



ARKANSAS
ENERGY & ENVIRONMENT



Arkansas Electric Vehicle **INFRASTRUCTURE DEPLOYMENT PLAN**

NEVI Formula Program
July 2022

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I. INTRODUCTION



National Electric Vehicle Infrastructure Program (NEVI)

The [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) is a \$5 billion program established by the Infrastructure Investment and Jobs Act (IIJA) to build a national network of 500,000 electric vehicle (EV) charging stations by 2030 along federally designated [Alternative Fuel Corridors](#) (AFC). NEVI will provide funding to state governments over the next five years to strategically deploy Electric Vehicle Supply Equipment (EVSE) charging station infrastructure and increase access to charging stations for Americans to travel across states and nationwide in EVs.

Arkansas NEVI Formula Funding

The initial funds provided to Arkansas under the NEVI Formula Program are directed by the IIJA and US Department of Transportation (USDOT) rules for use in building EVSE charging stations along Arkansas' portions of the Federal Interstate Highway system and Federal Highway Administration (FHWA) designated AFCs. Once Arkansas Interstates and other AFCs are fully built out to NEVI compliant standards and certified by USDOT, Arkansas may allocate funds provided under the NEVI Formula Program for EVSE charging infrastructure on any public road or other publicly accessible site to support statewide EV travel, tourism, and economic activities.

Arkansas Will Receive:

\$54.1

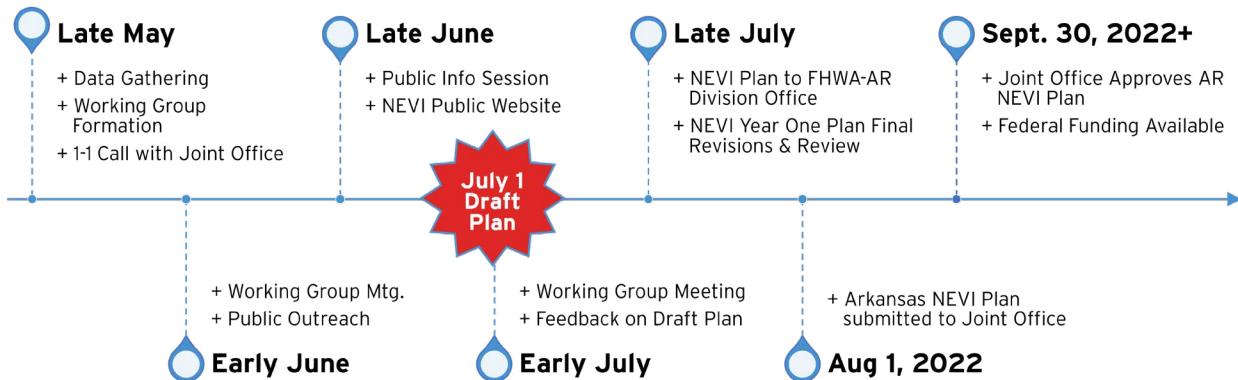
million in NEVI program funding over five years.

\$8 million in 2022.

Arkansas Electric Vehicle Infrastructure Plan

The Arkansas Department of Transportation (ARDOT), as tasked by the IIJA and NEVI Formula program, has developed the following Arkansas-specific EV Infrastructure plan that will determine how ARDOT administers federal funding in accordance with Federal law, NEVI Formula Program Rules, and Arkansas laws. To develop this plan, ARDOT collaborated closely with the Arkansas Department of Energy and Environment (E&E). A working group was also formed which included: the FHWA-AR Division office, the US Department of Energy (USDOE) designated Arkansas Clean Cities Coalition, Arkansas' Metropolitan Planning Organizations (MPOs), the Arkansas Public Service Commission, Arkansas' Electric Utilities (investor-owned and cooperative), and local governments. ARDOT also hosted a virtual public engagement session, created a website, and developed a public engagement plan to continue convening one on one meetings with a wide variety of participants from the electric vehicle industry, community-based organizations, environmental groups, and other transportation stakeholders. **Figure 1** provides a high-level summary of ARDOT's NEVI Plan development process.

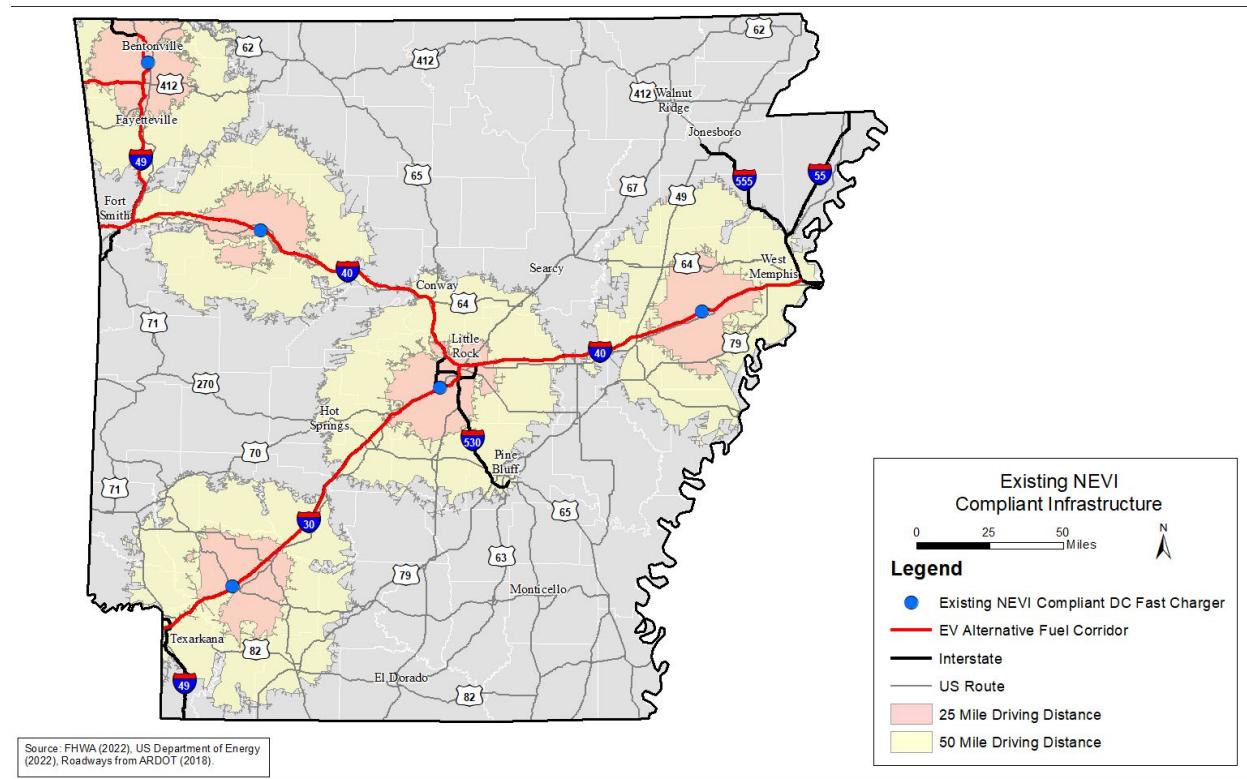
Figure 1: ARDOT NEVI Plan Development Process



Arkansas Existing EV Infrastructure

This plan is designed to build on Arkansas' current network of AFCs and EVSE charging stations (**Figure 2**). Existing EVSE Stations: 172 Publicly available charging station locations, 417 AC Power Level 2 EVSE charging station ports, 72 DC Power Fast Charging station ports, five NEVI compliant charging station locations.

Figure 2: Arkansas Interstate Highways & FHWA EV AFCs



Arkansas' 2022 NEVI Plan Objective & Strategies

Like most states, Arkansas faces responsibilities to meet ever-increasing transportation needs. Although ARDOT is responsible for maintaining the Highway system in Arkansas, it recognizes that to accomplish the NEVI Formula Program's goals of providing "a seamless customer experience for all users through a convenient, reliable, affordable, and equitable national EV charging network," other agencies and the private sector must be included through a collaborative process.

ARDOT also sees the NEVI Formula program as aligning with the state's Long Range Intermodal Transportation Plan and its goals of ensuring Arkansas' transportation system is preserved, modernized, integrated, and expanded to provide improved mobility options and access to all Arkansans, visitors, businesses, and industries. Arkansas' detailed goals for the NEVI Formula Program are outlined in **Chapter 4** of this plan.

ARDOT NEVI Objective:
100% of Arkansas Interstates and AFCs "fully built out" to NEVI Program standards.

Strategies:

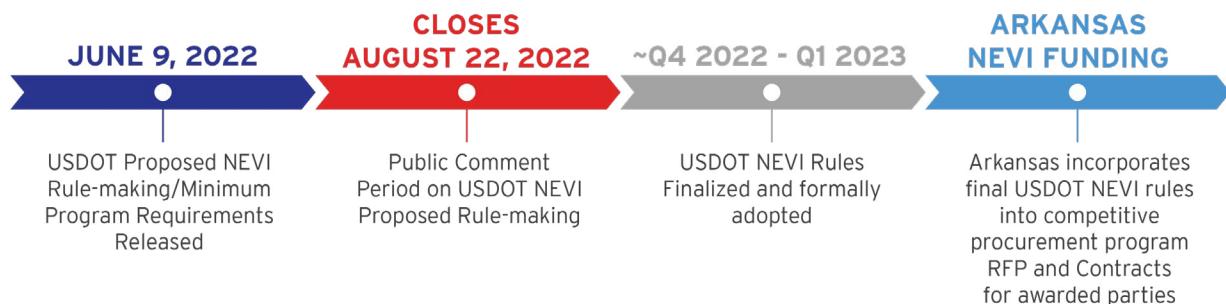
Spur local market investments in EVSE charging stations.

Competitive procurement program that awards NEVI funds to owner operators.

Arkansas' NEVI Plan Anticipated Milestones & EVSE Build Out Phases

Following USDOT approval of Arkansas' NEVI Plan, ARDOT will continue to develop the state's procurement process in coordination with its state agency partners and with input from stakeholders. ARDOT will seek to time its state NEVI competitive procurement program request for proposals (RFPs) with the finalization of the USDOT FHWA NEVI Formula program rules as detailed in **Figure 3** as well as focus on the EVSE build out phases in **Figure 4** to meet NEVI Formula program compliance and state goals. More details on these phases can be found throughout the following chapters of this plan.

Figure 3: ARDOT NEVI Program Competitive Procurement Process Milestones



Source: ARDOT (July 2022)

Figure 4: ARDOT NEVI Formula Program EVSE Build Out Phases



Source: ARDOT (July 2022)

II. STATE AGENCY COORDINATION

ARDOT, as the lead Arkansas Agency for the NEVI Program Formula funding, has actively engaged multiple internal agency divisions in the state's NEVI planning process, as well as directly coordinated with the Arkansas Governor's Office and peer state agencies in the development of the Arkansas NEVI Plan as described throughout this section. Teamwork is a core value for ARDOT as an agency, and ARDOT will continue to approach NEVI Formula planning, annual plan updates, and program administration with a collaborative, team-based approach.

Arkansas' Infrastructure Planning Advisory Committee



On December 20, 2021, Governor Asa Hutchinson signed an executive order establishing the Governor's Infrastructure Planning Advisory Committee (IPAC) to recommend the best uses of federal funds under the Infrastructure Investment and Jobs Act signed into law by President Joe Biden, also referred to as the Bipartisan Infrastructure Law (BIL). This Committee is specifically designed to facilitate Arkansas state agency coordination on IIJA funding programs such as the NEVI Formula program. The Committee is chaired by Department

of Energy and Environment Secretary Becky Keogh. The 14-member Committee is comprised of representative staff from the Arkansas state agencies, commissions, and offices detailed in **Table 1**.

Table 1: Arkansas Infrastructure Planning Advisory Committee

Arkansas IPAC Members	
Chair: Secretary Becky Keogh, Department of Energy and Environment	Lorie H. Tudor, P.E., Director, Arkansas Department of Transportation
Larry Bengal, Chief Administrator of Energy, at the Department of Energy and Environment	Austin Booth, Director, Game and Fish Commission
Shane Khouri, Chief Legal Counsel, at the Department of Energy and Environment	Julie Linck, Chief Administrator of Environment, Department of Energy and Environment
Chris Colclasure, Director, Arkansas Natural Resources Commission	Secretary Amy Fecher, Secretary of the Department of Transformation and Shared Services
A.J. Gary, Director, Arkansas Division of Emergency Management	Cassandra Caldwell, Director, Arkansas Waterways Commission
Cody Waits, Director, Office of Skills Development	Mike Preston, Secretary, Department of Commerce
Jonathan Askins, Director, Division of Information Systems	Wes Ward, Secretary, Department of Agriculture
Jami Cook, Secretary, Department of Public Safety	Jerry Chism, Director, Office of Aeronautics
Steven Porch, Executive Director, State Broadband Office	

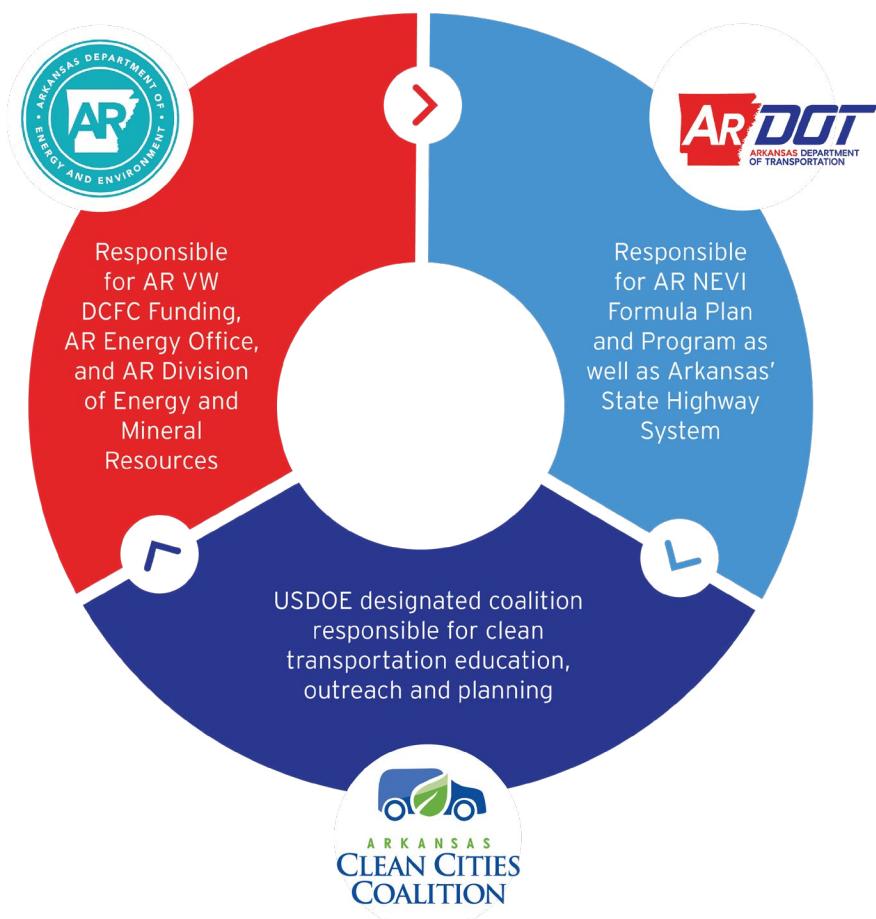
Source: ARDOT (July 2022)

IPAC held its initial meeting on January 26, 2022, in the Commission Room at the Arkansas Department of Energy & Environment headquarters, and its most recent meeting on July 18, 2022. All meetings of the Arkansas IPAC are broadcast live for public viewing as well as recorded and posted for 60 days viewing on Arkansas Public Broadcasting Service at: www.myarkansaspbs.org/arcan/home. For questions and more information, the Committee can be contacted directly by the public at IPAC@arkansas.gov.

Arkansas' Inter-Agency NEVI Project Management Team

As part of ARDOT's teamwork-based approach, ARDOT convened weekly NEVI Project Management Team (PMT) meetings to regularly coordinate with its peer agency partners that have the most subject matter experience with EVs and EVSE charging station deployments. The NEVI Plan PMT meetings have included key ARDOT staff from the agency's Transportation Planning and Policy Division; E&E's Division of Energy and Mineral Resources (DEMR), and Arkansas' USDOE designated Clean Cities Coalition (housed in DEMR – Energy Office), as shown in **Figure 5**.

Figure 5: Arkansas Inter-Agency NEVI Project Management Team



Source: ARDOT (July 2022)

Arkansas Additional State Agency Coordination

ARDOT has also identified wider state agency partners for engagement on various NEVI Plan components that each agency has expertise or jurisdiction in, as summarized in **Table 2**. Many of these agencies are already coordinating with ARDOT through the Governor's Infrastructure Planning Advisory Committee. ARDOT will continue to coordinate on NEVI Plans with Arkansas state agency peers over the five-year NEVI Formula Program funding period.

ARDOT will continue to actively engage and coordinate with multiple internal divisions and the inter-agency PMT in planning as well as directly coordinate with the state agency partners throughout the implementation of the NEVI Formula Program.

Table 2: Arkansas NEVI Plan State Agency Coordination

Office	Description and NEVI Relevance
	<p>Arkansas Public Service Commission: The Arkansas Public Service Commission was created by the General Assembly, which delegated ASPC the power to regulate the service and rates utilities in its jurisdiction. The Commission's primary responsibilities involve ensuring that service is safe and adequate and that rates are just and reasonable.</p> <p>NEVI Relevance: <i>Responsible for regulating all investor-owned electric utilities in Arkansas including utility abilities to make EVSE-specific rates and service upgrades.</i></p>
	<p>Department of Finance and Administration: The agency's mission is to assist all state agencies to ensure uniformity, accountability, and efficiency in the management of human resources, material, and financial resources. In addition, the agency administers revenue collection and services related to taxes, licenses, and child support laws.</p> <p>NEVI Relevance: <i>Responsible for regulating motor vehicle registration and motor fuel taxes.</i></p>
	<p>Department of Commerce: The mission of the Department of Commerce is to champion economic opportunities through strategic initiatives and an equitable regulatory environment that attracts and grows businesses, safeguards consumers, enhances workforce quality, and energizes our infrastructure, creating a better quality of life for all Arkansans.</p> <p>NEVI Relevance: <i>Oversees activities of the Division of Workforce Services and Office of Skills development which offer programs that may assist NEVI-related workforce development.</i></p>
	<p>Department of Agriculture: The Department of Agriculture Weights and Measures Division ensures equity in the marketplace for consumers, retailers, and manufacturers by unannounced inspections of price, quantity, method of sale, and operation of scales and fuel dispensers, as well regulates required method of sale as signage requirements.</p> <p>NEVI Relevance: <i>Responsible for regulating methods of sale, including motor vehicle fuel sales, which pertain to EVSE charging stations and signage requirements.</i></p>
	<p>Department of Labor and Licensing: The Arkansas Department of Labor provides services and enforces laws to improve working conditions and enhance Arkansas wage earners opportunities for safe and profitable employment and increase both in productivity and efficiency to improve processes and public services.</p> <p>NEVI Relevance: <i>The Department's Board of Electrical Examiners is responsible for the administration of Arkansas' laws governing the licensing of electricians.</i></p>
	<p>Department of Parks, Heritage, and Tourism: The Arkansas Department of Parks, Heritage and Tourism protects and promotes our state's natural, cultural, and historic assets, contributing to a thriving economy and high quality of life.</p> <p>NEVI Relevance: <i>Responsible managing state parks, heritage sites, and key tourist attractions that may be potential locations for EVSE charging stations.</i></p>
	<p>Department of Public Safety: The Department of Public Safety consists of divisions of law enforcement, law enforcement support, and emergency management. Collectively, these divisions provide law enforcement services, guard against hazardous materials, and emergency preparedness and response, as well as homeland security.</p> <p>NEVI Relevance: <i>Responsible for traffic law enforcement and emergency response services.</i></p>
	<p>Department of Transformation and Shared Services: The Department of Transformation and Shared Services, Division of Information Systems (TSS DIS) is the premier information technology products and solutions provider for the state.</p> <p>NEVI Relevance: <i>Responsible for data management systems including those for motor vehicle registrations and drivers' license renewal, as well as the State Cybersecurity Office, which serves as the front line of defense in keeping the state's data safe from intrusion.</i></p>

Source: ARDOT (July 2022)

Arkansas NEVI Neighboring State Coordination

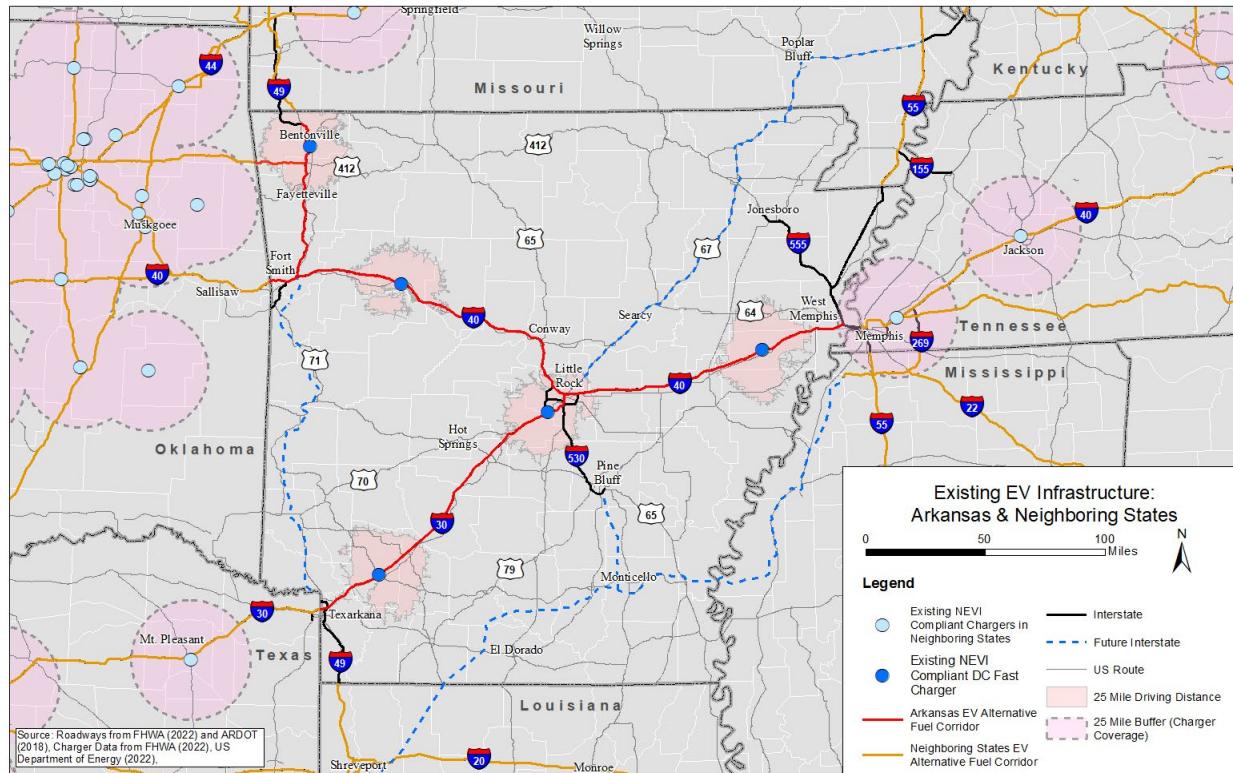
ARDOT is continuing to conduct introductory NEVI plan engagement meetings with each of its neighboring state Departments of Transportation to discuss unique challenges, opportunities, coordination needs, and solutions for EVSE charging stations at gaps along the shared border regions.

