CHARGE UP KANSAS

EV CHARGING INFRASTRUCTURE NEVI PLAN 2026

AD ASTRA PER ASPERA

Kansas

Department of Transportation

Charge Up Kansas NEVI Plan

Note: Cover page photo was taken at Pilot Flying J in Emporia, the first NEVI station to open in Kansas.

1. Introduction

The National Electric Vehicle Infrastructure (NEVI) Formula Program, part of the Infrastructure Investment and Jobs Act (IIJA), provides an opportunity for historic investment in the next generation of transportation throughout Kansas and the nation. The State of Kansas will benefit from nearly $40 million over the five years of the NEVI Program.

As required by the NEVI Program and the NEVI Formula Program Interim Final Guidance, Kansas developed the EV Charging Infrastructure Plan, NEVI Plan 2026, referred to as the Charge Up Kansas NEVI plan or "plan" throughout this document.

This plan has three sections:

- A Community Engagement Outcomes Report
- A description of how Kansas intends to use NEVI Program funds for each fiscal year
- A description of physical and cybersecurity strategies

2. Community Engagement Outcomes Report

The Charge Up Kansas NEVI Plan was developed on a foundation of public outreach and engagement to incorporate a wide range of perspectives and address charging infrastructure needs faced by Kansans and Kansas communities. Engagement for the plan is focused on goals identified through statewide outreach and the Charge Up Kansas NEVI Program's Request for Proposals process.

Public involvement for the Charge Up Kansas NEVI Plan has included a telephone town hall, Local Consult series, key stakeholder interviews, and an online story map and survey for interaction with the public and industry stakeholders. Engagement also included virtual focus groups for targeted communities, electric utility providers, and metropolitan planning organizations (MPOs) within the state of Kansas. Engagement feedback helped inform KDOT on which areas to target for the first and second rounds of Requests for Proposals (RFPs), as well as additional site requirements beyond the minimum standards. Feedback will continue to inform the planning process for the third and subsequent rounds of RFPs, detailed in section 3.

Telephone Town Hall

A telephone town hall was conducted on April 14, 2022. The telephone town hall was advertised via Facebook ads, KDOT social media, and a KDOT press release, and was offered in both English and Spanish. Advertisement resulted in 93 people registering for the town hall in advance. On the day of the town hall, the vendor dialed out to 20,094 Kansas residents via landlines and texted 5,000 mobile phones to invite them to participate in the town hall. Of these, 3,471 people were reached and 1,108 joined the town hall. Of all participants, 23 percent stayed in the town hall for five or more minutes. Participants represented all six KDOT districts.

The telephone town hall educated participants about EVs and infrastructure needs, provided answers to questions about EV infrastructure deployment, and gathered input via polling questions. The town hall identified strong interest in the deployment of charging infrastructure throughout the state.

Local Consult Meetings

As part of the planning for transportation projects, KDOT holds biennial meetings in multiple locations around the state to gather feedback from the public. The 2022 Local Consult meetings included three in-person events held in the cities of Hays, Kansas City, and Wichita, and one virtual event, all held in April 2022. A total of 176 people attended the three in-person events, while 228 people participated in the virtual event. Specific opportunities for public engagement on EV charging were also available at the 2023 Local Consult meetings, conducted in the fall of 2023. Engagement with attendees demonstrated widespread interest in the NEVI program's opportunities to expand the EV charging network but identified the local match requirement for NEVI funds as a concern for potential applicants.

Topical Focus Groups

In May 2022, two focus group meetings were conducted to gather input around specific topical areas. Both meetings were structured to educate participants about the NEVI program and to solicit input from participants in small break-out groups. One focus group, with 22 participants, consisted of charging industry stakeholders and centered on implementation issues, including barriers to electrification, fleet transitions, and strategies for responding to EV adoption. The second focus group addressed issues facing communities. Twenty-seven people, consisting of staff from multiple Kansas communities, participated in

this focus group. Focus group discussions uncovered best practices for infrastructure deployment within communities.

Key Stakeholder Interviews

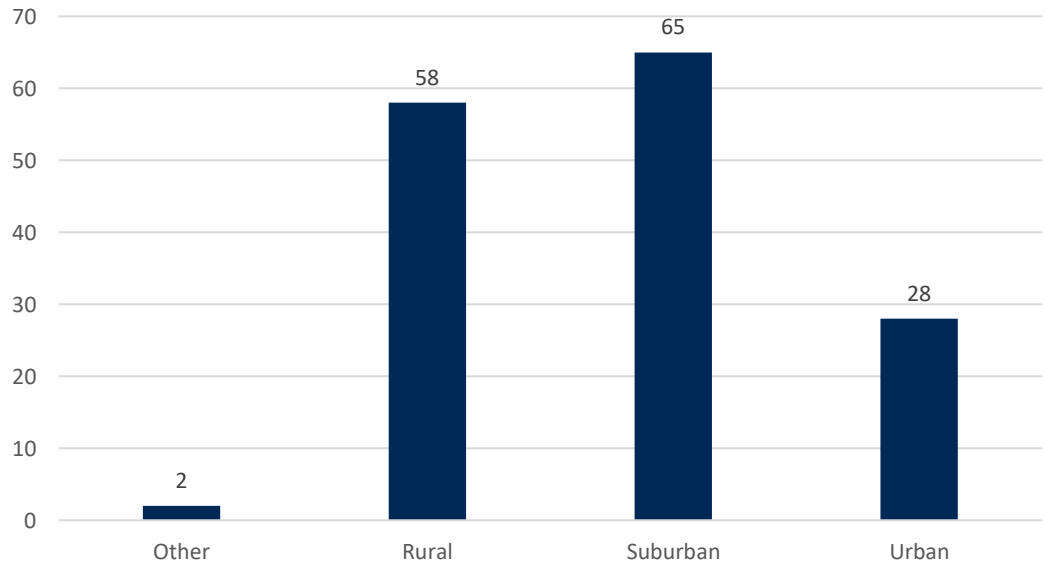
In early 2022, four key stakeholder interviews were conducted with agencies working on electrification efforts in other states to learn about best practices. The planning team also conducted key stakeholder interviews with utility providers to leverage industry learning and best practices to support infrastructure deployment. Best practices were used to help understand EV infrastructure needs and opportunities and to refine the plan's policies regarding infrastructure deployment.

Online Survey

An anonymous online public survey was distributed to gather additional input from the residents of various Kansas communities. The survey was active and promoted for approximately three months in summer 2024, receiving 157 responses.

Figure Figure 2-1 shows how participants describe the areas they live in, with the majority being from Suburban and Rural communities in Kansas.

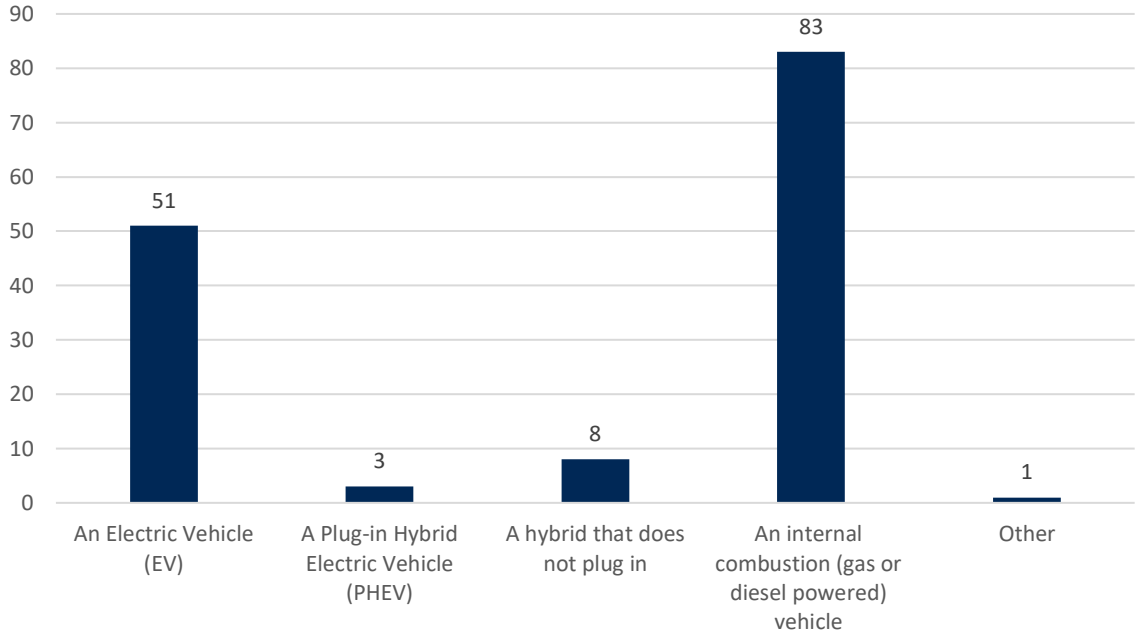
Figure 2-1: How would you describe the area where you live?



Responses: 153

Figure 2-2 shows that most participants responded as currently driving an internal combustion engine vehicle, with about 43% of those who responded to this question driving some type of EV, whether a PHEV, EV, or Hybrid.

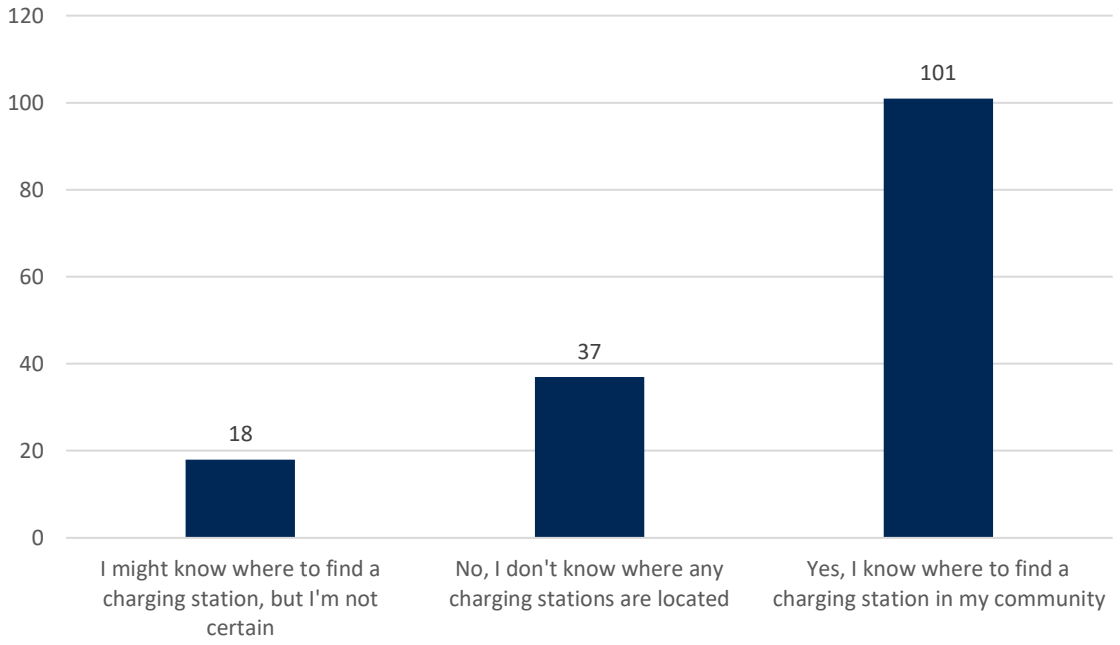
Figure 2-2: What kind of vehicle do you currently drive?



Responses: 146

Participants were asked if they knew the location of any EV charging station in their community. About 24% of those who responded to the question said they had no idea where one would be located (this figure may also include respondents from communities where no public charging stations are available). As shown in Figure 2-3, most respondents, over 64%, know where to find a charging station.

