÚBLICO DE LA LEY DE NO-DISCRIMINACIÓN DE ADOT

El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que la agencia tiene como regla asegurar el cumplimiento de el Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT con la información que aparece abajo:

ADOT Civil Rights Office
206 S. 17th Avenue, Mail Drop 155-A
Phoenix, AZ 85007
602.712.8946 FAX 602.239.6257
CivilRightsOffice@azdot.gov

Danielle Valentine
Title VI Program Coordinator
DValentine@azdot.gov

AUXILIARY AIDS AND SERVICES

In compliance with Title II of the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act of 1973, the Arizona Department of Transportation (ADOT) does not discriminate against qualified individuals with disabilities on the basis of disability in its programs, services, and activities.

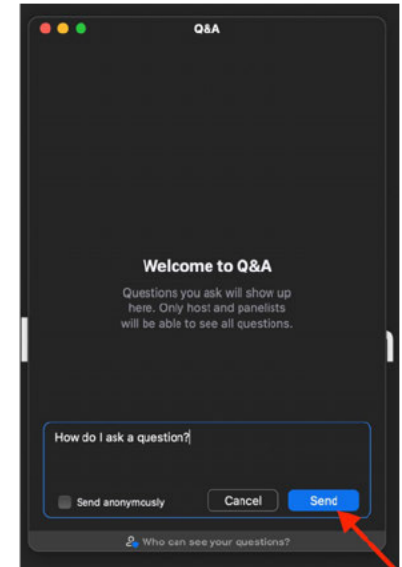
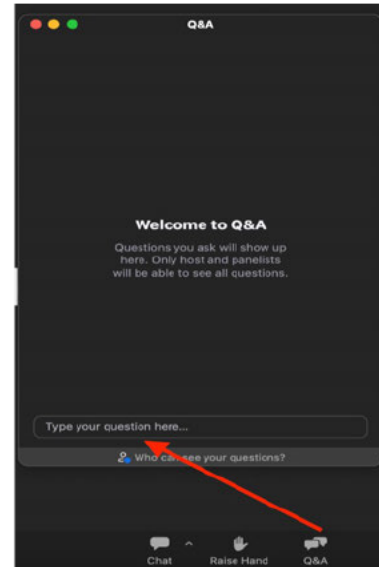
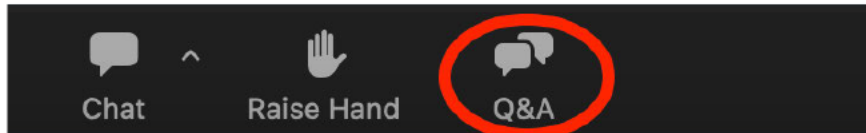
ADOT will make reasonable modifications to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services, and activities.

If you require an accommodation, please notify an ADOT staff member.

For additional information or questions about ADOT's External ADA Program, please contact the Civil Rights Office at 602.712.8946.

We Welcome Your Questions! How to Participate:

- Use the **Q&A function** on Zoom to submit questions during the presentation.
- We will respond to questions following the presentation.
- We will also have an opportunity for participants online or joining by phone to ask verbal questions during the Q&A period.



Introductions



Arizona Department of Transportation

- Emily Christ
- Thor Anderson
- Nancy Becerra

Why is ADOT holding this Public Hearing?

- ADOT's authority to use P3s is established in Arizona Revised Statutes ("A.R.S.") §§ 28-7701 *et seq.*
- Within that statute, there is a requirement to conduct a public hearing [§ 28-7704, Procurement]

"1. Before the department begins the process for procuring services as prescribed in subsection A of this section, the department shall hold at least one public hearing to receive comments on user charges, tolls, fares or similar charges."



AZEVPLAN

EV Plan Implementation

ADOT

National Electric Vehicle Infrastructure (NEVI) Program Overview

- \$5 billion available to states under the NEVI program to fund publicly accessible EV chargers along Alternative Fuel Corridors (AFC).
- Arizona is eligible for up to \$76.5 million of this funding across five years.
- This federal funding can only be used to construct or upgrade EV fast charging stations along designated highways.



NEVI Requirements

- Requires states to develop a plan for EV fast chargers and update annually for the duration of the NEVI program (until 2025)
- Stations must be placed no more than 50 miles apart; exceptions are allowed where no suitable locations exist.
- Stations must be located within one mile of the highway.
- At least four 150-kilowatt CCS direct current fast chargers must be provided at each charging station.



ADOT's EV Plan Phased Approach

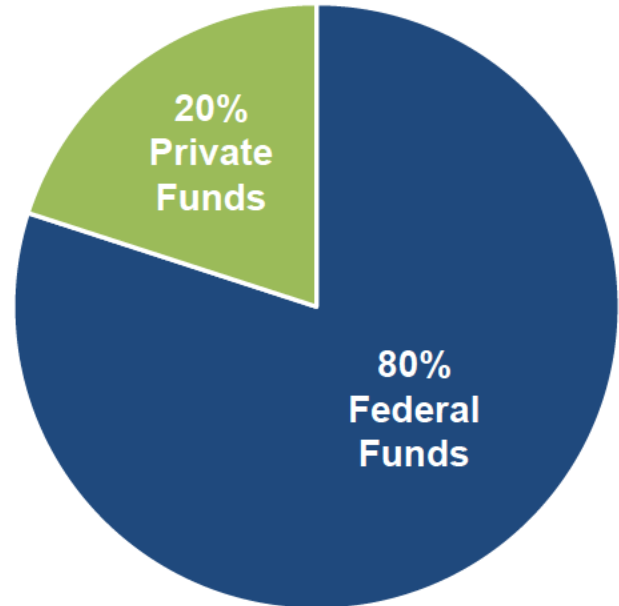
- ADOT 2022 plan: Established initial NEVI-funded EV charging network along interstates.
- ADOT 2023 plan: Recommended EV charging network on other state highways (on National Highway System) for phased implementation.



Public-Private Partnership Structure

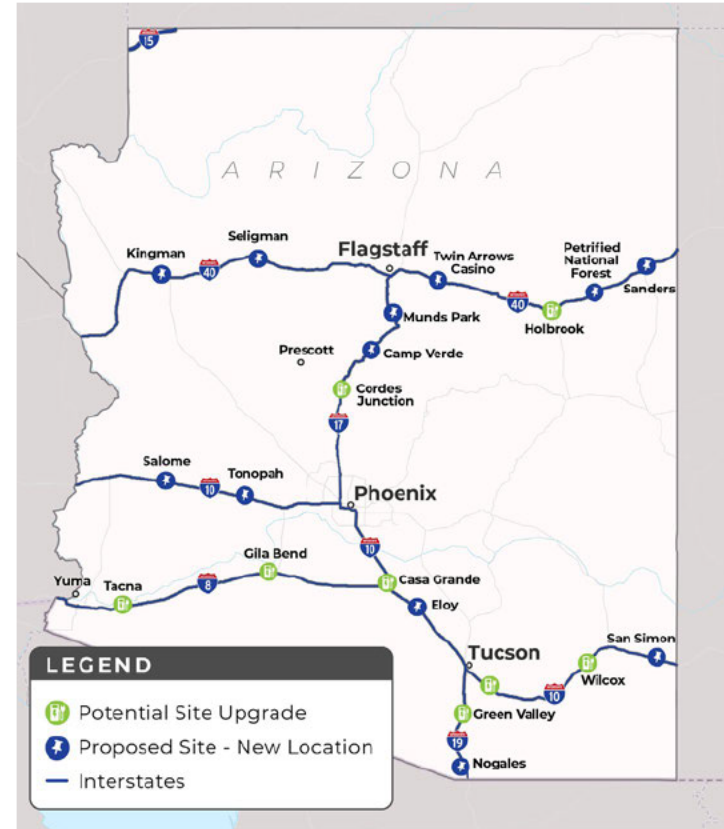
- Stations in Arizona will be privately owned, constructed, maintained, and operated.
- State funding will not be used to build stations in Arizona
- The private site developers will set the charging fee and the State won't receive any of the proceeds from that fee.

Design, Construction and O&M
Funding Sources



2022 EV Plan Implementation - Current Status

- This hearing is focused on the initial interstate corridor implementation.
- ADOT will use a public-private partnership (P3) method to build, upgrade, operate and maintain stations.
- Anticipate issuing a Request for Proposals in early 2024 and beginning station construction by the end of 2024.
- Interested developers or other private parties should contact P3Office@azdot.gov for questions and to be notified of the RFP.



What is ADOT's Role in the P3?

- Implement a transparent procurement process
- Provide regular updates to the public on the status of the project
- Evaluate and select qualified site developers
- Oversee design, construction, operations, and maintenance for 5-years
- Ensure compliance with NEVI requirements



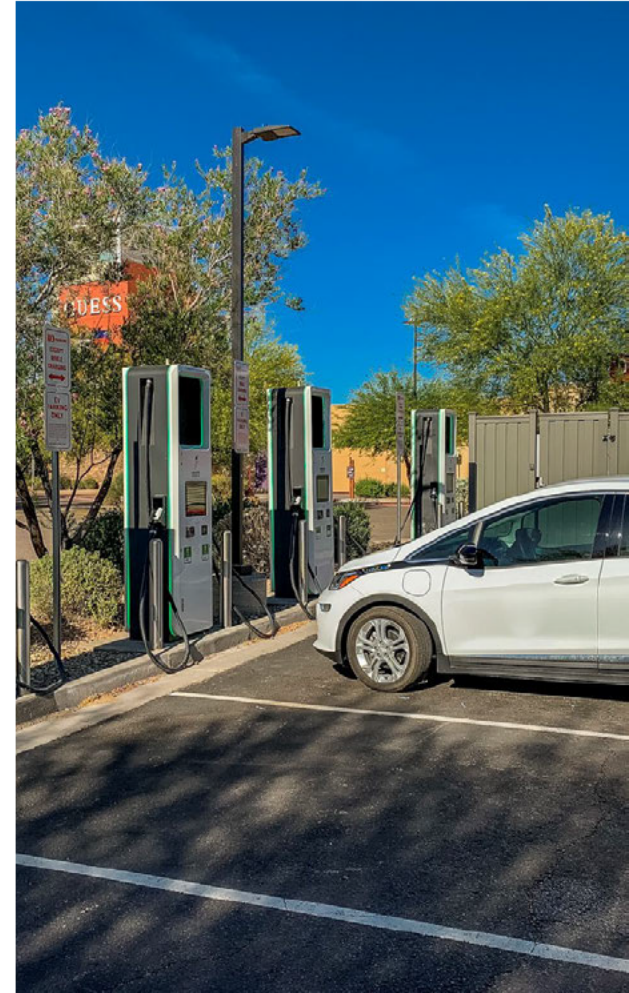
AZEVPLAN

Charging Fees

ADOT

How will charging fees at new stations be set?

- Site developers of the stations will determine charging fees.
- Prices will be set as \$/kWh.
- Prices will be clearly displayed and communicated and cannot change during the charging session.



What can Developers use the charging fees for?

Debt service for the capital investment of the station design and construction (developer pays 20% of cost).

Purchase the electricity necessary to charge vehicles.



A reasonable return on investment.

Maintenance and operation of the EV charging station.

What requirements will ADOT include in the contracts?

- Transparent pricing
- Inclusion of basic amenities and enhancements at each site, such as nearby bathrooms, lighting, security cameras, and emergency call information
- Ability to reserve charging space and view charging prices via phone application
- Withholding of funds during the 5-year operations period with payment contingent on site developers meeting uptime performance metrics

What payment options will be available?



Contactless payment via major debit and credit cards.



Automated toll-free phone number or short message/messaging system (SMS).



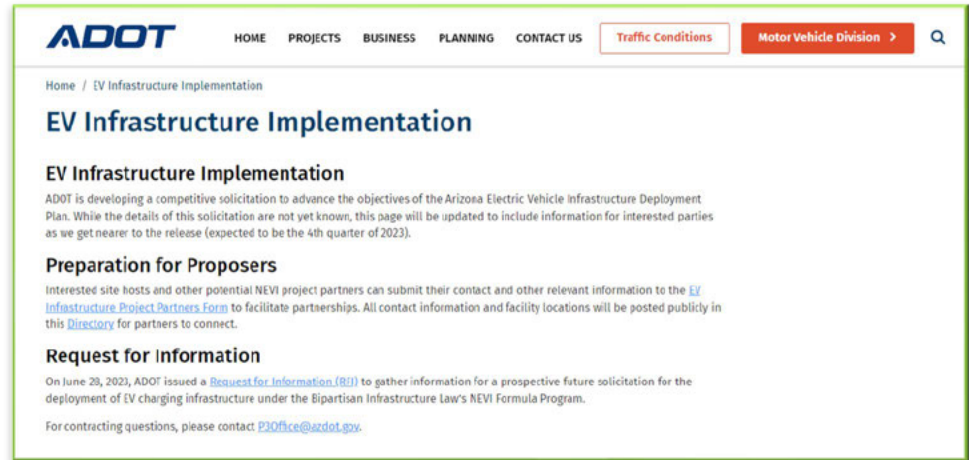
Access for individuals with limited English proficiency or disabilities



Memberships are not required.

Project Website

- Visit the project website: azdot.gov/EVPlan
- View presentations and FAQs
- Sign up for the project mailing list to be notified of updates
- VENDORS JOIN Project Partners Directory



The screenshot shows the ADOT website page for EV Infrastructure Implementation. The navigation bar includes links for HOME, PROJECTS, BUSINESS, PLANNING, CONTACT US, Traffic Conditions, and Motor Vehicle Division. The main content area features the title "EV Infrastructure Implementation" and a sub-section "EV Infrastructure Implementation" with a brief description of the project. Below this, there are sections for "Preparation for Proposers" and "Request for Information", each with a short paragraph of text and a link to a directory or request form.

ADOT HOME PROJECTS BUSINESS PLANNING CONTACT US Traffic Conditions Motor Vehicle Division > Q

Home / EV Infrastructure Implementation

EV Infrastructure Implementation

EV Infrastructure Implementation

ADOT is developing a competitive solicitation to advance the objectives of the Arizona Electric Vehicle Infrastructure Deployment Plan. While the details of this solicitation are not yet known, this page will be updated to include information for interested parties as we get nearer to the release (expected to be the 4th quarter of 2023).

Preparation for Proposers

Interested site hosts and other potential NEVI project partners can submit their contact and other relevant information to the [EV Infrastructure Project Partners Form](#) to facilitate partnerships. All contact information and facility locations will be posted publicly in this [Directory](#) for partners to connect.

Request for Information

On June 28, 2023, ADOT issued a [Request for Information \(RFI\)](#) to gather information for a prospective future solicitation for the deployment of EV charging infrastructure under the Bipartisan Infrastructure Law's NEVI Formula Program.

For contracting questions, please contact P2Office@azdot.gov.



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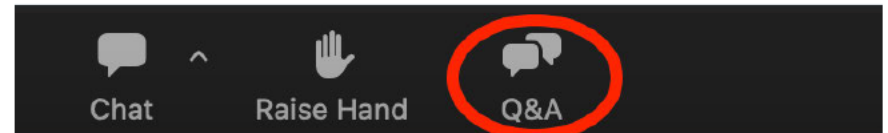
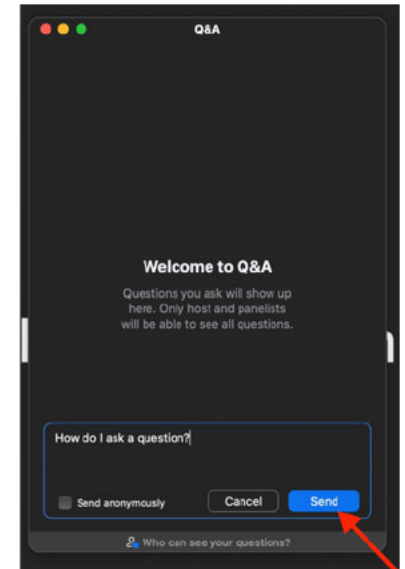
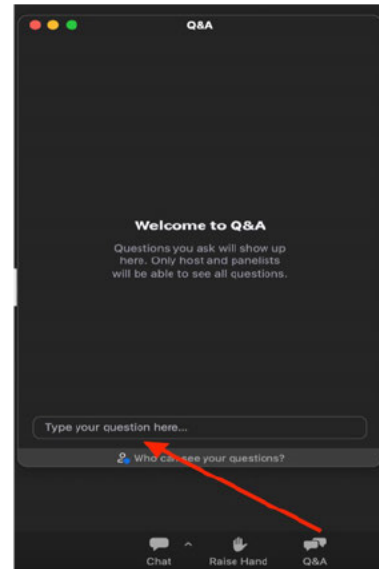
Q&A

ADOT

Q&A

- **The Q&A session** will be open to comments in writing through the **Q&A feature** or verbal using **raise hand function** or ***9** for phone-only attendees.
- Due to time constraints, we will answer as many questions as we can for up to **30 minutes**.
- If your question is not answered, you can reach us directly by email, phone, or mail.
- **Following the Q&A session**, we will allow attendees **Oral comments** in the public hearing session.

Write Your Questions





AZEVPLAN

Public Hearing Comment Period

ADOT

How to Provide Comments

Comments due on November 2, 2023

Link: azdot.gov/EVcomments



Comment Form



Learn more and sign up for the mailing list at azdot.gov/EVplan



Call our voicemail line at
(602) 792-8899



Email us at
AZEVPlan@azdot.gov



Mail us at:
ADOT EV Plan
1655 W. Jackson St. MD126F
Phoenix, AZ 85007

Public Hearing

To maximize oral comments:

- Please limit oral comments to no more than 2 minutes
- Panelists will only be able to listen, not respond.
- Comments will be responded to in the hearing comment summary.

To submit oral comments:

- Raise your hand if you are in the online meeting.
- If on the phone, press ***9** to request to be unmuted to speak
- When the moderator tells you to unmute, press ***6** to unmute
- After that, you'll be able to speak to all participants

How to Provide Comments

Comments due on November 2, 2023

Link: azdot.gov/EVcomments



Comment Form



Learn more and sign up for the mailing list at azdot.gov/EVplan



Call our voicemail line at **(602) 792-8899**



Email us at **AZEVPlan@azdot.gov**



Mail us at:
ADOT EV Plan
1655 W. Jackson St. MD126F
Phoenix, AZ 85007



AZEVPLAN

Thank You!