ARDOT will convene meetings with all neighboring states including Missouri, Tennessee, Mississippi, Louisiana, Texas, and Oklahoma as detailed in **Table 3** and **Figure 6**.

Table 3: Arkansas NEVI Plan Neighboring State Agency Coordination

Neighboring State DOT Coordination		
 LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT	 MISSISSIPPI DEPARTMENT OF TRANSPORTATION	
Coordination on I-49 and other routes of significance	Coordination on Highway routes of significance	Coordination on I-49, 55, and other routes of significance
	 Department of Transportation	
Coordination on I-40, Highway 412, and other routes of significance	Coordination on I-40 and other routes of significance	Coordination on I-30 and other routes of significance

Figure 6: Arkansas Neighboring State AFCs and Existing NEVI Compliant EV Charging Stations



ARDOT will continue to actively coordinate with its neighboring state DOTs throughout the implementation of the NEVI Formula Program.

III. PUBLIC ENGAGEMENT

As described in **Chapter 1** and **2**, ARDOT collaborated closely with E&E and convened a working group comprised of various peer Arkansas state government agencies, the FHWA-AR Division office, the USDOE designated Arkansas Clean Cities Coalition, Arkansas' MPOs, the Arkansas Public Service Commission, Arkansas' Electric Utilities (investor-owned and cooperative), and local governments. ARDOT also hosted a virtual public engagement session, created a website, and developed the following plans to continue convening one-on-one meetings with a wide variety of participants from the electric vehicle industry, community-based organizations, environmental groups, and other transportation stakeholders. All public engagement activities are described in further detail in the following sections of this chapter.

Arkansas NEVI Public Engagement Objectives

ARDOT understands that a wide variety of public engagement is vital to the successful NEVI state plan development, administration, and annual plan update process. Accordingly, **Table 4** describes the objectives and key audiences that will guide ARDOT's NEVI Public Engagement process.

Table 4: Arkansas NEVI Plan Public Engagement Objectives & Audiences

Objective	Description and NEVI Relevance
Ongoing Conditions Assessments and Planning Activities	Identify and involve transportation planning organizations (MPOs), electric utility providers, and other technical partners to better understand local and regional needs, as well as assess EVSE locations, feasibility, EVSE installation and operation best practices, projected costs, and future EVSE needs.
Stakeholder and Industry Group Engagement	Engage stakeholders and industry to ensure EV charging infrastructure achieves equitable and fair distribution, as well as better understand how EVSE can support the needs of the diverse users of Arkansas' transportation system including motorists, public transportation, freight, logistics, and goods movement.
Public Engagement and Procurement Publicity	Ensure public participation opportunities are provided to facilitate equitable audience accessibility, as well as ensure all ARDOT NEVI Formula Funding Procurements are well publicized and fully subscribed.
Equity Community Engagement and Planning	Identify and establish consistent public involvement of underrepresented and disadvantaged communities, community-based organizations, and community residents. Engage these partners in NEVI planning activities and gather feedback and input to inform plan updates, benefits determinations, and developments.
Program Feedback and Evaluation	Gather feedback and information from all public engagements as well as data and information on all NEVI Formula-funded EVSE to provide overall reporting to USDOT, program evaluation for the state, and transparency for the general public.

Source: ARDOT (July 2022)

ARDOT has conducted a variety of engagement activities in the development phases of the Arkansas NEVI Plan as well as plans for continuing engagements as described below.

Arkansas NEVI Electrification Working Group

To better understand key technical and planning partner input, ARDOT convened and hosted meetings of the NEVI Electrification Working Group. The Arkansas NEVI Electrification Working Group members include representatives from FHWA, state agencies, utilities, MPOs, Arkansas' USDOE Clean Cities Coalition, and key associations shown in **Table 5**.

Table 5: Arkansas NEVI Electrification Working Group

Arkansas Electrification Working Group Member Organizations		
		
		
	Arkansas Metropolitan Planning Organizations	
		

In meetings held in June and July 2022, the Arkansas NEVI Electrification Working Group members were provided information on key NEVI Formula Program information related to strategic decisions for discussion and input, as well as shown advanced versions of key components of the State’s NEVI Plan for early review, comment, and feedback. These meetings, discussions, and the input provided by the Electrification Working Group assisted the ARDOT and E&E NEVI Plan PMT in better understanding critical information and perspectives to ensure the Arkansas NEVI Plan development best reflected state specific needs and implementation solutions.

The Arkansas NEVI Electrification Working Group members will continue to convene regular meetings throughout the five-year NEVI Formula Program period to provide needed planning information, continued identification of implementation barriers and solutions, state and regional specific conditions assessments, and to provide ongoing understanding of local and regional needs, as well as assessments of EVSE locations, site feasibility, EVSE installation and operation best practices, projected costs, and future EVSE needs for the state of Arkansas.

Arkansas NEVI Website, Factsheets, and Resources

Arkansas created and will maintain an Arkansas NEVI Plan website for the five-year NEVI Formula program period (**Figure 7**). Hosted by ARDOT and available at www.ardot.gov/evplan, the Arkansas NEVI website is designed to provide a central location and clearinghouse for all Arkansas NEVI Formula Program information. This includes Arkansas NEVI Plan updates, resources, outreach activity information, and links to register for public engagement sessions. This website will also host eventual procurement program application details, resources related to program evaluation, and provide information for transparency to the public on procurement awards, funded parties, and other reporting information as discussed in later chapters of this plan.

Figure 7: Arkansas NEVI Website & Resources

Source: ARDOT (July 2022)

public information, previewing key objectives, strategies, and processes that will appear in more detail in Arkansas' final August 1 Plan. The remaining 40 minutes of the meeting was dedicated to live questions and answers with the attendees, with three staff members from ARDOT and three from E&E discussing public comments on the plan and answering questions from the public.

The Arkansas NEVI Virtual Public Involvement Meeting was recorded, with the video and slides from the meeting posted to ARDOT's NEVI Plan website (ardot.gov/evplan) for continued public viewing and information. In addition, ARDOT and E&E teams cataloged all public comments and questions and created an Arkansas-specific FAQ resource, also posted to the ARDOT NEVI website.

In addition to the Virtual Public Involvement Meeting, ARDOT and E&E staff presented to various stakeholder and public meetings hosted throughout the state to provide information on the state's NEVI planning objectives, strategies, and processes that will appear in more detail in Arkansas' final August 1, 2022 plan. **Table 6** details highlights from some of these meetings hosted during the Arkansas NEVI Plan's development.

ARDOT is required by the current NEVI program proposed rules to submit an annual public engagement report to USDOT and will provide more detailed information on all outreach activities, including highlights and key takeaways.

In addition to the website, ARDOT has produced an initial set of NEVI Factsheets (English and Spanish language versions), posted recordings of its public information session webinar to the website for future viewings, created a FAQ document to further inform the public of ARDOT-specific NEVI information, and provided links to other relevant ARDOT plans. ARDOT will continue to expand information on this site throughout the NEVI program.

Arkansas NEVI Public Involvement Meeting, Presentations, & Press

ARDOT and E&E publicized and hosted a NEVI virtual Public Involvement Meeting on June 21, 2022 (**Figure 8**). This Public Involvement Meeting had 93 participants from the public and media. The meeting lasted 60 minutes, with a 20-minute presentation covering a brief electric vehicle and charging introduction, an overview of the NEVI Formula Program, and key Arkansas NEVI Plan updates for

Figure 8: Virtual Public Involvement Meeting & Web Video

[Click here to view the virtual public meeting presentation slides.](#)



Source: ARDOT (July 2022)

Table 6: Arkansas NEVI Plan Presentations and Press

Audience/Source	Date	Description
Talk Business & Politics	2/10/2022	https://talkbusiness.net/2022/02/arkansas-to-receive-54-million-for-electric-vehicle-charging-infrastructure/
KATV- ABC 7	2/10/2022	https://katv.com/news/local/arkansas-to-receive-54-million-for-electric-vehicle-charging-infrastructure
5 News	2/22/2022	https://www.5newsonline.com/article/news/state/the-future-electric-vehicles-arkansas/527-8a43459a-085a-4728-89bc-0f00a4a98efa
The Batesville Daily Guard	3/1/2022	https://www.guardonline.com/news/ardot-seeks-input-on-electric-vehicle-charging-stations/article_5958dc97-a8a5-50d6-b760-bafe1b23ab1e.html
Insider	3/24/2022	https://www.businessinsider.com/companies-expand-access-ev-charging-rural-america-2022-3
KUAR- UALR Public Radio	6/6/2022	https://www.ualrpublicradio.org/local-regional-news/2022-06-06/electric-vehicles-registered-in-arkansas-up-43-in-one-year
THV 11	6/7/2022	https://www.thv11.com/article/news/local/arkansas-electric-hybrid-cars/91-304e816d-8213-433f-916e-805df9574dc0
NW Arkansas Regional Planning Commission EV Infrastructure Meeting # 3	6/9/2022	The Arkansas Council on Future Mobility gave an address and ARDOT gave an agency NEVI update
Northwest Arkansas Democrat Gazette	6/10/2022	https://www.nwaonline.com/news/2022/jun/10/infrastructure-talk-looks-at-charging-stations/
Arkansas Electrification Working Group Meeting 1	6/10/2022	ARDOT and E&E meet with stakeholders to update them on the Plan progress
My Saline	6/14/2022	https://www.mysaline.com/ardot-ev-062122/
Arkansas Automobile Dealers Association	6/14/2022	ARDOT gave a NEVI Update presentation
The Sentinel-Record	6/16/2022	https://www.hotsr.com/news/2022/jun/16/watch-plugged-in-local-entrepreneur-charges-into/
Magnolia Reporter	6/17/2022	http://www.magnoliareporter.com/news_and_business/local_business/article_700a2a18-ed2b-11ec-a0b0-777fb22aa10f.html
ABC 24	6/21/2022	https://www.localmemphis.com/article/news/local/ardot-electric-vehicle-deployment-arkansas/522-47132f9-e9ef-4a2b-b588-1ad479f02351
Fort Smith KFSM 5NEWS	6/21/2022	https://www.5newsonline.com/article/money/economy/arkansas-car-charging-stations-50-miles/527-7118c0b5-3b81-4181-b577-bb9e5a243fc5
Fort Smith KFSM 5NEWS	6/21/2022	https://www.5newsonline.com/video/news/local/more-electric-vehicle-charging-stations-coming-to-arkansas/527-41b561bc-0216-48d0-86f5-5016d7900bf6
THV 11	6/21/2022	https://www.thv11.com/video/news/local/arkansas-plan-for-electric-vehicle-charging-station/91-be4331c0-216a-44fa-8119-995d8ace14b8
Arkansas Electric Co-ops	6/21/2022	ARDOT gave a NEVI Update presentation during the Continuing Legal Education EV Panel
ARDOT Public Involvement Meeting	6/21/2022	ARDOT and E&E hosted a public involvement meeting to update the public on the State's current progress on the Plan
KNWA	6/22/2022	https://www.thv11.com/video/news/local/arkansas-plan-for-electric-vehicle-charging-station/91-be4331c0-216a-44fa-8119-995d8ace14b8

Table 6: Arkansas NEVI Plan Presentations and Press (Cont.)

Audience/Source	Date	Description
Tech Times	6/22/2022	https://www.techtimes.com/articles/277050/20220622/arkansas-prepares-go-electric-state-plans-build-ev-charging-stations.htm
Kicker 102.5	6/22/2022	https://www.armoneyandpolitics.com/nevi-ev-charging-in-arkansas/
Arkansas Money & Politics	6/22/2022	https://www.armoneyandpolitics.com/nevi-ev-charging-in-arkansas/
KNWA Fox 24	6/22/2022	https://www.nwahomepage.com/video/arkansas-making-progress-in-electric-vehicle-infrastructure/7780032/
Arkansas Democrat Gazette	6/27/2022	https://www.arkansasonline.com/news/2022/jun/27/state-making-plans-for-ev-charging-stations-along/
Axios NW Arkansas	6/28/2022	https://wwwaxios.com/local/nw-arkansas/2022/06/28/arkansas-electric-vehicle-charging-network-planning
Arkansas Electrification Working Group Meeting 2	7/7/2022	ARDOT and E&E meet with stakeholders to update them on the Draft Plan
Arkansas IPAC	7/18/2022	https://www.myarkansaspbs.org/arcan/events/archived_events_folder/httpswww.myarkansaspbs.orgarcaneventslive_events_folderinfrastructure_planning_advisory_committee_meeting-174293
Arkansas Highway Commission Meeting	7/27/2022	ARDOT Director Tudor P.E. and ARDOT Transportation Planning & Policy Division staff updated the Highway Commission members on the Arkansas NEVI Plan and answered questions.
Owner-Operators	Multiple	ARDOT met with various owner-operators throughout the planning process.

Source: ARDOT (July 2022)

Arkansas NEVI Ongoing Public Engagement Plans

ARDOT and its partner agencies and planning organizations will continue to perform significant public engagement over the five-year NEVI Formula Program period to achieve the objectives outlined in **Table 4** above. The public engagement process will incorporate strategies that allow ARDOT representatives to engage stakeholders in phases that will build upon each other to both grow the content of the state's NEVI Plan as well as the types and depth of public feedback received. **Table 7** details ARDOT's phased approach to ongoing public engagement activities throughout the remainder of the 2022–2023 NEVI Formula Program performance periods.

Table 7: Ongoing Public Engagement Phases, Focus Areas, and Approximate Timeframes

01	Conditions Assessment & Planning ~Q4 2022 - Q2 2023 Continued engagement with Metropolitan Planning Organizations to better understand regional transportation needs, priorities, existing EVSE planning efforts, and local equity specific needs. Ongoing engagement with Investor-owned Utilities, Cooperative Utilities, Municipal Utilities, industry representatives from electric vehicle supply equipment (EVSE) companies to assess siting feasibility.
02	Equity Community Engagement ~Q1 2023 - Q4 2023 Underrepresented or disadvantaged communities, community-based organizations, environmental justice and equity-based stakeholder groups engaged in listening sessions, feedback, input, and NEVI planning conversations in key geographic regions throughout Arkansas.
03	Stakeholder & Industry Engagement ~Q1 2023 - Q2 2023 Identify and involve stakeholders including local governments, labor organizations, transportation and freight logistics industries, state public transit agencies, prospective EVSE site hosts, and representatives from electric vehicle supply equipment (EVSE) companies to better understand key barriers, opportunities, and solutions to efficiently and equitably deploying EVSE charging in Arkansas.
04	Public Engagement & Procurement Publicity ~Q2 2023 - Q4 2023 General public engagement including all registered motorists with emphasis on current and prospective EV owning motorists. Publicize ARDOT NEVI Formula program request for proposals to general public and targeted interested parties such as businesses, EVSE site hosts, EVSE vendors, and prospective applicants through press releases, email blasts, web publication, webinars, and partner organizations.

Source: ARDOT (July 2022)

Ongoing Public Engagement Topics

Beyond the engagement topics described above, ARDOT may seek future public engagement, input, and feedback from the various state agency, working group, stakeholder, and public audiences on any the following topics throughout the five-year NEVI Formula program:

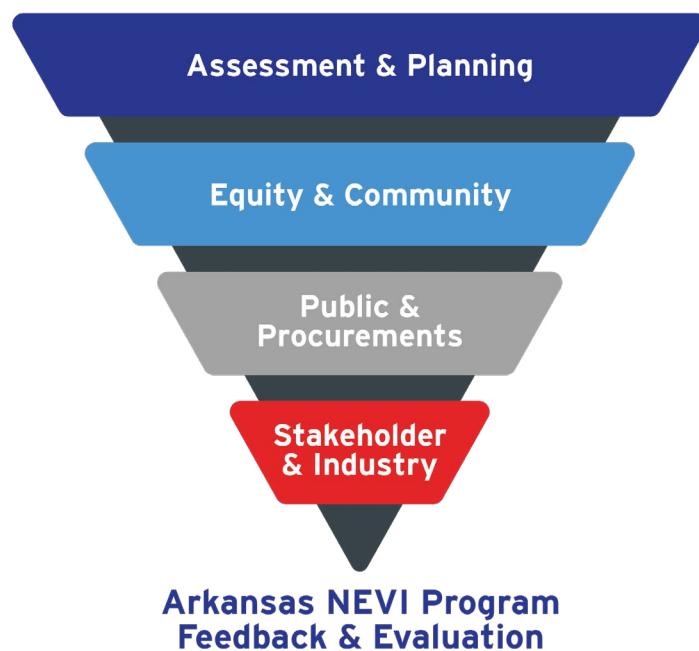
- Public input/comment on the FHWA approved NEVI Year One Plan
- Public input/comment on AFC station siting preferences within NEVI-compliant parameters
- Public input/comment on future AFC designations
- Public input/comment on ARDOT's draft NEVI EVSE procurement/contracting drafts
- Public input/comment on non-AFC, regional, or local EVSE charging needs and priorities
- Public input/comment on equity-based charging needs and solutions
- Public input/comment on freight and logistics EVSE charging needs

NEVI Program Feedback and Evaluation

ARDOT and its partner agencies will utilize the various information gathered, input received, and feedback from all its various public and stakeholder engagements to inform and update the Arkansas NEVI Plan annually. ARDOT will gather information from all engagements described above, as well as information on NEVI Formula Program funded EVSE station sites, hosts, and operation as further described in sections below to perform internal program evaluation, including use of feedback to inform how equity benefits are calculated, as well as make needed annual updates to the Arkansas NEVI Plan (**Figure 9**).

ARDOT will provide annual reports on public and community feedback to the USDOT as defined in the NEVI Program Rulemaking (currently available as a Notice of Proposed Rulemaking), as well as make reporting information publicly available. These annual public engagement outcomes reports will be designed to report on the engagement activities described in the sections above, detailing the types of community engagement activities conducted, dates, number of attendees, communities represented by attendees, and how ARDOT may update or further refine its next annual Arkansas NEVI Deployment Plan based on the information gathered through public engagement activities over the prior year.

Figure 9: Arkansas NEVI Program Feedback and Evaluation



Source: ARDOT (July 2022)

IV. ARKANSAS NEVI PLAN VISION AND GOALS

Arkansas NEVI Vision

ARDOT's vision for the NEVI Plan is to develop a comprehensive framework to enable EV travel across the state and spur economic development. The network will give drivers confidence and flexibility when driving Arkansas' roads for personal, professional, or recreational purposes, regardless of distance traveled or weather conditions.