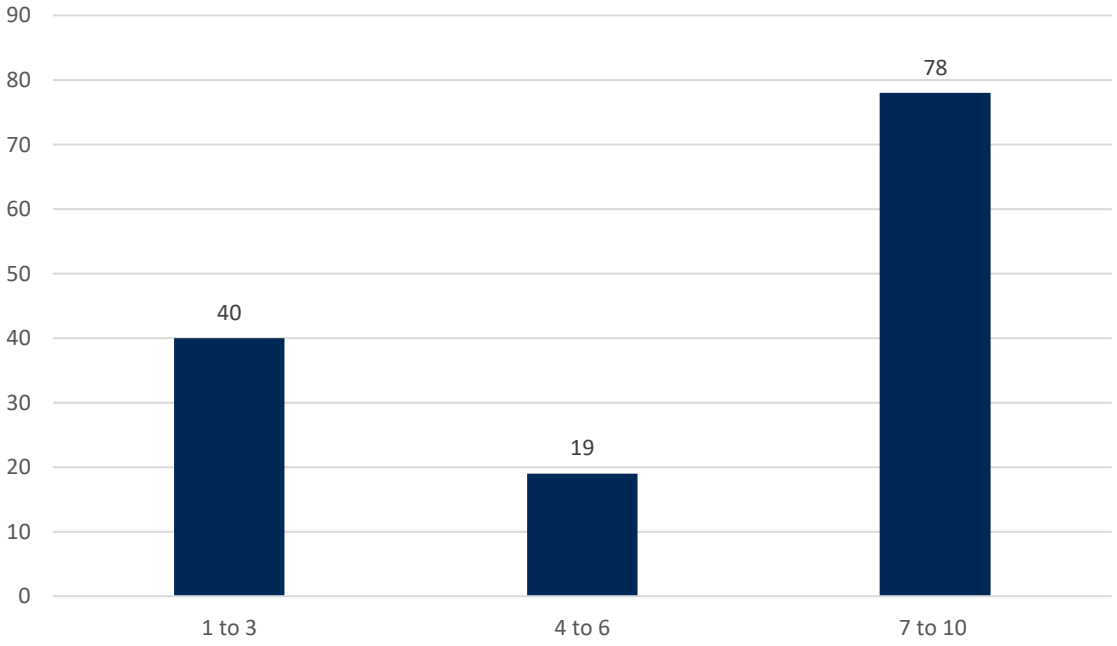
Figure 2-3: Do you know the location of any EV charging stations in your community?



Responses: 156

Participants were also asked to determine the importance of fast charging stations in their community. As shown in Figure 2-4, nearly 57% of those who responded to this question agree that DC fast charging (DCFC) is important for their community.

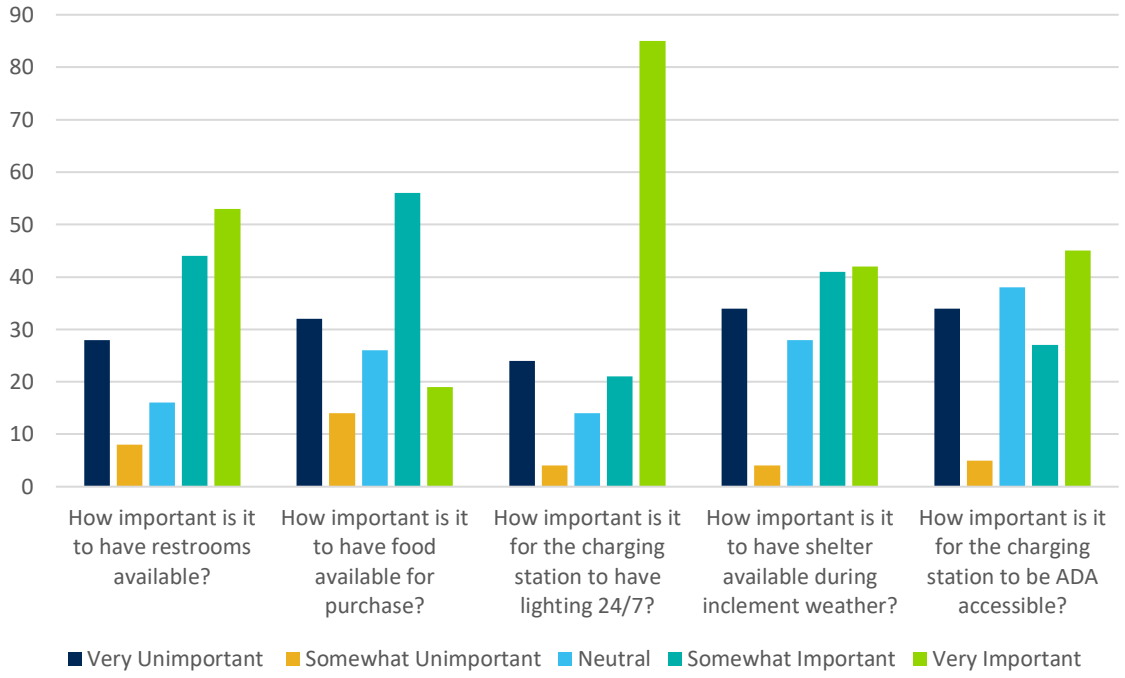
Figure 2-4: How important is it to have DC Fast Charging (DCFC) stations available in your community? (1 being less important, 10 being most important)



Responses: 137

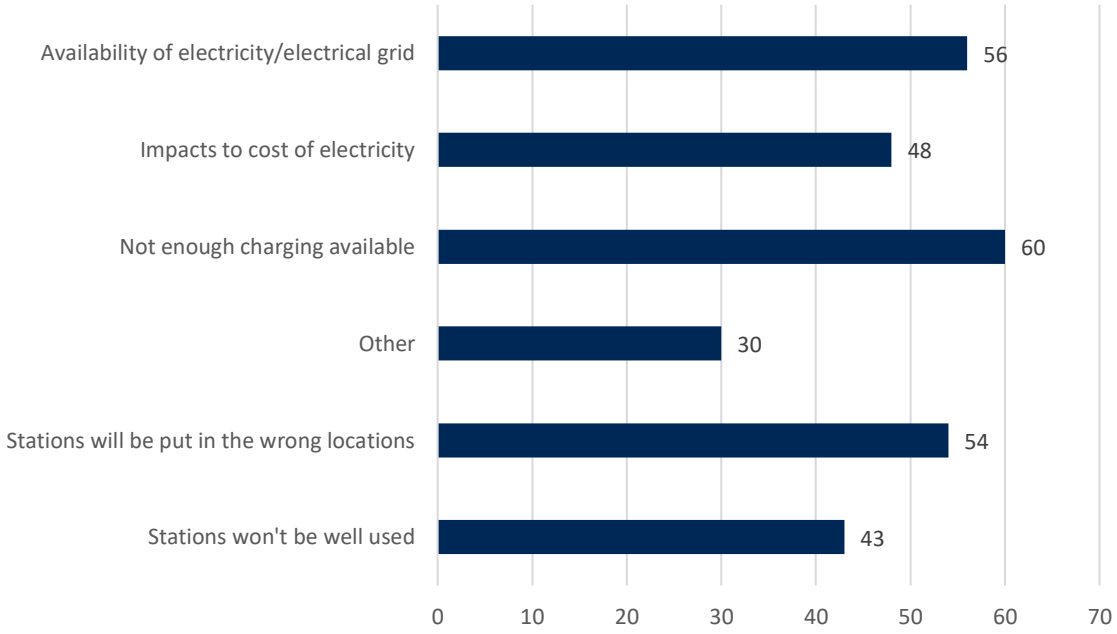
The community feedback illustrated in Figure 2-5 shows how survey participants ranked the importance of various amenities. Participants felt it was very important that charging stations have 24/7 lighting and ranked it most important. The rankings correlate with other feedback collected about the focus on safety around these stations. Restrooms, ADA accessibility, and shelter were also indicated as important amenities. These responses demonstrate support for the KDOT NEVI program's additional location requirements over and above the 23 CFR 680 requirements, such as the requirement for dusk-to-dawn lighting at charging locations.

Figure 2-5: Importance of Charging Station Amenities



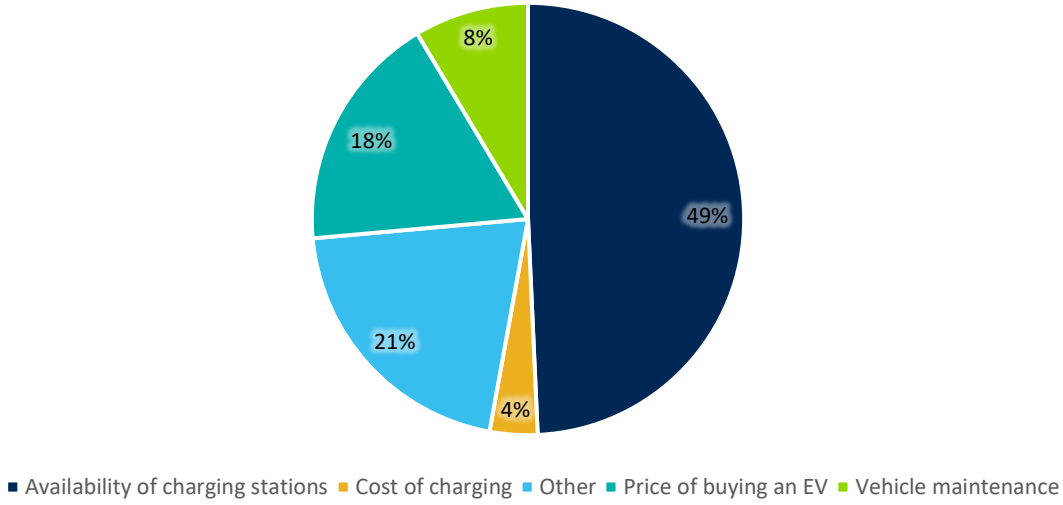
Along with community feedback on the amenities of the charging stations, KDOT also asked about perceived drawbacks or concerns about EV charging. The respondents focused on concerns related to electrical grid impacts, inadequate availability of charging stations, and placement of stations in the wrong locations. “Other” drawbacks or concerns listed by participants included using tax dollars for charging station build-out and the usability of stations due to vandalism or reliability issues.

Figure 2-6: What drawbacks or concerns do you have related to EV charging



The participants were surveyed on their concerns about driving an EV. Figure 2-7 demonstrates the availability of charging stations is a primary concern. Continued construction of EV charging stations through the Charge Up Kansas NEVI program directly addresses this issue. Concerns listed in response to the "Other" category included the environmental impact of the manufacturing of EVs and the capacity and range of EVs.