ADOT

Appendix C: Public Comments

ADOT EV Hearing- 10/18/23

Typed Questions/Comments during Q&A

	Comment	Response
1	What is the status of the universal chargers being implemented?	We are not aware of a universal charger at this time.
2	Who have you received requests from charging developers?	This will be a competitive advertisement and will not be based on developer requests.
3	150 kw charging is not considered to be very fast by today's standards. These chargers will become obsolete quite quickly. 350kw charging is becoming more common. Why are the standards so low?	The 150-kilowatt (kW) standard is based on the federal NEVI guidelines. 150 kW chargers have been readily available for a while now. Charger manufacturers are only recently developing 350 kW chargers and this market is not mature enough to meet the expected demand of the NEVI Formula Program. Moreover, at this time only a select few cars are capable of charging at 350 kW.
4	How will station up-time be measured? Will this include issues with onsite payment portal down time, even if the charging station still connects via online network (apps)?	The chargers must be operational at full power 97% of the time, with the exception of pre-agreed upon maintenance activities.
5	GOOD EVENING, ACCORDING TO THE MAP PROFILE FOR THE EV CHARGING STATION PLAN, I SEE THAT FROM THE 40, ALONG THE 17, TO THE 10, ACROSS TUCSON TO SAN SIMEIN(SP), TO THE NE MEXICO BORDER, THERE IS A WIDE GAP THAT NEEDS TO BE ADDRESSED, THIS AREA EXTENDS FAR GREATER THEN THE 50 MILE SPACING ACCORDING TO THE EV CHARGING STATION PLAN, I SUGGEST THAT THESE AREAS BE ADDRESSED TOWARDS PRIVATE LANDS WITHIN THESE COMMUNITIES TO FILL IN THOSE GAPS, I AM ONE OF THOSE PRIVATE LAND OWNERS, PLEASE FEEL FREE TO CONTACT ME ANYTIME, XOXO HUNUT xoxahunut@aol.com OR TXT ME AT 928-243-1310.. THANK YOU, BEAR	ADOT identified the location of existing charging stations along the interstates to determine the location of new or upgraded fast charging stations to meet the 50-mile requirement. There are currently 13 EV stations along the Interstates that meet NEVI requirements including in the area you identified. ADOT did receive two exceptions to the 50-mile charging station spacing - one along I-40 and another along I-8 - due to the lack of existing infrastructure.
6	Have you been involved with Tesla for any charger locations?	Tesla has a few locations along the Interstates that are eligible for upgrade. They may compete to make those stations NEVI compliant in the upcoming advertisement.
7	Assuming Tesla opens their network to other EVs, will those locations be considered in the "50" mile. calculations?	If they meet all the NEVI requirements, yes.
8	Hello Tech startup called Judy.ai is creating an AI assisted application for contactless payment, directory of stations for navigation based on survey responders. How does our startup attain funds?	This program will be advertised competitively. Please join the mailing list on the Arizona EV Program webpage for information on the advertisement.

Comment		Response
9	are there design specifications for the parking spaces? The current Electrify America spacing is tight.	Thank you for your comment. We will consider this in the development of the Request for Proposals.
10	Is APS obligated to provide the electricity at these sites?	Utilities are not required to pay for line extensions for EV charging stations, but would be expected to provide power if they had the capacity to do so and the upgraded infrastructure was paid by a third party.
11	What about rural AZ, specifically funding for Tribes that have major roads and highways going through their boundaries and would like to implement EV charging infrastructure, will there be a separate funding source?	The Charging and Fueling Infrastructure Discretionary Grant Program can be used to deploy EV chargers on tribal and local communities.
12	Would the vendor have to pay to string a power line to the charger site? If so, that could be very cost prohibitive.	Some electrical upgrades will be covered with NEVI funding. Significant line extension on the utility side of the transformer will typically not be covered.
13	Have any members of your group have an EV or ever used a charging station?	No, however team members have friends and family who have EVs and are familiar with charging needs.
14	If something goes wrong at the charging station, how will we know who to contact and will there be a consistent help process across all charging stations?	We will require that vendors post contact information in case the station goes down.
15	A recent study indicated that 80% of all vandalism done to Chargers is done to gain access of some sort to the Credit Card Reader. This deck references Contactless or Ccard payment only. I'm assuming based on Emily's earlier answer, that QR Code Payment Methods will be permissible, correct.	We will allow multiple options, some companies may support QR codes as an option.
16	Maricopa/347 was on the 2022 plan but is now absent? The 50 mile parameter is met. Also, the local Maricopa market is building tons of apartments (without garages). These people would be able to take advantage of an EV. Can Maricopa be added back?	SR 347 was included in the 2023 EV Plan update.
17	To Madeline's point, pull-thru charging spaces would also benefit those autos that are towing something.	Prospective developers may propose pull through spaces.
18	Does the RFP allow "drive thru" stations (EVs pulling trailers).	Prospective developers may propose pull through spaces.
19	How will vehicles, that are not plugged in/charging, parked in charging spots be handled at these sites?	We intend to ask prospective developers what strategies they will employ to prevent illegal parking.

Comment		Response
20	ea chargers do pay a tax when doing a charging season I do have the receipts to that if anyone is asking	Electricity is subject to state and local sales taxes.
21	Any mandate on enforcing 28-876. Can EV sites be compelled to call law enforcement for vehicles parked in EV spots and not charging?	We intend to ask prospective developers what strategies they will employ to prevent illegal parking.
22	Since there is not standardization with EV plug placement Is there anything in the RFP requiring accommodation of the variability (i.e. Tesla rear driver side, Ford lightning driver front of door, others front grill, etc.)	Thank you for your comment. We will consider this in the development of the Request for Proposals.
23	Will there be enough electrical power to support all of these EV Stations if they are used at the same time?	This program will be installing a limited number of EV chargers statewide. The chargers will be located about 50 miles apart and in different electric company territories. Electrical capacity is not expected to be a problem.
24	Will there be a list of preferred or authorized installers available to site developers.	No, there is not a list of authorized or preferred partners. There is a EV Infrastructure Project Partners Directory on the Arizona EV Program website that anyone can sign up for. ADOT is not evaluating the credentials of the partners that are on this list it will be up to the site developers to evaluate potential subcontractors/vendors.
25	Driving fuel tax at present is on vehicle registration. Problem is some drivers drive 50,000 miles a year and others may only drive 5,000. Yet both pay the same EV tax when registering. A switch to taxing at EV stations will tax those using the roadway the most.	EV charging taxes are a policy decision that will need to be determined by the State's elected officials and are not within the scope of the NEVI Formula Program. Note - most EV charging will be done at home.
26	What is ADOT's POV on the quantity of EV charging vendors? - is the goal "winner takes all" or a "handful" or are we going to have a hodge podge ...	ADOT will evaluate EV charging station developers based on their proposals for individual stations or zones within the interstates. Developers may propose for individual or multiple stations if desired. There may be multiple selected developers or a single selected developer - we do not have a stated goal to select one developer.
27	Will charging sites also include a simple 240v receptacle so that in the event the DC chargers are all offline (happens frequently) a driver can still pull out his/her AC charger and plug in?	No, we don't plan to include a 240V receptacle. We will focus on having a high level of reliability to avoid the need for alternative power sources.
28	Comment: Shade should be required for stations in areas that reach over 100 degrees F.	Thank you for your comment. Developers may propose shade at stations as an amenity but it will not be required.
29	I listened to the webinar in July and there doesn't seem to be any significant updates or new information , how would you summarize the key milestones that have been achieved in the last three months. This seems like a very slow process. Thank you for hosting the session.	The key activities the EV team has been focusing on in the past few months are: 1) Submitting ADOT's 2023 EV Deployment Plan update and receiving federal approval on that plan. This plan focused on identifying EV corridors and stations on additional state highways that are not on the interstates. 2) Developing the contracting approach and preparing contract language in preparation for the release of the Request for Proposals for station developers for the first phase of EV fast charging stations along the interstates. These are more complex procurements since they involve both construction and ongoing operation and maintenance of the stations. We have been reviewing other

Comment		Response
		states' EV charging station procurement language and incorporating updated NEVI guidance from the Joint Office of Transportation and Energy. 3) Holding a public hearing to seek public comments on the proposed EV charging fees.
30	steve there are still a lot if CCS connected out there. they will be around for 5 ton10 years or more. we need both.	The current NEVI requirements include combined charging system (CCS) connectors. This is the connector type that will be required for the current contracting process for the EV charging stations along the interstate.
31	The spreadsheet for the directory seems to have restricted access.	ADOT is working on this issue. When it's fixed, please fill out the EV Infrastructure Project Partners Form and it will automatically populate the Directory.
32	US-160 near Kayenta should be prioritized in the soonest plan year possible. Look at the lack of chargers of any type (even level 2) along US-160. I appreciate that it is on the plan but I think it should be moved to an earlier plan year.	We plan to include US 160 in the 2024 EV Deployment Plan update.
33	In regards to cybersecurity what protocols will be in place to protect users and stations from hacks?	The ADOT EV Deployment Plan contains an appendix with the cybersecurity protocols we intend to require. Please see the Arizona EV Program webpage for access to the plan.
34	Will DBE/MBE Certifications from other states be recognized by AZDOT?	The NEVI Formula Program is exempt from DBE requirements.
35	Comment: A maximum distance from food or grocery should be included in the RFB. A walkable distance like 0.5-1 mile.	Thank you for your comment. We will consider this in the development of the Request for Proposals.
36	Working with what someone asked if there is an issue with a charging station and having a provider's number available --- will there be a way to reach out if cell service is weak or non-existent?	We plan to require an emergency call box.
37	Are you aware of the Charging Stations recently added to Dateland, AZ?	Thank you for your comment.
38	NACS is also supported by BC Hydro, Blink Charging, ChargePoint, and Electrify America.	Thank you for your comment.
39	NEMA 50 plugs are what you need	Thank you for your comment.

Comment		Response
40	How soon would potential investors turn a profit?	It is uncertain, but it could take a while until there are enough EVs on the road to enable locations to be profitable.
41	any chance route 80 get a charger in Bisbee? it would be great to see	The need for a charger in Bisbee will be evaluated in a future EV plan update.
42	Are there any plans to include alternative emergency generating infrastructure such as diesel standby generators, batteries, or solar farms to service travelers in the event of power outages?	Prospective developers may propose on-site solar and battery storage.
43	jose, a DCFC was just put in Bisbee this month. it is electrify america.	Thank you for your comment.
44	Thank you for staying online long enough to handle all our questions!	Thank you for your comment.
45	Just a quick thanks. am signing out. But I appreciated the forum and allowing us to voice out our concerns and thoughts. Have a good evening all.	Thank you for your comment.
46	Thank you for tonight's public meeting. I am, as are so many Arizonans, looking forward to following the deployment plan's progress in 2024.	Thank you for your comment.
47	David, it is also the BMW, Fisker, General Motors, Honda, Hyundai Motor Group, Jaguar Land Rover, Mercedes-Benz, Nissan, Polestar, Rivian, and Volvo connector going forward.	Thank you for your comment.
48	I'm wondering why US-70 was not included in the NEVI plan. A single station at Safford would make a big difference.	US 70 is not on the National Highway System (NHS). To be eligible to be an alternative fuel vehicle corridor, a highway has to be on the NHS.
49	Can we get a copy of the presentation?	Yes, the powerpoint and script are already available on the Arizona EV Program webpage at https://azdot.gov/evplan . A recording of this presentation will also be uploaded in the following days.
50	If NACS becomes a standard between now and 2025, will the implementation plan be updated to incorporate NACS between now and 2025?	We aren't going to require the North American Charging Standard (NACS) (aka Tesla charging standard) connectors in this contracting process for the interstates because a national standard for this connector has not yet been established and EV charger manufacturers haven't yet incorporated it in their equipment. However, ADOT's Request for Proposal will allow prospective EV station developers to propose the

	Comment	Response
		inclusion of additional connector types if they have the ability to do so. Our NEVI program is being implemented using a phased approach. We are updating our plan annually. If the NEVI guidelines change to require NACS as the standard, then we would update our requirements accordingly for future stations.
51	Does ADOT have a networking list to connect with other NEVI partners? For example, we (EVBox) are a manufacturer of chargers and would love to partner with site hosts and developers on Arizona NEVI bids	Yes, please visit the EV Infrastructure Implementation tab within the Arizona EV Program webpage at https://azdot.gov/EVPlan .
52	Do I understand that Tesla adaptors will be the preferred plug? if so this seems rather short sighted. There are a lot of EV's that are not Tesla's	Each direct current fast charge station must have at least four 150-kilowatt combined charging system (CCS) connectors. We aren't going to require the NACS (aka Tesla charging standard) connectors in this procurement for the Interstates because a national standard for this connector has not yet been established and EV charger manufacturers haven't yet incorporated it in their equipment.
53	For those that are marked as upgraded/updated under this proposal, what does that contain? Upgrading to higher power stalls? Newer hardware? Or more stalls are those given locations?	Mainly it would be the connector, but it could also include payment systems and ADA compliance. In some cases, higher power chargers may be needed.
54	I see on the map that there is not a station between Casa Grande to Cordes Junction on I-17. That is 124 miles which far exceeds the 50 mile limit	There are currently 13 EV charging stations along the Interstates that meet NEVI requirements, including in the area you identified. ADOT is not planning to build redundant stations.
55	If we are the land owner/manager of an identified site, who can we reach out to for information on specific plans for the site?	ADOT only identified station locations at the interchange level. Private developers will identify specific sites. Please fill out the Project Partners Form to be added to the Directory on the Arizona EV Program webpage, so that prospective developers can contact you.
56	How do we get a charger into Lukeville, Arizona? The number of EV's going to Rocky Point could use this since I don't see Mexico offering enough dispensers anytime soon.	SR 85 south of I-8 is not a National Highway System route and is not eligible to receive NEVI funds.
57	Are there different prices for fast charging versus regular charging? Will there be free charging sites?	A fee will be charged to use the EV charging stations. We do not know what the rates will be, as they will be set by the providers.
58	Why isn't shade of EVs during charging addressed?	ADOT will include the option in the contract for potential vendors to include shade as an amenity at the EV charging station.
59	What amount of funds will be withheld contingent on meeting uptime performance metrics?	ADOT is in the process of determining this and these details will be included in the Request for Proposals.

Comment		Response
60	Will an app be available to activate charging?	There are commercial apps that can be used by all vendors and ADOT is considering having vendors use these third-party apps for locating available stations.
61	The original RFI from ADOT showed that all of this could potentially be awarded under one contract. What is the new planned contracting plan for this work the next five years?	ADOT will evaluate EV charging station developers based on their proposals for individual stations or zones within the interstates. Developers may propose for individual or multiple stations if desired. There may be multiple selected developers or a single selected developer - we do not have a stated goal to select one developer.
62	You mentioned prioritizing payments via phone and sms. What about in-app payments? That may help how most people are used to paying as of today.	Payment apps will be encouraged and incentivized in the scoring of proposals; so long as the payment app does not come with a membership requirement.
63	What happens if during a charging session that there is some error or problem that causes the charger to stop charging... how will fees be handled?	We would only want fees to be paid for the electricity received if the charger stops working in the middle of a charging session.
64	May payment methods be via QR Code that activates a non-membership Cell Phone App?	There are some applications that do allow payment via QR codes.
65	I am looking to do a project on the US 60 just north of the 303. We are currently building a new property there. When you I submit to build?	The EV charging station on US 60 is included in a future plan. Each year ADOT will update the plan in August. We will identify future EV corridors in future plans.
66	can you discuss more detail the project partners directory	The EV Infrastructure Project Partners Form is located under the EV Infrastructure Implementation tab on the AZ EV Program webpage. Interested vendors may complete this form to be added to the directory. You are free to contact vendors listed on the directory and, once you've been added to the directory, they can contact you.
67	There seems to be large gaps in the network. EV drivers heading sw from Prescott, go through a large dead zone. I believe route 60 deserves some attention	EV charging stations on the US 60 corridor will be evaluated as part of a future EV plan update.
68	when charging at the station, how much will it be charged on the card when a charging session is started?	A fee will be charged to use the EV charging stations. We do not know what the rates will be, as they will be set by the providers.
69	Gasoline requires a tax on the use for highway use "HURF" money. Is there a charge for EV system?	There is not a state road tax for EV charging. There is a Vehicle Licensing Tax (VLT). Elected officials would need to set the policy for taxing EV users. There may be some federal legislation regarding this.
70	What are non-Tesla owners expected to do to charge their vehicles?	The NEVI formula program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. ADOT will evaluate the addition of other connectors during the contracting process.

Comment		Response
71	Will this deck be available on the Project Website?	Yes, the powerpoint and script are already available on the Arizona EV Program webpage at https://azdot.gov/evplan . A recording of this presentation will also be uploaded in the following days.
72	Will there be a minimum numbers of chargers at each station?	The NEVI formula program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. ADOT will evaluate the addition of other connectors during the contracting process.
73	I-8 Upgrade sites are Tesla only. There are no CCS at Gila Bend and Tacna. What is being upgraded.	The existing Tesla stations in those locations would be upgraded to provide at least four combined connecting system (CCS) connectors.
74	How many developers do you anticipate will be chosen from the rfp?	We can't predict that at this time.
75	For stations already built using NEVI funds, when NACS is incorporated by automakers (commitments of 2025 as of today), how will existing stations be managed/updated to accommodate NACS so that already built stations are not outdated/obsoleted post automaker implementation?	ADOT will include two make readies in the station contract as a placeholder for future EV charging stations if the technology changes.
76	I would hope ADOT would strongly encourage vendors to prioritize new or existing gas stations and restaurants to offer chargers due to their inherent infrastructure.	Station locations will be required to have basic amenities nearby and ADOT will be prioritizing stations with existing facilities.
77	Why are there no charging stations in the city of Phoenix?	According to federal guidance, EV charging stations need to be spaced at least every 50 miles along Arizona's designated alternative fuel corridors (AFC) unless an exception has been granted. Our current plan does not require the installation of any new EV charging stations in the Phoenix Metropolitan Area because there are a sufficient number of stations to meet the NEVI requirements.
78	Since kw is dependent on voltage and current will provider be obligated to report real peak power? If cable is limited to 200 amps a 400Volt car would not get above 80kw	The charging stations are required to provide 150-kilowatt direct current fast chargers. The power supplied would be limited by the charging capability of the type of EV.
79	Will there be some charging price limitations so that providers don't price gouge?	ADOT will not set the charging prices, the developer will. ADOT expects prices to vary by location. Prices will be reported on a regular basis per the NEVI requirements. This information will be publicly available and will be monitored by ADOT. ADOT is determining how it will do this as part of the contracting process.
80	Why don't you show any NACS charging stations?	The NEVI Formula Program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. ADOT will evaluate the addition of other connectors during the contracting process.