Arkansas NEVI Goals

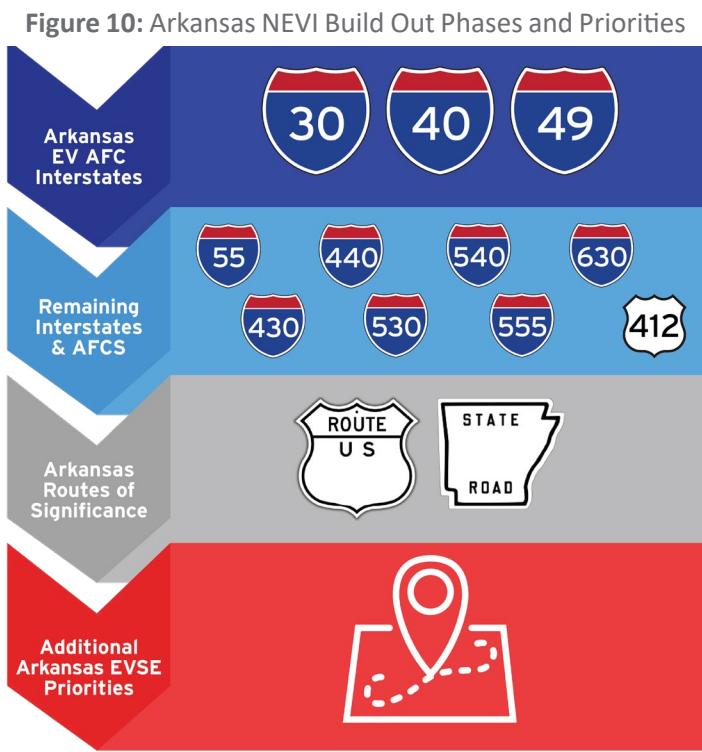
ARDOT's goals for the NEVI plan, in accordance with FHWA guidance, are to:

- 1. Spur market investments in EVSE** charging stations in Arkansas through a competitive procurement program that awards NEVI funds to third-party owner operators that best meet Arkansas and NEVI Formula program goals.
- 2. Fully build out Arkansas'** portions of the federal Interstate Highway System and FHWA designated EV AFCs to NEVI standards.
- 3. Enable distance and regional EV travel** to support tourism, freight, and economic activities within Arkansas.
- 4. Prioritize right-sized EVSE investments** at key locations on Arkansas routes of significance after certified fully built out to NEVI standards by USDOT.
- 5. Serve the greatest number of travelers** and residents throughout Arkansas by ensuring charging stations are appropriately situated throughout the state highway system.

★ Quantifiable Goal: 100% of Arkansas Interstates and AFCs built to NEVI standards.

As described in **Figure 10**, in accordance with FHWA guidance, ARDOT's overall timeline for the NEVI deployment will focus on building out Arkansas' portions of the federal Interstate Highway System that are FHWA designated EV AFCs for at least the first year, moving on to remaining Interstates and FHWA Designated EV AFCs. After USDOT has certified Arkansas' AFCs as fully built out to NEVI compliant standards, ARDOT will then seek to expand NEVI formula funding to allow for flexibility to right-size EVSE deployments to Arkansas' regional routes of significance, as well as to additional Arkansas EVSE charging priorities identified through public engagement.

Future annual updates to the Arkansas



Source: ARDOT (July 2022)

NEVI Plan will describe the state's strategies, and methodologies for deploying EVSE charging stations to Arkansas Routes of Significance and additional statewide EVSE priorities. While Arkansas' five NEVI goals will remain consistent throughout the NEVI program, different strategies and methods may be needed to ensure charging solutions are tailored for local needs. Arkansas has many US and State Highways that are significant travel corridors, which connect key regions of the state to Interstates for longer distance travel or to other state destinations for recreation and commerce. By considering input from residents and factors such as average annual daily traffic volumes, utility power availability, regional EV registration numbers, and other variables, ARDOT will work with stakeholders and ultimately design a third phase of competitive procurements. This third phase of NEVI competitive procurements will be designed to deploy EV charging stations throughout the state on key routes of significance to enable distance and regional travel serving the greatest number of travelers.

In addition, ARDOT will utilize any remaining NEVI funding to serve additional Arkansas EVSE priorities. Based on feedback from a wide variety of public stakeholders throughout the program, including equity, freight, and public transportation stakeholders, ARDOT will identify additional regional and local needs and create a fourth phase of competitive procurements to fund EVSE deployment solutions. More detailed information on these phases will be provided in annual Arkansas NEVI Plan updates.

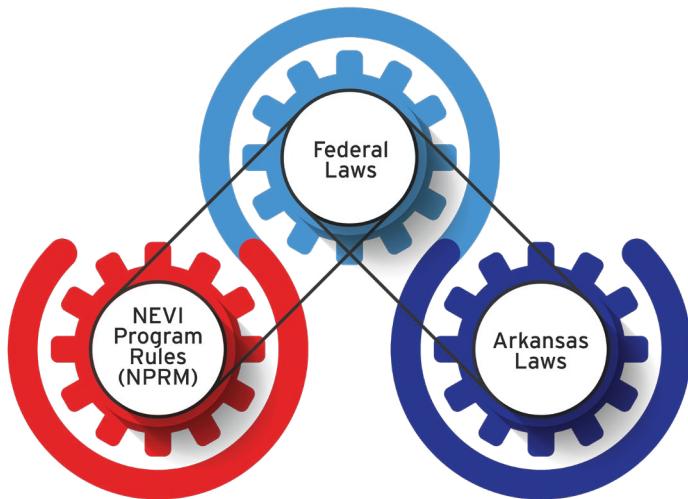
V. NEVI CONTRACTING AND PROCUREMENT

The Infrastructure Investment and Jobs Act was signed into law as H.R. 3684 on November 15, 2021, creating the NEVI Formula Funding Program. IIJA placed the NEVI program and its funding under the USDOT. As such, the NEVI Formula Program and its funding is governed by an interlocking set of federal laws and federal agency rules, and, when apportioned for use to Arkansas, is additionally governed by state law and ARDOT agency rules as depicted in **Figure 11**.

Due to the interlocking set of federal laws, federal agency rules, Arkansas state laws, and ARDOT agency rules that pertain to NEVI Formula Program funding, any procurement program and associated contracting established by the Arkansas NEVI Plan must work within the parameters of all applicable laws and rules.

The following sections are designed to briefly highlight key federal laws, USDOT rules, and Arkansas state specific laws and rules that apply to NEVI Formula Program funding. ARDOT will design and administer a competitive procurement process that will ultimately select and award NEVI funding to EVSE site hosts, owners, and operators throughout Arkansas. All parties awarded NEVI funding will execute a contract with ARDOT that will detail requirements for EVSE installation, operation, maintenance, and reporting.

Figure 11: Laws and Rules Governing NEVI Formula Program



Source: ARDOT (July 2022)

Key Federal Laws Pertaining to NEVI Formula Program

ARDOT understands that federal laws apply to the NEVI Formula Program including, but not limited to, the following key federal laws:

- Transportation Improvement Program (TIP) rules and regulations
- Statewide Transportation Improvement Program (STIP) rules and regulations
- The Clean Air Act [42 U.S.C. § 7401]
- The National Environmental Policy Act (NEPA) [42 U.S.C. § 4321]
- Uniform Relocation Assistance & Real Property Acquisition Policies Act [42 U.S.C. § 4601]
- Federal Acquisition Regulations (FAR) [48 CFR 1]
- Highway Funding Regulations [CFR Title 23 chapter 1]
- Build America, Buy America (BABA) Act [PL. 117-58, § 70901-52]

USDOT NEVI Program Rules

ARDOT understands that USDOT agency and NEVI program specific rules apply to any procurement and contracting methods Arkansas will use to ultimately award and deploy funding under the NEVI Formula Program. Most specifically, on June 9, 2022, USDOT's FHWA released a Notice of Proposed

Rulemaking (NPRM) detailing the proposed rules for the NEVI Formula Program funding available for public comment before ultimately finalizing and adopting them. The NPRM included the following key rules for the NEVI funds:

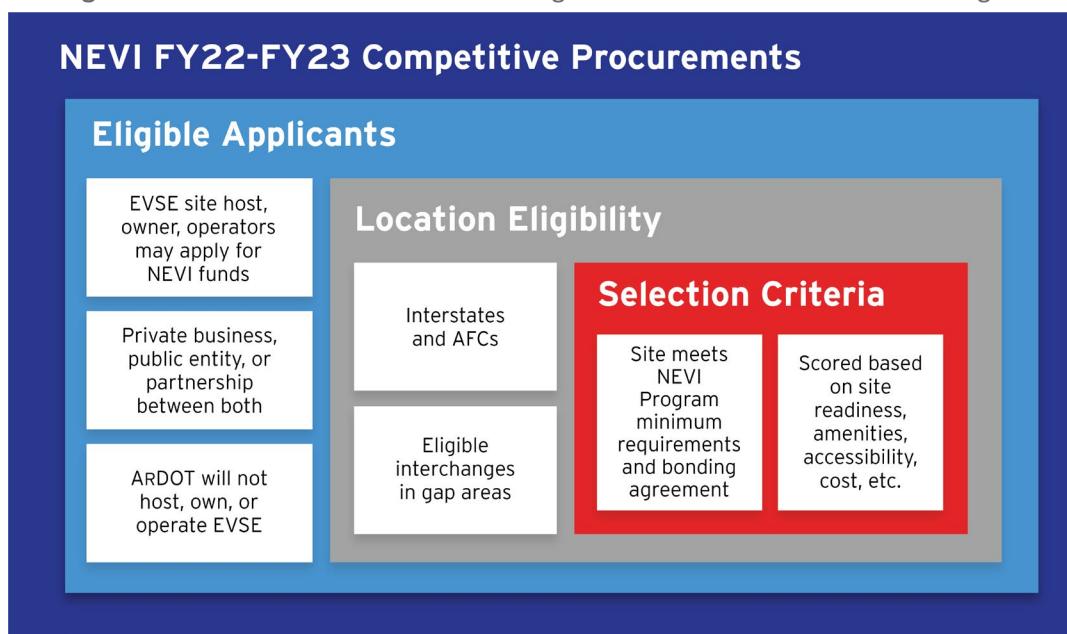
- § 680.106 Installation, Operation, And Maintenance
- § 680.108 Interoperability of EVSE
- § 680.110 Traffic Control Devices or On-Premises Signs
- § 680.112 Data Submittal
- § 680.114 Charging Network Connectivity
- § 680.116 Public Information on EVSE Locations, Pricing, Accessibility

ARDOT will continue to monitor FHWA's finalization of NEVI Formula Program rules and ensure that final rules are incorporated in the RFP procurement solicitation documentation for applicants seeking funding as well as incorporated as terms and conditions to final contracts executed with all parties awarded NEVI Formula Program funding.

Arkansas NEVI Procurement Method & Strategies

Considering all pertaining laws, ARDOT will develop a competitive procurement process to solicit interested parties to apply for NEVI Formula funds and utilize the broad competitive program design strategies as described in **Figure 12**.

Figure 12: Initial ARDOT NEVI Formula Program Procurement Method & Strategies



Source: ARDOT (July 2022)

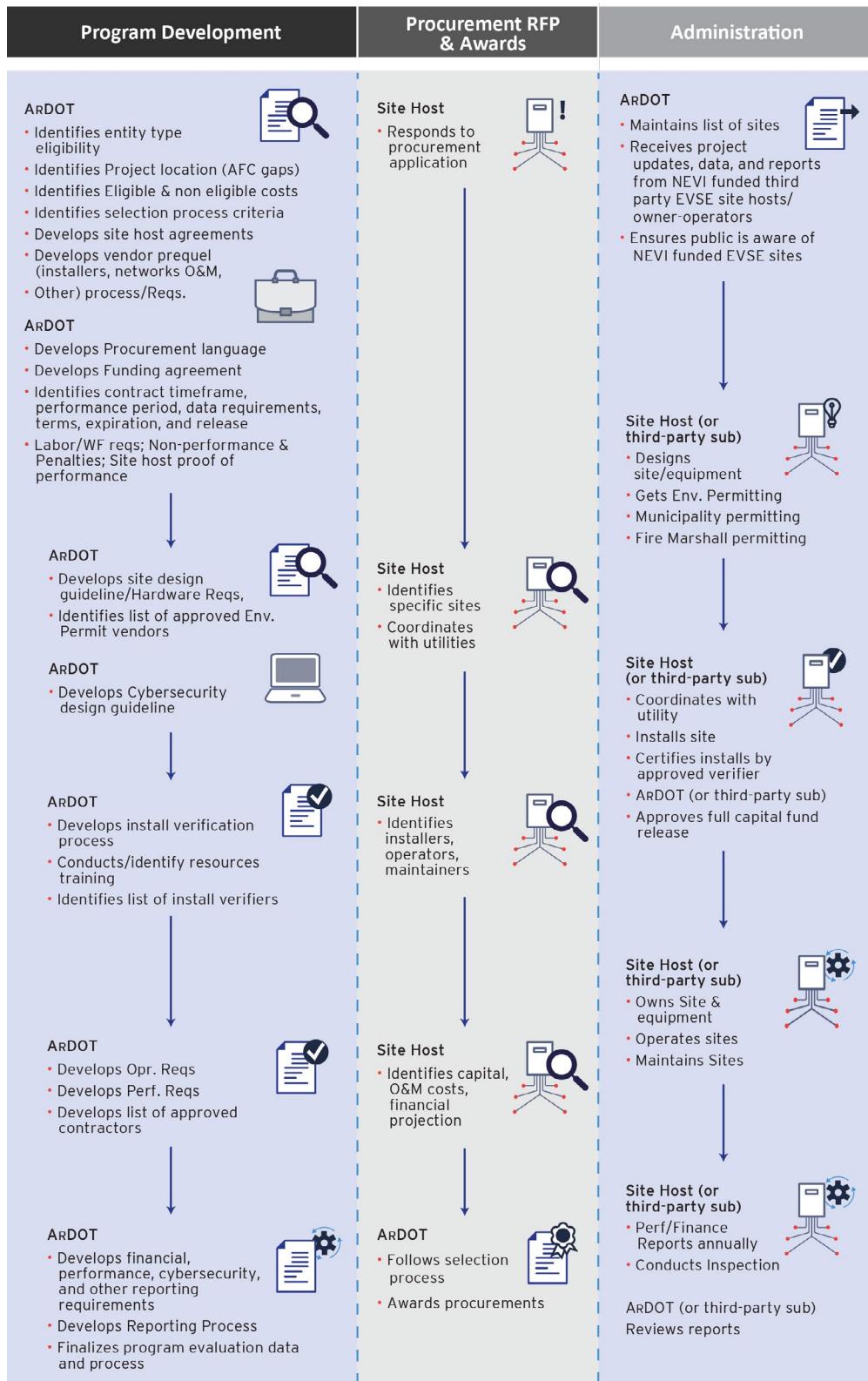
All parties awarded funding under ARDOT's ultimate NEVI competitive procurement program will be required to execute a detailed contract, following all federal laws and FHWA NEVI Program final rules as well as any additional terms and conditions ARDOT deems necessary.

Arkansas NEVI Procurement & Contracting Next Steps

ARDOT staff are actively assembling agency precedents, best practices, and updated legal and subject matter expert input on the best procurement and contracting solutions that will meet all applicable federal and state laws, as well as USDOT and ARDOT NEVI program goals. To create such a competitive

procurement program for NEVI funds, ARDOT expects various stages of program planning, program design, procurement, contracting, installation, operation, maintenance, reporting, and overall program evaluation as shown in **Figure 13**.

Figure 13: ARDOT NEVI Formula Program Procurement & Contracting Next Steps



Source: ARDOT (July 2022)

VI. EXISTING AND FUTURE CONDITIONS ANALYSIS

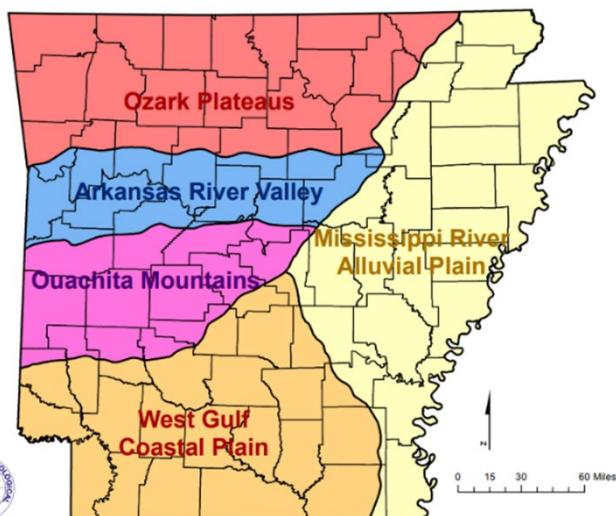
This section provides an overview of Arkansas' geography, terrain, and climate including current and future temperature, precipitation, and land use patterns, as well as provides details on Arkansas' EV and EVSE related industry and market conditions such as EV ownership, EV availability, electric grid capacity, and electric utilities that service the state.

Arkansas Geography, Terrain, Climate, and Flood Risk

Arkansas covers an area of 53,179 square miles and ranks as the 29th largest state by size. The state is covered by mountains, river valleys, forests, lakes, and bayous. The Arkansas Geological Survey¹ also broadly divides the state into five major regions by physical geographic features as shown in **Figure 14**.

Arkansas is close but not adjacent to the Gulf of Mexico, resulting in a climate with moderately large variations in temperature and abundant precipitation. Summers are hot and humid, while winters are typically short and cool with occasional episodes of cold arctic air, with historic temperature ranges shown in **Figure 15**. Heavy rainstorms can produce totals in excess of ten inches. Winter and spring are the wettest seasons. Since comprehensive record keeping began in 1895, the driest year was 1963, with a statewide average of 32.8 inches of precipitation, and the wettest was 2009, with 72.2 inches.²

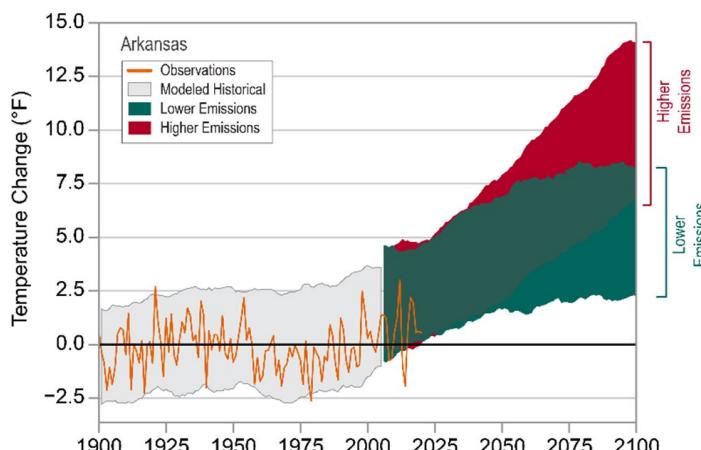
Figure 14: Five Major Physiographic Regions of Arkansas



Source: Arkansas Geology Survey (2022)

According to the National Oceanic and Atmospheric Administration (NOAA), temperatures in Arkansas have risen by 0.5°F since the beginning of the 20th century, less than a third of the warming for the contiguous United States, but the warmest consecutive 5-year interval was 2015–2019. However, historically unprecedented warming is projected during this century as shown in **Figure 15**.

Figure 15: Projected Arkansas Temperature Change



Source: NOAA/NESDIS (2022)

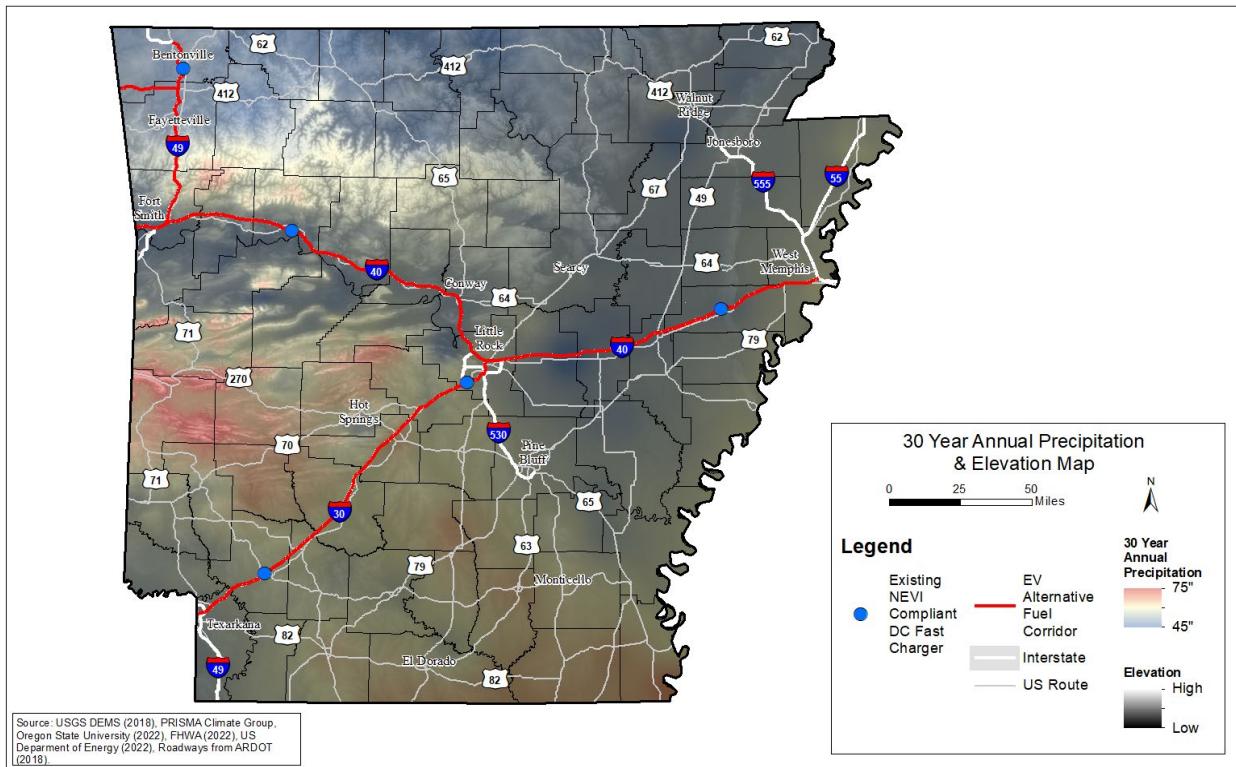
Increases in evaporation rates due to rising temperatures may increase the rate of soil moisture loss and the intensity of naturally occurring droughts. **Figure 16** shows the

1 <https://www.geology.arkansas.gov/docs/pdf/education/physiographic-regions.pdf>

2 Kunkel, K.E., R. Frankson, J. Runkle, S.M. Champion, L.E. Stevens, D.R. Easterling, B.C. Stewart, A. McCarrick, and C.R. Lemery (Eds.), 2022: State Climate Summaries for the United States 2022. NOAA Technical Report NESDIS 150. NOAA/NESDIS, Silver Spring, MD.