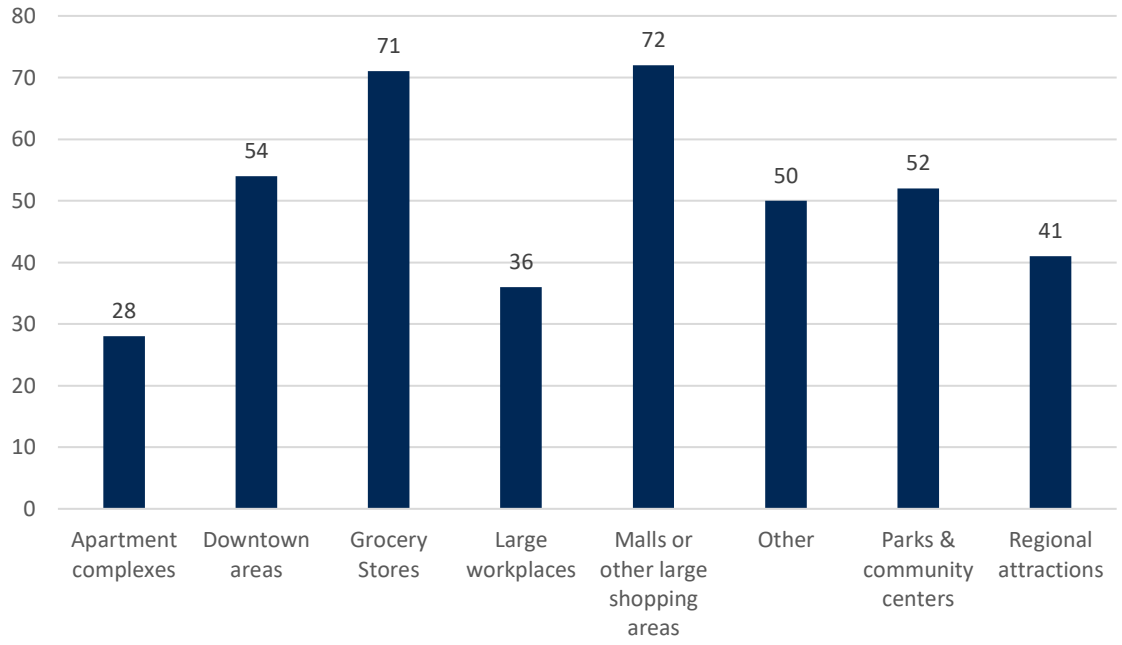
Figure 2-7: What is your biggest concern about driving an EV?



Survey participants were asked to comment on what should be considered when identifying future charging station locations. Feedback was broad and ranged from strongly in favor of EV charging, such as expressing interest in higher powered DCFC and a preference for certain charging networks over others, to generally opposed to EVs, including beliefs that EVs are not sustainable, not a good idea, and worse for the environment than gas-powered vehicles. Responses also included location recommendations for Level 2 charging stations, such as smaller downtown districts to spur economic development in struggling rural areas, top destinations and tourist locations, and locations where people typically spend more than 30 minutes. Other commenters suggested that wind turbine energy should be used to power the charging stations and that charging stations should be inviting and have some form of security to deter vandals. Though many of these concerns – such as security and charging levels – are addressed with RFP requirements, others – such as recommendations for locations of Level 2 charging stations – will be considered as potential targets for RFPs once NEVI funding can be used for off-corridor locations.

Respondents were asked to indicate the types of locations they felt would be best for DC fast charging stations. Figure 2-8 demonstrates strong support for stations located near grocery stores, malls, or other large shopping areas. In addition to the listed responses, participants also added other options they felt were important EV charging locations, such as gas stations, rest stops, and areas near highways or interstates.

Figure 2-8: What kinds of locations do you think are best for DC fast charging stations in your community?



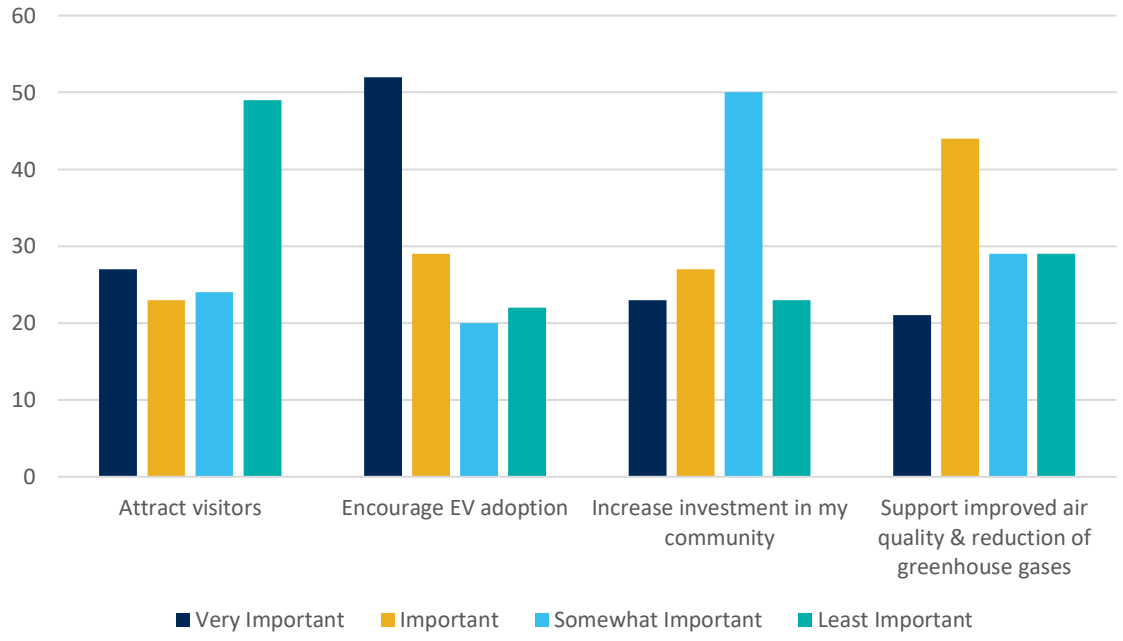
KDOT continues to use this feedback as it develops a plan for charging station locations after the EV charging corridors are certified as "fully built out." Though respondents indicated the above as locations for DCFC, evaluation of various sites may determine Level 2 charging to be a better fit. Input from many sources will be used to determine future EV charging sites.

Survey participants were also asked which benefits they felt were most important in having EV fast charging stations in their communities. Figure 2-9 illustrates encouraging EV adoption was the most important benefit of EV charging stations. Responses also indicate an interest in community investment. Participants felt the least important benefit of EV fast-charging stations was attracting visitors. Instead, responses favored community benefits, as shown in Figure 2-9.

Overall ranking of responses to EV charging benefits:

- Encourage EV adoption - Very Important
- Support improved air quality and reduction of greenhouse gases – Important
- Increase investment in my community – Somewhat Important
- Attract visitors – Least Important

Figure 2-9: What benefits of having EV fast charging stations in your community are most important to you?



Community Focus Groups

Two NEVI Community Focus Groups meetings were held in May 2024. The first meeting, held May 24th, included representatives from the Cities of Garden City, Emporia, Pratt, and Greensburg, and a resident of Wyandotte County. Participants in the online discussion listened to a presentation and were asked a series of questions about electric vehicle ownership, charging stations, and future needs including concerns and possible locations. Concerns included security of charging stations, distance between charging stations, and collaboration needed between a site owner and the local utility. A representative from the City of Garden City suggested working with Garden City Community College and its electrician program to encourage students to consider acquiring certification in EV charging work.

The second Community Focus Group specifically targeted rural communities. The meeting was held May 29th, Representatives from the Cities of Mulvane, Galena, Goodland, Lindsborg, and Fort Scott, and the Sac and Fox Nation of Missouri in Kansas and Nebraska participated. The presentation and questions were the same as at the first meeting. Most participants said the current need for EV infrastructure in their communities is low. While the City of Lindsborg does have electric vehicles in their fleet, there is no community-wide support for more. Still, attendees believe EV infrastructure, especially fast chargers, would be beneficial to help attract tourists and visitors.

MPO Roundtable

The KDOT NEVI team hosted a Roundtable discussion with the state's Metropolitan Planning Organization (MPO) Roundtable on May 17, 2024. This Roundtable included representatives from the Wichita Area Metropolitan Planning Organization (WAMPO), Mid-America Regional Council (MARC), Flint Hills Metropolitan Planning Organization (FHMPO), Lawrence/Douglas County Metropolitan Planning Organization (LDCMPO), and St. Joseph Area Transportation Study Organization (SJATSO).

When asked about EV charging implementation, the MPOs expressed that there is a lack of interest from private companies. They also stated that cities and counties are on board, but getting businesses to support EV infrastructure has been a challenge.

Agencies were invited to share updates from their region.

- FHMPO planned a June 2024 launch for surveys of businesses and the public. They hoped to develop EV policies and recommendations for urban and rural areas. They identified six stakeholder groups, a key one being Kansas State University (KSU). FHMPO is also interested in retrofitting multi-family buildings to support EV chargers. FHMPO includes a "Myths and Truths" section on their website to help educate the public on EVs and EV charging infrastructure.
- MARC is working to assemble a stakeholder committee. They anticipate some interest in EV charging infrastructure funding. They are also working to prioritize a site suitability assessment to identify how to address EV charging gaps in underserved communities. MARC included some EV related questions in one of their surveys. Some early results:
    - Likelihood to purchase – a little over 50% of people said they were not interested in purchasing an EV.
    - Cost is the number one concern, also concerns related to driving range and charging infrastructure.
    - Battery fires frequently came up in open responses.

- WAMPO would like to see more involvement from the private sector. They have a large EV stakeholder group that includes Evergy (the area electric utility) and the regional airport. There is a lot of conversation around housing and adding charging to apartment complexes. The group heard comments that landlords aren't interested in providing charging. Results from an online survey and tabling events found people are concerned about the cost and range of electric vehicles and battery fires. The next step for WAMPO is addressing building codes around EV charging readiness.

The MPO group also discussed off-corridor charging and said there is interest at local sporting events, as well as grocery stores, gas stations, parks, and downtown areas. The group also plans to meet with universities to discuss workforce training and on-campus charging opportunities.

Utility Engagement

The NEVI Utility roundtable was held online on June 18th, 2024, with representatives from KDOT, Evergy, Victory Electric, Garden City Electric, Pioneer Electric, Dodge City Electric, Prairie Land Electric, and Flint Hills Electric Co-op. During the roundtable, a presentation on the NEVI program and charging plan was given, and the attendees were asked questions about the presentation and the NEVI program.

The conversation was centered around the Utility Service Confirmation form which is part of the NEVI program RFPs. The attendees felt it helped them understand the basics of what is wanted and needed for future studies if stations are awarded. Several attendees commented the meeting was helpful for them to plan for electrical system upgrades. Specific feedback was provided on the application process and Utility Service Confirmation form. Their recommendations are as follows.

- The form should have an area where possible upgrades or extensions for service needs to the proposed station can be summarized.
- Contractors should reach out to the utilities as soon as possible so that the utility is not notified at the last minute and can give the most accurate bid estimates. (Note that KDOT encouraged proposers to contact the electric utilities well in advance of the due date to allow time for completion of the Utility Service form.)
- Proposers should include basic site plans with the Utility Service form along with any additional comments on charging station buildout.
- Contractors should promptly update electric utilities on awarded stations so supply chain issues are addressed and equipment is not delayed.
- An area for contingencies and additional cost items should be included so that proposers know there is a possibility of a complete bid change.

Attendees felt the information presented on EV ownership reflected what they have seen and know about their areas. The representative from Prairie Land Electric said there are EV buses in their area and that the lack of charging along Highway 36 negatively affects the growth and use of EVs.

When asked about concerns for providing fast charging along alternative fuel corridors (AFCs), participants indicated remoteness would affect the ability to provide upgrades. They said there is a need in larger rural areas because residents often travel long distances and home charging alone is not currently a viable option.

The utility representatives were asked to identify any locations that would be difficult to serve. Availability of three-phase power was a key concern for locating DCFC stations. They indicated downtown areas could be a challenge and Level 2 charging, instead of DCFC, might be more feasible. The same is true for apartments, which would be better suited for Level 2 chargers because of existing service levels, parking, and the need for a three-phase power source to build out DCFC in these areas.

The roundtable attendees then shared other concerns about the NEVI program, such as setting aside capacity charge for days of peak or heavy use. Utilities are worried about the effect of multiple chargers on the grid and how not being able to build out the grid affects the cost of electricity. Concerns also included potential cost effects on utility members that don't use an EV charging station as the service members who could be most affected would not use these stations as they are primarily for travelers. Participants inquired as to whether battery backup could be covered by the NEVI funds. KDOT confirmed that batteries could be an eligible cost if they helped to improve service or lower overall costs or effects to the utility grid.