Comment		Response
81	Will these charging stations support the NACS/Tesla connector?	The NEVI formula program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. ADOT will evaluate the addition of other connectors during the contracting process.
82	Can you provide more details on uptime requirements and how it will be monitored?	The minimum uptime requirement is 97%, meaning that the EV charging station needs to provide the required power 97% of the time. ADOT will require the station owners to submit regular reports on performance data.
83	Will these projects be individual projects, and are they bid/spec in nature?	We are utilize a public private partnership to tap into the expertise and innovation of the developers proposing to design, build, operate, and maintain the EV charging stations.
84	Many EV manufacturers are planning to use Tesla connectors over the next two years. Will the vendors be required to include the Testa connector at some of their charging ports.	The NEVI Formula Program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. Station developers can propose to include North American Charging Standard (NACS) connectors if desired.
85	when are these chargers going to be deployed?	The NEVI Formula Program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. Station developers can propose to include North American Charging Standard (NACS) connectors if desired.
86	Maricopa/347 was on the 2022 plan but is now absent? The 50 mile parameter is met. Also, the local Maricopa market is building tons of apartments (without garages). These people would be able to take advantage of an EV. Can Maricopa be added back?	SR 347 is included as a future EV corridor in the 2023 EV plan update. A map showing the EV corridors is available on the website at: https://azdot.gov/planning/transportation-studies/arizona-electric-vehicle-program/2023-ev-plan-update
87	Will partners be required to be EVITP certified?	Yes.
88	The Directory does not provide access to the public. I am being denied access with my personal gmail account and do not have a work email account that is gmail.	The directory should be available through the following link included below. If you are still having issues accessing the information, please contact us at azevplan@azdot.gov . https://docs.google.com/spreadsheets/d/1CVI4KC5bWihH6zZtJ9R3BsFhJRnu1VzSLK_YDCWink/edit?resourcekey#gid=2114279888
89	When will the partnership Directory be accessible?	Please visit the EV Infrastructure Implementation tab under the Arizona EV Program webpage at azdot.gov/EVPlan to view the directory and submit your contact information in the form to be included in the directory.
90	Are you aware of how other states are implementing their charging requirements?	ADOT has been looking at what other states are doing to help inform us during the development of our Request for Proposals.

Comment		Response
91	When is the RFP opening?	ADOT anticipates issuing the Request for Proposals in January 2024.
92	Could you add a charging category to the blue amenity signs on interstates that show restaurants, gas stations, etc.?	We anticipate being able to add that information to the signs. We will work with ADOT's signage team. We also anticipate being able to work with the site developers, cities, and communities to add directional signage to aid the public in finding the locations.
93	Do you have a link for the directory?	To be included in the Project Partners Directory and/or view the current information in the Directory, please visit the EV Infrastructure Implementation tab of the Arizona EV Program webpage at azdot.gov/EVPlan .
94	are suppliers and contractors required to be registered in Arizona?	Suppliers and contractors should be registered in SAM.gov and AZ UTRACS. Details about this will be provided in the Requests for Proposals.
95	What will the maintenance expectations be for stations? - a key issue for users and adoption.	The private developers of the EV charging stations must meet a minimum requirement of an average annual uptime greater than 97%. The station developers will be required to provide one time, quarterly, and annual performance data for ADOT review. Should a developer not meet the uptime requirement, ADOT could withhold funds during the operations and maintenance period until such time as the developer brings the charging station into compliance. Developers must also meet specific response times related to outages or damage to the EV charging station.
96	CCS is used by such a small percentage of EVs. Why do you require CCS connectors since they are going obsolete.	The NEVI formula program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. ADOT will evaluate the addition of other connectors during the contracting process.
97	How many DC Fast Chargers will be included in the RFP	Twenty-one stations with a minimum of four 150-kilowatt combined charging system (CCS) ports per direct current fast charge station.
98	Follow up question. With every major manufacturer (and charging network) supporting NACS how can we justify focusing on CCS chargers? Build for the future and support NACS. NACS to CCS convertors are available, and will become more affordable as time progresses.	The NEVI Formula Program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. ADOT will evaluate the addition of other connectors during the contracting process.
99	Why are you wasting money on non-NACS charging?	The NEVI Formula Program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. ADOT will evaluate the addition of other connectors during the contracting process.
100	What effect will these chargers have on the existing electric infrastructure - any blowouts, price hikes, etc? Will solar power be used to gather power?	Due to the limited number of charging stations - we are adding (one every 50 miles), we don't anticipate that the charging stations will have a negative impact on the utility grid. Solar power can be proposed by the prospective site developers.

	Comment	Response
101	Some states are accepting the standard NEVI Application(s) as the effective "RFP". Will this be the case for AZ?	ADOT is developing its own contracting process and Request for Proposals that is unique to Arizona.
102	Why aren't the rest areas along Interstate 10 eligible for NEVI charger installation?	There are federal restrictions on using the rest areas. If we had chargers at rest areas, we would need to provide free charging. The state gift law prohibits ADOT from having free charging.
103	Nancy, do you know what NACS stands for?	NACS is the North American Charging Standard.
104	How far from the interstate will the stations be required to be?	The NEVI Formula Program requires each direct current fast charge station with a minimum of four 150-kilowatt combined charging system (CCS) ports be located at least every 50 miles within one mile of the highway. However, exceptions may be granted.

ADOT EV Hearing- 10/18/23

Oral Questions and Comments during Q&A

Comment	Response
1 Will there be any limitations or regulations on how much vendors can charge for charging so they don't price gouge?	So, we're not going to set the prices, but the prices will be reported on a regular basis through the reporting mechanism. That's going to be part of our plan and this is a federally required reporting mechanism so it'll be national. It will be publicly available and we're going to be monitoring those prices. If we see that a price is getting really out of line, we can talk to the vendor. I'm not sure exactly what remedy that we would have right now, but we could communicate that with the vendor. There is a requirement that there's a reasonable rate of return in the NEVI requirements and we plan to incorporate that requirement in our contracts so we would be able to work with the vendor. In a case of a really extraordinary price, now it should be stated that prices are going to vary by location. Some locations are going to be in very remote areas. The electricity may be more expensive. The cost for infrastructure may be more expensive. The cost for maintenance may be more expensive. So, we're not expecting the costs to be the same at every location and indeed some locations will get much more traffic than other locations. We do expect variation there. But if something seems to be extraordinarily out of line, we will be monitoring it.
2 Okay, I was curious if there's going to be any design guidelines for these stations. The Existing electrify America stations are the cars end up being quite close together. They're not all Chevy bolts. And I just thought it would be nice if you could just a better. Distance between cars because you have to walk. Between the car and the station.	That's a good comment. So we will definitely take that into consideration while we're preparing our request for proposal. We are going to have the ADA requirements that are going to be part of it so that should enable some space but we'll definitely consider that common. It's a good comment. Thank you.
3 Well, you know, the 88 space issue I, drove from here to Seattle in June. And. For the most part, people observe the ADA station, but there's a large Disconnect. With. 88 spaces and who's using them? And the signs are being torn down and I don't know how you solve that, but I just I didn't I just wanted to bring it up.	It's an excellent comment. It's something that we will keep in mind. We want the charging stations to be correctly designed to meet the ADA requirements and follow through to ensure that it's done.
4 Alright, great. I'm a I'm a founder of Judy.Dot AI also known as Judy. I know we're creating an app for cashless payments, a directory, really the information that the user surveys provided of what they're looking for an application we're creating that and we're just looking for ways to attain funding to assist with some of the development costs or is there or what are the funding applications for the software and not the hardware.	So, far as I'm aware the NEVI funding doesn't apply to that type of application, it would apply to the software that's directly related to the charger itself. But I'm not aware if that type of use is eligible.

ADOT EV Hearing- 10/18/23

Formal Public Hearing Comments

	Comment	Response
1	<p>I am very concerned about not being able to use the connector. I understand that this might not have been in the original, presentation or navy requirements however the vast majority of cars Use NACs and that is increasing every day. And furthermore, the NACs connector has proven to be the most reliable form of charging. Thank you very much.</p>	<p>The NEVI Formula Program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. ADOT will evaluate the addition of other connectors during the contracting process.</p>
2	<p>At this session, obviously, your stuff is very interesting. You know, so one comment that I had was that the in your plan, your earlier plan, the 2022 plan, you had Maricopa 347 as a tentative location and it's a tentative location and I noticed in the plan just submitted, or the most recent one that that location is no longer considered and I guess I feel like you know they the 50 mile parameter is still met. It was part of the original plan and the other thing is that you know the local Maricopa market is just the housing market here especially like for apartments and stuff like that. It's just exploding. So, and a lot of these apartments don't have garages, so having a EV infrastructure here in Maricopa would be highly desirable. I'm sure all the vendors that you're talking to want to make sure that there's good utilization of the EVs, to make sure that, you know, their investment is commensurate. And then having a local market with a lot of EV cars, I think would help augment the traffic that they would see on the highway. So I guess my comment is for you to please reconsider Maricopa and potentially parts of 347 as locations per EV stations. Thank you.</p>	<p>SR 347 was included in the 2023 EV Deployment Plan update, approved by the Joint Office of Energy and Transportation September 2023. For more details on the ADOT EV Deployment Plan, please visit the Arizona EV Program webpage at www.azdot.gov/EVPlan.</p>
3	<p>I represent a company called Charger Help. We are in EDSC maintenance company and we provide reliability management. I do want to emphasize the importance of limiting barriers for the correct workforce to maintain the charging station. It is a growing industry. I believe ESA International is launching a certification program. That will certify technicians to maintain the charging stations, which is which aligns with the NAVI plans. So I do want to re-emphasize that and I did read the plan so it does incorporate onsite non-electrical workforce. So again, I'll be making comments officially in writing, want to share you know what we do and we work with many manufacturers network providers and businesses that will be installing these chargers. Thank you very much.</p>	<p>SR 347 was included in the 2023 EV Deployment Plan update, approved by the Joint Office of Energy and Transportation September 2023. For more details on the ADOT EV Deployment Plan, please visit the Arizona EV Program webpage at www.azdot.gov/EVPlan.</p>
4	<p>We just wanted to thank ADOT for this opportunity to learn about the plan and comment here. We are really excited to see this process moving forward and particularly exciting to see ADOT's attention to many of these details that make the consumer experience so important at these chargers. One thing that I think we're particularly interested in is the public reporting of the prices at charging stations to help consumers understand what those costs will be and to make sure that they continue to stay reasonable. And we appreciate ADOT's attention to moderate those</p>	<p>Thank you for your comments, they are important to us and have been shared with the appropriate members of our team.</p>

	Comment	Response
	<p>things. But I just wanted to take this time to say just think about the public stakeholder process that you've continued to host through throughout the NAVI planning. We will be following up with written comments after this as well. Thank you.</p>	
5	<p>I wanted to clarify something. The CCS. Next connector situation. I was actually part of the team that wrote the J 1772 protocols. They both use the same communications protocol. Tesla went out and just made a connector that all the same ingredients are there that just are range differently. That said, any charger can be either way. Okay, but right now the only reason some of some not all of the automakers are going to the max connector is because at this particular time there's obviously more Tesla chargers out there with the next connector and they want their customers to be able to have access to charge. Again, you can have an adaptor that goes either way, CCS to NACs or NACs to CCS. A lot of Tesla drivers already have their converter to use CCS. So it's really not a big deal to have the charge yourself. The industry will have to sort this out but right now there's only one industry standard that's to say, J 1772 and the whole automotive industry, on that except for Tesla. Okay. Thank you.</p>	<p>Thank you for your comments, they are important to us and have been shared with the appropriate members of our team.</p>
6	<p>I know CCS is similar to NACs. But since the vast majority are already on NACs, why do you require them to have an adapter? I want to speak more specifically about the charging experience. And if you require them to have an adapter. That's going to downgrade the experience. Furthermore, if the charger is not working or has unknown availability that further degrades the charging experience. As well as something I put in the comments because I live in Arizona for a long time. I'd like to have a shaded area when I charge. And hey, you know, the shade can have solar. But you know, I really need you to understand the charging experience and focus on that. And, think about that. So thank you very much for your time tonight. I appreciate the opportunity to comment actually 2 times and I'll be quiet now.</p>	<p>The NEVI Formula Program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. ADOT will evaluate the addition of other connectors during the contracting process.</p>
7	<p>I was just going to comment on kind of the consternation around connector type when there's you know 20 to \$40 adaptors out there that can be interchangeable, you know, bilateral, from CCS one to NAEP. So I don't know if how much of an issue that is. I think that's fairly commonplace at this point. That's it. Thank you.</p>	<p>The NEVI Formula Program requires each direct current fast charge station to have a minimum of four 150-kilowatt combined charging system (CCS) ports. ADOT will evaluate the addition of other connectors during the contracting process.</p>
8	<p>Real quick, like on the last comment about that, after 30 years in this business, the charging sites that we develop, it's integral to us that there be a cover over it so that the end users aren't out in weather. For that that matter the equipment. We pioneered using solar canopies way back in the mid nineties. Matter of fact, in Arizona, was a couple of them. But the thing is that we're trying our desperate best to sit there and have onsite renewables on site generation on-site energy storage to minimize the impact or in some cases completely eliminate the word grid independent or distributed generation that we could be an asset to the grid rather than a liability. And I think that that's something that that needs to be addressed in this because we're still at the tip of the iceberg and the more these are out there</p>	<p>Thank you for your comments, they are important to us and have been shared with the appropriate members of our team.</p>

	Comment	Response
	and they are going to need to be there. We need to be complementary to the existing grid that not a liability to it. That's all I'm saying.	
9	A lot of chatter recently on the web about Tesla has a lot, electrify America, not so much because if you get a 4 station location, you're lucky. Getting an 8 or 12 is limited but even at the 4 stay I have a CCS car and the question I had was and hopefully it's going to be addressed with anybody that put something in here. Are the builders of all this stuff going to put in place some method of priority use? In other words, you've got 4 chargers, they're all being used. And you got 5 cars in line. Who's first? Because people always want to jump before somebody else and so forth. Some Tesla locations literally have a lane that you get into so it's pretty clear that you're next in line and you take the next spot. So that's kind of that one. Just is there a way to ensure that they prioritize chargers so that we don't have you know, fist fights and stuff. At these, charger locations. That's it guys, thank you.	Thank you for your comments, they are important to us and have been shared with the appropriate members of our team.
10	Even chargers in primarily, electrify America and they want to stick it behind a bank. And you know some of these other locations a lot of Walmart locations. If these people that are going to be building these things they've got to kind of learn from all of us and that is don't put your chargers on the doorstep of the front door of the Walmart or whatever the case may be. It makes it far too easy for non EV vehicles to park in those spots. Which prevents us from being able to charge. In other words, put your chargers far enough away from the building so that it's not so enticing for non-electric vehicles to park at chargers. A prime example for Tesla's at the mall you feel like you got to walk a quarter mile to get to the mall but that's okay because people don't park at those stations. So anyway, if that concept could be conveyed. Put these right on top of the building, make it far enough away so that EV people get they actually use the chargers.	Thank you for your comments, they are important to us and have been shared with the appropriate members of our team.
11	The other thing I just want to put out there is what if people are handicapped who make use of these electric vehicles so I think that needs to be in a consideration as well because, folks that are handicapped obviously will have to go through the extra distance as well and, whatever their particular situation is, may have difficulties involved. I wanted to throw that out there as well. Thank you.	Thank you for your comments, they are important to us and have been shared with the appropriate members of our team.
12	Like ISO 1511 8 compliance I haven't, heard anybody mention that so far. But I want to stress that should be a requirement for all DC chargers. A lot of new vehicles will have 1511 8 ISO 1511 8 where you don't need anything other than to plug the vehicle in and everything's handled from there.	Thank you for your comments, they are important to us and have been shared with the appropriate members of our team.
13	Yeah, one comment I wanted to make was, Arizona already has a law against parking in an EV space if you don't have an EV. To keep it from blocking the chargers this seems to have been passed way back in the EV one days so a lot of people aren't aware of it. It's, you know, for reference, the statute is 28 dash 8 7 6 in the Arizona revised statutes. One problem I've noticed, at least in, in Chandler and in the Phoenix metro area, the police are not very quick to enforce that. It might be a good	Thank you for your comments, they are important to us and have been shared with the appropriate members of our team.

	Comment	Response
	<p>idea for.to reach out to Arizona Highway Patrol and other agencies and make sure that they understand that they can cite the cars that are parking in these spaces and and go and hit him with it so that way people won't want to do it it might also be good to encourage those doing that. Propose to go ahead and put the information or put the information on a sign that there's a, there's a statute, 28, 8 76 and if you park here you can get a fine of \$350 or worse. And I think that would discourage a lot of that. So yeah, the law's already on the books all that needs to be done is make sure people are aware of it and enforce it. Thank you.</p>	
14	<p>In addition to, I think everybody's focusing on the, privately owned vehicles passenger cars and light trucks But there is a plethora all over the road of electric trucks that are coming out over the next well they're already starting to come out where I'm at that they're going to be seeing a lot more of them. And is there anything in this plan that regarding accommodating over the road, 18 wheel trucks. Well, I know you can't comment on it, but just letting everybody know that that's going to be an integral part about moving forwards on infrastructure. Thank you.</p>	<p>Thank you for your comments. The Arizona EV Infrastructure Deployment Plan focuses on electric passenger vehicles and light duty trucks. At this stage, it does not address medium or heavy duty EV charging.</p>

ADOT EV Hearing

Comment Period Comments

	Date Received	Method	Comment	Response
1	9/22/23	Email	How does one go about getting started in applying towards getting a supercharger station	ADOT plans to issue the Request for Proposals (RFP) in January 2024. Solicitation information and the RFP will be posted at https://azdot.gov/ev-infrastructure-implementation .
2	9/27/23	Email	ChargePoint is reaching out about the recent U.S. Department of Transportation NOFO "EV Charger Reliability and Accessibility Accelerator" and our interest in discussing how we can assist and collaborate on repairing and replacing existing charging stations that are broken and non-operational in Arizona. As you are likely aware, State DOTs and local governments are the only ones able to apply for this NOFO and stations must be listed as "temporarily unavailable" in The Alternative Fuel Data Center (AFDC) by October 11th in order to be eligible. The AFDC currently lists 79 public charging ports in Arizona as "temporarily unavailable" and we can help identify and contact station owners with solutions to replace stations that meet NEVI minimums and bring non Federal cost share to the table. Stations may be broken or non-operational due to legacy hardware issues, 3G cellular modems that are no longer supported by cellular carriers, or other reasons that require repair or replacement. ChargePoint has options and solutions for replacing and upgrading these stations that can meet the NEVI standards and requirements including Buy America, power levels, cybersecurity, interoperability, data submittal, minimum uptimes among others. We welcome the opportunity to discuss this funding opportunity and how we can support our shared and collective efforts to improve the reliability and accessibility of our nation's public charging infrastructure.	Please feel free to contact our ADOT EV Project Manager, Thor Anderson at tanderson@azdot.gov to further discuss this topic.
3	10/1/23	Email	I have been a General Building Contractor specializing in Electrical & HVAC for 30 years. I recently retired from the Motion Picture Industry after 20 years as an IATSE/SAG Union's Construction & Stunt Coordinator, with an eye for detail. I am currently looking for Funding for My new pivot to concentrate on. United States Charging Electric Vehicles, or USEV, is the latest Company I've formed. I need the Department of Transportation to Fund My Construction Company to build out	ADOT plans to issue the Request for Proposals (RFP) in January 2024. Solicitation information and the RFP will be posted at https://azdot.gov/ev-infrastructure-implementation .