30-year annual precipitation in the state. The frequency and intensity of extreme heat and extreme precipitation events are also projected to increase, while the intensity of extreme cold events is projected to decrease.

Figure 16: Rainfall and Topography in Arkansas



ARDOT's Environmental Division provides interdisciplinary support and assistance to ensure compliance with environmental laws, regulations, and policies in the planning, construction, and operation of a safe, efficient, and environmentally sensitive intermodal transportation system. ARDOT will take flood risk into account when siting EVSE charging stations with NEVI Formula funds, including review of FEMA flood risk mapping categories and locations, as well as work with the Environmental Division to ensure all NEVI funded projects adequately address and document the project impacts on the natural and social environment in compliance with regulations set forth in NEPA, as well as other state and federal laws.

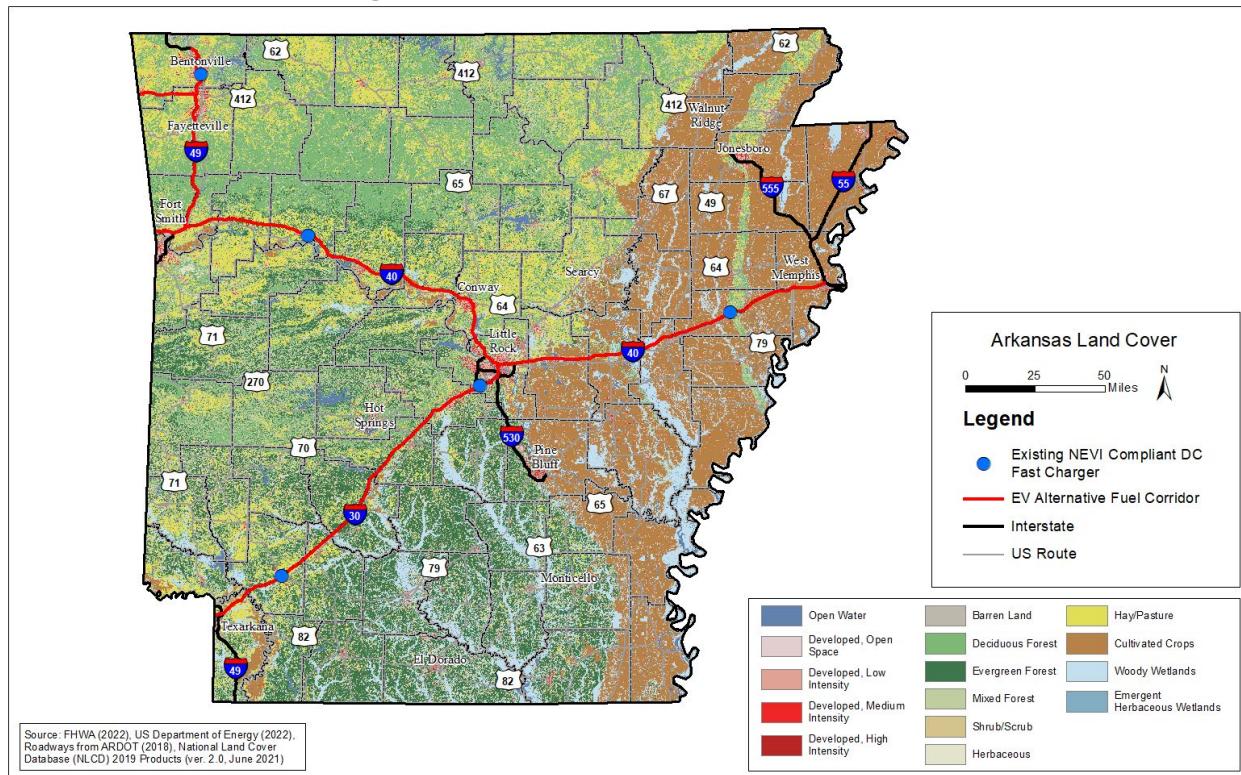
Arkansas Agriculture and Land Use Patterns

Arkansas covers a total of 34.0 million acres, with 57% (18.8M acres) of Arkansas comprised of forests and 42% (14.5M acres) comprised of agricultural farmland, with the remainder of acreage in other uses.³ Agriculture not only represents a substantial use of the state's overall land, but also accounts for the largest industry of the state's economic activity. In 2020, Arkansas generated around \$8.2 billion in agricultural cash receipts with the highest valued commodities being broiler chickens, soybeans, and rice. That same year, the value of Arkansas' agricultural production and processing industries represented 7.5 percent of total state GDP. Some of the dollars generated by these industries were re-invested within the local economy, bringing additional value to the state through "multiplier effects."⁴ **Figure 17** further details land use patterns in Arkansas.

³ Arkansas Farm Bureau, Arkansas Fact Booklets, "The Landscape of Arkansas," https://www.arfb.com/uploads/resources/documents/arkagbook_landscapeofarkansas080219.pdf

⁴ University of Arkansas, Division of Agriculture, Research and Extension Office, 2021 Arkansas Agricultural Profile, https://cpb-us-e1.wpmucdn.com/wordpressu.uark.edu/dist/9/350/files/2017/05/AR2021-PocketFacts-Arkansas_Agriculture_Profile.pdf

Figure 17: Land Cover and Land Use in Arkansas



Arkansas Population Growth Patterns

Arkansas has grown in population by 3.3% from 2010-2020 according to the U.S. Census Bureau, adding 95,606 new residents for a total population of 3,011,524. Since the 2010 U.S. Census, the population of 52 Arkansas counties have decreased. The decrease in population is concentrated in rural counties and is offset by the increase in population in counties near urban and suburban population centers in central and northwest Arkansas.⁵

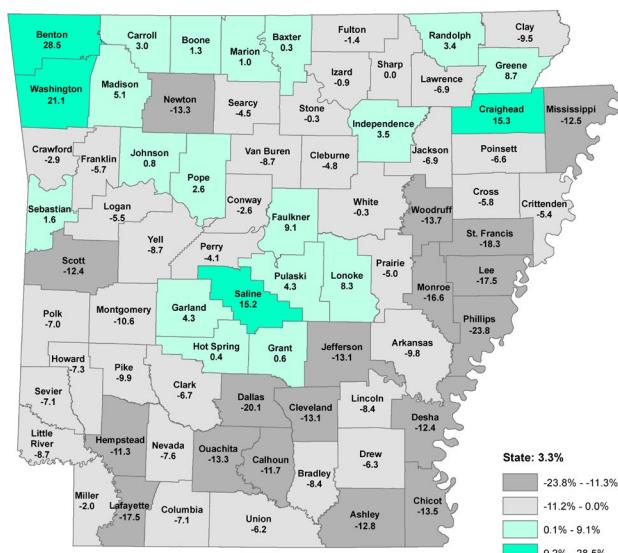
The Institute for Economic Advancement at the University of Arkansas at Little Rock estimates the Arkansas population will surpass 3,350,000 by 2040, with a projected growth rate of just under one-half percent per year slightly trailing the national average.

Figure 18 shows the projected percent population change for each of the 75 counties in Arkansas from 2010 to 2020.

Arkansas Travel Patterns

ARDOT is divided into ten Districts with 85 county area Maintenance Headquarters

Figure 18: Percent Change in Total Population; Arkansas by County: 2010 - 2020



Source: U.S. Census Bureau, 2010 Census and 2020 Census State Redistricting Data (Public Law 94-171)

5 Arkansas Department of Transportation, 2021 Long Range Intermodal Plan, <https://www.ardot.gov/wp-content/uploads/2021/02/1-12-137-Arkansas-Long-Range-Intermodal-Transportation-Plan-OCR.pdf>

and 31 Resident Engineer offices statewide. ARDOT's System Information & Research Division collects, analyzes, manages, reports on, and disseminates traffic and roadway system information. This includes responsibility for the collection, processing, and reporting all traffic counts on the state-maintained highway network, as well as city streets and county roads on the Federal Aid system.

In total, ARDOT is responsible for more than 16,400 miles of highway. As shown in **Figure 19**, ARDOT's 2021 Factsheet notes that travel across all Arkansas highways, roads, and streets totaled 36 billion vehicle miles, with the State Highway System totaling 26 billion vehicle miles, or 74% of the total travel. On the Arkansas State Highway System, travel on the federal Interstate Highways comprises the majority of travel as shown by annual average daily traffic (AADT) in **Figure 20**.

Figure 19: Arkansas Vehicle Miles Traveled by Road

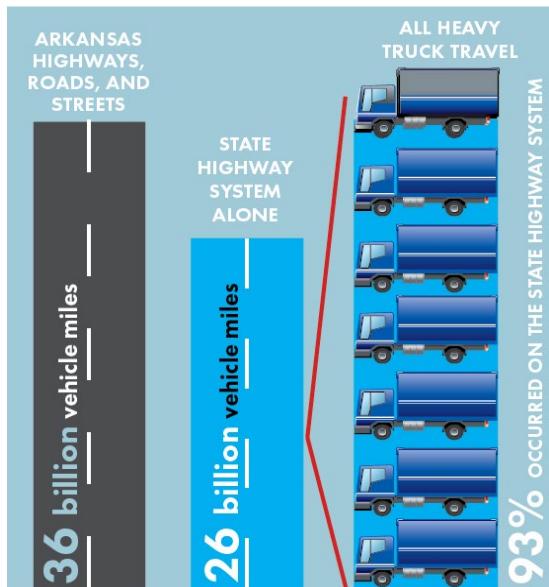
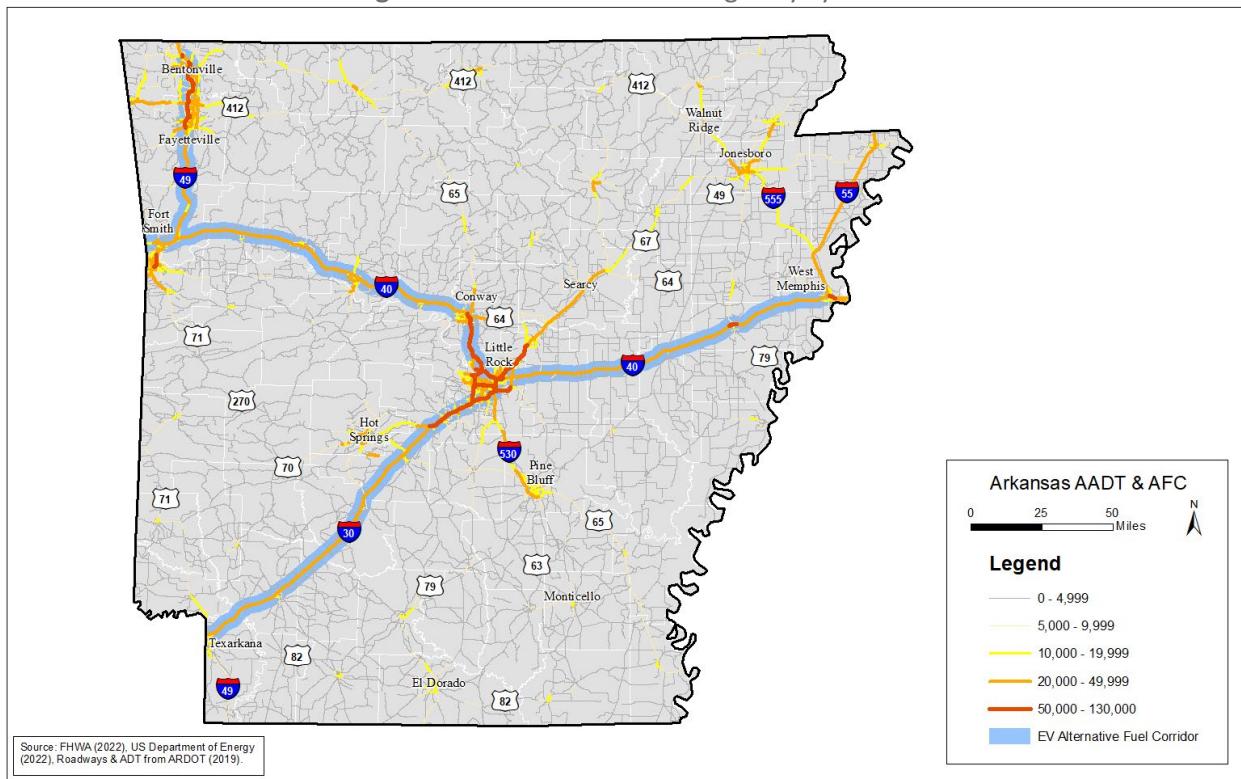


Figure 20: AADT on Arkansas Highway System

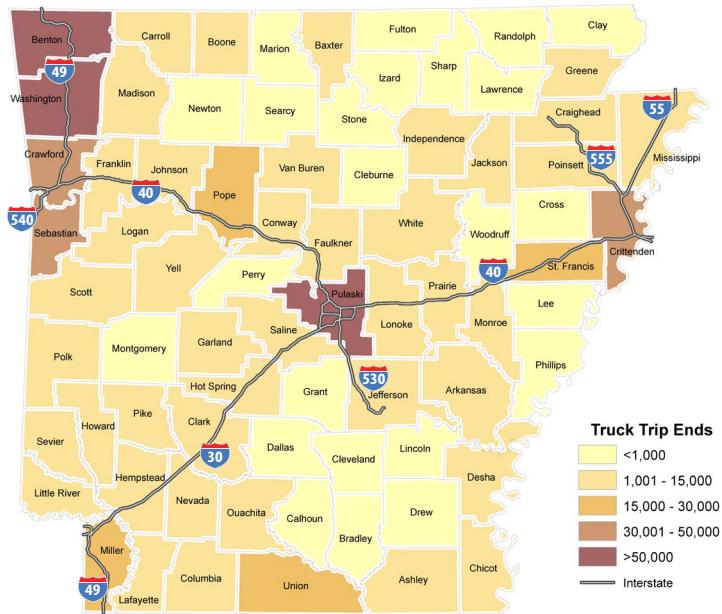


Arkansas Trucking, Freight, and Goods Movement Patterns

Of the five modes of freight transportation in Arkansas, commercial trucking moves the greatest tonnage. Every county in Arkansas generates truck traffic, but nearly half originates in or is destined for three regions: Pulaski County with 13 percent, northwest Arkansas (Benton, Crawford, Sebastian, and Washington Counties) with 29 percent, and Crittenden County with seven percent. Significant truck activity also occurs in other counties adjacent to the Interstate System.

The Interstate System is the workhorse of the Arkansas State Highway System. The top 50 truck-volume locations are on the Interstate System. The interstates are the only roadways in Arkansas that serve more than 5,000 trucks per day. In 2021, Interstate 40, between North Little Rock and West Memphis, had the highest truck volume with an average of 23,000 trucks per day. Other locations report more than 50 percent truck traffic. Interstate 30 between Little Rock and the Texas state line has the second highest truck volumes in 2021 with 19,000 trucks per day. **Figure 21** shows the commercial truck trips in Arkansas by county and along the major interstates.

Figure 21: Commercial Truck Trips by Arkansas County



Source: ARDOT, State Freight Plan (2017)

Arkansas Public Transportation Patterns

ARDOT administers federal funding for public transportation programs in Arkansas. Today, eight urbanized and nine rural transit systems provide service in Arkansas. Additionally, approximately 200 human service agencies provide transportation services for seniors, persons with disabilities, and persons seeking employment opportunities. ARDOT's direct coordination and administration of federal funding for public transit services in the state allows for direct coordination on NEVI planning, as well as a deep understanding of the unique characteristics and needs of each transit system as **Tables 8** and **9** show.

Table 8: Arkansas Urban Transit System Characteristics

Transit Agency	Operating Characteristics					
	Ridership	Vehicles in Service	Personnel (Operating)	Annual System Miles	Annual Vehicle Hours	Total Operating Cost (\$)
Central Arkansas Transit Authority (CAT)	2,946,784	88	188	3,263,314	260,850	16,700,000
Fort Smith Transit	287,015	15	34	461,977	N/A	2,176,180
Hot Springs Intracity Transit	174,451	12	15	214,764	27,440	1,443,215
Jonesboro Economical Transportation System (JET)	80,086	9	25	261,652	16,280	825,474
Ozark Regional Transit (ORT)	231,108	26	65	612,531	40,554	2,536,399
Pine Bluff City Transit	91,280	10	24	219,611	16,324	1,056,109
Razorback Transit	1,930,956	31	38	476,470	50,053	2,592,100
Texarkana Urban Transit District (TUTD)	321,504	31	19	376,585	23,639	1,656,376
Total	6,063,184	222	408	5,886,904	435,140	28,985,853

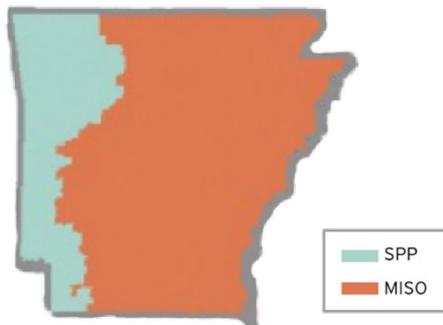
Source: ARDOT, Statewide Long Range Intermodal Transportation Plan (2017)

Table 9: Arkansas Rural Transit System Characteristics

Transit Agency	Operating Characteristics					
	Ridership	Vehicles in Service	Personnel (Operating)	Annual System Miles	Annual Vehicle Hours	Total Operating Cost (\$)
Black River Area Development (BRAD)	21,677	14	7	54,549	4,852	265,212
Central Arkansas Development Council/South Central Arkansas Transit (CADC/SCAT)	453,725	166	210	4,723,696	311,745	6,785,174
Eureka Springs Transit	118,576	14	25	158,796	11,098	743,298
Mid-Delta Transit	82,608	39	121	1,217,520	56,072	1,346,300
North Arkansas Transportation Service (NATS)	146,166	64	48	724,305	N/A	1,344,534
North East Arkansas Transportation (NEAT)	17,966	8	8	180,858	N/A	247,576
Ozark Regional Transit (ORT)	3,592	18	49	30,524	2,616	232,783
Southeast Arkansas Transportation (SEAT)	246,481	103	140	3,713,762	221,944	5,876,562
Western Transit System (WTS)	2,638	10	13	84,016	4,898	204,350
Total	1,093,429	436	621	10,888,026	613,225	17,045,789

Source: ArDOT, Statewide Long Range Intermodal Transportation Plan (2017)

Figure 22: Arkansas Electric RTOs



Source: Federal Energy Regulatory Commission

Arkansas Electricity Regional Transmission Operators

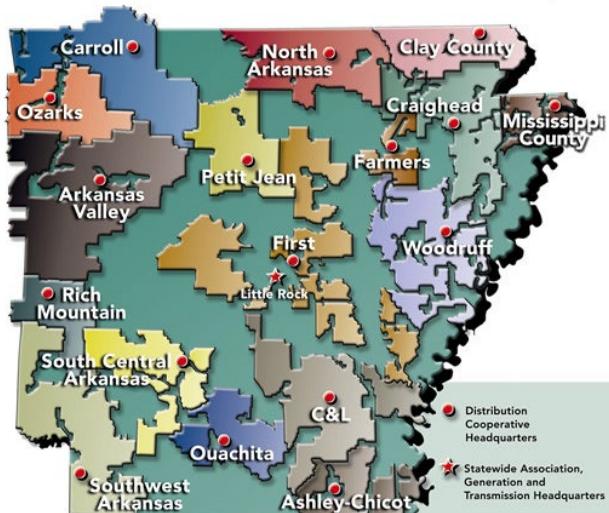
The Arkansas electric grid is served by two Federal Energy Regulatory Commission approved Regional Transmission Organizations (RTOs), Southwest Power Pool (SPP) and Midcontinent Independent System Operator, Inc. (MISO) as shown in **Figure 22**. Southwestern Electric Power Company, Oklahoma Gas and Electric Company and The Empire District Electric Company are members of the SPP RTO. Entergy Arkansas, Inc., which serves a significant portion of Arkansas, is a member of MISO. Arkansas Electric Cooperative Corporation is a member of both the SPP RTO and the MISO RTO.