Charging Industry Online Survey

An anonymous online survey was sent to all contacts who responded to KDOT's Call for Projects, Requests for Interest, or Requests for Proposals to solicit feedback or insights from the charging industry. The survey received 16 responses. Figure 2-10 and Figure 2-11 show some of their input.

Figure 2-10: What risks to charging station development do you see as the biggest hurdles to developing a statewide charging network?

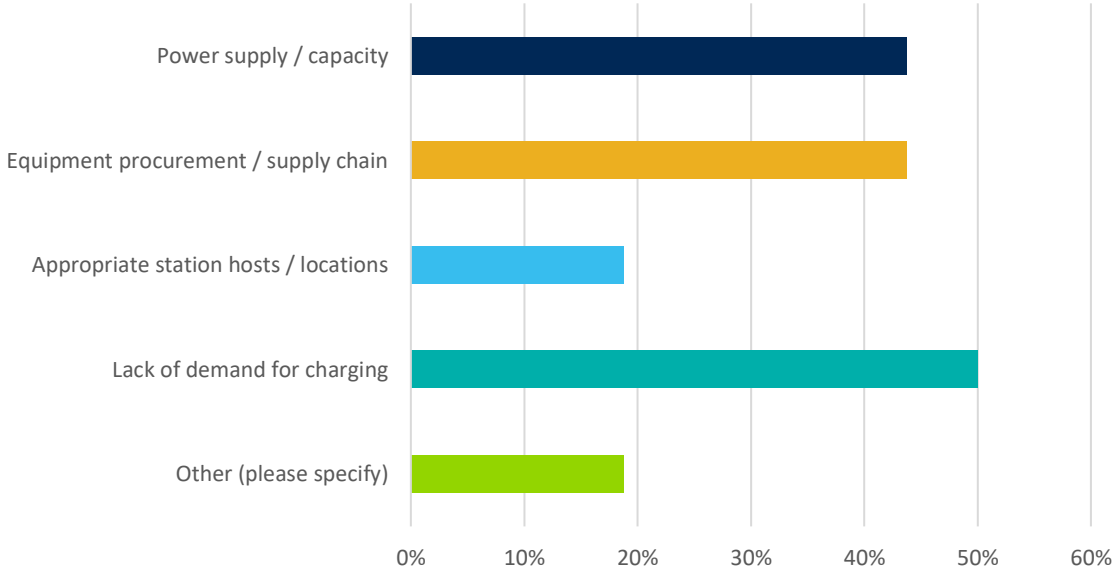
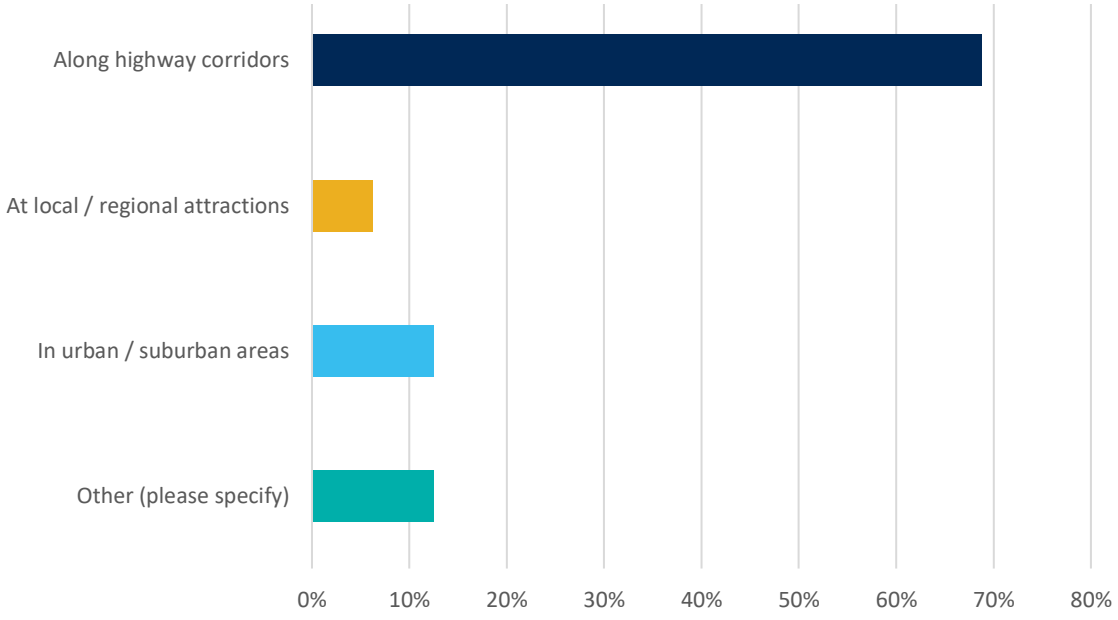


Figure 2-11: Where do you believe customers most want to see more charging?



Industry partners identified a minimum of 4-5 charging sessions per day as necessary to attract private development. The "Other" category included future-proofing considerations such as the potential installation of additional conduit, which could support adding charging ports without requiring concrete cutting or flatwork.

Industry partners also noted the current Request for Proposals process is too laborious for small businesses and suggested shifting to a one-step process with a longer open period to increase access. Current state policies require the two-step process of qualification and proposal submission; however, the RFP window could be expanded, giving more time for preparation and submission of proposals. Another common concern of station developers was KDOT's requirement for food availability onsite. KDOT is considering adjustments to this requirement for future RFP rounds.

General Outreach

KDOT representatives have presented on the state of EV charging in Kansas and the rollout of the NEVI plan at various community and professional events. These events give KDOT the opportunity to share plans for EV charging and interact with the public while gathering feedback about needs, goals, and concerns related to EVs and charging infrastructure.

Table 2-1: KDOT EV Charging Outreach Activities

Date(s)	Event/Organization	Location
August 1-2, 2023	KDOT Innovative Technology Summit	Salina
Wednesday, September 6, 2023	Clean Transportation Council Meeting	Virtual
Saturday, September 9, 2023	Climate Action KC Summit	Kansas City
Thursday, September 21, 2023	Kansas Member Services Directors Association	Manhattan
Saturday, September 30, 2023	Drive Electric ICT National Drive Electric Week Event	Wichita
Wednesday, November 1, 2023	Clean Transportation Council Meeting	Virtual
Wednesday, January 3, 2024	Clean Transportation Council Meeting	Virtual
Tuesday, March 5, 2024	SAE EV Charging Infrastructure Conference	Virtual
Wednesday, March 6, 2024	Clean Transportation Council Meeting	Virtual
Wednesday, May 1, 2024	Clean Transportation Council Meeting	Virtual
Wednesday, May 1, 2024	American Society of Civil Engineers - Wichita Branch	Wichita
Thursday, June 20, 2024	National Alternative Fuel Corridor Council	Virtual
Wednesday, July 3, 2024	Clean Transportation Council Meeting	Virtual
Wednesday, August 26, 2024	MAASTO Annual Meeting	Kansas City
Wednesday, September 4, 2024	Clean Transportation Council Meeting	Virtual
Wednesday, November 6, 2024	Clean Transportation Council Meeting	Virtual
Monday, November 19, 2024	Future Forward: Kansas Energy Economy Conference	Manhattan
Wednesday, January 22, 2025	Clean Transportation Council Meeting	Topeka
Tuesday, February 4, 2025	SAE EV Charging Infrastructure Conference	Virtual
Wednesday, March 26, 2025	Clean Transportation Council Meeting	Virtual
Wednesday, March 26, 2025	IMSA/ KAUTC Annual Conference	Overland Park
Tuesday, April 8, 2025	Kansas Transportation Engineering Conference	Manhattan
Wednesday, June 25, 2025	Clean Transportation Council Meeting	Virtual

3. Kansas Plan for NEVI Program Funds

Details for how Kansas intends to use NEVI Program funds for each fiscal year, including unobligated funding, are below. FY22-26 funds will be primarily used for station awards through a competitive bidding process. Detailed in KDOT's RFP, eligible project costs include development phase activities, acquisition and installation of EV charging infrastructure, operating assistance, and other eligible activities. KDOT may use NEVI funds for all eligible activities described in the NEVI Interim Final Guidance, including traffic control devices and on-premises signs, and mapping and analysis activities. Table 3-1 breaks down funds by year. Estimated awards for Alternative Fuel Corridor (AFC) charging, secondary network charging along non-AFC roads, and community charging are shown in Table 3-2.

Table 3-1: Current Status of Kansas NEVI Funds

	Allocated Funds	Awarded Funds	Unobligated	Obligated
FY 2022	$5,847,059	$4,648,095	$5,202,613	$644,446
FY 2023	$8,413,984	$6,868,151[b]	$8,413,984	$0
FY 2024	$8,414,042	$0	$8,414,042	$0
FY 2025	$8,414,049	$0	$8,414,049	$0
FY 2026	$8,414,067[a]	$0	$8,414,067	$0
Total (FY22-26)	**$39,503,201**	**$11,516,246**	**$38,858,755**	**$644,446**

[a] KDOT anticipates allocation of FY 2026 funds upon approval of this plan.
[b] Conditional awards made through competitive RFPs but not yet under contract or obligated.

Table 3-2: Estimated NEVI Funds for Corridor and Community Charging

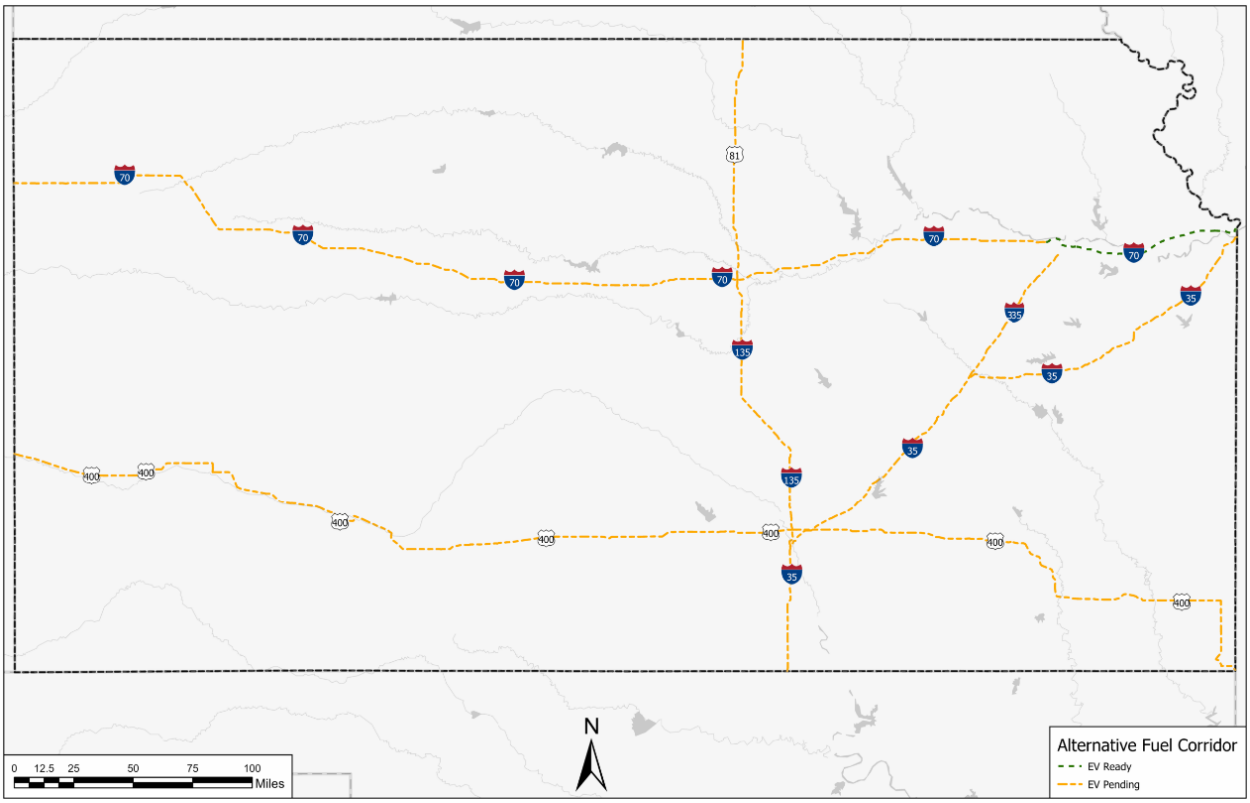
Expected Total Funding Available		**$39,503,201**
Total Estimated Awards for AFC Charging		**$21,964,246**
NEVI Round 1 Awards (6 Stations)	$4,648,095	
NEVI Round 2 Awards (9 Stations)	$6,868,151	
NEVI Round 3 Estimated Awards (11 New Stations @ $768k + 4 Station Upgrades @ $500k est.)	$10,448,000	
Estimated Remaining NEVI Formula Funds for Secondary Network Corridor / Community Charging		**$17,538,955**

To establish Kansas as a leader in developing a convenient, affordable, and reliable EV charging network, it is important to have a strategy in place for deploying Electric Vehicle Supply Equipment (EVSE). The planned approach consists of analyzing the status of Alternative Fuel Corridors, identifying charging needs and EVSE gaps, and working with state agencies to study the feasibility of location recommendations, especially in the post build-out phase. It will be important to understand the funding structure and requirements outlined in the NEVI Program Interim Final Guidance and the local, state, and federal policies for installing, implementing, operating, and maintaining EVSE. Outlined below is a high-level approach to these topics.