Date Received	Method	Comment	Response
		<p>the United States Energy Grids EV Charging network. We have a Proposal attached: A complete Plan that builds Franchises for sale as full operating business after We obtain the Certificate of Occupancy" for each Franchise built with Your capital. It will take \$1 billion US dollars to fund six new Charging Station at \$1.5 million for each new 24-port Electric Charging Station with Food, Drinks & air conditioning rest areas for the Clients to wait for their charge. This makes a more comfortable yet complete Charging experience.</p> <p>Please review My attached proposal and let me know what the process is next. Statistical EV Charging Challenge: Presently, there are only 99.8 Charging Ports in California (a Progressive State still behind) / 100,000 People in the State of CA: Total EV Charging Ports: 38,940 in this State. Presently, there are only 45.5 Charging Ports in Nevada / 100,000 People: 1,445 Total EV Charging Ports in the State of Nevada. I could repeat this dire need State by State, and They're in the same situation simply because EV Cars were rolled out faster than EV Charging Stations! Please help USEV finance (both Grants of Loans) in order to build enough EV Charging Ports to provide the United States infrastructure to stay energy efficient as well as bring down emissions with this new technology must be rolled out properly.</p> <p>Let's be a part of this new Electric Vehicle rollout of enough Charging Stations to keep America strong in infrastructure today by moving this application forward to the correct department! I appreciate Your time and consideration!</p>	
4	10/2/23	<p>Email</p> <p>I am with ADS-TEC Energy and writing you regarding the EV Charger Reliability and Accessibility Accelerator NOFO published mid-September. We have analyzed the non-operational chargers in Arizona based on the AFDC data and identified that the 8 DCFC sites could benefit from average annual operating cost savings of \$69.415 and up to \$89.334 in some cases by deploying our battery-buffered DC fast charger ChargeBox and reducing power demand charges. In addition, our battery-buffered technology enables legacy 50-100 kW stations to be upgraded to DCFC stations with 270-320 kW charging power without needing long delayed and costly grid upgrades. This will lead to a much-improved user experience. At the same time, the chargers curtail the strain of EV chargers on the electricity grid by reducing peak power demand by two-thirds. ADS-TEC Energy is a manufacturer of DC fast charging</p>	<p>Please fill out and submit the EV Infrastructure Project Partners Form to be placed on the Directory on the Arizona Electric Vehicle Program webpage (https://azdot.gov/ev-infrastructure-implementation).</p>

	Date Received	Method	Comment	Response
			stations with integrated battery buffer, German engineered and based out of Auburn, AL in the US. Our systems have been installed globally and are rigorously field-tested with a proven track record of >97% availability rate. Let's connect to explore where and how our solutions could be deployed to swiftly improve EV charging experiences in Arizona. Please schedule an introductory call with me via this link: EV Charger Reliability Grant - Initial Meeting ADS-TEC Energy	
5	10/3/23	Hotline	I think this is absolutely ridiculous. ADOT has no business doing infrastructure for electric vehicles. They don't do gas stations for internal combustion engines, they shouldn't do this. It's a waste of taxpayer dollars. Thank you for listening to my comment.	Message forwarded to project team.
6	10/5/23	Email	My name is Courtney, and I am with the City of Buckeye, I have also attached my Grant Program Administrator, Rob Roach. We are planning to virtually attend the hearing on October 18th, but one of our team members may not be able to attend at the time the hearing is being held. Will the event be recorded for later review?	The meeting will be recorded and an email will go out to the stakeholder list once the recording is uploaded to the project website. Your contact information has been included in our stakeholder list.
7	10/5/23	Email	Will this event be recorded for subsequent viewing?	The meeting will be recorded and an email will go out to the stakeholder list once the recording is uploaded to the project website. Your contact information has been included in our stakeholder list.
8	10/8/23	Email	Hello down there in the great state of Maricopa! Your EV charging station plan across AZ is great – BUT YOU FORGOT ABOUT FLAGSTAFF!!! Come on! We're Gateway to the Grand Canyon, snow skiing, Lowell Observatory, NASA history, Native history, a major University, the only LEVEL 1 TRAUMA CENTER in N. AZ, and tons of tourist destinationsYET, NO FLAGSTAFF IN YOUR PLANS????? You have GOT TO BE KIDDING!!!!!! WE DO EXIST!!!!!!	Thank you for contacting the Arizona Department of Transportation (ADOT). ADOT's Electric Vehicle Infrastructure Program will utilize \$76.5 million in federal dollars through the National Electric Vehicle Infrastructure (NEVI) Formula Program to establish publicly accessible electric vehicle (EV) charging stations along Arizona's designated alternative fuel corridors every 50 miles, within one mile of the interstate, unless an exception has been granted. Flagstaff has been identified as existing NEVI compliant stations and thus was not eligible for additional sites. The complete map of stations is available at: https://azdot.gov/planning/transportation-studies/arizona-electric-vehicle-program/2022-adot-ev-deployment-plan .
9	10/9/23	Email	Our company AMPECO is a charging point management system (CPMS) provider. We deliver a hardware-agnostic, white label cloud platform for smart charging, load management and dynamic pricing. We operate globally (45+ markets around the world). To support Arizona's local communities in accelerating the EV transition through NEVI Formula funding, we kindly request to be added to the AZDOT EV Infrastructure Stakeholders List, if there is such. AMPECO is already in the	Thank you for contacting the Arizona Department of Transportation (ADOT). Your email has been added to our mailing list.

Date Received	Method	Comment	Response	
		<p>recognized vendor lists of the California Energy Commission, TxDOT, INDOT, LaDOT, Maine DOT and soon to be added to other states' lists. Here are our business details: Category: EV Services (CPMS provider) Business name: AMPECO Primary Contact Email Address: regulatory@ampeco.com Primary Contact Name: Ivelina Kadiri, Policy Compliance Manager We remain available for any further queries you might have.</p>		
10	10/11/23	Email	<p>Are there private contracts that will be available to bid for this program? Is there anything aside from attendance and comment that can be done to help the ADOT team with this project?</p>	<p>ADOT plans to issue the Request for Proposals (RFP) in January 2024. Solicitation information and the RFP will be posted at https://azdot.gov/ev-infrastructure-implementation. Please fill out and submit the EV Infrastructure Project Partners Form to be placed on the Directory on the Arizona Electric Vehicle Program webpage (https://azdot.gov/ev-infrastructure-implementation).</p>
11	10/18/23	Email	<p>Petrified Forest National Park has been identified as a NEVI location in ADOT's EV deployment plan for I-40. Who can I speak with to get information on what ADOT expects to happen at exit 311? Exit 311 leads only to Petrified Forest National Park; there are no private parking lots or businesses.</p>	<p>Project PM called directly.</p>
12	10/18/23	Email	<p>I'd like to receive more information on the charging stations.</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT). Your email has been added to our mailing list.</p>
13	10/18/23	Email	<p>Why are AZ taxpayer's money being used to build EV charging stations? Taxpayers did not pay for gas stations?</p>	<p>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 federal NEVI funding with 80% federal funding and a 20% private match. ADOT will simply administer the contracting process. 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 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. The development of an equitable, accessible nationwide network of EV chargers will help facilitate EV adoption, with the ultimate goals of enhancing clean transportation access, improving energy resilience, and addressing environmental concerns.</p>

	Date Received	Method	Comment	Response
14	10/18/23	Email	We did not get a chance to be on the EVCS Presentation today, will you be able to send us a copy of the presentation for viewing. Thanks, we are very interested in participating as a black minority certified Energy Sustainment and Vehicle Charging Systems Design, Construction Administration and/or Installation and deployment team. Thanks	Thank you for contacting the Arizona Department of Transportation (ADOT). The meeting recording is now available on the project webpage linked here.
15	10/18/23	Email	I missed part of the presentation at the public hearing tonight, would you be able to give me a brief summary of the pricing part? Anything else that we should know about? (If there's a recording, that would work as well). I'd also love to get the slides, if possible.	The presentation slides and script are available on the EV webpage linked here. A recording of the presentation will be uploaded within the following days.
16	10/18/23	Email	Maricopa/347 was on the 2022 plan but is now absent. The 50-mile parameter is met. Also, the local Maricopa market is building tons of apartments (without garages). These people would be able to take advantage of an EV if there was a local EV charging station. Question - Can Maricopa be added back?	Thank you for contacting the Arizona Department of Transportation (ADOT). SR 347 was included in the 2023 EV Plan Update, approved by the Joint Office Sept. 2023. For more details on the ADOT EV Infrastructure Deployment plan, please visit our study webpage at www.azdot.gov/EVPlan .
17	10/19/23	Email	Any considerations for a charging station in Wickenburg or Kingman? This is a major route from Phoenix to Las Vegas. One level two at Ford dealer in Wickenburg and an electrify America in Kingman that has issues! Two down and other two derated to a lower speed. Lines forming to charge.	Thank you for contacting the Arizona Department of Transportation (ADOT). ADOT's Electric Vehicle Infrastructure Program will utilize \$76.5 million in federal dollars through the National Electric Vehicle Infrastructure (NEVI) Formula Program to establish publicly accessible electric vehicle (EV) charging stations along Arizona's designated alternative fuel corridors every 50 miles, within one mile of the interstate, unless an exception has been granted. ADOT identified criteria for determining where stations should be located and using that criteria, proposed general locations, such as particular interchanges; however, private sector bidders for station deployment contracts will conduct additional analysis to determine the specific charging station sites. The proposed map of the 2022 charging network can be found here. ADOT is developing a 2023 update to its 2022 EV Plan, as required by NEVI guidelines. The update will expand the state's EV charging network beyond the interstate highways to seven additional state highways nominated as alternative fuel corridors and thus, eligible for NEVI-funded charging stations. The map on our EV webpage linked here depicts ADOT's staged approach to establishing its full EV charging network.
18	10/23/23	Email	I just saw that you had a meeting on 10/18 about more EV charging stations. I'm excited to hear this and bummed that I missed it. I signed up to be notified of future meetings. I've owned 2 electric cars (as well as ICE cars) for over 8 years.	Thank you for contacting the Arizona Department of Transportation (ADOT). Your comments are important to us and have been shared with the appropriate members of our team.

Date Received	Method	Comment	Response	
		<p>I've driven all over the valley and know where many charging stations are and where many need to be. I have some suggestions and comments...</p> <ul style="list-style-type: none"> - There are very few charging locations off the I-17 between Bell Rd and Anthem Way. PLEASE consider adding more there. - I notice that some Fry's Grocery Stores have charging stations and others don't (like the large one at Dove Valley and I-17). It would be amazing if all Fry's locations had charging stations. - There are different chargers (depending on the cars). - please make sure you're adding DC (J-1772) chargers and Chademo at each charging station (Teslas have their own stations [and quite a few], the rest of us need more please). - Heavy traffic areas like Kierland Commons, Happy Valley Shopping area, Arrowhead Mall area, Tramonto, Desert Ridge, etc need MORE charging stations please! - Even at Tempe Marketplace, there are lots of stations, but all but 1 were broken. - PLEASE FACE THE STATIONS AWAY FROM THE SUN!! (And add a cover if possible)This is a common issue here in Arizona. For some reason, none are in the shade and all face the sun - causing the screens to be hard to read and for the screens (and the machines) to wear out quickly. - Please remind the companies to service them better! I can't tell you how many times the screen wasn't working, the machine was down, or sometimes both are down (that's the same as being at a gas station - with no others around you, and all pumps are broken). - Having EV stations at movie theaters, grocery stores, gas stations, high traffic shopping areas, restaurants, etc would be amazing! I could go on and on. As you can tell I'm very passionate about this. I like my ICE cars but LOVE my EV cars. 		
19	10/23/23	Email	<p>I work for CRIT in the Planning Department as the Director. I would like to see where Arizona is going with their EV Plans and where does the Tribes of Arizona fit in with the Plans? I been working gathering an EV Team here at CRIT. We have written for the Rural and Tribal Assistance Pilot Program Grant and waiting for the news if we are awardees. We also been having meetings with ITEP from Flagstaff AZ for Feasibilities Studies with their Tribal Clean Energy Group. I would like to have meetings with this group see where we can help each other.</p>	Project PM and Tribal liaison coordinating phone call.
20	10/25/23	Hotline	<p>I would like to put in a word for a charging station in Kingman, Arizona because that is a major route between Phoenix and Las Vegas. To go the way you are proposing right now, which is from Goodyear to Flagstaff, is 156 miles or 2 hours and 15</p>	Message forwarded to project team.

Date Received	Method	Comment	Response
		<p>minutes. From Flagstaff to Vegas is 251 miles, 3 hours and 44 minutes. Total of 407 miles or 6 hours. If you go from Goodyear to Vegas through Kingman, it's 281 miles and five hours. Plus the other thing for the argument for the task force, that is the proposed interstate 11. It would be an interstate, which I know is part of your funding problem. The thing is, it is the deadliest highway in the United States from everything I have read. If you think it's bad now, you get some of these electric cars like the Tesla, I drive a Kia EV6, which are very fast, they are going to be trying to pass people on a two lane road. So this is all the more argument, because as you are well aware, that is the only place in the United States of cities with over a million population, Vegas and Phoenix, where they do not have an interstate. If nothing else, you put one in Wickenburg. But that still leaves, it's 65 miles from Phoenix to Wickenburg, that still leaves 216 to Vegas. I travel that way going back and forth between Chelan, Washington and Goodyear. We are living here for 19 years in Goodyear. If you have any questions, I would be happy to field some thoughts. I actually worked on a task force in Seattle for the widening of highway 99, which is a major north-south road all the way from Canada down to Mexico. I owned the commercial real estate company called Mr. 99 and Associates. I was Mr. 99. My number is REDACTED and my name is REDACTED. My email is REDACTED. Thank you for working on this.</p>	
21	10/26/23	<p>Email</p> <p>here's some news about EV Charging that deserves some of your attention.</p> <p>https://bppulsefleet.com/press/bp-boosts-ev-charging-network-with-tesla-order/</p> <p>https://www.theverge.com/2023/10/26/23933251/tesla-bp-pulse-first-third-party-supercharger-electric-car-charging-network</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT). Your comments are important to us and have been shared with the appropriate members of our team.</p>
22	10/26/23	<p>Email</p> <p>I'm reaching out on behalf of the RV Industry Association with regards to the future of the EV charging landscape as it pertains to medium- and heavy-duty vehicles.</p> <p>The RV industry is making significant investments in both eRVs and electric-assist travel trailers and expects to bring these products to market in the near future. As the United States accelerates its transition to vehicle electrification with once-in-</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT). Your comments are important to us and have been shared with the appropriate members of our team.</p>

Date Received	Method	Comment	Response
		<p>a-generation federal funding, the RV Industry Association is asking all EV stakeholders to incentivize deploying pull-through charging sites to accommodate larger medium- and heavy-duty vehicles, as well as vehicles pulling trailers. Unfortunately, nearly all publicly deployed charging infrastructure features traditional pull-in charging designs that presents challenges for this growing category of use cases. But this isn't just a future demand consideration. Already there are EVs on the road towing RVs and more are coming on the market. The need for pull-through charging already exists and demand will only increase. In the attached analysis, we demonstrate the consumer need for pull-through charging. The RV industry has an overall annual economic impact to the US economy of \$140 billion, supporting nearly 680,000 jobs, and paying more than \$48 billion in wages. As a recent study has shown, the RV industry accounts for a total economic impact of \$3 Billion in Arizona alone. In deciding how to best use NEVI funds, there is an opportunity to augment the electrification transition to benefit medium- and heavy-duty vehicles via pull-through charging, as well as traditional cars and SUVs. We would welcome the opportunity to discuss this report, and highlight some state specific information as your organization responds to new opportunities. Thank you and please don't hesitate to reach out with any questions you may have!</p>	
23	10/26/23	<p>Email</p> <p>realclearinvestigations.com/articles/2023/10/24/mega-jolt_the_costs_and_logistics_of_plugging_in_evs_are_about_to_become_supercharged_987493.html#%2Ffind%2Fnearest%3Fcountry=US</p> <p>Worth reading. Thought provoking article. Tip of the iceberg. Nothing is said about the grid architectural and capacity upgrade which will be required. Rows of windmills and acres of solar panels are preferred by enviros but nuclear and pumped storage hydro offer best value for the money IMHO. Ideally the dangerous lithium battery will be a museum relic in the future as new technologies evolve. The CA numbers are staggering. Article is silent on security. And the realities have more to do with urbanized living. Bigger topic. Interesting article.</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT). Your comments are important to us and have been shared with the appropriate members of our team.</p>
24	10/27/23	<p>Email</p> <p>I would like to forward the following email that I received from Oklahoma Secretary of Transportation, Director Tim Gatz. I would like to document your thoughts and/or concerns on the following matter: Designating Route 66 as an "Alternative Fuels Corridor" at the national level is a great idea in concept.</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT). Your comments are important to us and have been shared with the appropriate members of our team for follow up.</p>

Date Received	Method	Comment	Response
		<p>However, given the proximity of Route 66 to I-40 and I-44 that are already Alternative Fuel Corridor designated in Oklahoma, it would be of little practical benefit without a special funding set aside or something of that nature. I have informally visited with several other states along Route 66 and there is interest, but they recognize the same thing we do. Is there a good way to reach out to your NEVI counterparts in the other seven states (Arizona, California, Illinois, Kansas, Missouri, New Mexico and Texas) along Route 66 to solicit and document their thoughts, support for and more formal insight into such a corridor designation? Once we have a little perspective of the thoughts of the states, we would be better prepared to offer a recommendation to the Joint Office of Energy and Transportation. Your ideas and recommendations are welcomed and the initiative as envisioned is generally outlined below: Route 66 Alternative Fuels Corridor Initiative</p> <p>Purpose The purpose is to present a potential approach for leveraging the Route 66 Centennial to support the Infrastructure Investment and Jobs Act via the Route 66 Alternative Fuels Corridor Initiative. The text below is designed as a read-ahead for contacts at USDOT, the Joint Office of Energy and Transportation, and other stakeholders with whom a relationship is being sought. Background Route 66 was born as a vision for the future of road travel. Established in 1926, it represented state-of-the-art, cutting-edge road-based engineering design and transportation infrastructure. It gave rise to America’s first – but now taken for granted – infrastructure system of service stations to support gasoline powered automobiles. It also stimulated networks of tourist camps [which evolved into motels] and thousands of roadside cafes, diners, and tourist attractions to support and promote travel across the nation. In the process, it exemplified a sense of freedom, adventure, and independence; creating a love affair between the American people and the road trip that continues to this day.</p> <p>In honor of the road’s 100th Anniversary, the U.S. Route 66 Centennial Commission has recommended the Route 66 Alternative Fuels Corridor Initiative [AFCI] as a project to promote the next significant transportation infrastructure system needed by the nation: alternative fuel stations including EV chargers. The Route 66 AFCI is designed to support the Infrastructure Investment and Jobs Act, specifically its goals for</p>	