Arkansas Public Service Commission & Electric Utilities

The Arkansas Public Service Commission (PSC) regulates electric utilities in the state including:

- Four Investor-Owned Utilities (IOUs)
 - Entergy
 - AEP SWEPCO
 - OG&E
 - Empire District
- 17 Electric Cooperative Utilities
 - Shown in **Figure 23**
- 15 Municipal Electric Utilities

Figure 23: Electric Cooperatives of Arkansas Service Areas



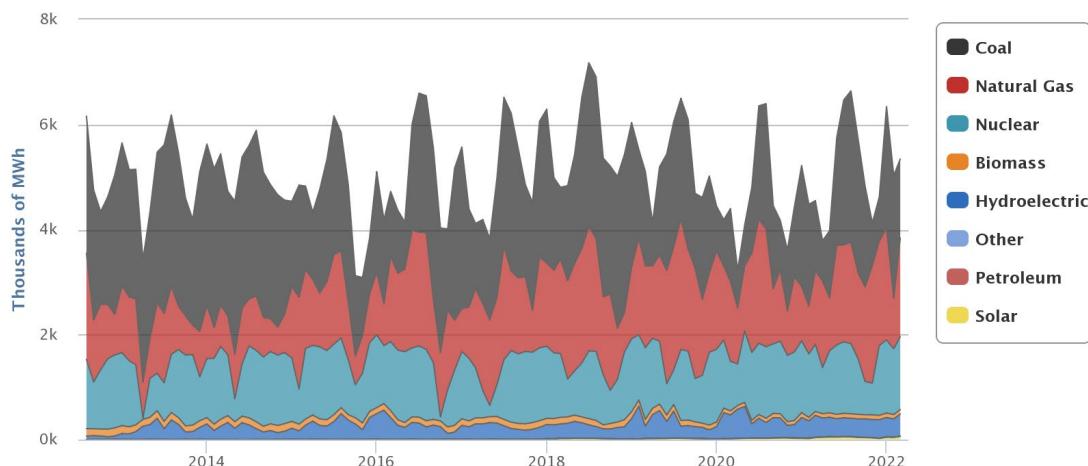
Source: Electric Cooperatives of Arkansas

The PSC is charged with the duty of ensuring that public utilities provide safe, adequate, and reliable utility service at just and reasonable rates. By law, such rates must allow public utilities the opportunity to recover the prudently incurred cost of providing such service and a fair rate of return on capital invested by the utilities for the purpose of providing such service. The PSC is also charged with the duty of ensuring that customers are not charged excessive rates for such service. The PSC does not regulate municipally owned utilities, public power agencies, or exempt wholesale generators (Independent Power Producers).

Arkansas Electric Grid & Capacity

Arkansas' total electric power generation for 2021 was 60,146,429 MWh., with coal-fired power plants providing 35% and natural gas fueling 32% of Arkansas' net electricity generation. Natural gas fuels five of the ten largest power plants by capacity in Arkansas, including the 2,000-megawatt Union Power Station, which is the biggest power plant in the state. Coal fuels four of Arkansas' ten largest power plants. The second-largest power plant in Arkansas is Nuclear One, with two reactors, that provided about 22% of in-state net generation in 2021. The 1,800-megawatt nuclear power plant is located on Lake Dardanelle about 60 miles northwest of Little Rock. Almost all the rest of the state's net electricity generation came from hydroelectric power and biomass-fueled generating facilities as shown in **Figure 24**.

Figure 24: Arkansas Net Annual Electric Generation by Fuel Source

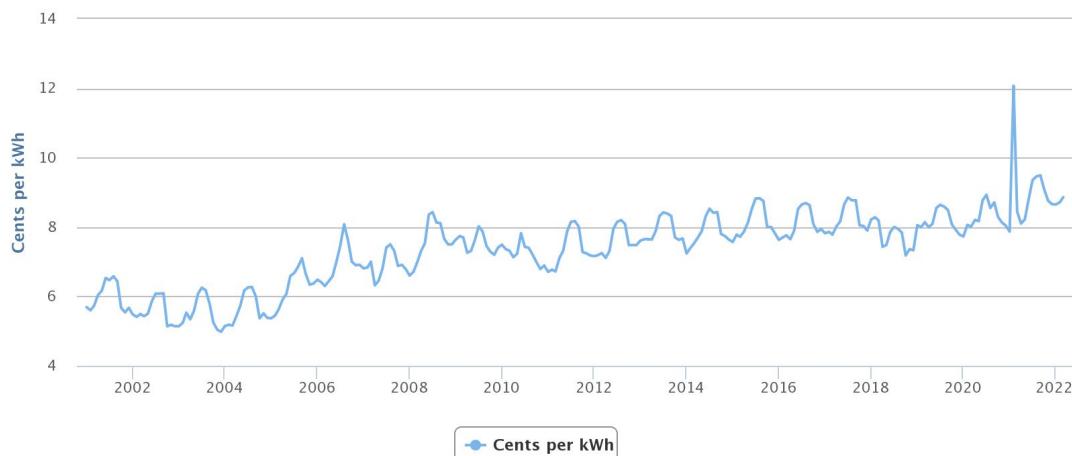


Source: US Energy Information Administration

Arkansas ranks among the top ten states in both total electricity sales per capita and residential electricity sales per capita. The residential sector accounts for the largest share of electricity use, with 39% of the state's total power sales. About half of the households in the state use electricity as their primary energy source for home heating. Nearly all the states with the highest residential electricity sales per capita, which includes Arkansas, are in the South where air conditioning use is most prevalent. Arkansas ranks among the ten states with the lowest average residential electricity retail prices. The industrial sector closely follows the residential sector with 38% of the state's electricity consumption, while the commercial sector accounts for 24%.

Arkansas' statewide 2021 average retail price for electricity was 8.86¢/kWh. Arkansas' average annual retail price for electricity has fluctuated between 5¢/kWh- 12¢/kWh over the past two decades as shown in **Figure 25**.

Figure 25: Arkansas Average Retail Price for Electricity

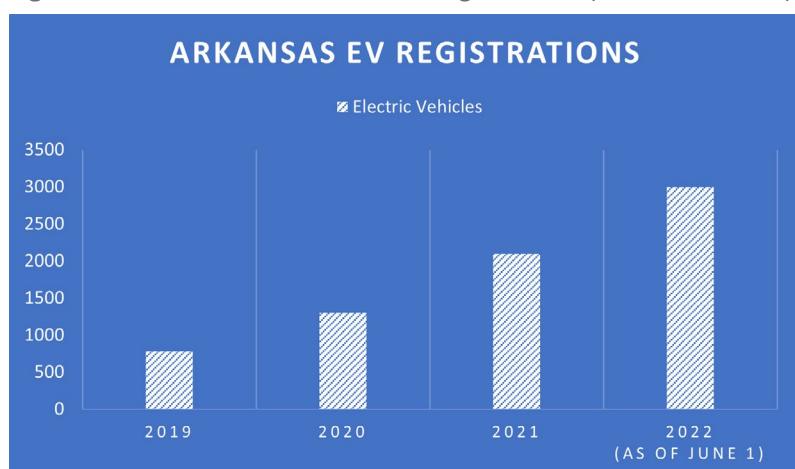


Source: US Energy Information Administration

Arkansas EV Market Conditions

The number of electric vehicles now registered in Arkansas has increased by 43% during the first five months of 2022 as compared to the end of 2021, according to the Arkansas Department of Finance and Administration (DFA). Shown in **Figure 26**, as of June 1, 2022, **Arkansas has 2,997 EVs registered**, including plug-in hybrid electric vehicles (PHEVs) and dedicated battery electric vehicles (BEVs). While growing rapidly, EVs still represent only ~0.3% of all passenger vehicles in the state. Additionally, EV registrations are not spread proportionally throughout the state, as just over half of the state's total EV registrations are from vehicles in just three counties. Benton County has 660 EVs, Pulaski County has 640 EVs, and Washington has just over 440 EVs.

Figure 26: Arkansas Electric Vehicle Registrations (PHEVs and BEVs)



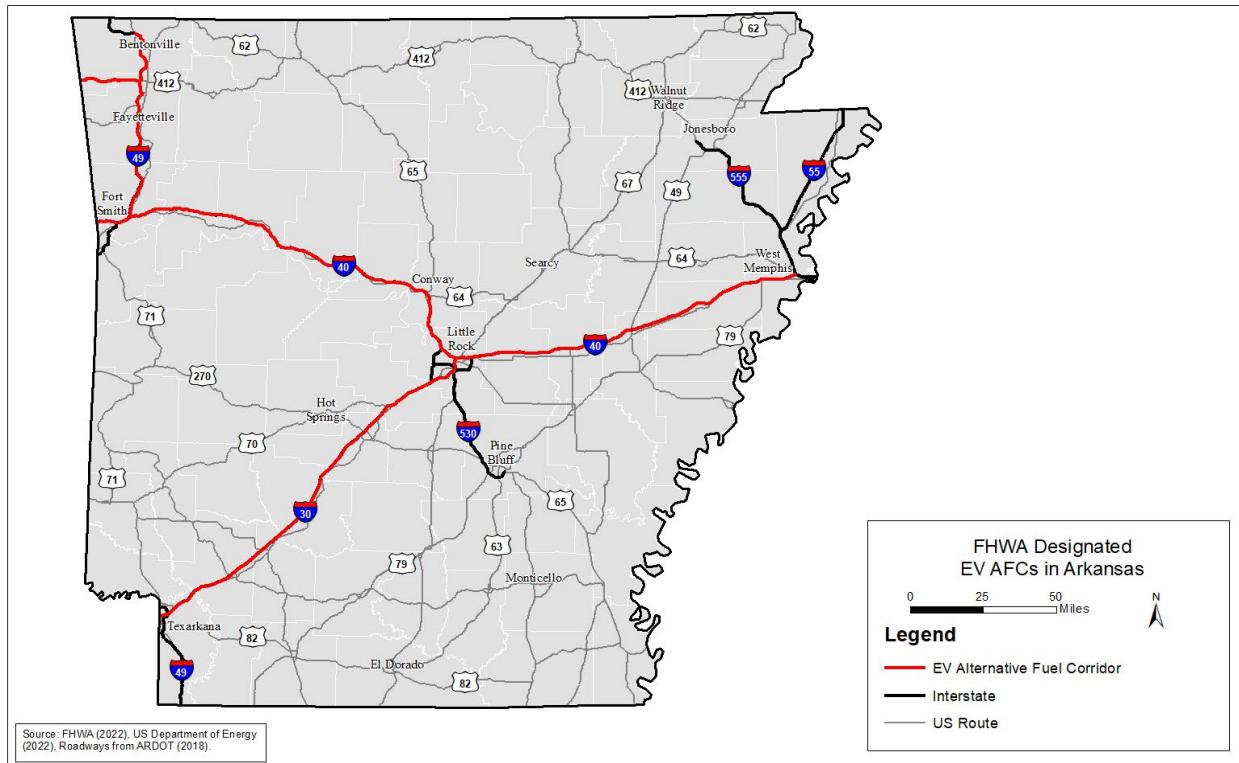
Source: Arkansas Department of Finance and Administration

Arkansas EV Designated Alternative Fuel Corridors

ARDOT has worked with statewide stakeholders, including Arkansas' USDOE designated Clean Cities Coalition and MPO partners, to receive formal FHWA designation of three EV Alternative Fuel Corridors (Interstates 30, 40, and 49) through FHWA's past five rounds of AFC Nominations, as well as supported the nomination of a portion of Highway 412 in Round six (May 13, 2022) by the Northwest Arkansas Regional Planning Commission, these EV AFCs are detailed in **Figure 27**.

Considering FHWA's new, upgraded AFC Round six minimum requirements and NEVI Formula program standards, none of Arkansas' nominated corridors are built out to "Corridor Ready" status. Arkansas' NEVI Plan is designed to provide the pathway for Arkansas Interstate Highways and Designated AFC's to be fully built out to the FHWA and NEVI Formula program standards.

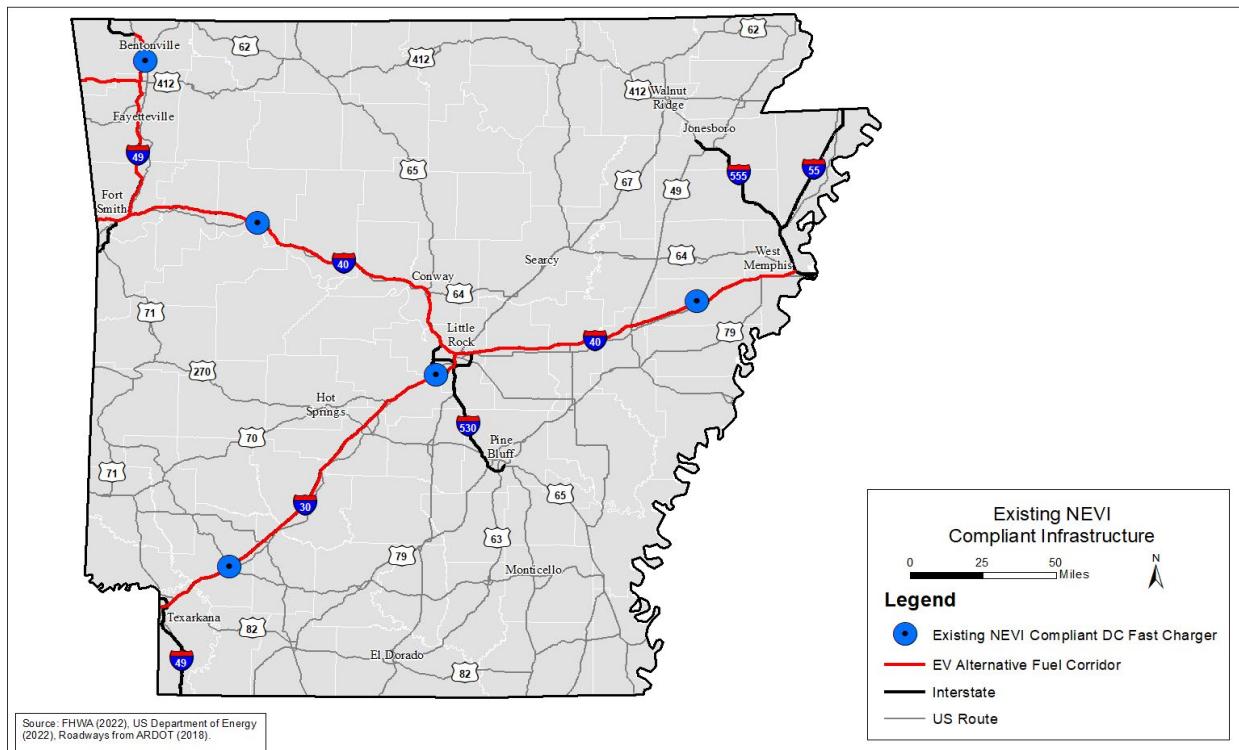
Figure 27: Federal Highway Administration Designated EV AFCs in Arkansas



Arkansas EV Designated Alternative Fuel Corridors

Arkansas currently has 172 publicly available charging station locations, including 417 AC Power Level 2 EVSE charging station ports, 72 DC Power Fast Charging station ports, but only five locations throughout the state with existing NEVI compliant chargers as shown in **Figure 28**.

Figure 28: Existing Locations of NEVI Compliant EVSE Charging Infrastructure in Arkansas



Of all 172 publicly available charging station locations, the five locations detailed in **Table 10** meet the NEVI Formula Program standards of four EVSE charging stations with Combined Charging System (CCS) ports each capable of 150kW of continuous power and located within one mile driving distance of an interstate interchange.

Table 10: Existing NEVI Compliant DCFC Details

ID	kWh/Port	Route	Location	# of CCS	EV Network
121802	150	I-49	Walmart 5260 4280 S Pleasant Crossing Blvd., Rogers, AR	4	Electrify America
121814	150	I-40	Walmart 66 230 Market St., Clarksville, AR	4	Electrify America
121819	150	I-40	Walmart 91 205 Deaderick Rd., Forrest City, AR	4	Electrify America
121820	150	I-30	Walmart 124 8801 Baseline Rd., Little Rock, AR	4	Electrify America
121827	150	I-30	Walmart 1065 2400 N Hervey St., Hope, AR	4	Electrify America

Source: USDOE, Alternative Fuels Data Center, Station Locator

Arkansas EVSE Known Risks & Challenges

While numerous EVSE charging stations are currently operating throughout Arkansas, ARDOT acknowledges there will be key risks and challenges to deploying the NEVI Program. **Table 11** below details the high-level known risks and challenges ARDOT is tracking.

Table 11: Known EVSE Risks and Challenges

Procurement	Installation	Operation	Maintenance
<ul style="list-style-type: none"> Securing sufficient bidders on ARDOT NEVI eligible EVSE locations Awarded Parties providing sufficient matching funds Contracting delays with awardees Property Acquisition and Site host Agreement delays Supply chain delays for utility equipment and EVSE hardware Delays in final USDOT NEVI Program Rulemaking 	<ul style="list-style-type: none"> Available Utility power and make ready costs Zoning, Code, and Permitting variables between locations ADA and site design requirements Physical space constraints at sites for EVSE Available licensed electricians with EVITP certification Compatibility of EVSE with NEVI final Rulemaking 	<ul style="list-style-type: none"> Compatibility of EVSE software, network, and data with NEVI rules Ability of EVSE to meet 97% uptime requirements Cost of peak charges, demand charges, and utility load management Safety, weather, and Cybersecurity risks EVSE site host utilization and ROI EVSE accessibility and public awareness 	<ul style="list-style-type: none"> Cost of routine and preventative maintenance Available licensed electricians with EVITP certification Damage from use and vandalism Continued supply chain delays for necessary parts and components Maintaining site safety and accessibility features

Source: ARDOT (July 2022)

ARDOT will continue to monitor risks and challenges associated with NEVI Formula Funding and make updates to this plan as more information becomes available on these topics.

VII. EV CHARGING INFRASTRUCTURE DEPLOYMENT

Arkansas NEVI Deployment & Administration Funding Sources

Arkansas will receive \$54 million in NEVI formula funds over the next five years to create an EV charging network across the state, starting with \$8 million in FY22 and \$11.5 million in FY23. Based on ARDOT's current analysis, the agency will have enough NEVI funding over the five-year program to ensure Arkansas' network for designated EV alternative fuel corridors and Interstates are built out to NEVI Formula Program standards, as well as for Arkansas NEVI program administration. As ARDOT will be seeking market bidders to apply for NEVI funding and use awarded funds to install, own, and operate NEVI-compliant EVSE, the agency expects 20% non-federal matching funds to be provided by the ultimate EVSE owner operators.

ARDOT also anticipates retaining seven percent of NEVI Formula funds annually for its use in administering the NEVI Formula program each year, including procurement program design, outreach and engagement, program management, and reporting. NEVI FY22 funding retained by ARDOT for program administration will be matched by 20% funding from state budget sources. **Table 12** details the estimated annual uses and sources of NEVI funds.

Table 12: Arkansas Estimated Annual NEVI Funding Sources & Uses

Federal Priority Fiscal Year / Priority	Federal Funding	Non-Federal Match	Total
FY22 EV AFC Interstates	\$8,010,850	\$1,602,170	\$9,613,020
FY23 Remaining Interstates & AFC	\$11,527,774	\$2,305,555	\$13,833,329
FY24 Routes of Significance	\$11,527,774	\$2,305,555	\$13,833,329
FY25 Routes of Significance	\$11,527,774	\$2,305,555	\$13,833,329
FY26 Additional EVSE Priorities	\$11,527,774	\$2,305,555	\$13,833,329
Total	\$54,121,947	\$10,824,389	\$64,946,336

*NEVI Formula Program total for Arkansas and FY22 funding amounts sourced from "IIJA Highway Apportionment Estimates" – additional estimates derived based on IIJA preliminary amounts provided.

Source: ARDOT (July 2022)

Arkansas Process for Identifying “Approximate” NEVI Locations

The Joint Office NEVI Program “State Plan Template” requests states to identify the “approximate location” of any proposed new EVSE stations or existing EVSE stations that may be upgraded to meet minimum NEVI Formula Program standards. As described in the Contracting chapter, ARDOT intends to allow final EVSE sites to be selected by any parties applying for, and ultimately awarded, Arkansas NEVI Program funds through the competitive procurement program ARDOT will create and administer. Considering the ultimate competitive procurement process, ARDOT performed the steps detailed in **Figure 29** to determine approximate EVSE locations for this plan.