Alternative Fuel Corridor (AFC) Designations

Kansas has nominated multiple alternative fuel corridors in several rounds of nominations. Designated EV corridors in Kansas include I-70, I-35, I-135, I-335, U.S. 400, and U.S. 81 from I-70 north to the Nebraska border (Figure 3-1). These corridors were targeted for charging in the Kansas EV Corridor Plan created in 2020. Additional infrastructure is needed for these corridors to achieve certification as fully built out.

Figure 3-1: Electric Alternative Fuel Corridors



Existing Charging Stations

As of September 2025, there are 69 public DC fast charging stations in Kansas, many of which serve the AFCs. 15 of these stations, including one NEVI-funded station, meet 23 CFR 680 requirements for power, number of charging ports, and Combined Charging System (CCS) connectors. 14 additional NEVI-funded stations are currently in procurement for development. To efficiently and responsibly use taxpayer funds, KDOT will likely consider stations that meet the 23 CFR 680 power and port requirements when determining fully built out status of the AFCs. A comprehensive list of DC fast-charging stations is provided in Appendix A. A full-page map is provided in Appendix F.

Figure 3-2: Existing and Planned DC Fast Charging Stations

Open NEVI Stations

There is one open and operational NEVI-funded EV charging station in Kansas. Details about the station are listed in Table 3-4.

Table 3-4: Open NEVI Stations

State EV Charging Location Unique ID	Route/ AFC	Location	Cost (Federal Funds)	NEVI Funding Source	Year Open
Flying J Travel Center Emporia	I-35/I-335	4215 U.S. 50, Emporia, KS 66801	$644,446	FY22	2025

Planned Charging Stations

Guided by public and stakeholder engagement, KDOT has identified priority areas for constructing new charging stations to support the certification of corridors as fully built out. KDOT issues Requests for Proposals (RFPs) to solicit bids from private development entities to construct one charging station in each target area. Groups of RFPs will be issued until KDOT has awarded all available funds. KDOT has solicited two rounds of RFPs under the NEVI Formula Program. Table 3-5 lists stations under contract and Table 3-6 lists stations with conditional awards.

Table 3-5: Stations Under Contract

State EV Charging Location Unique ID	Route/ AFC	Location	Estimated Cost (Federal Funds)	NEVI Funding Source
Casey's Pratt	U.S. 400	1900 East 1st Street, Pratt	$885,346	FY 22
Love's Travel Stop Belleville	U.S. 81	1356 U.S. 81, Belleville	$709,591	FY 22
Love's Travel Stop Garden City	U.S. 400	3285 East U.S. 50, Garden City	$695,492	FY 22
Pete's Cherokee	U.S. 400	20 U.S. 400, Cherokee	$857,044	FY 22
Pete's Fredonia	U.S. 400	2400 E Washington Street, Fredonia	$856,175	FY 22

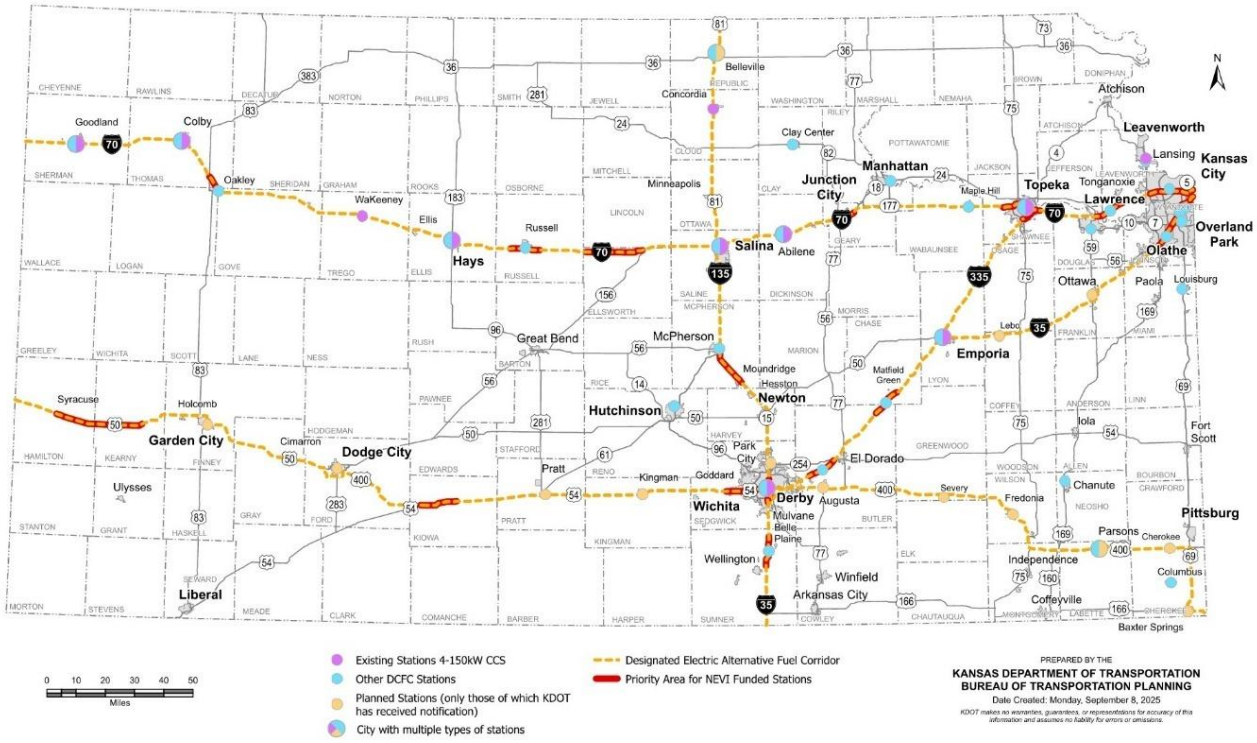
Table 3-6: Stations with Conditional Awards

State EV Charging Location Unique ID	Route/ AFC	Location	Estimated Cost (Federal Funds)	NEVI Funding Source
Casey's Augusta	U.S. 400	212 W 7th St, Augusta	$ 957,729	FY 23
Casey's Baxter Springs	U.S. 400	2403 Military Ave, Baxter Springs	$ 635,447	FY 23
Love's Dodge City	U.S. 400	2505 E Trail St, Dodge City	$ 750,000	FY 23
Casey's Kingman	U.S. 400	442 E D Ave, Kingman	$ 840,332	FY 23
Casey's Lebo	I-35	2740 Fauna Rd, Lebo	$ 896,491	FY 23
Love's Ottawa	I-35	203 E 27th St, Ottawa	$ 600,000	FY 23
Sinclair, Park City	I-135	6209 N Broadway Ave, Park City	$ 607,480	FY 23
Casey's Parsons	U.S. 400	516 Main St, Parsons	$ 640,277	FY 23
Pete's Severy	U.S. 400	218 R Road, Severy	$ 940,394	FY 23

Planning Towards a Fully Built Out Determination

KDOT intends to issue a third round of RFPs, targeting locations where NEVI-compliant stations are needed to achieve a fully built out charging network. KDOT estimates that if a responsive bid is received for each location in the third round of RFPs, the AFCs will reach fully built out status with the inclusion of imminently planned NEVI-funded stations and existing NEVI and privately-funded charging stations. Figure 3-3 illustrates the areas served by existing and planned charging stations that meet 23 CFR 680 power and port requirements, as well as other DC fast chargers in Kansas. The red sections indicate areas where additional stations are needed for fully built out corridors and represent the areas KDOT is potentially targeting for Round 3. A full-page map is provided in Appendix F.

Figure 3-3: DC Fast Charging EV Corridor Infrastructure Needs



Public survey responses, as well as continued stakeholder engagement, have consistently shown the travelling public values amenities, such as lighting, restrooms, and accessibility at EV charging stations. In Kansas' Request for Proposals process, contracting includes additional minimum requirements for charging stations to be located and operated to provide maximum utility and benefit to travelers and local communities. KDOT will continue to encourage co-locating chargers at off highway travel centers, fuel retailers, and businesses with onsite amenities that provide safe locations and restrooms.

Potential Round 3 Target Locations

KDOT will potentially solicit bids for the targeted areas listed below. Evaluation considering existing and any new development of fast charging will take place before final target locations are determined. KDOT estimates that if a responsive bid is received for each Round 3 location, Fully Built Out Certification can be requested from FHWA.

New Stations

- Greensburg/Mullinville (U.S. 400)
- Junction City/Grandview Plaza (I-70)
- Russell (I-70)
- Wilson/Ellsworth (I-70)
- Syracuse/Lakin (U.S. 400)
- Wyandotte County (I-70)
- Topeka (I-335/I-70)
- Wichita (Midtown/West) (I-135/U.S. 400)
- Johnson/Wyandotte County (I-35)
- Oakley (I-70)
- McPherson/Moundridge (I-135)

KTA Service Areas (Upgrades)

- Lawrence (I-70)
- Matfield Green (I-35)
- Towanda (I-35)
- Belle Plaine (I-35)

The estimated awards for Round 3 total $10,448,00, which includes 11 new stations at $768,000 each and four station upgrades at $500,000 each. Station cost estimates were based upon past station expenses and current equipment pricing but do not necessarily represent final costs.

Strategy Post AFC Build Out

Once all EV alternative fuel corridors are certified as “fully built out,” KDOT intends to use the estimated $17,538,955 of remaining NEVI funds to support the secondary corridor network and community charging across Kansas. Targeted locations will be identified from multiple sources, including feedback from the 2024 survey of the public; the Kansas EV Corridor Plan developed in 2020, which was used as the basis for Kansas’ Volkswagen settlement funds EVSE deployments and the NEVI plan; and input from utilities, community groups and other stakeholders. The Clean Transportation Council (CTC), a working group comprised of multiple state agencies meeting quarterly to discuss clean transportation topics, will continue to provide cross-sector collaboration on post build-out strategies. Existing DC fast charging stations along Kansas’ secondary corridor network and in communities will be considered in KDOT’s planning process. Following are lists of potential target locations identified by KDOT and stakeholders.