Date Received	Method	Comment	Response
		<p>electric vehicle charging stations and electric vehicle sales. Through a titular designation as an Alternative Fuels Corridor, Route 66 will act as an iconic EV inspiration for the nation, presenting activities, events, and experiences designed to foster – just as it did 100 years ago – the development of America’s next state-of-the-art transportation infrastructure.</p>	
25	10/27/23	<p>Email</p> <p>I am reaching out to ADOT on behalf of the Gila River Indian Community to express interest in participating with ADOT in the NEVI Program. The Community feels that we have a lot of great potential locations to add EV Charging along the I-10 corridor that runs through the center of the Community. We have or can potential make available locations at or near the following areas: I-10 / Wild Horse Pass Blvd interchange I-10 / Queen Creek Rd interchange I-10 / Riggs Rd interchange I-10 / SR587 / Casa Blanca Rd interchange I-10 Sacaton Rest Area West Bound I-10 Sacaton Rest Area East Bound I-10 / SR387 interchange We also have or can make available locations along SR347 at or near the following areas: SR347 / S Maricopa Rd interchange SR347 / Riggs Rd interchange SR 347 Casa Blanca Rd interchange Please reach out to me with information on how the Community can partner with ADOT on achieving NEVI Program goals for the State and Federal Governments.</p>	<p>Project team reached out to coordinate a virtual meeting.</p>
26	10/28/23	<p>Email</p> <p>Whatever you do, don't put your stupid charging stations and take up all the handicap parking like many stores have done it's rude and you should not do it. Put the stupid charging stations at the back of the stores.</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT). Your comments are important to us and have been shared with the appropriate members of our team.</p>
27	10/31/23	<p>Email</p> <p>We would like to be placed on the vendor partner list our company name Help For Future Leaders for EV stations or kindly send us process for us to place our name on the list.</p>	<p>Thank you for your interest in our EV Plan. Your email has been added to our mailing list.</p>
28	10/31/23	<p>Email</p> <p>spectrum.ieee.org/the-ev-transition-explained-2659602311 Worth reading</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT). Your comments are important to us and have been shared with the appropriate members of our team.</p>
29	11/2/23	<p>Email</p> <p>Thank you very much for holding the NEVI stakeholder meeting last month. We have a follow-up question regarding a point that was made during the presentation. Emily indicated that ADOT will require that site developers provide the ability to reserve EV charging space. Are you able to provide a bit more detail about what this requirement will entail, and what the</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT). Your comments are important to us and have been shared with the appropriate members of our team. Our EV project manager will reach out to you directly to share more information.</p>

Date Received	Method	Comment	Response
		expectations are for charging networks to support this? Any further detail you can provide on this is appreciated – thank you!	

**ADOT EV Hearing
Online Survey Comments**

	Date Received	Comment	Response
1	10/3/23	WHAT ABOUT FLAGSTAFF????? HOW CAN YOU MISS THE LARGEST CITY IN N. AZ??? we're on the way to the Grand Canyon, major university, snow skiing and multitudes of tourist destinations YET NO CHARGING STATION?	According to our records, there is a NEVI-compliant EV charging station in Flagstaff near I-40.
2	10/3/23	As the program expands, it would be good to see stations north of Flagstaff, in locations like Page, Tuba City, Kayenta, and even the South Rim of the Grand Canyon	US 89 and SR 64 are included in the 2023 EV Deployment Plan update. US 160 is expected to be included in next year's EV plan.
3	10/3/23	It seems crazy to me that the first stage of implementing the Arizona Electric Vehicle Initiative is with charging stations. Billions of dollars have been allotted and should have first went to vouchers to help reduce the cost of vehicles to consumers. This is a backwards plan. Other states have shown great success with initial phase development, by getting drivers into and onto electric vehicles.	Thank you for your comment.
4	10/3/23	Why should government at any level be building charging stations? At the turn of the century the government didn't built gas stations for the new cars to replace horses. Charging stations should be built by private individuals and firms not the government.	Thank you for your comment. The NEVI Formula Program is one of many infrastructure programs passed under the federal Bipartisan Infrastructure Law. The goal of the program is to reduce range anxiety among prospective EV buyers by closing gaps along the highway network where stations currently aren't economically viable in order to foster increased EV adoption.
5	10/4/23	Please use the North American Charging Standard (NACS) as a majority of EVs in the AZ sold are Tesla's and the majority of car manufactures have adopted this standard.	Thank you for your comment.
6	10/4/23	50% of the state on the east side are not covered with chargers. It's important that we make sure our whole state is covered. ShowLow, Globe, Stafford and many others have been ignored. This is important for business and recreation.	NEVI Formula funding is not allocated all at once, rather it is portioned out annually; thus, ADOT is taking a staged approach to implementation and will include more roads in future years.
7	10/4/23	I believe that EV's are the way of the future and for multiple reasons, not the least of which are environmental and limited resource concerns, I feel that there needs to be an all out push toward having these charging stations installed sooner rather than later to instill public trust in that if they purchase an EV, there will be as adequate a number of charging stations as there are fuel stations now. Thanks much.	Thank you for your comment.

	Date Received	Comment	Response
8	10/4/23	While tempting to focus on the main interstate corridors, please don't overlook the tourist destinations. For example, Sonoita would greatly benefit as a winery district from inclusion in this plan. Similarly, Sedona, Flagstaff, etc.	ADOT is starting with the interstates, but will continue to nominate additional National Highway System routes for alternative fuel corridors annually. Approved alternative fuel corridors will be included in future EV plan updates for EV station deployment.
9	10/4/23	STOP this wasteful spending!!! Stop calling these vehicles Electric Vehicles, they are BATTERY Vehicles!!! Or better yet they are Hazardous Waste vehicles.	Thank you for your comment.
10	10/4/23	Proposed additional sites at Cortes Jct and Gila Bend are very necessary, due to distance from the next station. Plus, north bound on I17 from Phoenix(actually Casa Grande) to Camp Verde is not attainable due to the constant elevation gain. Batteries will run out.	EV charging stations are proposed at both Cortes Junction and Gila Bend.
11	10/4/23	This whole thing is a terrible idea being forced on citizens of Phoenix	Thank you for your comment. We do not plan to place any EV charging stations in the Phoenix Metropolitan Area since it already has NEVI-compliant DC fast chargers.
12	10/4/23	I have owned 1 plug in hybrid and 4 BEVs(Nissan Leaf, Kia Niro, Porsche Taycan and Tesla model Y). I have taken many trips. The best experiences have been with the NACS(Tesla). When using CCS (Mainly Electrify America), rarely were all the stations functional. Since most volume automakers plan on using the NACS connector starting in 2025 and the installations are significantly less expensive to install, Arizona should prioritize installing NACS systems. Also, NACS to CCS adapters will be available in 2024 and should be available for use.	Thank you for your comment.
13	10/4/23	So.... Been driving EDV's since 2012 so have some experience. 1. I fear ADOT is locating stations where commercial charging stations already exist. (exception being Kingman to Flagstaff-thats up hill and important. ADOT s/b locating where current stations do not exist. i.e. Navajo Reserv and ShowLow/Pinetop. You do not want to end up a bunch of locations near existing locations and be the highest price.....they will simply set unused. 2..I hope you are requiring NACS plug..it's universal in 2025 3. Maintenance is a huge deal. No only should uptime % be 90% or more, but to be effective, there should be penalty (fine) for excessive downtime...again less than 90% could be \$500/day/charger. 4. ADOT needs to be real careful about cost of charging - something like 15% above Kwh cost. APS is charging 48 cents/kw in Show Low...no wonder it has low usage. if government is going to subsidize cost of install-then vendor should reflect that in competitive, if not lowest rate in	Thank you for your comment.

	Date Received	Comment	Response
		the area...and no member pricing..i.e. belong to their club to get better deal....	
14	10/4/23	What a waste of taxpayers money, Stop this nonsense!	Thank you for your comment.
15	10/4/23	I've said this before, but it seems to either be ignored or overlooked. The volume of traffic, between the I-10 and the Globe is being overlooked at best. There need to be chargers in Safford and more in Globe. Traffic from Maricopa County to the ShowLow area need to top off before going into the Salt River Canyon. The same flow from Maricopa County to the east, bound for Graham County or New Mexico need more attention. Please	Thank you for your comment. US 60 will be included in a future EV plan update.
16	10/4/23	How about adding a location at Sunset Point rest area?	ADOT is not able to use NEVI Formula funding to build stations on ADOT right of way, such as rest areas. Rather, the stations will be built by private developers on private property through a competitive contracting process.
17	10/5/23	I would like to see more charging stations in the East Valley (Southeast Mesa and Queen Creek) as we don't have any!	While the NEVI Formula Program has a very limited scope, local governments may apply for the Charging and Fueling Infrastructure Discretionary Grant Program to build EV charging stations in local communities.
18	10/6/23	I have owned a Ford Mustang Mach E since March 2021. Normally charge overnight at home. Paid \$650.00 to have 240v outlet installed in my garage. Have made two cross country trips: Colorado Springs to Tucson and round trip Tucson to San Diego and back. Cross country charging is a joke, and potentially dangerous. Most charging stations are not located near major hiways. Most are on the outer edges of retail centers (shopping malls, Target stores, Walmart, Bank of America, etc). Most are no where near walking distance to a restroom or food outlet. Most do not have water for cleaning bugs off your windshield. Quartzite AZ has EV charging at a Loves Truck stop. Convenient to I-10, rest rooms, mini mart, fast food, wind shield cleaning, etc. Great? NO.NO.NO!!!! We spent FOUR HOURS waiting in line for our turn to use one of the three operational charging units. Ridiculous!! I love my EV and would never think about replacing it with an ICE car. But the cross country charging must be convenient and provide	Thank you for your comment.

	Date Received	Comment	Response
		amenities (restrooms, food, services, etc) on site, not across a big parking lot at Walmart, or a Bank of America in El Centro, CA. Please contact me directly if you want more of my observations.	
19	10/6/23	If Ev's are the wave of the future why does it have to be subsidized by the tax payer. The gas stations all across the country didn't have to be subsidized by tax payer money why is it now being subsidized . Whose Katie Hobbs friend or relative is benefiting from this. Quit spending tax payer money on pet projects.	Thank you for your comment.
20	10/6/23	In reading the information available I see several items that I am concerned about. 1: The state has received \$76 million to develop a NEVI compatible system. It appears this system is primarily located along the major interstate highways where higher EV traffic volume and a charging infrastructure. Would the addition of state funded NEVI charging stations undercut the existing infrastructure causing LESS charging stations due to unfair competition? 2: What will the impact be on the electrical grid, especially in the more rural areas when EV chargers are added? Will customers/subscribers to the rural electric companies have to pay for infrastructure upgrades to support the EV chargers? 3: Has there been thought given to developing a partnership with companies such as Pilot/Flying J and Loves Travel Centers to put NEVI compatible charging stations at their locations? That would be logical as they already have infrastructure in place for taking care of other needs of travelers. It would also help offset the loss of the sale of petroleum products due to adoption of EVs. 4: Has there been any thought to using standalone solar powered EV charging stations such as the Beam ARC? The US Army Material Command spec's and tested the system for use at Army bases in the US. Fort Huachuca has several of the solar powered EV charging stations onsite for their GSA fleet of EVs (mandated by executive order). It would also seem logical that a stand alone solar powered EV charging station could be placed at the state run rest stops in Arizona. Those are typically in areas without other services. Charging stations such as the Beam ARC are wholly owned by the purchaser (ie, the state) and transportable to other locations (if a rest stop is closed). They also allow for 'pay to charge' transactions so the EV charging at them isn't necessarily 'free' to the customer. 5: In referencing point #1, how about some focus on the state	1) We only plan to build EV charging stations in locations where other stations don't exist. We don't plan to build redundant stations, so unfair competition won't be a problem. 2) Given the small number of EV charging stations that are expected to be built under the NEVI Formula Program and because the stations will be located about 50 miles apart, we do not expect a significant impact on the electrical grid. 3) Any qualified candidate will be able to compete to develop EV charging stations. 4) Stand-alone solar powered EV charging stations are typically level 2 chargers and not qualified for the NEVI Formula Program. Solar power may be proposed as part of a connected system.

Date Received	Comment	Response
	<p>highways? Other than I-10, southeast Arizona is ignored. The same with northern Arizona. In many cases, those areas have a high concentration of US government vehicles (BIA, GSA, etc) that will be switching to EV fleets in the near future. The lack of local charging infrastructure is setting them up for failure (and a setback to the EV program).</p>	
21	<p>10/7/23</p> <p>Good morning.....please do not select Blink as the vendor as Utah did. In my 12+ years of EV driving there "up time" is by far the lowest. Further, the company itself is in significant financial danger, if one can believe what the market is saying. https://finance.yahoo.com/quote/BLNK?p=BLNK&.tsrc=fin-srch</p>	<p>Thank you for your comment.</p>
22	<p>10/7/23</p> <p>We need chargers in or near Kayenta to provide a pathway for efficient travel to and from Utah and Colorado. Filling in large gaps like these is more important than having charging every 50 miles on interstates.</p>	<p>We expect to include US 160 in a future EV plan update.</p>
23	<p>10/9/23</p> <p>Shade is so important. Most charging stations are only rated to withstand 120 degrees. Check spec sheets- Make sure you partner with a developer whose product can maintain temperatures higher than that and always put the interface on the northern most side of the EVSE to protect against sun damage. It would also be great if you provided shade to the vehicles as they are charging as well, but that is less important than selecting a product that can withstand the extremes of our desert. -Source, I work in the EV industry</p>	<p>Thank you for your comment.</p>
24	<p>10/9/23</p> <p>Yes. Why are taxpayers who drive a gas-powered cars pay for the maintenance and construction of new roads and bridges but the EV drivers are not? This is most important to me since I have not seen this addressed at all. So much time and effort has been spent on EV drivers who are definitely in the minority and people who own gas-powered cars have to pay for the maintenance of roads and bridges be taken care of. Right now I am very disappointed with the politicians who are not listening to people who are not owning EV vehicles.</p>	<p>Thank you for your comment. Road taxes are beyond the scope of this study and are the jurisdiction of state and federal elected officials.</p>
25	<p>10/10/23</p> <p>Even though it is not an Interstate. Please include US 60 in the planning for future charging sites.</p>	<p>US 60 to Globe will be included in a future EV plan update.</p>
26	<p>10/11/23</p> <p>EV charging locations seem to have forgotten the other popular route in and out of the Phoenix Metro. Wickenburg, Payson/Heber, and Globe are forgotten. Anybody headed to Las Vegas with a CCS1 vehicle needs to go via Flagstaff with current charging and the planned charging locations. Current</p>	<p>NEVI Formula funding is not allocated all at once, rather it is portioned out annually; thus, ADOT is taking a staged approach to implementation and will include more roads in future years.</p>

Date Received	Comment	Response
	stations in Payson help to allow driving towards ABQ via 87/260 with the addition of Holbrook, but the only charger on the way is an EA/APS in Payson.	
27	10/11/23 Having an app so information can be gained on availability of stations would be great.	Thank you for your comment.
28	10/12/23 Regarding the rule that chargers have a 97% up time, does this mean operating at full capacity 97% of the time, or would a charger that has its power limited still be considered as meeting the standard?	EV charging ports have to be operating at full capacity 97% of the time.
29	10/17/23 1. Highest importance for Charging station - ON-SITE Staff and ON-SITE Security 2. Our decision to buy an EV vehicle hinges on charging station available from Payson to Phoenix & should really also include the Holbrook/Payson route as well.	Thank you for your comment.
30	10/17/23 I hope that EV electricity also includes the road tax that gasoline provides. Who sets the cost of the electricity as fuel? Is the capability of additional chargers to expand included in eval of sites? With the expansion of the number of vehicles sold, need will increase.	The site/owner operator will set the price for EV charging. ADOT will fund make readies so additional chargers can be installed in the future.
31	10/17/23 I regularly drive from Flagstaff to blanding UT and the lack of chargers is tough to deal with. Ideally there would be a Kayenta charger.	US 160 will be included in a future EV plan update.
32	10/17/23 I can't believe you have nothing scheduled for the route between Benson and Sierra Vista/Bisbee. Bisbee especially is a major tourist destination - you need to add stations along the 80 as well.	SR 80 and SR 90 will be included in a future EV plan update.
33	10/17/23 Question: I am considering installing 3 level 3 chargers in Wickenburg to expand/add to the current level 3 charger that is already available to the public- right on the 60/93 corridor between Phoenix and Vegas. Is there someone i can speak with regarding my project and see if there might be any federal or state assistance? I have site plans ready and equipment ready to be ordered	This portion of US 93 has not been nominated as an alternative fuel corridor yet, although we expect to nominate it next year. As such, your location is not currently eligible to be considered for NEVI Formula funding. However, there may be funding available through the Charging and Fueling Infrastructure Discretionary Grant Program. This type of grant would be pursued in partnership with you local city or town.
34	10/17/23 Why should Arizona taxpayers pay for these upgrades or even putting in Electric Vehicle Charging Stations when most people don't own a Electric Vehicle and can't even afford to buy one let alone pay for the maintenance on Electric Vehicles	Thank you for your comment. The NEVI Formula Program is one of many infrastructure programs passed under the federal Bipartisan Infrastructure Law. The goal of the program is to reduce range anxiety among prospective EV buyers by closing gaps along the highway network where stations currently aren't economically viable in order to foster increased EV adoption.