Figure 29: ARDOT Process for Identifying “Approximate” NEVI EVSE Locations

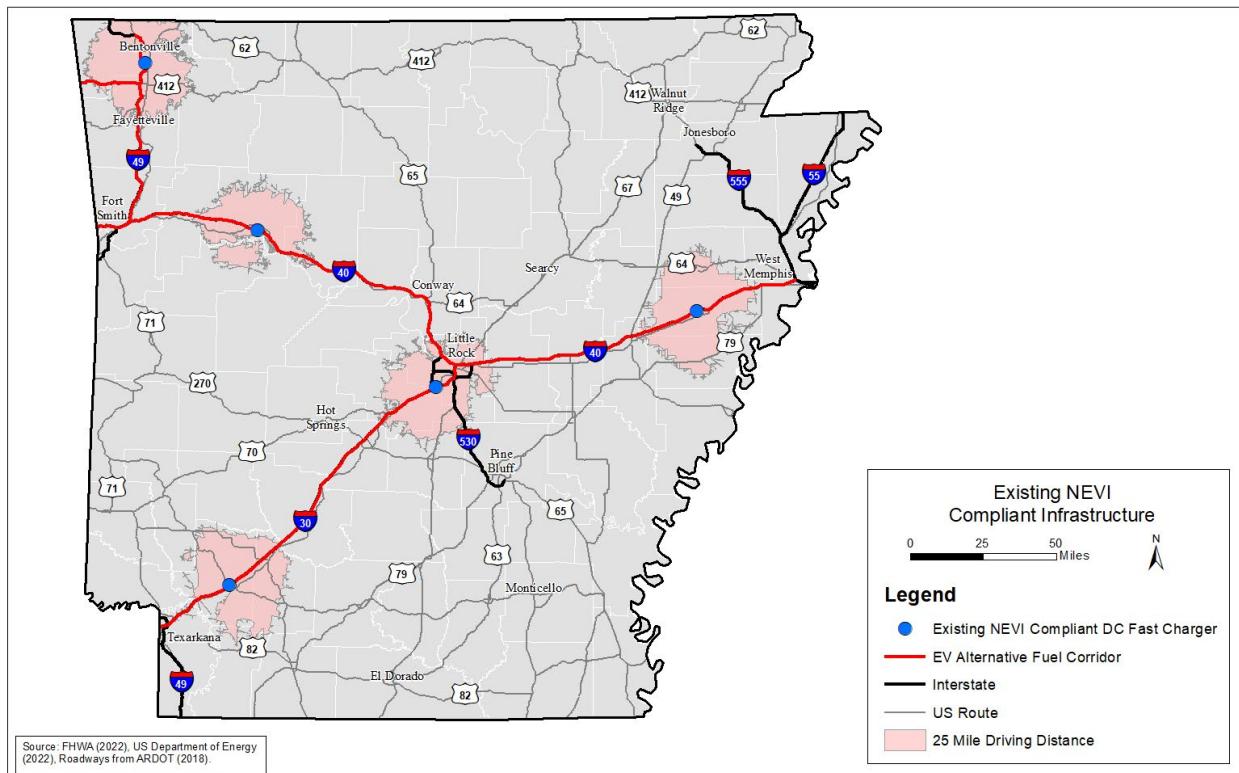
- 1 Draw 25 mile driving distance buffer around existing Arkansas NEVI compliant EVSE stations on Interstates & AFCs
- 2 Identify gap segments on Interstates & AFCs where EVSE stations are needed for NEVI “every 50 mile” compliance.
- 3 Catalog all interchange candidates within EVSE gap segments on Interstates and AFCs to determine list of potential locations for ARDOT NEVI funds.
- 4 Determine minimum number of “approximate locations” for new NEVI funded EVSE charging stations needed for Arkansas to reach “fully built out” certification.

Source: ARDOT (July 2022)

Arkansas Existing NEVI Compliant EVSE with Buffers

ARDOT has consulted USDOE and USDOT datasets to determine the locations of five existing NEVI compliant EVSE charging station locations within the state (**Figure 28; Table 10**). Shown in **Figure 30**, ARDOT has drawn 25 mile driving distance buffers around compliant stations.

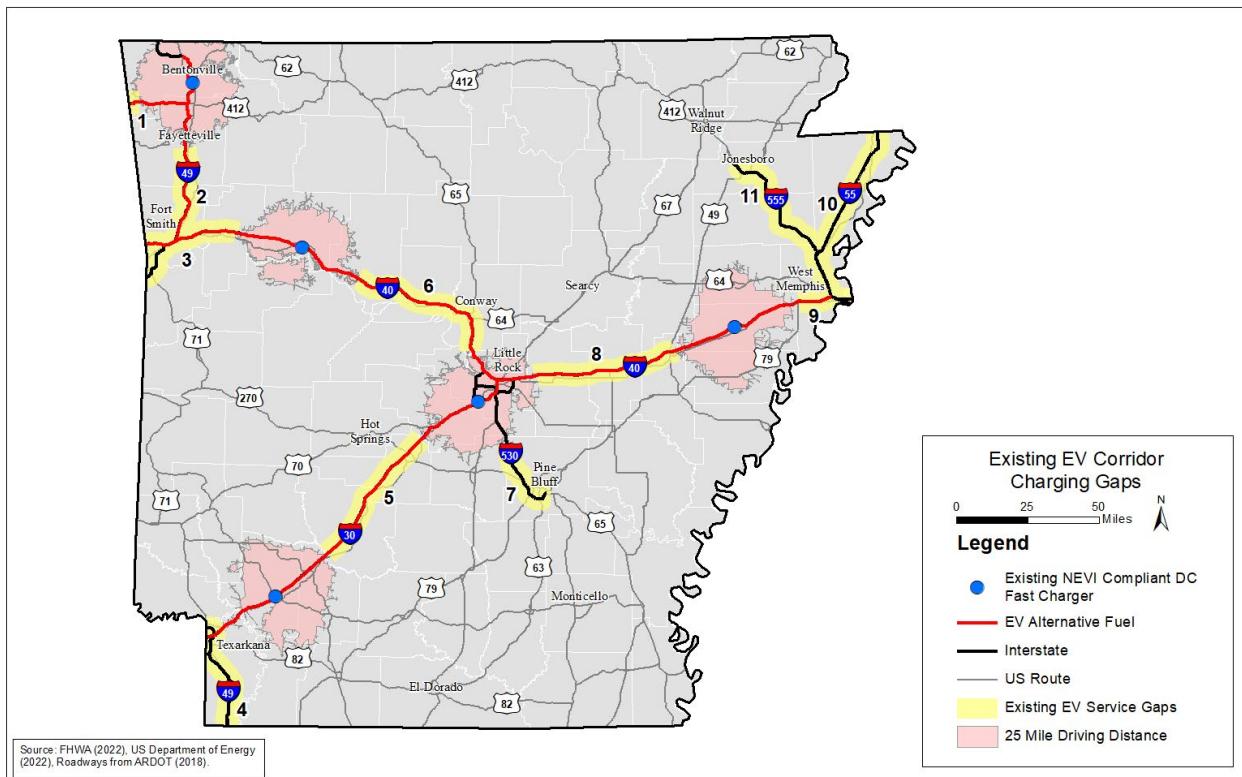
Figure 30: NEVI Compliant Stations with 25 Mile Driving Distance Buffers



Arkansas NEVI “Gap Segments” Identified

Any locations where two 25 mile driving distance (pink) buffers in **Figure 30** do not overlap is a “gap” area that does not meet the NEVI standards of EVSE charging stations every 50 miles. **Figure 31** shows the 11 gap segments on Interstates and AFCs identified through this process.

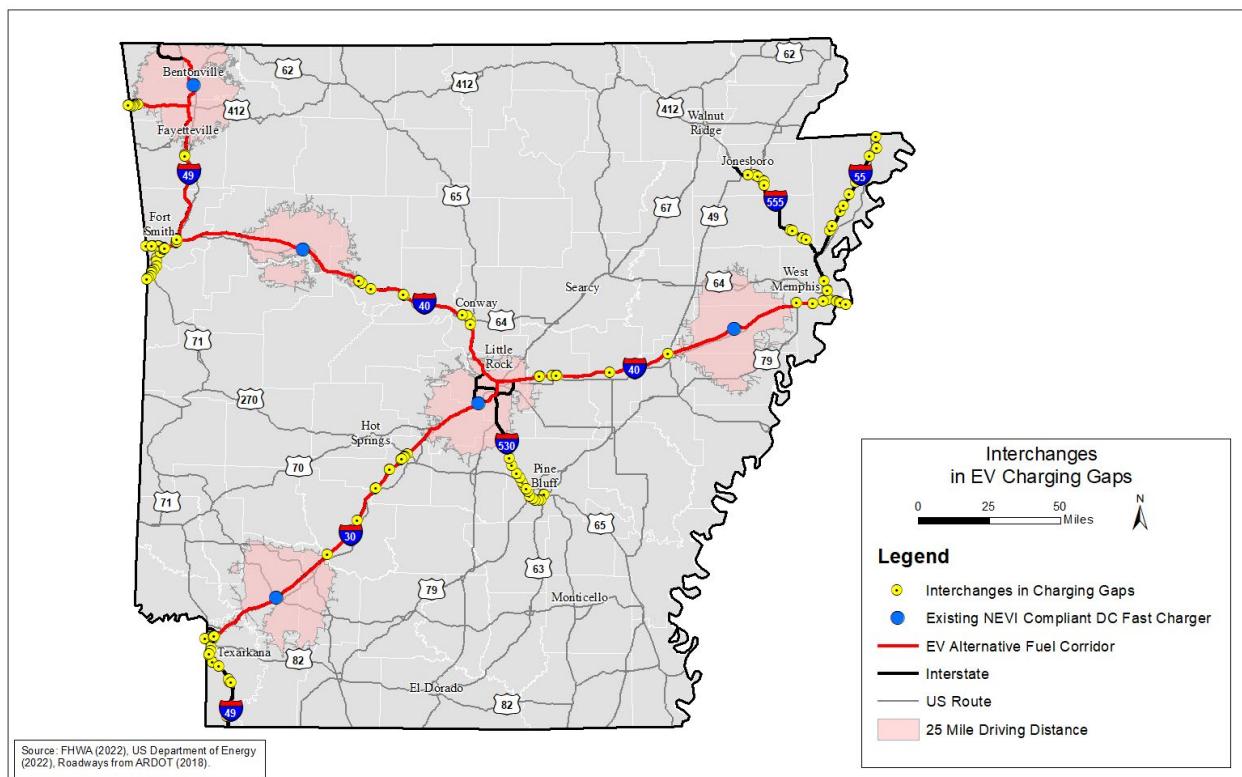
Figure 31: NEVI Compliance Gap Segments Identified on Arkansas Interstates & AFCs



Arkansas NEVI Eligible Interchange Candidates

Within the 11 gap segments identified, ARDOT has identified 148 “potential” interchanges that could serve as candidate sites to host NEVI-funded EVSE stations, shown in **Figure 32**.

Figure 32: NEVI Fund Potential Interchanges within Interstate & AFC Gap Segments



With NEVI Formula funds limited to \$54M for the state, ARDOT will seek to allocate its NEVI funds through a competitive process that will ultimately ensure each party applying for NEVI funding is proposing locations at a potentially viable interchange that meets all NEVI Formula program minimum compliance standards. Beyond minimum NEVI compliance standards, ARDOT will seek to develop and utilize objective scoring criteria to rank and ultimately select final NEVI-awarded EVSE sites based on criteria such as available power, site readiness, sites offering maximum gap coverage, and level of amenities.

Arkansas “Approximate Locations” for NEVI EVSE Deployments

Based on the 11 gap segments (shown in **Figure 31** above), as well as the 148 “potential interchanges” (**Figure 32**), ARDOT has calculated the length of each gap segment to determine the “minimum” number of NEVI compliant EVSE locations ARDOT would need to fund to fully build out the Interstates and AFCs to NEVI Formula Program standards. These sites are detailed in **Table 13**.

Table 13: NEVI Compliance Gap Segments Identified on Arkansas Interstates & AFCs

MAP ID	Description	Mileage	Minimum EVSE to Fill Gap
1	Highway 412 (Near Oklahoma Border)	4.7	1
2	I-49 (North from I-40)	35.3	1
3	I-40, I-540 (Near Fort Smith) and I-49 (South of Fort Smith)	34.0	1
4	I-49 and I-30 near Texarkana	41.4	1
5	I-30 (Southwest of Little Rock)	52.6	2
6	I-40 (Northwest of Little Rock)	55.4	2
7	I-530 (South of Little Rock to Pine Bluff)	24.3	1
8	I-40 (East of Little Rock)	50.5	2
9	I-40 (Near West Memphis)	19.4	1
10	I-55 (From I-40 to Missouri Border)	65.1	2
11	I-555 (From I-55 to Jonesboro)	44.1	1
Minimum Total EVSE Locations Need for NEVI Compliance			15

Source: ARDOT (July 2022)

As **Table 13** demonstrates, ARDOT’s analysis yields a minimum of at least 15 locations needed to be certified fully built out under NEVI Formula Program rules. **ARDOT does not intend to restrict the final number of NEVI-compliant locations to only these 15 “approximate locations.”** ARDOT intends to release a competitive procurement process in which EVSE site hosts will ultimately be identifying and applying for final locations, which ARDOT will select to award funding based on objective criteria. ARDOT has used the process above solely for planning purposes to determine the minimum EVSE sites needed to meet NEVI Program compliance.

Arkansas Next Steps for NEVI EVSE Deployments & Procurement Program

In order to ultimately effectively design and administer a competitive NEVI procurement program, ARDOT will seek to perform additional analysis of the potential interchange locations on the state’s highway system. This analysis will likely include, but is not limited to:

1. Identifying interchanges that provide maximum coverage to fill the gap to meet NEVI compliant “Every 50 mile” program standards along the Arkansas Interstates and AFCs.

2. Identifying interchanges that have a combination of multiple prospective site hosts such as fuel stations, restaurants, and retail locations.
3. Further coordinating with utility electric service providers on availability of three-phase commercial power in 1-mile driving distance proximity.

Arkansas Existing EVSE Sites for Potential Upgrades with NEVI Funds

In addition to new NEVI compliant EVSE charging stations, ARDOT has performed a preliminary analysis to identify current DC Fast Charging Stations located within one mile driving distance of interstates and AFCs for potential upgrades to NEVI-compliant standards as shown in **Table 14**.

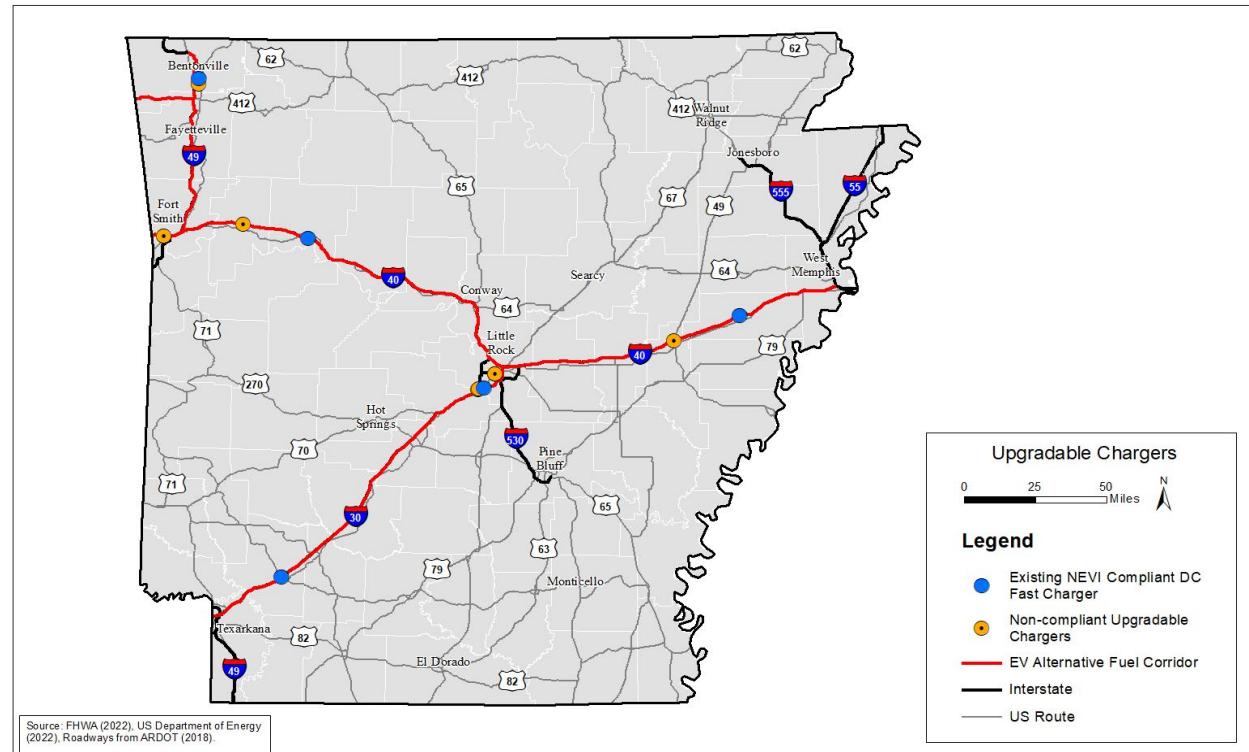
Table 14: Arkansas Existing EVSE for Potential Upgrade with NEVI Funds

Site	DCFC Ports	Route	Exit	Street Address	Network
Outlets of Little Rock	10	I-30	128	11201 Bass Pro Pkwy., Little Rock, 72210	Tesla
Workman's Travel Center	8	I-49	78	898 W Monroe Ave., Lowell, 72745	Tesla
Workman's Travel Center	8	I-40	35	3202 Pence Ln., Ozark, 72949	Tesla
Pine Crest Shopping Center	8	I-40	216	1401 Pinecrest St., Brinkley, 72021	Tesla
Van Buren, AR	6	I-40	5	500 Pointer Trail, Van Buren, 72956	Tesla
Franklins Charging	2	I-630	3A	724 S Woodrow St., Little Rock, 72205	ChargePoint

Source: ARDOT (July 2022)

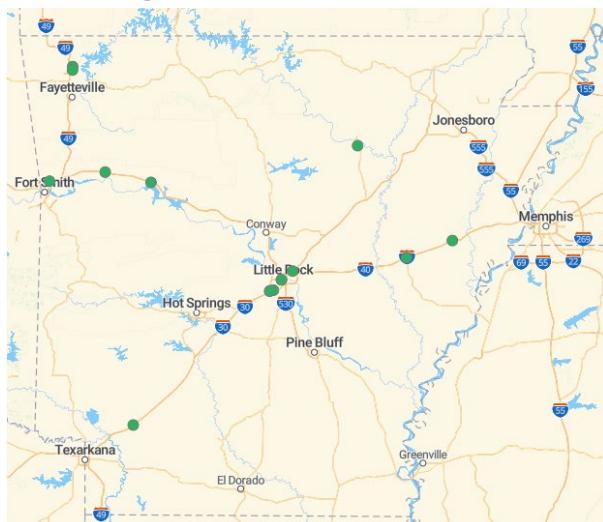
ARDOT has short-listed these six locations above because the locations meet the NEVI Formula program driving distance requirements and are DC Fast charging stations closer in power and number of ports to the NEVI standards as compared to AC Power Level 2 EVSE throughout the state. These six locations from **Table 14** are shown in **Figure 33**.

Figure 33: Arkansas Existing EVSE for Potential Upgrade with NEVI Funds



Arkansas currently has 172 publicly available charging station locations comprised of 417 AC power Level 2 EVSE charging station ports and 72 DC power fast charging station ports. ARDOT is not seeking to limit existing stations for potential upgrades only to these six sites identified. **Any existing EVSE charging station on Arkansas Interstates and AFCs that meets NEVI distance standards will ultimately be eligible for upgrade through ARDOT's competitive procurements.**

Figure 34: Current Arkansas DCFC



Source: USDOE, Alternative Fuels Data Center, Station Locator

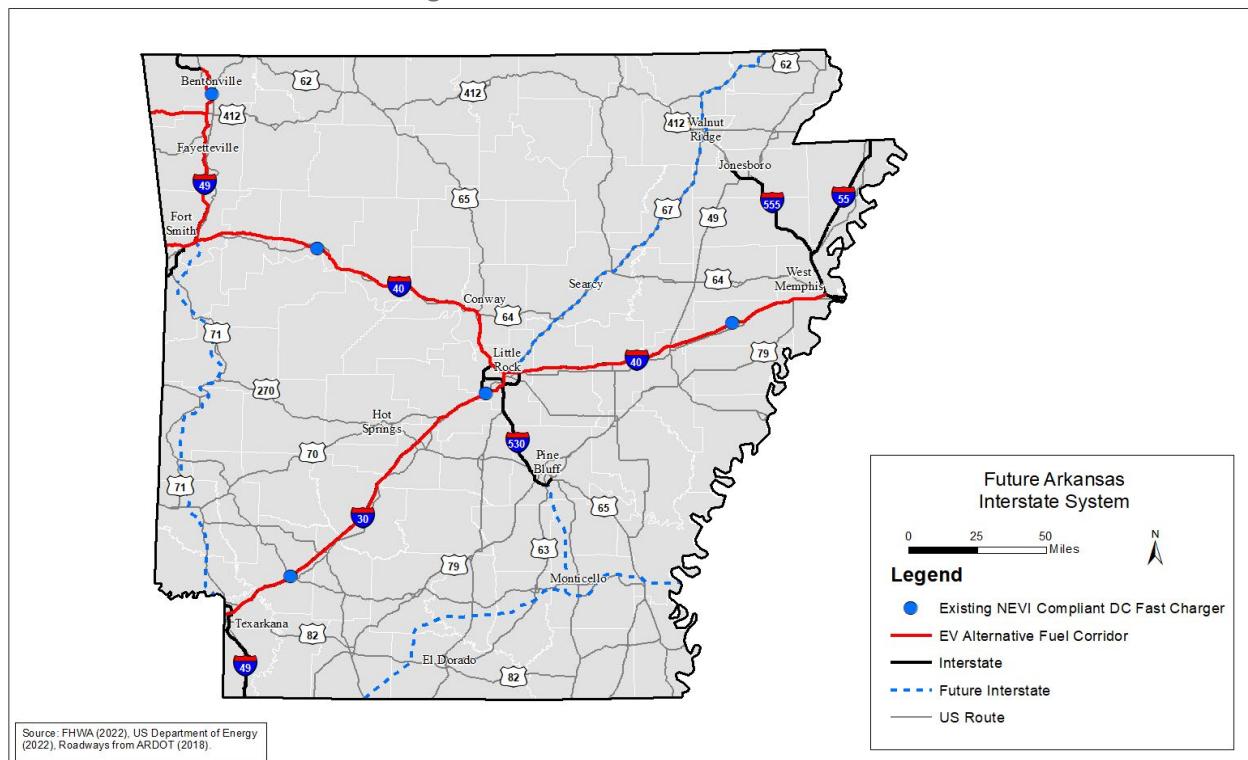
vehicle adoption growth, but also with the full build out of future Interstate Highways currently planned for Arkansas as shown in **Figure 35**. While these future Interstates will not be completed during the NEVI Formula program period, it will still be essential for the state to begin preparing for the higher volumes of traffic these new Interstates will bring.