Critical areas along Kansas' secondary corridor network

- Liberal
- Scott City
- Great Bend
- Fort Scott

Secondary areas identified by the Kansas EV Corridor Planning Group

- Meade
- Pleasonton area
- Holton
- Fairview

Tertiary areas identified by the Kansas EV Corridor Planning Group

- Elkhart
- Sublette
- Kinsely
- Winfield/Arkansas City
- Eureka
- Independence
- Coffeyville
- Yates Center
- Iola
- Greeley

Other potential locations for EV charging

- State parks (See Appendix B)
- Historical sites
- Rural areas (See Appendix C)
- Multi-family housing units
- Cities that serve as Census regional service hubs (See Appendix D)
- Scenic and historic byways (See Appendix E)
- Tourist destinations
- Universities and community colleges
- Large employers
- Federally recognized Tribal Lands
- Highways 36 and 69

4. Physical Security & Cybersecurity Strategies

Cybersecurity, security of Personal Identification Information (PII), and physical security are important considerations in deploying electric vehicle charging infrastructure. KDOT is committed to setting contractual guidelines to safeguard EV charging networks against cybersecurity and personal privacy risk to the state of Kansas and to EV drivers.

Physical Security

KDOT recognizes physical security as an important element in ensuring that charging stations are well-used by both travelers on AFCs and local EV drivers. In defining minimum requirements for its planned Request for Proposals, two key requirements include lighting and visibility, to ensure safety for charging station users.

KDOT has defined minimum standards for charging stations as part of its NEVI Request for Proposals process. These minimum standards require plans for on-site security, dusk-to-dawn lighting, charger locks, product data, and anti-tampering of payment devices.

Cybersecurity

Cybersecurity strategies such as user identity and access management, selection of appropriate encryption systems, intrusion and malware detection, event logging and reporting, management of software updates, and secure operation during communication outages, as proposed by FHWA, will be included in the solicitation as a requirement.

NEVI funding recipients will become contracted vendors who will own, operate, and maintain the EVSE as well as the data produced. As part of the contract, prior to issuance of the award or other funding, the vendor will be required to provide a cybersecurity plan that demonstrates their cybersecurity maturity and compliance with applicable Kansas, regulatory, and federal cybersecurity requirements. The State's solicitation will require the applicants to demonstrate methods they will use to maintain and improve cybersecurity throughout the life of the proposed solution. This will include requirements to maintain compliance with current and future cybersecurity requirements as well as alerting KDOT, the Kansas Information Security Office (KISO), and the Cybersecurity and Infrastructure Security Agency (CISA) of any known or suspected network or system compromises.

In July 2021, Kansas Governor Laura Kelly established the bipartisan Governor's Cybersecurity Task Force to protect Kansas' digital infrastructure. The Task Force is comprised of four sub-committees related to: Statewide Coordination and Collaboration, Workforce Development and Education, Cyber Incident and Disruption Response, and Strategic Vision and Planning. Since its formation, the Task Force has produced two reports: an interim report with 45 broad recommendations to advance a whole-state approach, and a final report which highlighted 17 critical recommendations that were found to be either essential to the implementation of other recommendations or top priorities, that if implemented, would have the greatest impact on protecting the state from cybersecurity threats.

Should a data security breach occur, the vendor is obligated to promptly notify KDOT and the Kansas Information Security Office (KISO) within 24 hours and provide details of the measures being taken to mitigate the situation.

Appendix A: Public DC Fast Charging Stations Serving Kansas

State EV Charging Location Unique ID*	Route	Location (Street address)	Ports	EV Network (if known)	Meets 23 CFR 680 Power & Port Requirements
24/7 Travel Store #2 - Colby	I-70	1990 S Range Ave Colby, KS 67701	4	EV Connect	NO
24/7 Travel Store #10 - McPherson	I-135	2203 East Kansas Ave McPherson, KS 67460	4	EV Connect	NO
24/7 Travel Store #5 – Maple Hill	I-70	32981 Windy Hill Rd Maple Hill, KS 66507	4	EV Connect	NO
24/7 Travel Store #6 - Abilene	I-70	2200 N Buckeye Ave Abilene, KS 67410	4	EV Connect	NO
24/7 Travel Store #9 - Goodland	I-70	2710 Commerce Rd Goodland, KS 67735	4	EV Connect	NO
383 Mopar Drive (US-T9W-JRK-1A) - Hays	I-70	383 Mopar Drive Hays, KS 67601	6	Rivian Adventure	YES
AC Customs - Belleville	U.S. 81	1212 17th St, Belleville, KS 66935,	3	EVGATEWAY /Non-networked	NO
Applebee's - Tesla Supercharger – Hays	I-70	4101 Vine St Hays, KS 67601	6	Tesla	NO
Applebee's - Tesla Supercharger – Wichita	I-135	4760 S. Broadway Street Wichita, KS 67216	6	Tesla	NO
Arby's - Tesla Supercharger - Topeka	I-70	5930 SW Huntoon St Topeka, KS 66604	8	Tesla	NO
Berger Convenience - Olathe	K-10	10550 S Ridgeview Rd Olathe, KS 66061	4	eVgo	NO
Casey's - Salina	I-70	500 N Ohio St. Salina, KS 67401	4	Electrify America	YES
CDJ Automotive - Lansing	U.S. 73	555 North Main Street Lansing, KS 66043	2	Blink	NO
Emporia West Plaza - Tesla Supercharger – Emporia	I-35	1312 Industrial Road Emporia, KS 66801	8	Tesla	NO
Evergy @KTA SVC - El Dorado OCL	I-35	7225 Kansas Turnpike El Dorado, KS 67042	2	ChargePoint	NO
Evergy @KTA SVC - Lawrence	I-70	209 Kansas Turnpike Lawrence, KS 66044	2	ChargePoint	NO

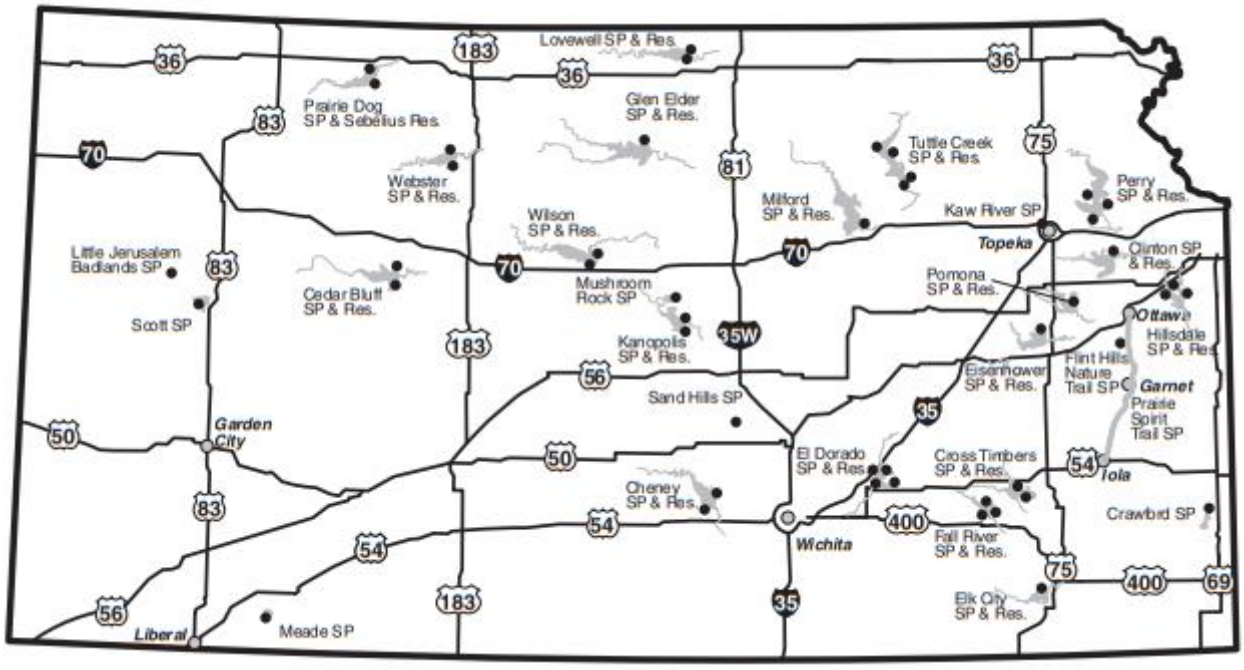
Evergy @KTA SVC - 408B - Topeka OCL	I-70	8000 SE I-70 Hwy Topeka, KS 66542	1	ChargePoint	NO
EVERGY @PRSONCITY - 437A – Parsons	U.S. 400	1600 Main St Parsons, KS 67357	1	ChargePoint	NO
Evergy @Topeka Go-442A - Topeka	I-70	818 S Kansas Ave Topeka, KS 66612	1	ChargePoint	NO
EVERGY @WSU YMCA-441A	I-135	2060 N Mid Campus Dr Wichita, KS 67208	1	ChargePoint	NO
Flying J Travel Center – Salina	I-70	2250 N Ohio St Salina, KS 67401	4	eVgo	YES
Flying J 658 - Emporia	I-35 I-335	4215 West Hwy 50 Emporia, KS 66801	5	eVgo	YES
Olathe Ford	I-35	1845 E Santa Fe St. Olathe, KS 66062	4	ChargePoint	NO
Greenwich Place Shopping Center - Wichita	K-96	2774 N Greenwich Ct, Wichita, KS 67226	6	Rivian Adventure Network	YES
Glavan Ford Power Link 1- Clay Center	U.S. 24	1274 18th Rd. Clay Center, KS 67432	4	ChargePoint	NO
Hatchett Devlin Genesis - Wichita	K-96	1211 North Greenwich Road Wichita, KS 67206	4	Blink	NO
Hatchett Hyundai East - Wichita	K-96	11200 E Central Ave, Wichita, KS 67206	1	ChargePoint	NO
Hatchett Hyundai West - Wichita	I-235	757 N Tyler Rd Wichita, KS 67212	1	ChargePoint	NO
Heartland Energy Services - Concordia	U.S. 81	1909 Lincoln St, Concordia 66901	4	EVGATEWAY	YES
Holiday Inn Express - Tesla Supercharger - Salina	I-70	755 W. Diamond Dr. Salina, KS 67401	6	Tesla	NO
Holiday Inn Express - Tesla Supercharger - Goodland	I-70	2631 Enterprise Rd. Goodland, KS 67735	6	Tesla	NO
HYUNDAI KC REED HYUNDAI 1 - Merriam	I-35	7050 W Frontage Rd Merriam, KS 66203	1	ChargePoint	NO
Hy-Vee - Tesla Supercharger- Olathe	I-35	18101 West 119th Street Olathe, KS 66061	8	Tesla	NO
Hy-Vee - Tesla Supercharger - Mission	U.S.-69	6655 Martway Street Mission, KS 66202	8	Tesla	NO