	Date Received	Comment	Response
35	10/17/23	Please don't forget Kayenta.	US 160 will be included in a future EV plan update.
36	10/18/23	Why are the taxpayers paying for EV charging stations? Taxpayers didn't pay for gas stations?	Thank you for your comment. The NEVI Formula Program is one of many infrastructure programs passed under the federal Bipartisan Infrastructure Law. The goal of the program is to reduce range anxiety among prospective EV buyers by closing gaps along the highway network where stations currently aren't economically viable in order to foster increased EV adoption.
37	10/18/23	If you want EVs to work in AZ you must add charging stations. I am considering going back to gas because there are not enough charging stations. I almost ran out on my way back from Lake Powell to Flagstaff.	Thank you for your comment.
38	10/18/23	Electric vehicles are a joke. They are not affordable, they are not safer for the environment. Climate change is not real. It is a lie. Ban electric vehicles and open the pipelines	Thank you for your comment.
39	10/18/23	Range of ev's should be improved before any of the other bells and whistles on these vehicles. Add more ev stations to areas of the valley that do not have similar count to other areas of the valley.	Thank you for your comment.
40	10/18/23	I don't support child slavery in 3rd world countries. Also, let me know when I can keep a charge in my garage like my 5 gallon gas can. Global warning is a scam!	Thank you for your comment.
41	10/19/23	I cannot support anything EV because I understand that the cost of charging EV batteries outweighs the cost of using gas. I cannot support the WEF "Climate Change" Agenda. It is all about controlling people so they cannot travel far from their homes. Gas is pumped and burned in the car. Electricity has to be generated using another type of production, then used in the car, so doubling the impact on the environment. Battery replacement is costly, and you can't recycle them. The vehicles weigh 1000 pounds more than a regular car (wear and tear on roads), and they have this propensity to catch fire. Please don't take any Federal money with strings attached to further this agenda.	Thank you for your comment.
42	10/19/23	We could use a charging station at Power and McDowell. Would also be a good location because it is close to the 202. I have a VW ID.4 and would prefer Electrify America because I get free charging.	We have no plans to place an EV charging station along the 202L, since the goal of the NEVI Formula Program is to have DC fast chargers every 50 miles along alternative fuel corridors and there are numerous DC fast chargers in the Phoenix Metropolitan Area.

	Date Received	Comment	Response
43	10/19/23	We have a 2023 VW ID4 and desperately need EV chargers in Quartsite so that we can travel from Mesa to the LA area. Also, we live in Northeast Mesa just off of the 202 and Recker. There are no Electrify America chargers anywhere around us.	According to our records, there is a NEVI-compliant EV charging station in Quartsite near I-10. We have no plans to place a station along the 202L, since the goal of the NEVI Formula Program is to have DC fast chargers every 50 miles along alternative fuel corridors and there are numerous DC fast chargers in the Phoenix Metropolitan Area.
44	10/20/23	I want the people who sell EVs and the people who own Eevees to pay for these stations. Not the taxpayer. And I want the people who make the stations to pay for the cost of transferring power to those stations. Especially if there will be EV stations for trucks. Thank you for accepting my opinions.	Thank you for your comment.
45	10/22/23	Gasoline taxes not paid how do we maintain roads?	Thank you for your comment. Road taxes are beyond the scope of this study and are the jurisdiction of state and federal elected officials.
46	10/23/23	Q1 is 3 unrelated questions in one. Doesn't make sense. the MOST important questions were not asked. RELIABILITY and NUMBER of chargers available at each site.	The NEVI Formula Program requires a minimum of four 150-kilowatt combined charging system (CCS) ports capable of simultaneously and continuously charging four EVs at each EV charging station. Charging ports must maintain an average annual uptime of greater than 97% uptime. Charging station uptime must be reported quarterly.
47	10/24/23	I think the EV is still unproven to be reliable. Most folks I know, would never purchase one. We should not go over board with charging stations in Arizona. More could be added at a much later date, if needed.	Thank you for your comment.
48	10/24/23	Reliability is critical! Electrify America just installed new chargers in the Chandler area and within 3 months some are already non-functional! Keeping chargers working in AZ is a major challenge that requires ROBUST design and ROBUST maintenance and ROBUST monitoring and ROBUST customer contact when things are broken! These are the most important factors IMHO. Installing JUNK chargers will only make things WORSE than it already is. As a retired Electrical Engineer I would relish any opportunity to be involved in this state initiative.	Thank you for your comment.
49	10/25/23	It is a travesty to spend public dollars on a private endeavor. Did gas stations get federal money? NO. I am furious that MY TAX DOLLARS are being spent on a green boondoggle. This is AMERICA. We have a free market system. These charging facilities are positively Soviet. Expect them to be vandalized, and abandoned within just a few years.	Thank you for your comment.

	Date Received	Comment	Response
50	10/25/23	Make sure each charging station has at least 8 chargers, 4 is not enough, and has room to expand to 20 chargers	Thank you for your comment.
51	10/25/23	In the RFP, make the minimum power requirement for each charger to be 350 kW. Many EV cars can already charge at a rate of 350 kW, and this will become the standard in the future.	Prospective developers will be able to propose 350 kW chargers; however, since 350 kW chargers are not readily available they will not be a requirement.
52	10/25/23	The state needs to build electric charging stations in Wickenburg and Wikieup along US 93. I ran out of electricity last weekend because there was no vehicle charging option in Wikieup	US 93 will be included in a future EV plan update.
53	10/25/23	Customer access and service should be utmost in choice of developers.	Thank you for your comment.
54	10/25/23	Many, if not most EV drivers use an app called Plugshare to help plan routes. Plugshare highlights EVSE stations that are unreliable so we can choose an alternate route. An example is the Francis Energy station in Corrizozo, NM. It is critical to travel between Santa Rosa and I-10 and regularly leaves drivers stranded and forced to the local library to recharge at very slow rates. The point is, some EVSE suppliers are notoriously poor at maintaining their equipment so user comments regarding the candidates should be monitored and poor suppliers excluded from participating.	Thank you for your comment.
55	10/25/23	This is taking way too long. By time you decide and build them they will be completely outdated and useless. Get it done yesterday. Stop with stupid surveys and meetings and start building today. Not including the 303 and 60 and route to Vegas is ludicrous but either way - STOP TALKING AND START BUILDING ALREADY! You are already years behind where you should be.	Thank you for your comment.
56	10/25/23	Why are they no proposed sites in the city limits of Phoenix? Seems that with all of the business, sports, event venues in the downtown that there should charging stations in the city limits.	The City of Phoenix has numerous DC fast charging stations, including some that meet the NEVI Formula Program requirements. EV charging companies have been keen to develop in urban environments where most of the EVs are located, so new stations in these areas are profitable and being added regularly. The NEVI Formula Program seeks to close gaps in rural areas where EV charging stations aren't currently economically viable in order to reduce range anxiety and foster increased EV adoption. ADOT is trying to avoid developing redundant stations to

	Date Received	Comment	Response
			minimize overbuilding, which could render existing EV charging stations unprofitable, and make the most efficient use of taxpayer funds.
57	10/25/23	I'd like to see how these routes connect to charging on roads that go to important destinations north; such as Vegas, Utah, Grand Canyon, etc. This plan all ends at a beltline across the state.	US 93 will be included in a future EV plan update.
58	10/25/23	Need Secure Locations	Thank you for your comment.
59	10/25/23	What about rural highways? There are a lot of places to visit that are not on the Interstates.	SR 80 and SR 90 will be included in a future EV plan update.
60	10/25/23	Don't force electrical vehicles and provisions on us. We do not want everyone to be dependent upon a grid. Freedom of choice is inherent in America, NOT Government control.	Thank you for your comment.
61	10/26/23	Really need a station north of Phoenix on Highway 93	US 93 will be included in a future EV plan update.
62	10/26/23	As an EV driver, my preference is for selection of Electrify America and Tesla stations for their demonstrated record of convenient locations, proven reliability and accessibility.	Thank you for your comment.
63	10/26/23	We spent a week in Flagstaff this summer and were shocked that there was only one site with public chargers - add more there!	Thank you for your comment.
64	10/26/23	EV's are not increasing. Everyday people cannot afford them. Production of them is down. The ones we have are not getting used.	Thank you for your comment.
65	10/27/23	Since we have a Communist Federal government, and now a bunch of Communists running Arizona, it's obviously screw the public and to Hell with those who actually support our once free state. We need energy independence and not electric vehicles!	Thank you for your comment.

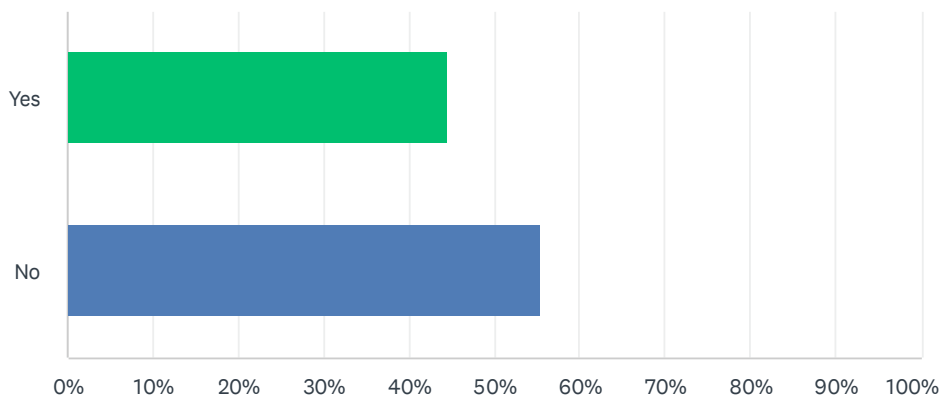
	Date Received	Comment	Response
66	10/27/23	Best article on EV transition... https://spectrum.ieee.org/the-ev-transition-explained-2659602311?utm_campaign=climatetechsubpdf	Thank you for your comment.
67	10/27/23	Ability to pay with credit card and not have to be a member or have the app for the company providing the charge site	Thank you for your comment.
68	10/28/23	Yes, I would love to see EV chargers placed along the route to the Grand Canyon and also from Phoenix all the way to Page, AZ.	Thank you for your comment. According to federal guidance, electric vehicle charging stations need to be spaced at least every 50 miles along Arizona's designated alternative fuel corridors (AFC) unless an exception has been granted. Arizona's AFC in the initial plan focused on the Interstate highways. After the initial interstate EV network is developed, other routes on the state highway system will be added and will become eligible for NEVI-funded charging stations. Future corridors include SR 69 and other locations that provide access to recreational areas.
69	10/29/23	Our community has an HOA which formed a committee which facilitated a charging station in our community center's parking lot with no input from said community. This is a private Country Club with private streets clearly posted as members and their guests only. Why would we have received funding for a station not accessible to the public which is the goal of the program? Members didn't want it...what are our options going forward?	The station in your community is not a station under the NEVI Formula Program. This may have been funded through a local jurisdiction or other source. We suggest you discuss this with your HOA.
70	10/30/23	Instate EV charging is a given but EV chargers near our Nat'l parks, monuments and recreation areas (for tourism) should be a priority as well.	Thank you for your comment. According to federal guidance, electric vehicle charging stations need to be spaced at least every 50 miles along Arizona's designated alternative fuel corridors (AFC) unless an exception has been granted. Arizona's AFC in the initial plan focused on the Interstate highways. After the initial interstate EV network is developed, other routes on the state highway system will be added and will become eligible for NEVI-funded charging stations. Future corridors include SR 69 and other locations that provide access to recreational areas.
71	11/1/23	I'm very disappointed that no consideration has been given to the eastern part of the state. The traffic to Showlow, both through Globe and Payson, is extremely high and should be given charging options.	Thank you for your comment. According to federal guidance, electric vehicle charging stations need to be spaced at least every 50 miles along Arizona's designated alternative fuel corridors (AFC) unless an exception has been granted. Arizona's AFC in the initial plan focused on the Interstate highways. The 2023 EV Deployment Plan update identified SR 87 and SR 260 as AFC routes making them eligible for NEVI-funded charging stations. Additional corridors will be added as the plan continues to be updated yearly.

	Date Received	Comment	Response
72	11/2/23	<p>Stop wasting our money on EV anything! It's worse on our environment than fossil fuels. When they get the technology fixed where we don't have to mine the crap out of our land then come back to us.</p>	<p>Thank you for your comment.</p>
73	11/2/23	<p>Highway REST AREA charging stations would be perfect - especially if they were solar powered! Because of home charging, charging stations in cities smaller than Tucson is a low priority. But as long as batteries remain the most expensive component of new electrics, range will be an issue for adoption in Arizona. We need charging stations along highways! I could consider an electric with less than 300 mile range if I could count on charging stations on (or very near) AZ highways, especially between our major cities. I couldn't drive to Phoenix and back on a full charge of currently affordable models, so in 2020 I purchased a used Volt hybrid instead of a Leaf. Home charging was enough for my daily commute - just not enough for my monthly (at least) trips to Phoenix, which is when I would use gasoline. I recently traded it for a Miata due to the Volt's maintenance issues, but I would love to have an electric car again - especially if it's fun and I could drive it to Phoenix and back. Hybrids, unfortunately, seem prone to complex maintenance issues, while pure electric cars are much simpler. Also, there are no affordable electric roadster convertibles, which is crazy considering I primarily need a car to commute 30 miles round-trip to work. Public transportation would be more than 2 hours in each direction, so I have to drive. An all-electric Miata, with fast charging at a rest stop half-way to Phoenix, would be ideal for me. Alternatively, if I could take a 20-30 minute break on the outskirts of Phoenix or Tucson to get enough charge for driving around Phoenix, and again on the trip home, that would be fine. What sucks is that chargers are in seemingly random places, except for hotels and malls. Hotels make sense, but currently you need to purchase the most expensive models of all-electric vehicles - solely because of range issues related to access to charging stations and charging time.</p>	<p>Thank you for your comment.</p>

Appendix D: Survey

Q1 Do you own an electric vehicle?

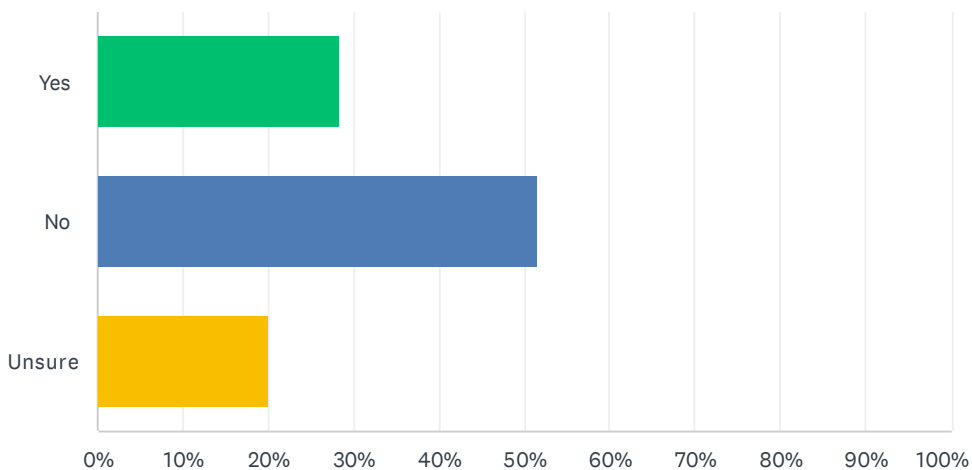
Answered: 110 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	44.55% 49
No	55.45% 61
TOTAL	110

Q2 Do you plan on purchasing an electric vehicle in the next five years?