Increases in Capacity & Redundancy

ARDOT's goals for NEVI Formula Program funding are to fully build out the state's Interstates and AFCs, and then move to building right-sized EVSE charging locations throughout the state on additional routes of significance. As **Figure 34** shows, major portions of the state currently have no DCFC stations, including many of the rural counties in north central, northeast, southwest, and southeast regions of Arkansas. Therefore, **ARDOT will focus NEVI funding on increasing the number of accessible DCFC stations throughout Arkansas before seeking redundancy.**

Arkansas' need for DCFC stations will also grow in the future, not only with population and electric

Figure 35: Arkansas Future Interstates



Source: FHWA (2022), US Department of Energy (2022), Roadways from ARDOT (2018).

Freight Electrification Considerations

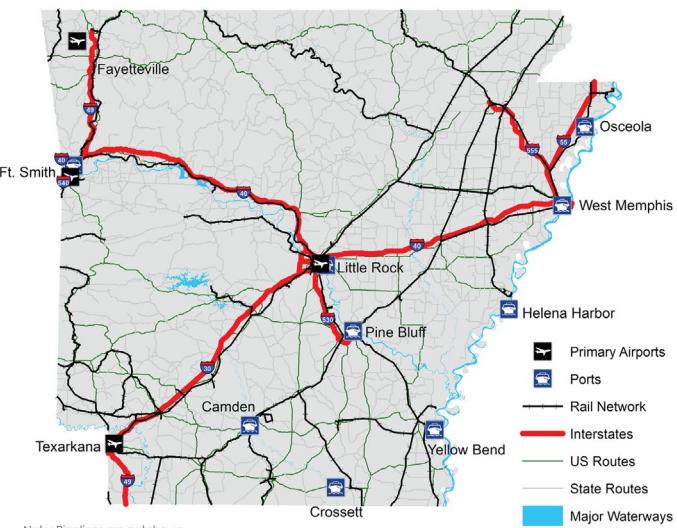
Arkansas has significant multimodal freight transportation infrastructure connecting businesses in Arkansas with suppliers and customers located statewide, across the U.S., and to international economies (**Figure 36**). Arkansas' multimodal freight transportation system includes over 16,400 miles of state highways (including 770 miles of Interstate), 2,700 miles of rail, four air cargo airports, and more than 1,600 miles of navigable inland waterways- the third largest in the nation in terms of navigable miles.

Based on data from the FHWA Freight Analysis Framework, trucking carries 55 percent of freight tonnage shipped into, out of, and within Arkansas. This represents over 70 percent of the freight movements when the value is considered.

With such significant volumes of trucks and freight tonnage moving through the state of Arkansas, ARDOT recognizes NEVI funds alone cannot solve for the future needs of freight electrification throughout the state. However, **ARDOT's NEVI Plan will be siting NEVI-compliant EVSE charging**

stations on the key Interstates that see the majority of truck freight volume in the state. Therefore, ARDOT recognizes the opportunity to design solutions with both motorists and freight in mind and is currently considering options in its competitive procurement process to prioritize charging station applicants whose station locations and designs accommodate pull through charging configurations to accommodate motorists pulling trailers or larger commercial vehicles to access and utilize the ultimate NEVI-funded EVSE charging stations.

Figure 36: National Multimodal Freight Network in Arkansas



Source: ARDOT, State Freight Plan (2017)

Public Transit Electrification Considerations

Since NEVI Formula Program funds are restricted to use for publicly available charging, ARDOT recognizes there are specific restrictions due to transit operational needs, safety requirements, and security concerns that may prevent any transit agency EVs from charging at publicly available EVSE stations. ARDOT recognizes there may be specific opportunities to site NEVI-Funded EVSE at locations that can serve the needs of public transit agencies and the public. ARDOT will continue to coordinate with its transit agency partners, MPOs, local communities, and other stakeholders to identify if any such opportunities exist and can be included in the “additional Arkansas EVSE priorities” for remaining Arkansas NEVI Formula funding phases.

Arkansas FY23-26 NEVI Infrastructure Deployments

ARDOT's use of NEVI funds will focus on building out Arkansas' portions of the Federal Interstate Highway System of FHWA-Designated EV AFCs for at least the first year, moving on to remaining Interstates and FHWA-Designated EV AFCs. After USDOT has certified Arkansas' AFCs as fully built out to NEVI- compliant standards, ARDOT will then seek to expand NEVI Formula Funding to allow for flexibility to right-size EVSE deployments to Arkansas' regional routes of significance.

Beyond regional routes, ARDOT will seek to use remaining NEVI funds for additional Arkansas EVSE charging priorities identified through public engagement. Arkansas' NEVI Formula Funding is therefore expected to disburse as shown in **Table 15**.

Table 15: Arkansas Expected FY23-26 Disbursement Phases

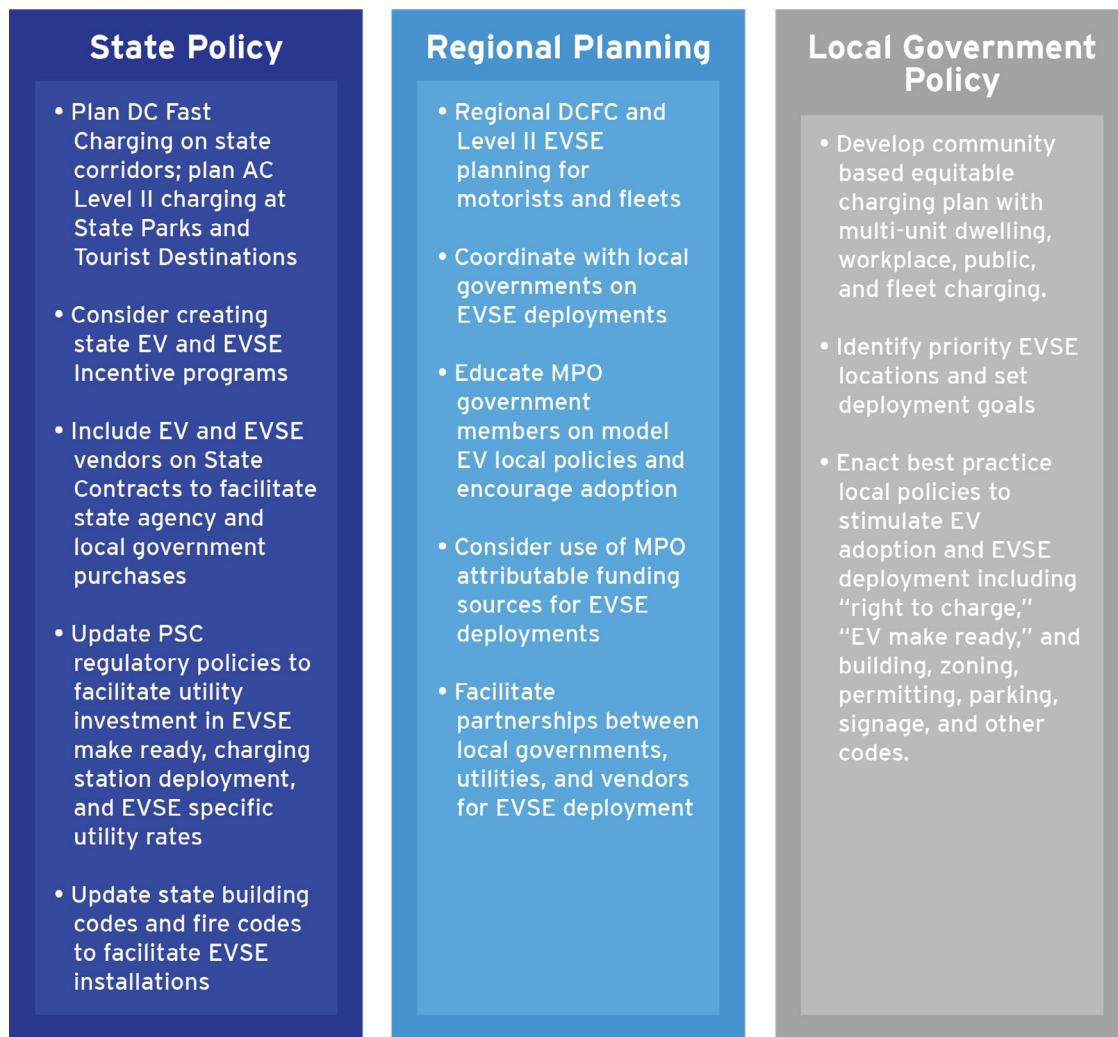
Year	Funding & Deployment Priorities	Federal Funding	Non-Federal Match
2022	Arkansas EV AFC Interstates	\$8,010,850	\$1,602,170
2023	Remaining Interstates & AFCs	\$11,527,774	\$2,305,555
2024	Arkansas Routes of Significance	\$11,527,774	\$2,305,555
2025	Arkansas Routes of Significance	\$11,527,774	\$2,305,555
2026	Additional Arkansas EVSE Priorities	\$11,527,774	\$2,305,555

Source: ARDOT (July 2022)

State, Regional, and Local Policy Considerations

To deliver the recommendations in this plan and continue progress towards supporting ARDOT's NEVI goals, ARDOT plans to continue coordinating around state, regional, and local policy with related stakeholders, on topics including but not limited to those in **Figure 37**.

Figure 37: EVSE Related State, Regional, and Local Policy Considerations

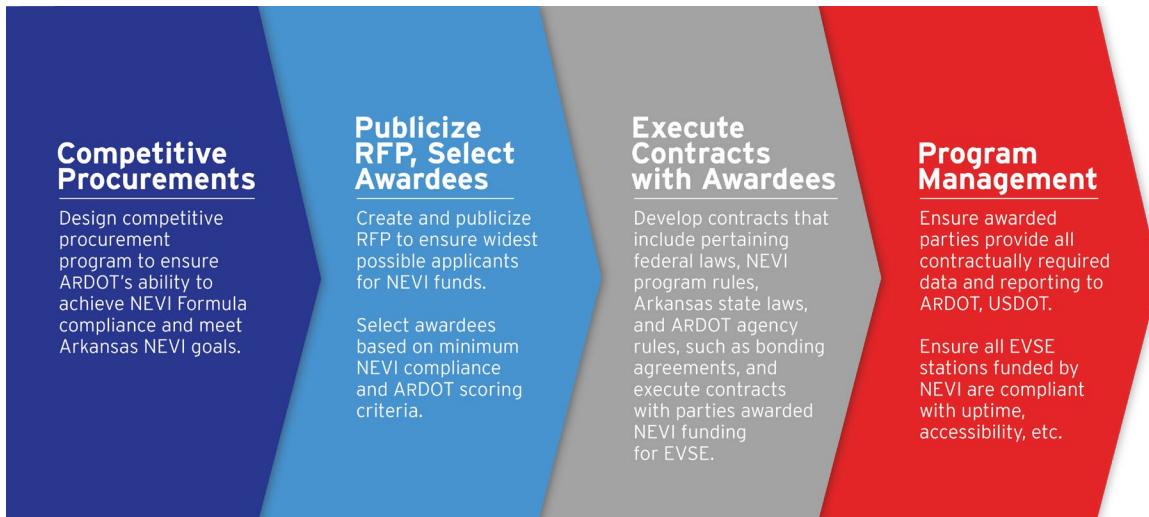


Source: ARDOT (July 2022)

VIII. IMPLEMENTATION

ARDOT intends to create a competitive procurement program to ultimately select and award NEVI Formula funding to the final sites and parties who will install, own, operate, maintain, and report on the NEVI-funded EVSE charging stations. The major steps in the implementation of this process are described in the chapters above and summarized at a high level in **Figure 38**.

Figure 38: Arkansas NEVI Implementation Next Steps



Source: ARDOT (July 2022)

As described above, ARDOT will develop contracts that follow all federal laws, NEVI Formula rules, Arkansas state laws, and ARDOT agency rules to parties awarded NEVI funding for EVSE, including, but not limited to, those described in the sections of this chapter.

Strategies for EVSE Operations & Maintenance

The Arkansas NEVI Plan goal is to maximize the use of program funds for EVSE charging locations that have a sustainable business model in which the owner-operators can provide ongoing operations and maintenance costs. ARDOT's contracts will ensure that at a minimum, EVSE stations comply with the NEVI Formula Program rules, currently available as a NPRM. The NPRM states all EVSE stations awarded NEVI funds must comply with the standards for operation and maintenance detailed in **Table 16**.

Table 16: NPRM § 680.106 Installation, Operation, and Maintenance

Rule Sub-Section	Description
(a) Procurement Transparency	Public disclosure on procurement process, number of bids, awardees, contract terms, project financial costs, award amounts, and how fees for charging are set.
(b-d) EVSE Specifications	DCFC Four (4) x 150kW continuous with permanently fixed CCS connectors.
(e) Available Access	24 hours, seven days a week.
(f) Payment Methods	Contactless payment method accepting all major debit/credit cards and Plug and Charge payment capabilities using the ISO 15118 standard.
(g) Hardware Certification	EVSE certified by an Occupational Safety and Health Admin National Testing Lab.
(h) Security	Physical Security: lighting, driver and vehicle safety, fire prevention, etc. Cybersecurity: encryption, malware detection, event logging, software updates, etc.

Table 16: NPRM § 680.106 Installation, Operation, and Maintenance (Cont.)

Rule Sub-Section	Description
(i) Long-Term Stewardship	EVSE maintained in compliance for at least five years after install date.
(j) Technician Certification	Electricians installing, operating, maintaining must have Electric Vehicle Infrastructure Training Program (EVITP) or similar credential.
(k) Customer Service	EVSE customers enabled to report issues with ADA multilingual access.
(l) Customer Data Privacy	Only gather personal info “strictly necessary” to provide charging service.
(m) Use of Income	A reasonable return on investment of any private person financing EVSE.

Source: FHWA, NEVI Formula Program, Notice of Proposed Rulemaking

Strategies for Identifying EVSE Vendors & Site Hosts

ARDOT’s public engagement process will seek to provide significant outreach, education, and informational resources to a wide variety of audiences to ensure a wide variety of EVSE vendors, prospective site hosts, and interested parties are ultimately engaged in ARDOT’s competitive procurements for the NEVI Formula Program. **Table 17** details ARDOT’s three main strategies.

Table 17: Strategies to Identify and Engage Prospective Site Hosts, Vendors, and Bidders

Activities	Description
Public Engagement & Outreach	Identify and involve stakeholders including prospective EVSE site hosts, and representatives from EVSE companies to gather input and provide information about NEVI Formula program opportunities for deploying EVSE charging in Arkansas.
Interested Parties List	Create and maintain an interested parties list of all prospective site hosts and vendors identified throughout the various phases and activities of ARDOT’s NEVI Public Engagement process.
RFP Publicity	Publicize ARDOT NEVI Formula program request for proposals to general public and targeted interested parties such as businesses, EVSE site hosts, EVSE vendors, and prospective applicants through press releases, email blasts, web publication, webinars, and partner organizations.

Source: FHWA, NEVI Formula Program, Notice of Proposed Rulemaking

Strategies for EVSE Interoperability, Data Collection & Reporting

ARDOT’s contracts will ensure that at a minimum, EVSE stations comply with the NEVI NPRM on interoperability, communication, data collection, and reporting as detailed in **Table 18**.

Table 18: NPRM § 680.108 - 680.116 Interoperability, Communication, Data Collection & Reporting

Rule Sub-Section	Description
§ 680.108 Interoperability	EVSE must conform to ISO 15118 (see § 680.120(b)(1)) to communicate with CCS-compliant vehicles that have implemented ISO 15118.
§ 680.112 Quarterly Data	EVSE location; Session Start/End time; y/n completion/port; kWh/port/session; peak kW/port; For each of the quarter’s previous three months provide data on uptime per §680.116(b); cost of electricity to operate EVSE; maintenance and repair costs; EVSE real property acquisition cost; EVSE acquisition and installation cost, etc.
§ 680.112 Annual Data	For each EVSE station: Name, Address, Type of Private Entities installing, operating, and maintaining, and designation as MBE/WBE/DBE/SBE/VBE/etc.

Table 18: NPRM § 680.108 -608.116 Interoperability, Communication, Data Collection & Reporting (Cont.)

Rule Sub-Section	Description
§ 680.114 (a) Charger to Charger Network Communications	EVSE Secure communication with charging network via OCPP (see § 680.120 c.1); Hardware ability to change networks; Receive/implement secure, remote software updates, with real-time protocol translation, encryption/decryption, authentication, and authorization with network; Remote charger monitoring, diagnostics, control, and smart charge management capabilities. EVSE & Network Must securely measure, communicate, store, and report energy/power dispensed, real-time charging-port status, real-time price to the customer, and port uptime.
§ 680.114 (b) Network to Network Communications	Network capable of communicating with other Networks so an EV driver can use a single credential to charge at EVSE that are part of multiple Charging Networks
§ 680.114 (c) Charging Network to Grid Comms	Charging Networks must be capable of secure communication with electric utilities, other energy providers, or local energy management systems.
§ 680.116 Communication of Price for charging	Display and base the price in \$/kWh, displayed/communicated real-time; Price structure including all fees explained via app or website with instructions on EVSE.
§ 680.116 Uptime	97% minimum uptime per NPRM required formula for calculation.
§ 680.116 Data Sharing	Data must be available, free of charge, to 3rd-party software developers, via API.

Source: FHWA, NEVI Formula Program, Notice of Proposed Rulemaking

In addition, ARDOT intends to make a subset of the information above publicly available to provide public transparency on the program as well as provide program evaluation updates.

Strategies to Address Seasonal Needs, Emergency Evacuation, & Resilience

ARDOT's contracts will seek to ensure the standards shown in **Table 19** for NEVI funded EVSE to ensure seasonal needs, emergency evacuation, and resilience are met.

Table 19: Seasonal Needs, Emergency Evacuation, & Resilience

Category	Strategies
Seasonal Needs	ARDOT's contracts will require that all NEVI funded EVSE stations maintain uptime and accessibility, including reasonable, timely removal of snow, ice, and other debris that would prevent user access, availability, and uptime for EV stations.
Emergency Evacuation	ARDOT's NEVI plan to install EVSE charging stations on the state's interstates and major regional routes of significance aligns closely with the Arkansas Division of Emergency Management (ADEM) and Arkansas Comprehensive Emergency Management Plan (ARCEMP) recognized evacuation routes. ARDOT will continue to coordinate its NEVI planning efforts with ADEM and ARCEMP in its annual updates.
Resilience	ARDOT will consider additional scoring criteria in its competitive procurement for stations that have resiliency technologies that enable the cost of EVSE operation to be lower and EVSE to operate in the event of a grid outage.

Source: ArDOT (July 2022)

ARDOT will continue to monitor all NEVI Formula Program final rules and ensure to include necessary updates in its final contract terms and conditions with awarded parties.

Strategies to Promote Strong Labor, Safety, Training, & Installation Standards

ARDOT's contracts will seek to ensure parties awarded NEVI funds for EVSE installation, operation, and maintenance will comply with the standards for strong labor, safety, training, and installation shown in **Table 20**.

Table 20: Strategies for Strong Labor, Safety, Training, and Installation Standards

Category	Strategies
DBE & Small Business Participation & Prevailing Wage Requirements	FHWA (23 CFR 230.107) to require: that all Federal-aid highway construction contracts include specific equal employment opportunity requirements and prevailing wages.
Licensed Electricians with EVSE Credential	ARDOT's contracts will require that all electricians are licensed by Department of Labor and Licensing, per Arkansas Law, as well as require all electricians have EVITP or similar credential as currently required by NEVI NPRM § 680.106 (j).
Equipment and Site Safety Requirements	Charging stations must meet relevant technical and / or safety standards, including but not limited to UL 2202, and Code of Federal Regulations, Title 47, Part 15 (47 CFR 15), and must have valid certification(s) from an OSHA recognized national lab. Charger enclosures must be constructed for use outdoors in accordance with UL 50E Standard for Safety for Enclosures for Electrical Equipment, Environmental Considerations, Type 3R exterior enclosure or equivalent. Chargers must incorporate a cord management system or method to eliminate potential for cable entanglement, user injury, or connector damage from lying on the ground.
ADA Compliance	EVSE stations will be required to be compliant with ADA per final NEVI rules.
EVSE Fire Code and First Responder Safety Training	The National Fire Protection Association (NFPA) codes on EVs and EVSE will be followed. The NFPA is also working to deliver a report due in October 2023 to provide updated training programs and code compliance readiness for EVs. Other than the NFPA, the SAE J2990 document (Hybrid and EV First and Second Responder Recommended Practice, July 2019) provides training and information they must have on hand on when dealing with an electric vehicle thermal event.