Hy-Vee Grocery Store - Tesla Supercharger – Overland Park	U.S. 69	9545 Antioch Rd Overland Park, KS 66212	12	Tesla	NO
IONNA Abilene Rechargery Relay	I-70	2309 N Buckeye Ave, Abilene, KS 67410	10	IONNA	YES
IONNA Goodland Rechargery Relay	I-70	2710 Commerce Rd, M, KS 67735	10	IONNA	YES
IONNA WaKeeney Rechargery Relay	I-70	745 S 1st St, WaKeeney, KS 67672	10	IONNA	YES
Jay Hatfield Chevrolet - Columbus	U.S. 69	200 S E Ave Columbus, KS 66725	1	EV Connect	NO
Jay Hatfield Chevrolet GMC - Chanute	U.S. 169	1401 W Beech St Chanute, KS 66720	1	EV Connect	NO
John North Ford – Emporia	I-35	3002 US-50 Emporia, KS 66801	4	Ford Charge	YES
Laird Noller Hyundai-Lawrence	U.S. 40	2829 Iowa St Lawrence, KS 66047	2	ChargePoint	NO
Lawrence Service Area - Tesla Supercharger	I-70	209 Kansas Turnpike Tonganoxie, KS 66086	12	Tesla	NO
Louisburg Ford Sales - Louisburg	U.S. 69	111 Fairlane Dr Louisburg, KS 66053	4	Ford Charge	NO
Love's 176 - Matfield Green	I-35	Milepost 97 Kansas Turnpike, Matfield Green, KS 66862	4	FCN	NO
Love's 178 - Belle Plaine	I-35	Mile 26 Kansas Turnpike, Belle Plaine, KS 67013	4	FCN	NO
Max Hyundai - Manhattan	U.S. 24	8020 U.S. 24 Manhattan, KS 66502	2	ChargePoint	NO
McCarthy Chevrolet - Olathe	I-35	681 North Rawhide Olathe, KS 66061	2	InCharge	NO
Midway Motors Supercenter - McPherson	I-135	2075 E Kansas Ave McPherson, KS 67460	2	EVGATEWAY	NO
Midwest Ford – Hutchison	K-61	1100 E 30th Ave Hutchinson, KS 67502	2	Ford Charge	NO
Mitten Inc - Oakley	I-70	1001 U.S. 40 Oakley, KS 67748	2	ChargePoint	NO
Morris Smith Ford - Leavenworth	U.S. 73	4501 S 4th St Trafficway Leavenworth, KS 66048	4	Ford Charge	YES
Oak Park Mall - Overland Park	I-35	11149 W 95th St Overland Park, KS 66214	4	eVgo	NO

Oasis Travel Plaza - Tesla Supercharger - Colby	I-70	700 E Horton Ave. Colby, KS 67701	10	Tesla	NO
Reed Jeep Chrysler Dodge Ram- Merriam	I-35	7050 W Frontage Rd Merriam, KS 66203	2	Blink	NO
Roots Coffee Company-Hutchison	K-96	9805 South Yoder Road Hutchinson, KS 67501	2	Blink	NO
Rusty Eck Ford – Wichita	I-35	7310 E Kellogg Dr Wichita, KS 67207	4	Ford Charge	YES
Sharp DC Fast- Topeka	I-470	3149 SW S Kansas Ave Topeka, KS 66611	1	ChargePoint	NO
Sonic Drive-In - Tesla Supercharger - Russell	I-70	1219 S Fossil St Russell, KS 67665	8	Tesla	NO
Sonic Drive-In - Tesla Supercharger - Oakley	I-70	3689 U.S. 40 Oakley, KS 67748	12	Tesla	NO
Target - Tesla Supercharger - Wichita	I-235	7575 Maple St Wichita, KS 67209	12	Tesla	NO
Topeka Service Area - Tesla Supercharger – Topeka	I-70	8000 I-70 Topeka, KS 66608	8	Tesla	NO
Towanda Service Area - Tesla Supercharger – El Dorado	I-35	7225 Kansas Turnpike El Dorado, KS 67210	8	Tesla	NO
Towne East Square - Wichita	U.S. 400	7700 E Kellogg Dr Wichita, KS 67207	4	Electrify America	YES
Walmart 1214 - Colby	I-70	115 W Willow St. Colby, KS 67701	4	Electrify America	YES
Walmart 1802 - Topeka	I-70	1501 SW Wanamaker Rd Topeka, KS 66604	4	Electrify America	YES
Walmart 664 - Hays	I-70	4301 Vine Street Hays, KS 67601	4	Electrify America	YES
West's Plaza Country Mart - Tesla Supercharger - Abilene	I-70	1900 North Buckeye Ave Abilene, KS 67410	12	Tesla	NO
Wyandotte Plaza – Kansas City	I-70	7646 State Ave Kansas City, KS 66112	4	eVgo	NO

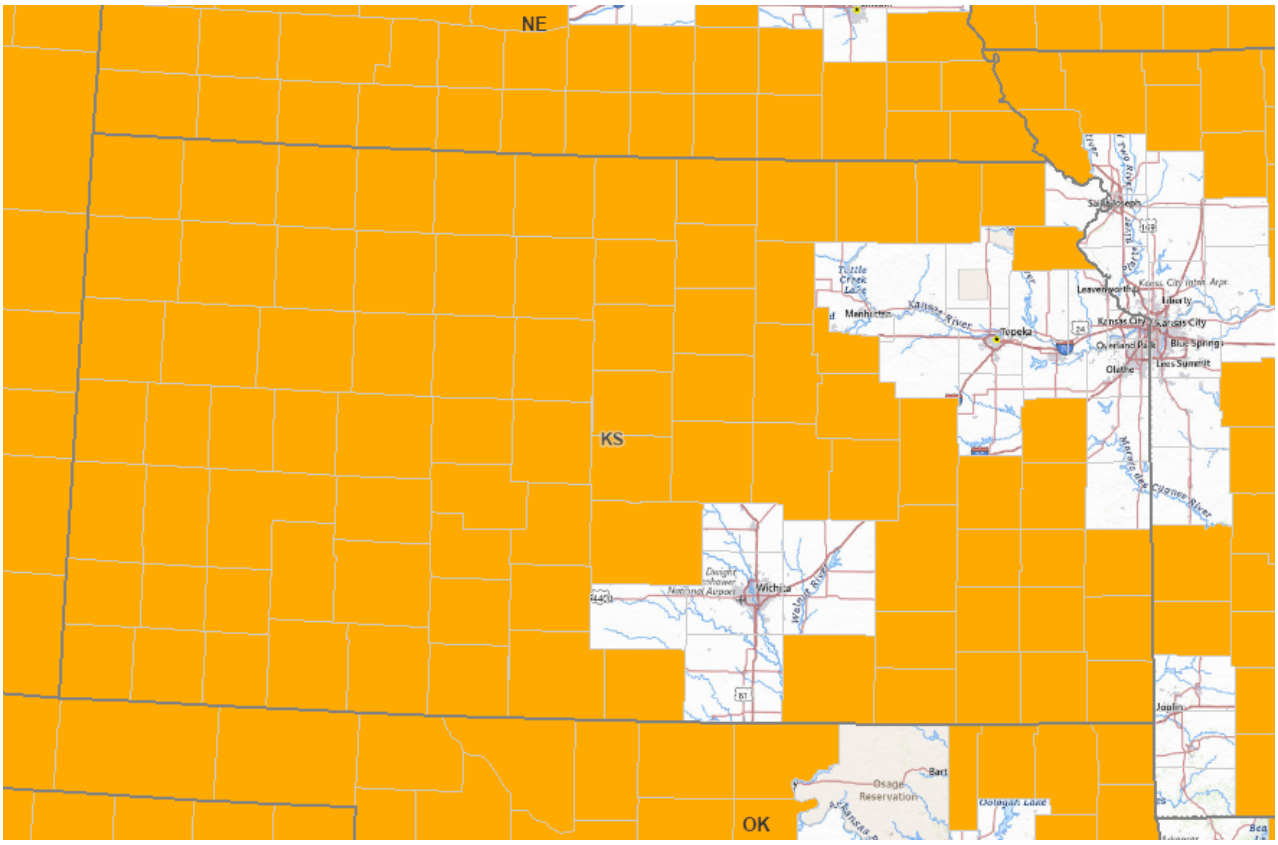
(Updated September 2025, Source: Alternative Fuels Data Center, https://afdc.energy.gov/)

Appendix B: Map of Kansas State Parks[1]



[1] Kansas Department of Wildlife and Parks (August 2025), *Kansas State Park Guide*. Retrieved September 4, 2025, from https://ksoutdoors.gov/Services/Publications.

Appendix C: Map of Non-metro Areas[2]



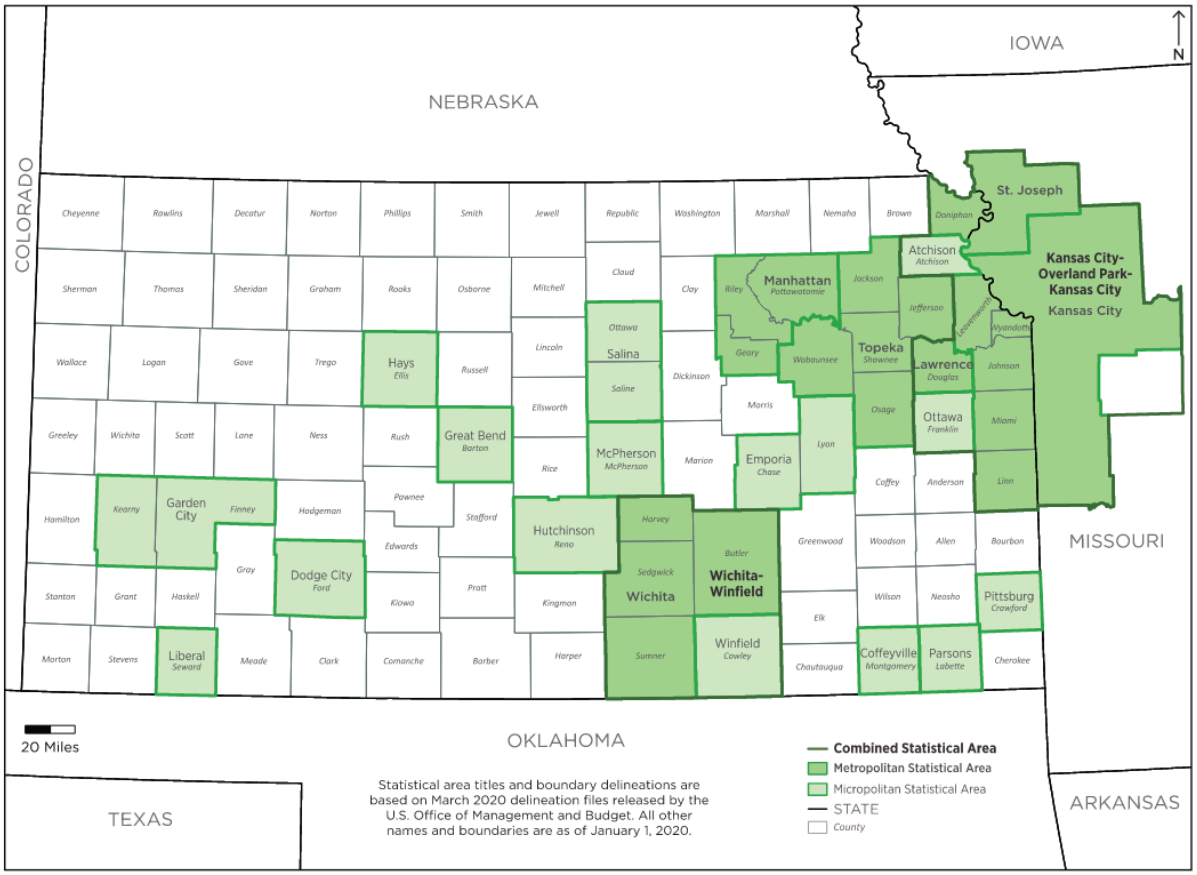
Yellow areas indicate non-metro areas

[2] USDA Economic Research Service (2013), *Atlas of Rural and Small-town America*. Retrieved September 8, 2025, from https://www.ers.usda.gov/data-products/atlas-of-rural-and-small-town-america/go-to-the-atlas.

Appendix D: Regional Service Hubs

Census-defined metropolitan and micropolitan statistical areas[3] are referred to as regional service hubs. People from neighboring counties often travel to regional service hubs to their workplaces and to access services such as medical care, education, shopping, and entertainment. Installing chargers at places of interest within regional service hubs is convenient for drivers since it meets people where their activities are.