Answered: 60 Skipped: 51

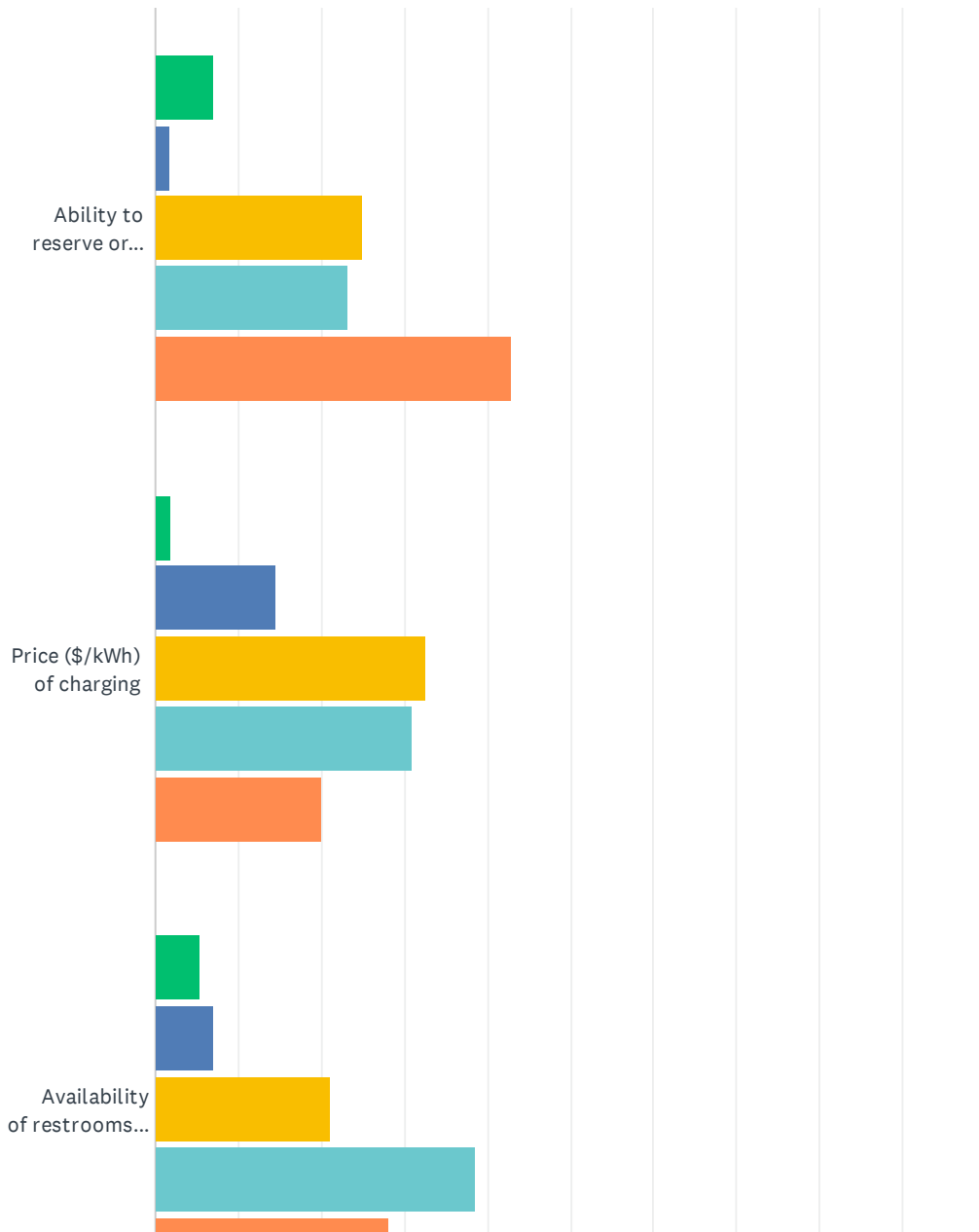


National Electric Vehicle Infrastructure Deployment Plan - Interstates

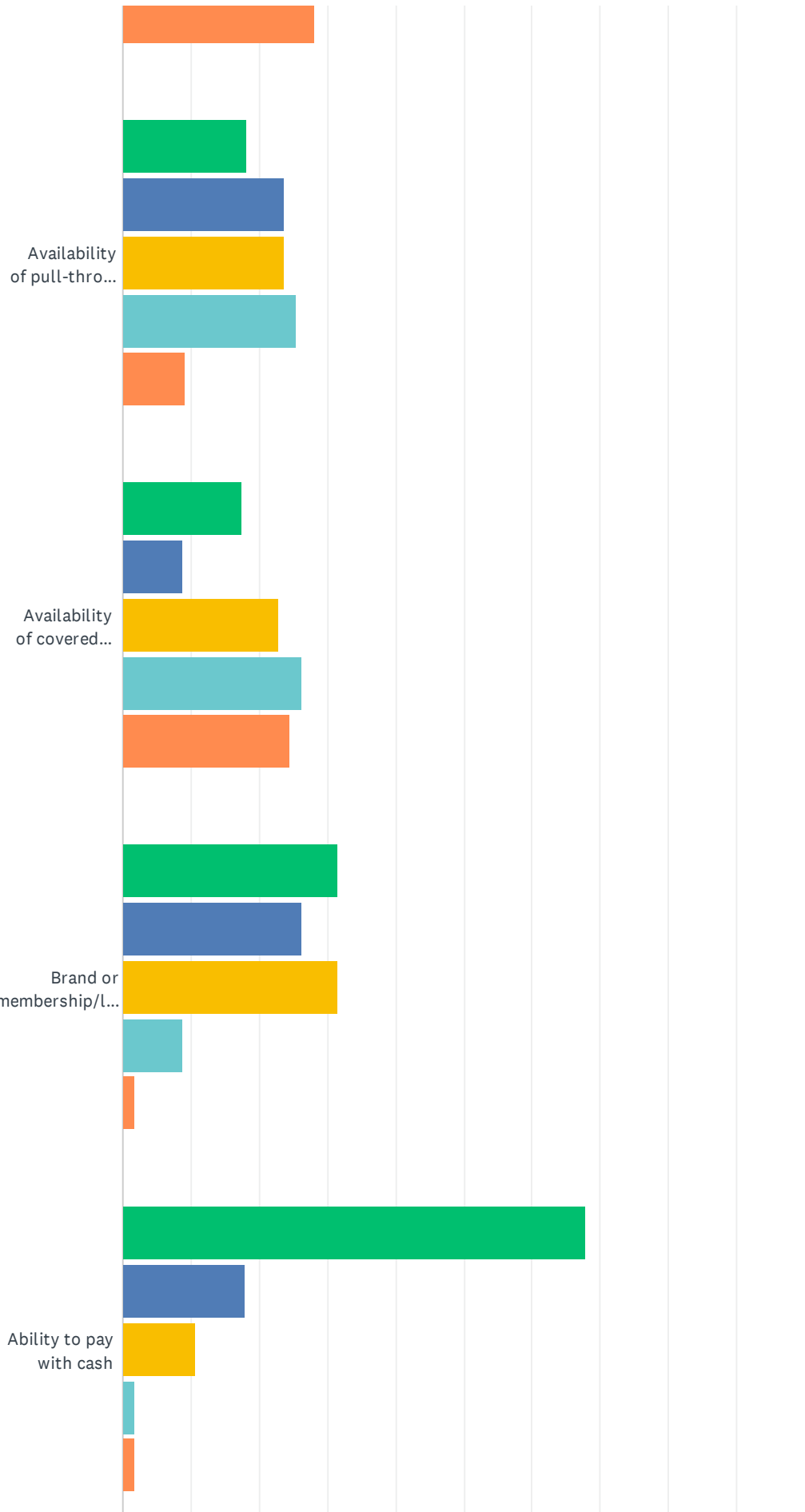
ANSWER CHOICES	RESPONSES	
Yes	28.33%	17
No	51.67%	31
Unsure	20.00%	12
TOTAL		60

Q3 Imagine you are planning a trip across the state in an electric vehicle. Please rate the importance of the following features in determining which charging station you would use, with 1 being Least Important and 5 being Most Important.

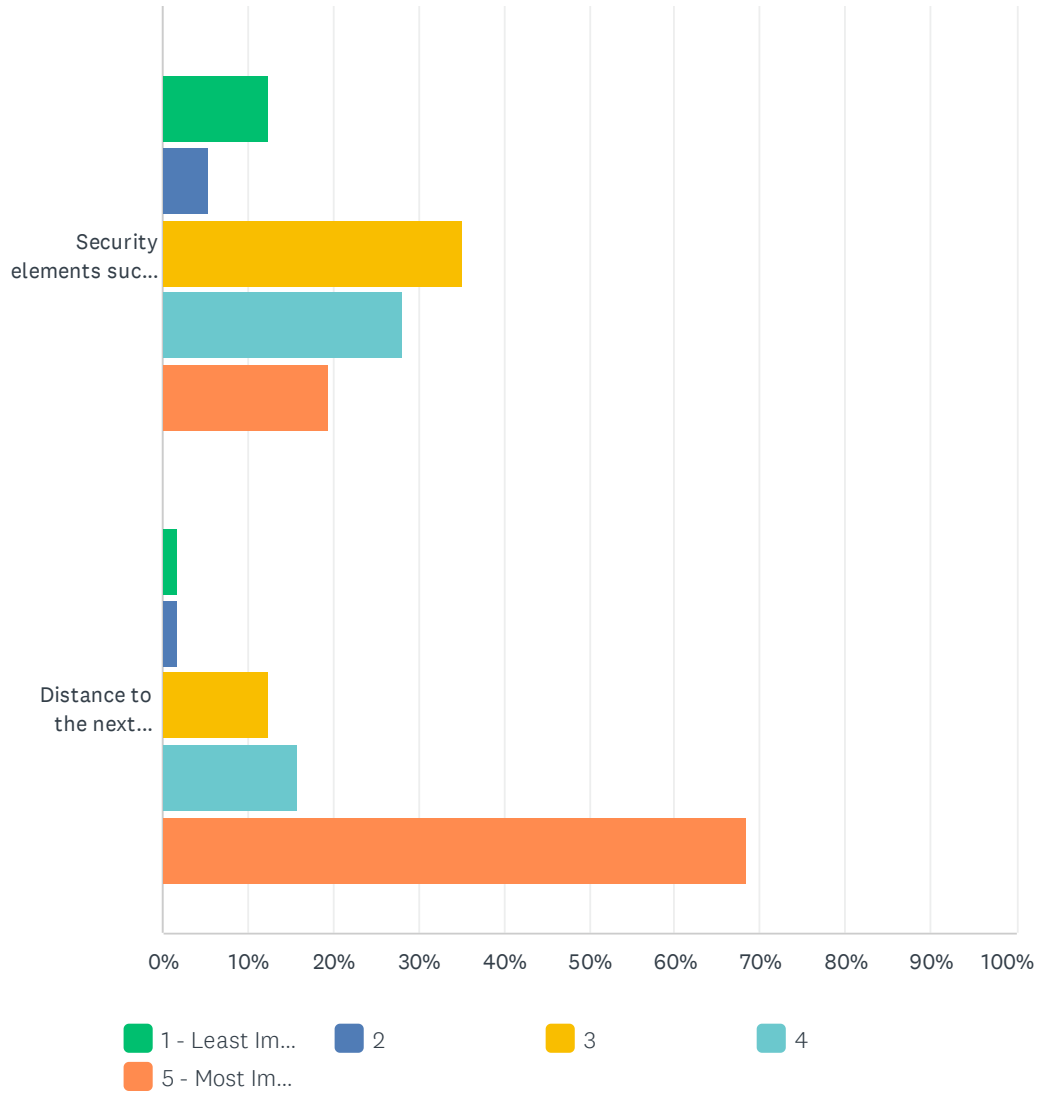
Answered: 57 Skipped: 54



National Electric Vehicle Infrastructure Deployment Plan - Interstates



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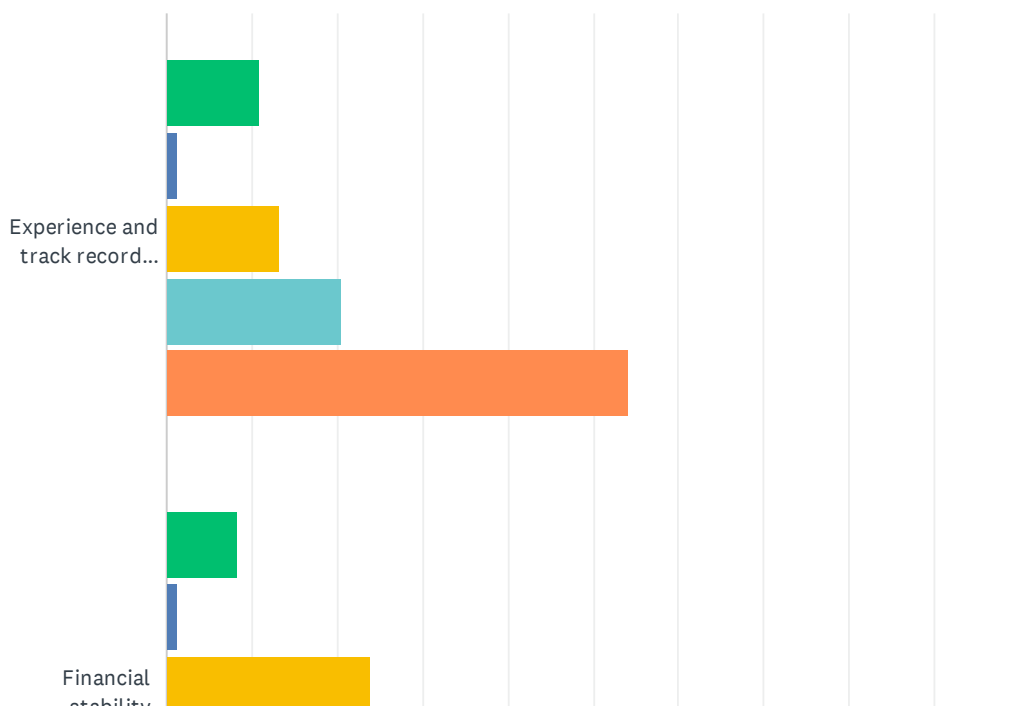


National Electric Vehicle Infrastructure Deployment Plan - Interstates

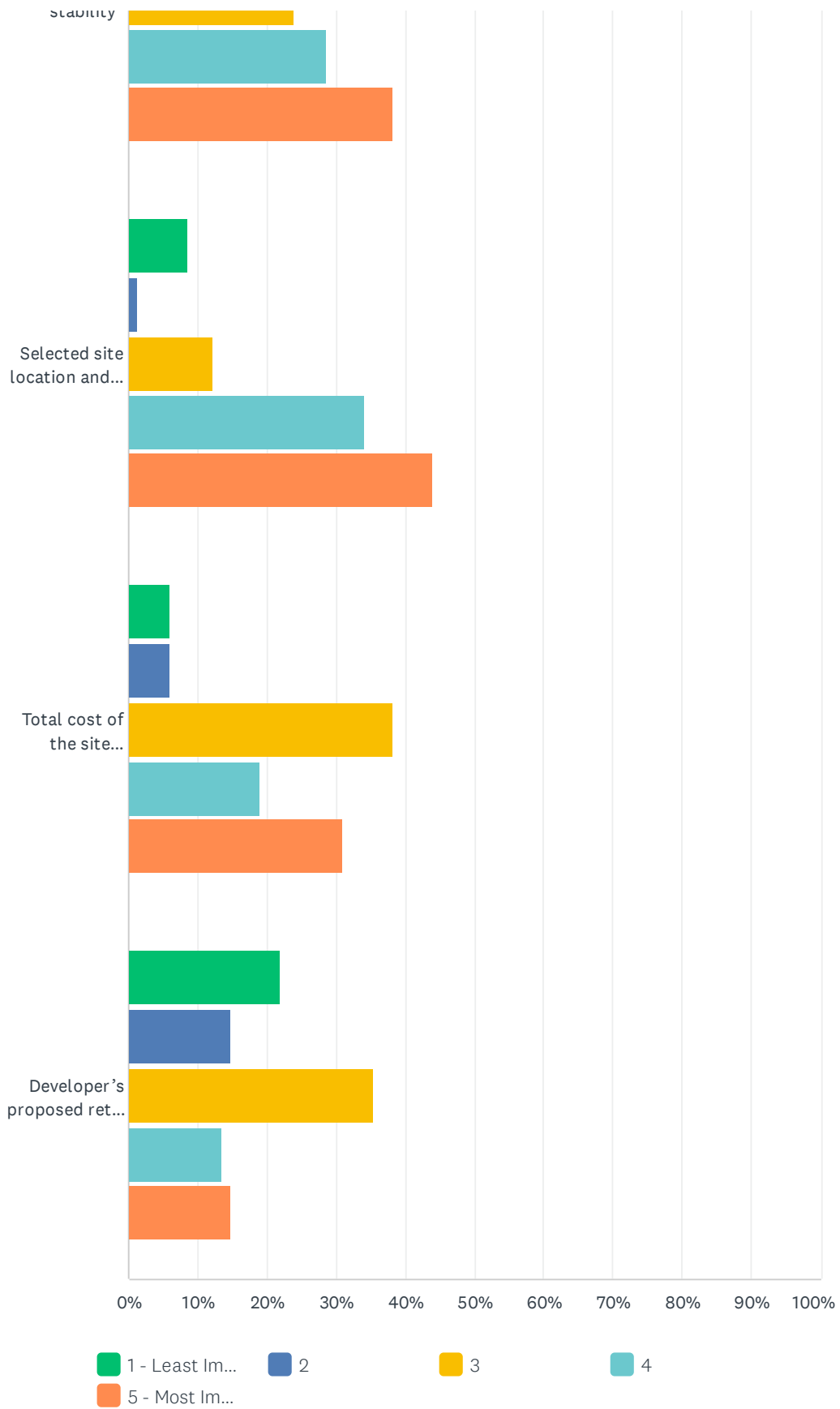
	1 - LEAST IMPORTANT	2	3	4	5 - MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Ability to reserve or confirm availability of charging	7.14% 4	1.79% 1	25.00% 14	23.21% 13	42.86% 24	56	3.93
Price (\$/kWh) of charging	1.82% 1	14.55% 8	32.73% 18	30.91% 17	20.00% 11	55	3.53
Availability of restrooms, food options, or other retail options	5.26% 3	7.02% 4	21.05% 12	38.60% 22	28.07% 16	57	3.77
Availability of pull-through charging	18.18% 10	23.64% 13	23.64% 13	25.45% 14	9.09% 5	55	2.84
Availability of covered stations	17.54% 10	8.77% 5	22.81% 13	26.32% 15	24.56% 14	57	3.32
Brand or membership/loyalty program of charging station	31.58% 18	26.32% 15	31.58% 18	8.77% 5	1.75% 1	57	2.23
Ability to pay with cash	67.86% 38	17.86% 10	10.71% 6	1.79% 1	1.79% 1	56	1.52
Security elements such as cameras, lighting, or on-site staff	12.28% 7	5.26% 3	35.09% 20	28.07% 16	19.30% 11	57	3.37
Distance to the next charging station/range anxiety	1.75% 1	1.75% 1	12.28% 7	15.79% 9	68.42% 39	57	4.47

Q4 ADOT will use several factors to evaluate potential developers, which may include the factors below. How would you rate the importance of these potential factors in selecting prospective developers to implement EV charging stations, with 1 being Least Important and 5 being Most Important.

Answered: 84 Skipped: 27



National Electric Vehicle Infrastructure Deployment Plan - Interstates



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	1 - LEAST IMPORTANT	2	3	4	5 - MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
Experience and track record of building and operating EV chargers	10.84% 9	1.20% 1	13.25% 11	20.48% 17	54.22% 45	83	4.06
Financial stability	8.33% 7	1.19% 1	23.81% 20	28.57% 24	38.10% 32	84	3.87
Selected site location and amenities	8.54% 7	1.22% 1	12.20% 10	34.15% 28	43.90% 36	82	4.04
Total cost of the site construction, operations, and maintenance	5.95% 5	5.95% 5	38.10% 32	19.05% 16	30.95% 26	84	3.63
Developer's proposed return on investment	21.95% 18	14.63% 12	35.37% 29	13.41% 11	14.63% 12	82	2.84

Q5 Do you have any additional comments?

Answered: 73 Skipped: 38

#	RESPONSES	DATE
1	Stop wasting our money on EV anything! It's worse on our environment than fossil fuels. When they get the technology fixed where we don't have to mine the crap out of our land then come back to us.	11/2/2023 3:21 PM
2	Highway REST AREA charging stations would be perfect - especially if they were solar powered! Because of home charging, charging stations in cities smaller than Tucson is a low priority. But as long as batteries remain the most expensive component of new electrics, range will be an issue for adoption in Arizona. We need charging stations along highways! I could consider an electric with less than 300 mile range if I could count on charging stations on (or very near) AZ highways, especially between our major cities. I couldn't drive to Phoenix and back on a full charge of currently affordable models, so in 2020 I purchased a used Volt hybrid instead of a Leaf. Home charging was enough for my daily commute - just not enough for my monthly (at least) trips to Phoenix, which is when I would use gasoline. I recently traded it for a Miata due to the Volt's maintenance issues, but I would love to have an electric car again - especially if it's fun and I could drive it to Phoenix and back. Hybrids, unfortunately, seem prone to complex maintenance issues, while pure electric cars are much simpler. Also, there are no affordable electric roadster convertibles, which is crazy considering I primarily need a car to commute 30 miles round-trip to work. Public transportation would be more than 2 hours in each direction, so I have to drive. An all-electric Miata, with fast charging at a rest stop half-way to Phoenix, would be ideal for me. Alternatively, if I could take a 20-30 minute break on the outskirts of Phoenix or Tucson to get enough charge for driving around Phoenix, and again on the trip home, that would be fine. What sucks is that chargers are in seemingly random places, except for hotels and malls. Hotels make sense, but currently you need to purchase the most expensive models of all-electric vehicles - solely because of range issues related to access to charging stations and charging time.	11/2/2023 2:40 PM
3	I'm very disappointed that no consideration has been given to the eastern part of the state. The traffic to Showlow, both through Globe and Payson, is extremely high and should be given charging options.	11/1/2023 7:34 AM
4	Instate EV charging is a given but EV chargers near our Nat'l parks, monuments and recreation areas (for tourism) should be a priority as well.	10/30/2023 3:48 PM
5	Our community has an HOA which formed a committee which facilitated a charging station in out community center's parking lot with no input from said community. This is a private Country Club with private streets clearly posted as members and their guests only. Why would we have received funding for a station not accessible to the public which is the goal of the program? Members didn't want it...what are our options going forward?	10/29/2023 12:53 PM
6	Yes, I would love to see EV chargers placed along the route to the Grand Canyon and also	10/28/2023 8:02 PM

National Electric Vehicle Infrastructure Deployment Plan - Interstates

from Phoenix all the way to Page, AZ.