Kansas: 2020 Core Based Statistical Areas and Counties

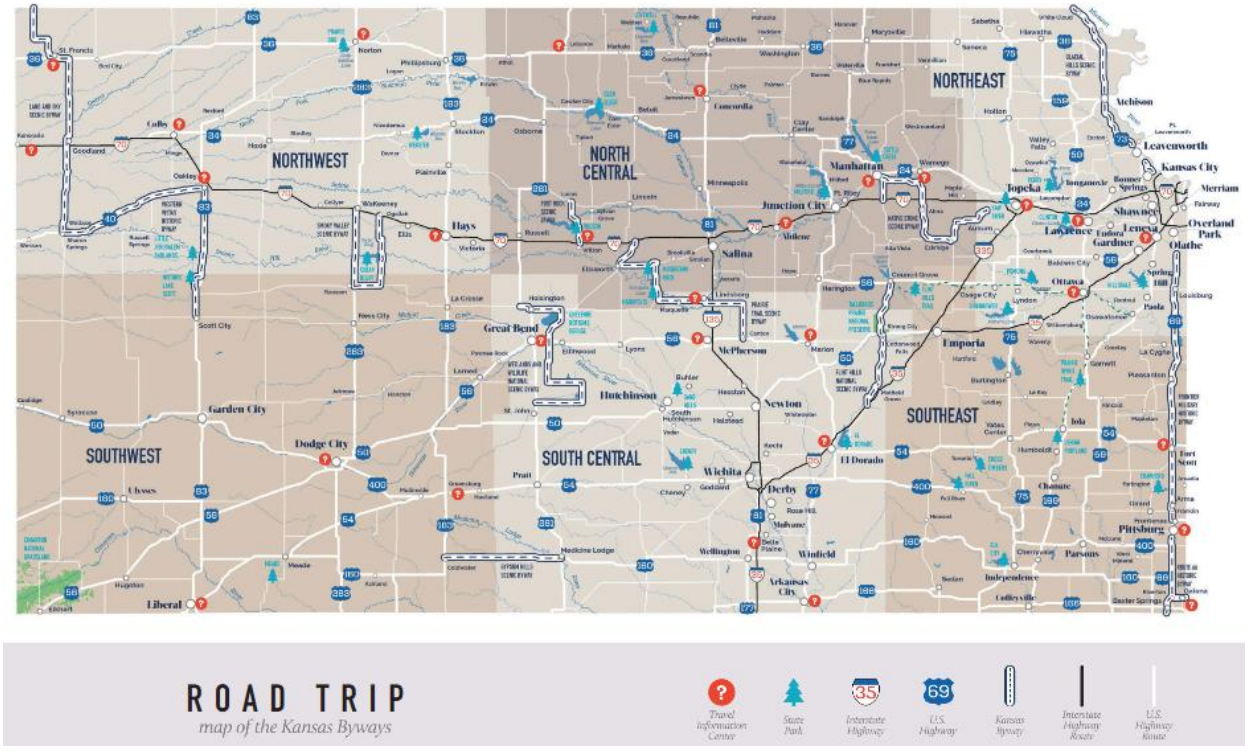


U.S. Census Bureau, Population Division

[3] U.S. Census Bureau (2020) *Kansas: 2020 Core Statistical Areas and Counties*. Retrieved September 8, 2025 from https://www2.census.gov/programs-surveys/metro-micro/reference-maps/2020/state-maps/20_Kansas_2020.pdf

Appendix E: Kansas Historic and Scenic Byways[4]

Placing chargers along historic and scenic byways is an opportunity to promote tourism and create placemaking. DCFCs would be beneficial in high AADT sections of the byway while Level 2 would be beneficial at tourist sites where people intend to stay longer than 30 minutes.



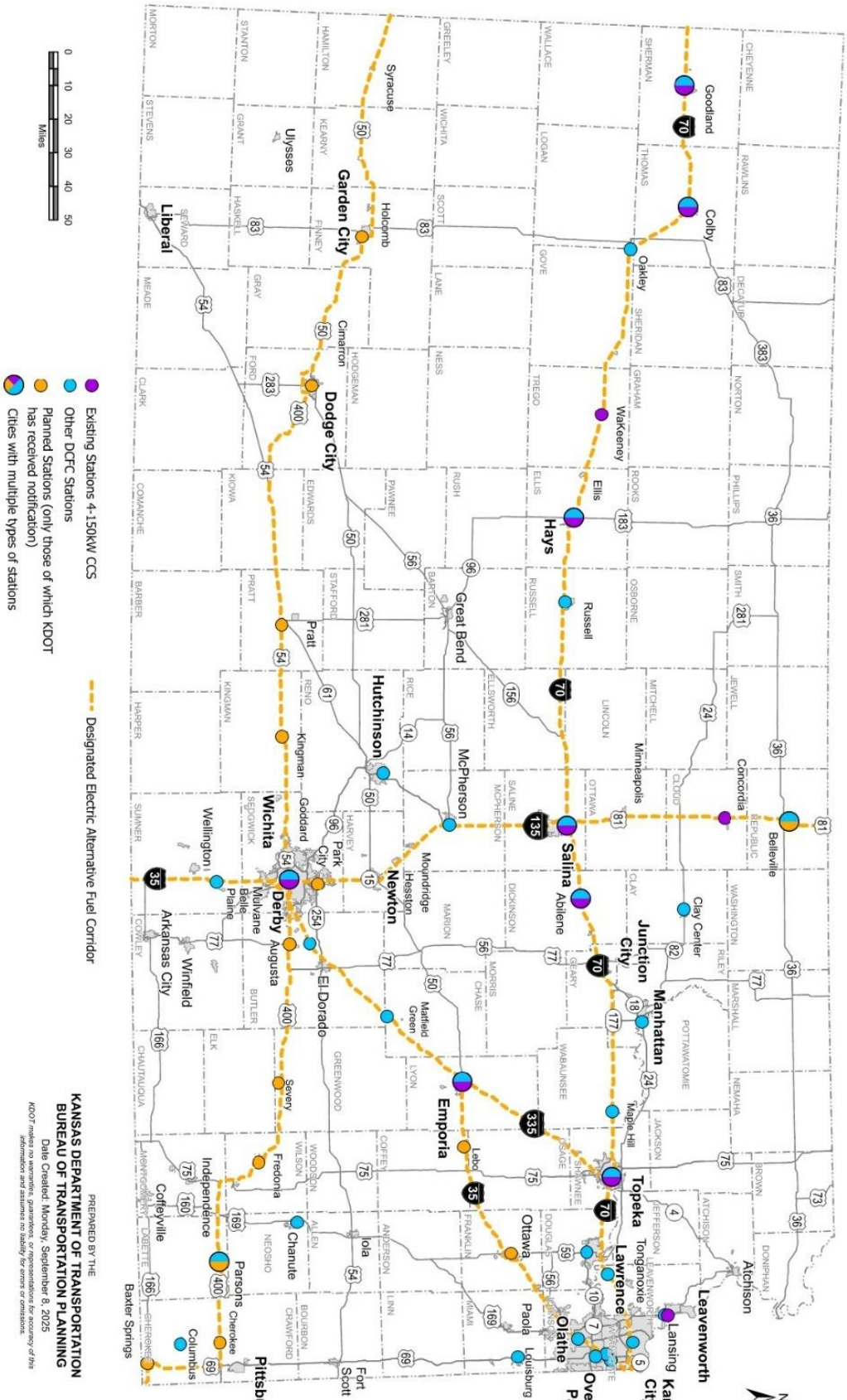
[4] Kansas Tourism (2024) *Kansas Byways Guide*. (Retrieved September 8, 2025) from Historic & Scenic Byways In Kansas | Maps & Guides

Appendix F: DC Fast Charger Infrastructure Maps

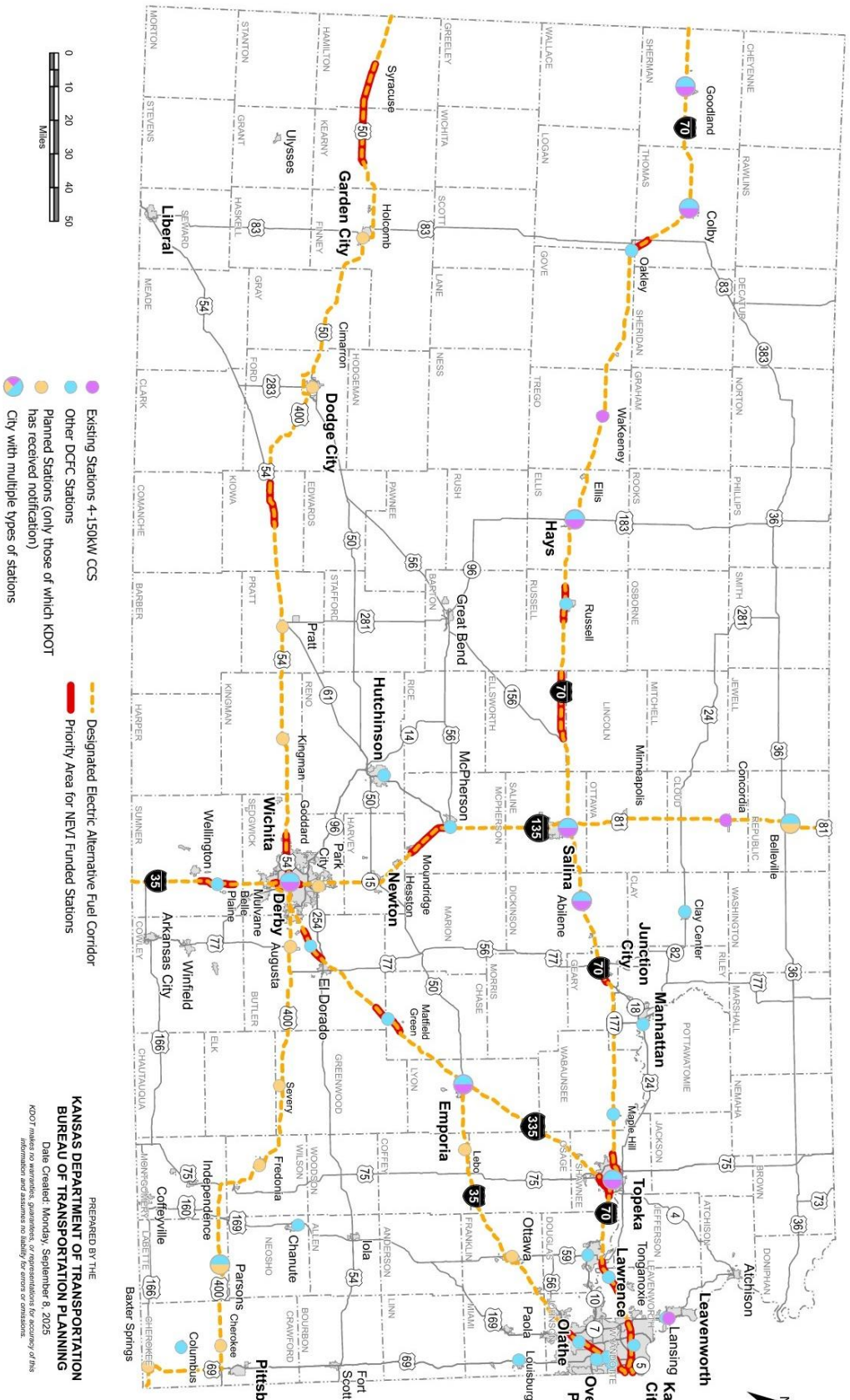
See the next two pages for full-page maps of existing, planned, and needed EV infrastructure.

EV CHARGING INFRASTRUCTURE
NEVI PLAN 2026

Existing and Planned DC Fast Charging EV Infrastructure



DC Fast Charging EV Corridor Infrastructure Needs



PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
Date Created: Monday, September 8, 2025

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