7	Ability to pay with credit card and not have to be a member or have the app for the company providing the charge site	10/27/2023 10:18 PM
8	Best article on EV transition... https://spectrum.ieee.org/the-ev-transition-explained-2659602311?utm_campaign=climatetechsubpdf	10/27/2023 5:32 PM
9	Since we have a Communist Federal government, and now a bunch of Communists running Arizona, it's obviously screw the public and to Hell with those who actually support our once free state. We need energy independence and not electric vehicles!	10/27/2023 1:21 PM
10	EV's are not increasing. Everyday people cannot afford them. Production of them is down. The ones we have are not getting used.	10/26/2023 9:21 PM
11	We spent a week in Flagstaff this summer and were shocked that there was only one site with public chargers - add more there!	10/26/2023 3:14 PM
12	As an EV driver, my preference is for selection of Electrify America and Tesla stations for their demonstrated record of convenient locations, proven reliability and accessibility.	10/26/2023 12:18 PM
13	Really need a station north of Phoenix on Highway 93	10/26/2023 9:38 AM
14	Don t force electrical vehicles and provisions on us. We do not want everyone to be dependent upon a grid. Freedom of choice is inherent in America, NOT Government control.	10/25/2023 9:52 PM
15	What about rural highways? There are a lot of places to visit that are not on the Interstates.	10/25/2023 8:01 PM
16	Need Secure Locations	10/25/2023 7:59 PM
17	I'd like to see how these routes connect to charging on roads that go to important destinations north; such as Vegas, Utah, Grand Canyon, etc. This plan all ends at a beltline across the state.	10/25/2023 7:11 PM
18	Why are they no proposed sites in the city limits of Phoenix? Seems that with all of the business, sports, event venues in the downtown that there should charging stations in the city limits.	10/25/2023 6:44 PM
19	This is taking way too long. By time you decide and build them they will be completely outdated and useless. Get it done yesterday. Stop with stupid surveys and meetings and start building today. Not including the 303 and 60 and route to Vegas is ludicrous but either way - STOP TALKING AND START BUILDING ALREADY! You are already years behind where you should be.	10/25/2023 12:03 PM
20	Many, if not most EV drivers use an app called Plugshare to help plan routes. Plugshare highlights EVSE stations that are unreliable so we can choose an alternate route. An example is the Francis Energy station in Corrizozo, NM. It is critical to travel between Santa Rosa and I-10 and regularly leaves drivers stranded and forced to the local library to recharge at very slow rates. The point is, some EVSE suppliers are notoriously poor at maintaining their equipment so user comments regarding the candidates should be monitored and poor suppliers excluded from participating.	10/25/2023 11:57 AM
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26	Reliability is critical! Electrify America just installed new chargers in the Chandler area and within 3 months some are already non-functional! Keeping chargers working in AZ is a major challenge that requires ROBUST design and ROBUST maintenance and ROBUST monitoring	10/24/2023 4:47 PM

National Electric Vehicle Infrastructure Deployment Plan - Interstates

and ROBUST customer contact when things are broken! These are the most important factors IMHO. Installing JUNK chargers will only make things WORSE than it already is. As a retired Electrical Engineer I would relish any opportunity to be involved in this state initiative.

27	I think the EV is still unproven to be reliable. Most folks I know, would never purchase one. We should not go over board with charging stations in Arizona. More could be added at a much later date, if needed.	10/24/2023 12:12 PM
28	Q1 is 3 unrelated questions in one. Doesn't make sense. the MOST important questions were not asked. RELIABILITY and NUMBER of chargers available at each site.	10/23/2023 3:22 PM
29	Gasoline taxes not paid how do we maintain roads?	10/22/2023 9:21 AM
30	I want the people who sell EVs and the people who own Eevees to pay for these stations. Not the taxpayer. And I want the people who make the stations to pay for the cost of transferring power to those stations. Especially if there will be EV stations for trucks. Thank you for accepting my opinions.	10/20/2023 4:15 PM
31	We have a 2023 VW ID4 and desperately need EV chargers in Quartsite so that we can travel from Mesa to the LA area. Also, we live in Northeast Mesa just off of the 202 and Recker. There are no Electrify America chargers anywhere around us.	10/19/2023 2:51 PM
32	We could use a charging station at Power and McDowell. Would also be a good location because it is close to the 202. I have a VW ID.4 and would prefer Electrify America because I get free charging.	10/19/2023 12:13 PM
33	I cannot support anything EV because I understand that the cost of charging EV batteries outweighs the cost of using gas. I cannot support the WEF "Climate Change" Agenda. It is all about controlling people so they cannot travel far from their homes. Gas is pumped and burned in the car. Electricity has to be generated using another type of production, then used in the car, so doubling the impact on the environment. Battery replacement is costly, and you can't recycle them. The vehicles weigh 1000 pounds more than a regular car (wear and tear on roads), and they have this propensity to catch fire. Please don't take any Federal money with strings attached to further this agenda.	10/19/2023 7:20 AM
34	I don't support child slavery in 3rd world countries. Also, let me know when I can keep a charge in my garage like my 5 gallon gas can. Global warning is a scam!	10/18/2023 11:01 PM
35	Range of ev's should be improved before any of the other bells and whistles on these vehicles. Add more ev stations to areas of the valley that do not have similar count to other areas of the valley.	10/18/2023 10:25 PM
36	Electric vehicles are a joke. They are not affordable, they are not safer for the environment. Climate change is not real. It is a lie. Ban electric vehicles and open the pupelines	10/18/2023 5:49 AM
37	If you want EVs to work in AZ you must add charging stations. I am considering going back to gas because there are not enough charging stations. I almost ran out on my way back from Lake Powell to Flagstaff.	10/18/2023 5:39 AM
38	Why are the taxpayers paying for EV charging stations? Taxpayers didn't pay for gas stations?	10/18/2023 1:26 AM
39	Please don't forget Kayenta.	10/17/2023 12:21 PM
40	Why should Arizona taxpayers pay for these upgrades or even putting in Electric Vehicle Charging Stations when most people don't own a Electric Vehicle and can't even afford to buy one let alone pay for the maintenance on Electric Vehicles	10/17/2023 11:57 AM
41	Question: I am considering installing 3 level 3 chargers in Wickenburg to expand/add to the current level 3 charger that is already available to the public- right on the 60/93 corridor between Phoenix and Vegas. Is there someone i can speak with regarding my project and see if there might be any federal or state assistance? I have site plans ready and equipment ready to be ordered	10/17/2023 9:56 AM
42	I can't believe you have nothing scheduled for the route between Benson and Sierra Vista/Bisbee. Bisbee especially is a major tourist destination - you need to add stations along the 80 as well.	10/17/2023 9:30 AM
43	I regularly drive from Flagstaff to blanding UT and the lack of chargers is tough to deal with. Ideally there would be a Kayenta charger.	10/17/2023 9:11 AM

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44	I hope that EV electricity also includes the road tax that gasoline provides. Who sets the cost of the electricity as fuel? Is the capability of additional chargers to expand included in eval of sites? With the expansion of the number of vehicles sold, need will increase.	10/17/2023 8:03 AM
45	1. Highest importance for Charging station - ON-SITE Staff and ON-SITE Security 2. Our decision to buy an EV vehicle hinges on charging station availably from Payson to Phoenix & should really also include the Holbrook/Payson route as well.	10/17/2023 7:38 AM
46	Regarding the rule that chargers have a 97% up time, does this mean operating at full capacity 97% of the time, or would a charger that has its power limited still be considered as meeting the standard?	10/12/2023 7:35 PM
47	Having an app so information can be gained on availability of stations would be great.	10/11/2023 3:19 PM
48	EV charging locations seem to have forgotten the other popular route in and out of the Phoenix Metro. Wickenburg, Payson/Heber, and Globe are forgotten. Anybody headed to Las Vegas with a CCS1 vehicle needs to go via Flagstaff with current charging and the planned charging locations. Current stations in Payson help to allow driving towards ABQ via 87/260 with the addition of Holbrook, but the only charger on the way is an EA/APS in Payson.	10/11/2023 1:53 AM
49	Even though it is not an Interstate. Please include US 60 in the planning for future charging sites.	10/10/2023 7:51 AM
50	Yes. Why are taxpayers who drive a gas-powered cars pay for the maintenance and construction of new roads and bridges but the EV drivers are not? This is most important to me since I have not seen this addressed at all. So much time and effort has been spent on EV drivers who are definitely in the minority and people who own gas-powered cars have to pay for the maintenance of roads and bridges be taken care of. Right now I am very disappointed with the politicians who are not listening to people who are not owning EV vehicles.	10/9/2023 4:00 PM
51	Shade is so important. Most charging stations are only rated to withstand 120 degrees. Check spec sheets- Make sure you partner with a developer whose product can maintain temperatures higher than that and always put the interface on the northern most side of the EVSE to protect against sun damage. It would also be great if you provided shade to the vehicles as they are charging as well, but that is less important than selecting a product that can withstand the extremes of our desert. -Source, I work in the EV industry	10/9/2023 8:55 AM
52	We need chargers in or near Kayenta to provide a pathway for efficient travel to and from Utah and Colorado. Filling in large gaps like these is more important than having charging every 50 miles on interstates.	10/7/2023 4:52 PM
53	Good morning.....please do not select Blink as the vendor as Utah did. In my 12+ years of EV driving there "up time" is by far the lowest. Further, the company itself is in significant financial danger, if one can believe what the market is saying. https://finance.yahoo.com/quote/BLNK?p=BLNK&.tsrc=fin-srch	10/7/2023 8:41 AM
54	In reading the information available I see several items that I am concerned about. 1: The state has received \$76 million to develop a NEVI compatible system. It appears this system is primarily located along the major interstate highways where higher EV traffic volume and a charging infrastructure. Would the addition of state funded NEVI charging stations undercut the existing infrastructure causing LESS charging stations due to unfair competition? 2: What will the impact be on the electrical grid, especially in the more rural areas when EV chargers are added? Will customers/subscribers to the rural electric companies have to pay for infrastructure upgrades to support the EV chargers? 3: Has there been thought given to developing a partnership with companies such as Pilot/Flying J and Loves Travel Centers to put NEVI compatible charging stations at their locations? That would be logical as they already have infrastructure in place for taking care of other needs of travelers. It would also help offset the loss of the sale of petroleum products due to adoption of EVs. 4: Has there been any thought to using standalone solar powered EV charging stations such as the Beam ARC? The US Army Material Command spec's and tested the system for use at Army bases in the US. Fort Huachuca has several of the solar powered EV charging stations onsite for their GSA fleet of EVs (mandated by executive order). It would also seem logical that a stand alone solar powered EV charging station could be placed at the state run rest stops in Arizona. Those are typically in areas without other services. Charging stations such as the Beam ARC are wholly owned by the purchaser (ie, the state) and transportable to other locations (if a rest stop is closed). They also allow for 'pay to charge' transactions so the EV charging at them isn't necessarily 'free' to the customer. 5: In referencing point #1, how about some focus on the	10/6/2023 8:07 PM

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state highways? Other than I-10, southeast Arizona is ignored. The same with northern Arizona. In many cases, those areas have a high concentration of US government vehicles (BIA, GSA, etc) that will be switching to EV fleets in the near future. The lack of local charging infrastructure is setting them up for failure (and a setback to the EV program).

55	If Ev's are the wave of the future why does it have to be subsidised by the tax payer. The gas stations all across the country didn't have to be subsidised by tax payer money why is it now being subsidised . Whose Katie Hobbs friend or relative is benefiting from this. Quit spending tax payer money on pet projects.	10/6/2023 11:29 AM
56	I have owned a Ford Mustang Mach E since March 2021. Normally charge overnight at home. Paid \$650.00 to have 240v outlet installed in my garage. Have made two cross country trips: Colorado Springs to Tucson and round trip Tucson to San Diego and back. Cross country charging is a joke, and potentially dangerous. Most charging stations are not located near major hiways. Most are on the outer edges of retail centers (shopping malls, Target stores, Walmart, Bank of America, etc). Most are no where near walking distance to a restroom or food outlet. Most do not have water for cleaning bugs off your windshield. Quartzite AZ has EV charging at a Loves Truck stop. Convenient to I-10, rest rooms, mini mart, fast food, wind shield cleaning, etc. Great? NO.NO.NO!!!! We spent FOUR HOURS waiting in line for our turn to use one of the three operational charging units. Ridiculous!! I love my EV and would never think about replacing it with an ICE car. But the cross country charging must be convenient and provide amenities (restrooms, food, services, etc) on site, not across a big parking lot at Walmart, or a Bank of America in El Centro, CA. Please contact me directly if you want more of my observations.	10/6/2023 6:17 AM
57	I would like to see more charging stations in the East Valley (Southeast Mesa and Queen Creek) as we don't have any!	10/5/2023 6:26 AM
58	How about adding a location at Sunset Point rest area?	10/4/2023 6:03 PM
59	I've said this before, but it seems to either be ignored or overlooked. The volume of traffic, between the I-10 and the Globe is being overlooked at best. There need to be chargers in Safford and more in Globe. Traffic from Maricopa County to the ShowLow area need to top off before going into the Salt River Canyon. The same flow from Maricopa County to the east, bound for Graham County or New Mexico need more attention. Please	10/4/2023 2:38 PM
60	What a waste of taxpayers money, Stop this nonsense!	10/4/2023 1:18 PM
61	I have owned 1 plug in hybrid and 4 BEVs(Nissan Leaf, Kia Niro, Porsche Taycan and Tesla model Y). I have taken many trips. The best experiences have been with the NACS(Tesla). When using CCS (Mainly Electrify America), rarely were all the stations functional. Since most volume automakers plan on using the NACS connector starting in 2025 and the installations are significantly less expensive to install, Arizona should prioritize installing NACS systems. Also, NACS to CCS adapters will be available in 2024 and should be available for use.	10/4/2023 12:38 PM
62	So.... Been driving EDV's since 2012 so have some experience. 1. I fear ADOT is locating stations where commercial charging stations already exist. (exception being Kingman to Flagstaff-thats up hill and important. ADOT s/b locating where current stations do not exist. i.e. Navajo Reserv and ShowLow/Pinetop. You do not want to end up a bunch of locations near existing locations and be the highest price.....they will simply set unused. 2..I hope you are requiring NACS plug..it's universal in 2025 3. Maintenance is a huge deal. No only should uptime % be 90% or more, but to be effective, there should be penalty (fine) for excessive downtime...again less than 90% could be \$500/day/charger. 4. ADOT needs to be real careful about cost of charging - something like 15% above Kwh cost. APS is charging 48 cents/kw in Show Low...no wonder it has low usage. if government is going to subsidize cost of install-then vendor should reflect that in competitive, if not lowest rate in the area...and no member pricing...i.e. belong to their club to get better deal....	10/4/2023 12:27 PM
63	This whole thing is a terrible idea being forced on citizens of Phoenix	10/4/2023 9:57 AM
64	Proposed additional sites at Cortes Jct and Gila Bend are very necessary, due to distance from the next station. Plus, north bound on I17 from Phoenix(actually Casa Grande) to Camp Verde is not attainable due to the constant elevation gain. Batteries will run out.	10/4/2023 9:55 AM
65	STOP this wasteful spending!!! Stop calling these vehicles Electric Vehicles, they are BATTERY Vehicles!!! Or better yet they are Hazardous Waste vehicles.	10/4/2023 9:24 AM
66	While tempting to focus on the main interstate corridors, please don't overlook the tourist	10/4/2023 9:13 AM

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dest nat ons. Fo exam e, Sono ta wou d g eat y benefit as a winery d st ct f om nc us on n th s plan. S m a y, Sedona, F agstaff, etc.

67	50% of the state on the east s de a e not cove ed with cha ge s. It s mpo tant that we make su e ou who e state s cove ed. ShowLow, G obe, Staffo d and many othe s have been gno ed. Th s s mpo tant fo bus ness and ec eat on.	10/4/2023 8:56 AM
68	I bel eve that EV's a e the way of the futu e and fo mut pe easons, not the east of wh ch a e env onmenta and m ted esou ce conce ns, I feel that the e needs to be an a out push towa d hav ng these cha g ng stat ons nsta ed soone athe than ate to nst pub c t ust n that f they pu chase an EV, the e wi be as adequate a numbe of cha g ng stat ons as there a e fue stat ons now. Thanks much.	10/4/2023 8:55 AM
69	P ease use the North Ame can Charg ng Standa d (NACS) as a majo ty of EVs n the AZ sold a e Tes a's and the majo ity of car manufactu es have adopted th s standa d.	10/4/2023 8:47 AM
70	Why shou d gove nment at any evel be bu d ng cha g ng stat ons? At the tu n of the centu y the gove nment d dn't bu t gas stat ons fo the new ca s to ep ace horses. Cha g ng stat ons shou d be bu t by p ivate nd v dua s and fi ms not the gove nment.	10/3/2023 5:30 PM
71	It seems c azy to me that the fi st stage of mplement ng the A zona E ect ic Veh c e In t at ve s with cha g ng stat ons. B ons of do ars have been a otte d and shou d have f st went to vouche s to he p educe the cost of veh c es to consume s. Th s s a backwa ds pan. Othe states have shown g eat success with n t a phase deve opment, by gett ng d ve s nto and onto e ect c veh c es.	10/3/2023 5:07 PM
72	As the p og am expands, t wou d be good to see stat ons no th of F agstaff, n ocat ons ke Page, Tuba C ty, Kayenta, and even the South R m of the G and Canyon	10/3/2023 10:22 AM
73	WHAT ABOUT FLAGSTAFF????? HOW CAN YOU MISS THE LARGEST CITY IN N. AZ??? we' e on the way to the G and Canyon, majo un ve s ty, snow sk ng and mu t tudes of tou st dest nat ons YET NO CHARGING STATION?	10/3/2023 8:38 AM

Q6 Your Information

Answ e d: 87 Sk pped: 24

ANSWER CHOICES	RESPONSES	
Name	100.00%	87
Ema	98.85%	86
Z p code	98.85%	86

#	NAME	DATE
1	██████████	11/2/2023 3:21 PM
2	██████████████████	11/2/2023 2:40 PM
3	████	11/1/2023 4:03 PM
4	██████████	11/1/2023 7:34 AM
5	██	10/31/2023 2:03 AM
6	██████████	10/30/2023 3:48 PM
7	████	10/29/2023 5:54 PM
8	████████	10/29/2023 12:53 PM
9	██████████	10/28/2023 8:02 PM
10	██████████	10/28/2023 7:10 AM