Source: ARDOT (July 2022)

ARDOT will continue to monitor all NEVI Formula Program final rules and ensure to include necessary updates in its final contract terms and conditions with awarded parties.

IX. CIVIL RIGHTS

ARDOT will ensure that all NEVI Formula Program funds comply with federal and state civil rights laws. ARDOT currently complies with all state and federal civil rights laws in its administration of federal highway funding. ARDOT will require compliance with these laws in the contracts executed with all parties receiving NEVI Formula Funding, including the laws shown in **Table 21**.

Table 21: State and Federal Civil Rights Laws

Governance	Description
Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21	ARDOT's Title VI Program ensures no person shall be excluded from participation in, or is denied the benefits of, or is subjected to discrimination under any program or activity receiving federal financial assistance from ARDOT on the grounds of race, color, age, sex, disability, or national origin. For more information see: ardot.gov/divisions/equal-employment-opportunity-disadvantaged-business-enterprise/title-vi/
23 CFR part 230	This code section requires equal opportunity requirements be included in Federal and Federal-aid highway construction contracts including supportive services. Where applicable, ARDOT will comply with this requirement.
49 CFR part 26 (DBE Program)	ARDOT's Equal Employment Opportunity & Disadvantaged Business Enterprise Division ensures the Department follows its policy of equal opportunity to all individuals regardless of race, religion, color, sex, national origin, age, and disability. For more information see ARDOT's 2020-2022 DBE Participation Goal: ardot.gov/wp-content/uploads/2020/10/2020-2022-Draft-Goal-Report-2.pdf
Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38 and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794)	ARDOT's ADA Program ensures no person shall be excluded from participation in, or is denied the benefits of, or is subjected to discrimination under any program or activity receiving federal financial assistance from ARDOT on the grounds of disability. For more information see: https://www.ardot.gov/divisions/equal-employment-opportunity-disadvantaged-business-enterprise/ada/

Source: ARDOT (July 2022)

ARDOT's contracts will provide for routine reporting as described in Chapter 8 to support compliance evaluation and verification. ARDOT's Equal Employment Opportunity & Disadvantaged Business Enterprise Division will assist the project team in all aspects of compliance with Civil Rights for this project.

X. EQUITY CONSIDERATIONS

ARDOT's Transportation Planning and Policy Division, currently managing the state's NEVI Program development, is committed to providing multimodal performance-based transportation planning to support transportation investment decisions and advance a safe, efficient, and equitable transportation system in Arkansas. ARDOT is committed to enacting the goals outlined in Executive Order 14008 relating to Justice40 by ensuring disadvantaged communities receive 40% of the benefits of NEVI Formula funds and will work closely with the agency's Public Involvement team to perform equity focused outreach, engagement, and planning throughout the NEVI Formula Program period.

Arkansas Identification and Outreach to Disadvantaged Communities

Chapter 3 of this plan discusses ARDOT's overall approach to Public Engagement in detail. A critical piece of this overall engagement plan includes equity-based outreach and engagement. ARDOT's community engagement plan includes a specific goal for equity engagement and planning as detailed in **Table 22**.

Table 22: ARDOT's Overall Goal for NEVI Plan Equity Engagement

ARDOT NEVI Equity Engagement & Planning	
Equity Community Engagement and Planning	Identify and establish consistent public involvement of underrepresented and disadvantaged communities, community-based organizations, and community residents. Engage these partners in NEVI planning activities and gather feedback and input to inform plan updates and developments.

ARDOT's Public Involvement (PI) Section has significant experience in performing the range of activities required to meaningfully achieve public engagement goals and will be a partner and advisor in this process. ARDOT's PI section routinely conducts public involvement meetings and hearings, and virtual public involvement meetings and hearings as required by federal law, as well as having a range of best practices for identifying and performing outreach to meaningfully include diverse audiences to participate in such meetings

ARDOT's PI staff also are experienced in addressing and responding to the public's inquiries and ensuring ARDOT's compliance with all federal and state regulations and guidelines. Examples of such outreach include preparing press releases with meetings times, locations, and details on the related/proposed project, etc. and posting such news releases through local print, changeable message signs, television or radio public service announcements, website postings, social media platforms and flyers distributed in the specific local project areas. All meeting facilities are in compliance with the Americans with Disabilities Act of 1990.

The ARDOT NEVI Project Management Team will work with the agency's PI Section to develop a targeted public involvement plan for equity-based residents and organizations, following all goals and guidelines of the NEVI Formula Program to ensure meaningful equity-based community engagement takes place and feedback is incorporated into annual Arkansas NEVI Plan updates.

ARDOT's key equity community engagement plan objectives, shown in **Figure 39**, include:

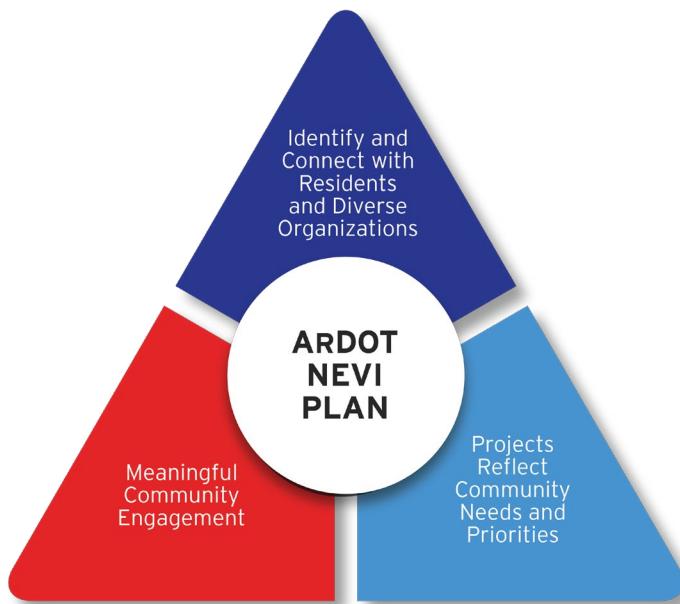
1. Identifying and connecting with residents of rural and disadvantaged communities as well as diverse partner organizations serving the communities.

2. Creating meaningful forums for engaging community-based organizations and residents to assess, listen, and understand local needs, transportation priorities, and benefits calculations.

3. Reflecting community needs and priorities in NEVI Plan updates where NEVI Formula Program rules and available funding align with local transportation equity goals.

To achieve the first objective of identifying and connecting with residents of rural and disadvantaged communities and partner community-based organizations, ARDOT recognizes it will be essential to engage a diverse spectrum of interlocking stakeholders as shown in **Figure 40**.

Figure 39: Arkansas NEVI Plan Key Equity Engagement Objectives



Source: ARDOT (July 2022)

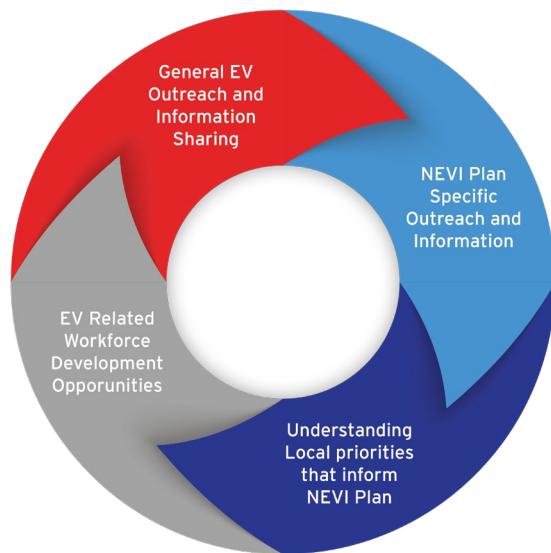
Figure 40: Identified Stakeholder Groups for Arkansas NEVI Plan Equity Engagement



Source: ARDOT (July 2022)

Throughout Arkansas' NEVI equity-based engagements, ARDOT will seek to establish a framework of four core areas of content as shown in **Figure 41**. These include ensuring equity-based partners are provided foundational information on 1) EV and EV charging stations and 2) NEVI Plan-specific information to understand the goals and parameters of the NEVI Formula Program, as well as opportunities to 3) Share information on local transportation electrification needs and priorities to inform annual Arkansas NEVI Plan updates and 4) EV-related workforce development opportunities within Arkansas.

Figure 41: ARDOT NEVI Plan Equity Engagement Core Content



Source: ARDOT (July 2022)

are not the only factor considered by ARDOT and the Justice40. Rural communities are also key considerations in ARDOT's equity planning and the Justice40 program. **Figure 43** shows the addition of rural counties to the equity mapping of Arkansas.

ARDOT's PI section will further develop its equity engagement plan, identify key stakeholders, conduct engagement activities, and provide an annual report to USDOT as required by the NEVI NPRM.

Identifying, Quantifying, and Measuring NEVI Benefits to Arkansas DACs

For this plan, ARDOT has used the Argonne EV Charging Justice40 Map Tool recommended in the NEVI guidance to assist in identifying, quantifying, and measuring NEVI benefits. Arkansas' Disadvantaged Communities (DACs) were mapped, as seen in **Figure 42**.

As **Figure 42** shows, a majority of Arkansas is covered by land areas designated by the Argonne EV Charging Justice40 Map Tool as disadvantaged communities. However, DACs

are not the only factor considered by ARDOT and the Justice40. Rural communities are also key considerations in ARDOT's equity planning and the Justice40 program. **Figure 43** shows the addition of rural counties to the equity mapping of Arkansas.

Figure 42: Arkansas DACs Identified by the EV Charging Justice40 Map Tool

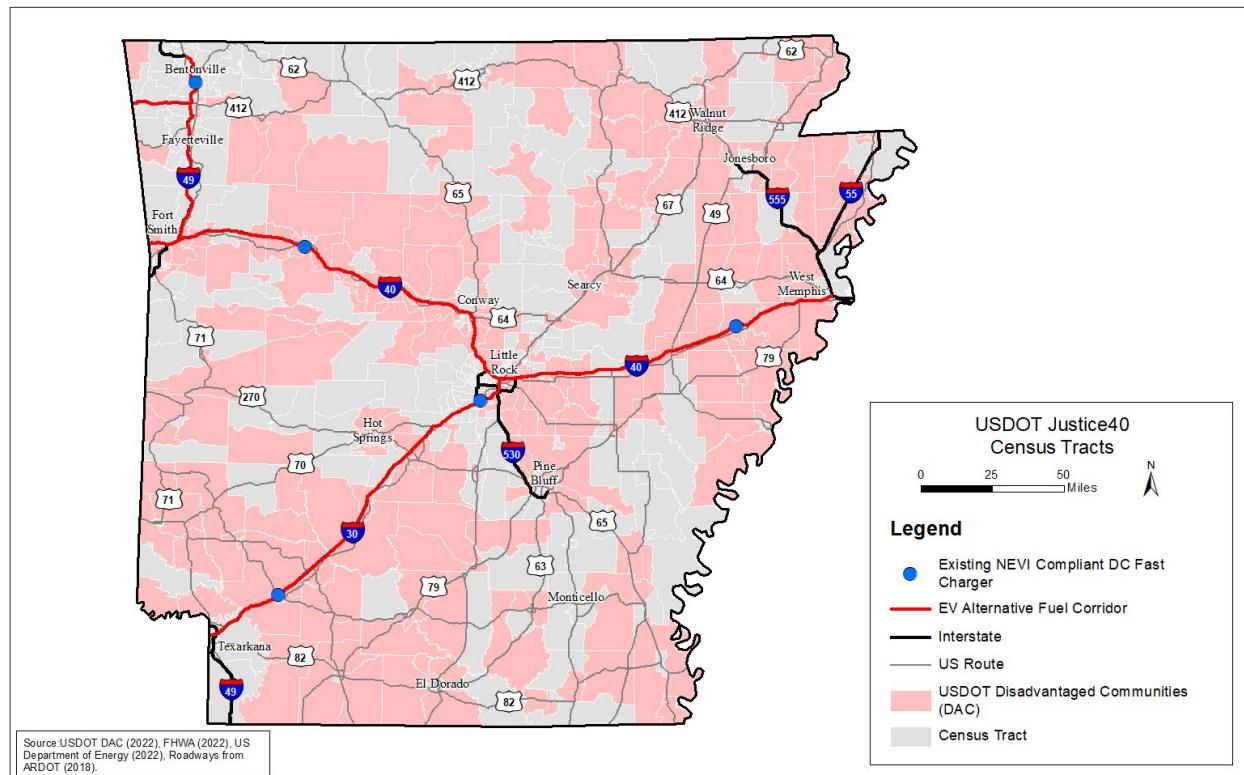
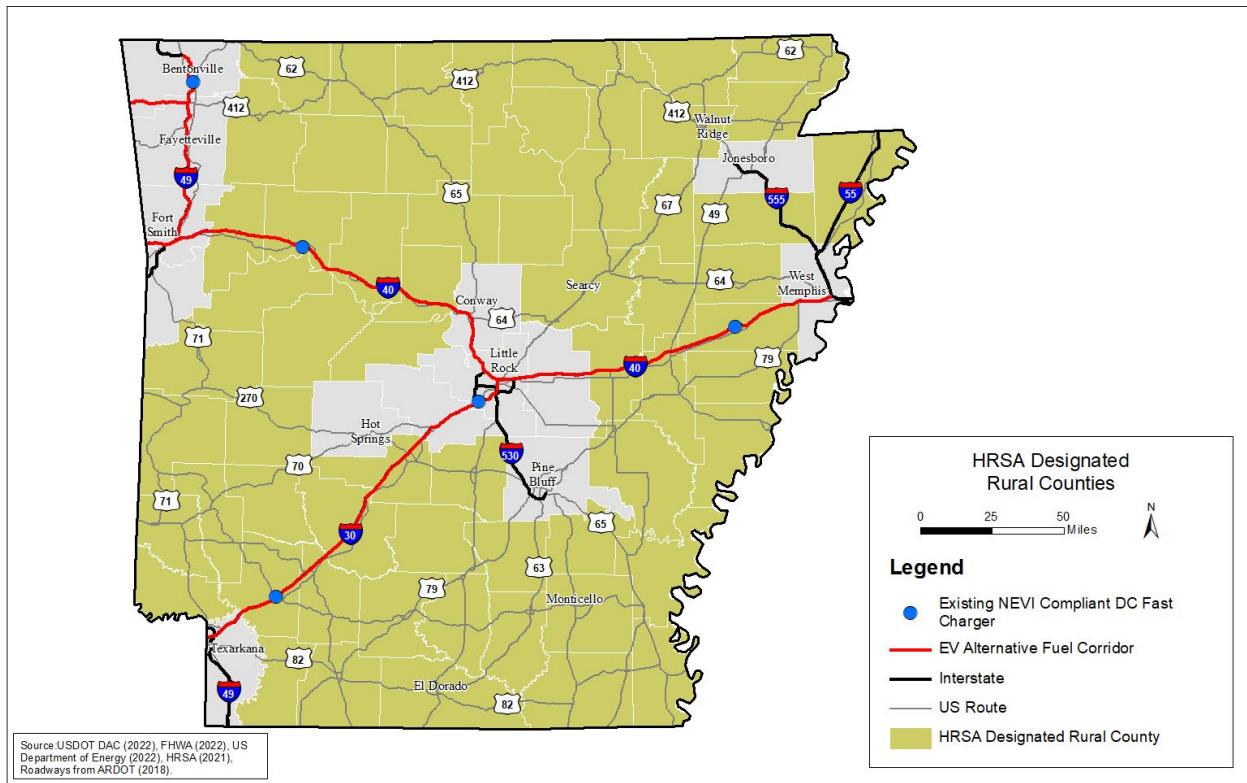


Figure 43: Arkansas NEVI Plan Identified DACs and Rural Communities



Based on the mapping process above, ARDOT has developed the initial quantifications shown in **Table 23** as a starting point for quantifying how NEVI Formula Program funding will benefit DACs.

Table 23: Initial Quantification of NEVI Program Benefits to Arkansas DACs and Rural Communities

Quantification Description		Total and Percent Total
1.	Arkansas Land Area within a Federally Designated DAC	31,616 square miles of Arkansas are designated DACs. This equals 61% of Arkansas land area.
2.	Arkansas Interstate & AFC Miles within DACs	313 miles of AFCs run through DACs. This equals 63% of AFC miles in Arkansas are in DACs. 905 miles of interstate run through DACs. This equals 60% of interstate miles in Arkansas are in DACs.
3.	Arkansas Land Area within a Designated Rural Area	43,540 square miles of Arkansas are rural according to US HRSA. This equals 84% of Arkansas land area.
4.	Arkansas Interstate & AFC Miles within BOTH DACs and Rural Areas	355 miles of AFCs run through DAC & Rural Counties. This equals 72% of AFC miles in Arkansas. 1,039 miles of interstate run through DAC & Rural Counties. This equals 68% of miles in Arkansas.

Source: ARDOT (July 2022)

Based on the final parties and sites awarded Arkansas NEVI Formula Program funds, as well as the data these partners are able to report, ARDOT will likely be able to provide additional quantification of benefits such as number of EVSE chargers located in disadvantaged communities and potential workforce benefits based on reported status of entities providing installation, operation, and maintenance of EVSE in annual reports required by USDOT.

XI. LABOR AND WORKFORCE CONSIDERATIONS

The ARDOT NEVI Plan will invest at least \$50.3M in EVSE charging stations throughout Arkansas over the next five years, generating a direct need for qualified electrical contractors and electricians to install, operate, and maintain these stations. Arkansas currently has a robust pipeline of union and non-union electrical training centers, apprentice, and journeymen programs that provide robust training to equip the state's needed electricians and electrical contractors. Arkansas is also a state that requires all electricians to be licensed by the Arkansas Department of Labor and Licenses, ensuring all electricians working in the field have proper credentials, knowledge, and safety training to work on high voltage electrical systems.

Arkansas also has a number of licensed electricians who have proactively sought and received additional EVSE specific training and certification through the Electric Vehicle Infrastructure Training Program (EVITP). The EVITP certification (or similar) is currently required under NEVI NPRM § 680.106 (j). The EVITP curriculum was developed in collaboration with Industry Partners and Stakeholders across the Automotive, Utility, and EVSE Manufacturing sectors and with Industry Related Professional Associations and Educational Institutions. The EVITP curriculum is an 18-hour course (available in-person or online), that provides training and certification for electricians installing EVSE charging stations. Arkansas currently has 12 electrical contracting companies throughout the state with electricians on staff that are EVITP-certified. This number can scale up quickly through the online EVITP course (<https://evitp.org/Arkansas>) to meet the states growing demand for EVSE-trained electricians.

Beyond EVSE-certified electrical installers, operators, and service technicians, the state has tremendous opportunities for growth from transportation electrification. Arkansas is home to a growing number of mobility companies such as Canoo, an electric vehicle manufacturer, which is moving its headquarters and Research and Development facility to Bentonville, as well as Envirotech which began producing vehicles at its first U.S. based electric vehicle manufacturing facility in Osceola, Arkansas earlier this year. In Bentonville, thanks to a partnership between Walmart and Gatik, the world's first autonomous driverless delivery service is operating daily, without a safety driver aboard the vehicle. This is the first time that fully autonomous operations have ever been achieved on the "Middle Mile," a term to describe moving goods from warehouses or micro fulfillment centers to a pick-up location such as a retail store. These companies are choosing to build in Arkansas because the state is committed to striving for the future.

Gov. Asa Hutchinson also recently signed an executive order establishing the Arkansas Council on Future Mobility. The council will search for opportunities to work with companies and create partnerships with businesses advancing the future of mobility, identify state laws that create barriers to the advancement of mobility, and make policy and incentive recommendations that will support the development of advanced mobility. Council members include representatives from the Arkansas Auto Dealers Association; the Arkansas Trucking Association; Canoo; Entergy; J.B. Hunt; several state agencies; Southern Arkansas University Tech; the University of Arkansas; and Walmart. Cyrus Sigari, co-founder of UP Partners, serves as council chairman. The council will submit a final report to Hutchinson before November 30, 2022.

XII. CYBERSECURITY

ARDOT recognizes that EVSE charging stations are vulnerable to cybersecurity threats including identity theft regarding payments, personally identifiable information from usage data, and threats to motor vehicles and the grid via malicious code uploaded through networked EVSE charging stations. ARDOT will ensure that NEVI Formula Program funded charging stations comply with all federal and state cybersecurity laws and guidance as well as industry standards and best practices. These include guidance from the U.S. Cybersecurity and Infrastructure Security Agency (CISA), the National Institute of Standards and Technology (NIST), EVSE industry standards, and guidance and policies from the Arkansas Cybersecurity Office.



The Arkansas Cybersecurity Office establishes security standards and policies for information technology in state government and serves as the focal point for cybersecurity issues. The State Cybersecurity Office also coordinates resources to protect multiple governmental organizations such as the Arkansas Continuity of

Operations Program (ACOOP) which oversees and manages the development of disaster recovery plans and continuity of operations plans for state agencies.

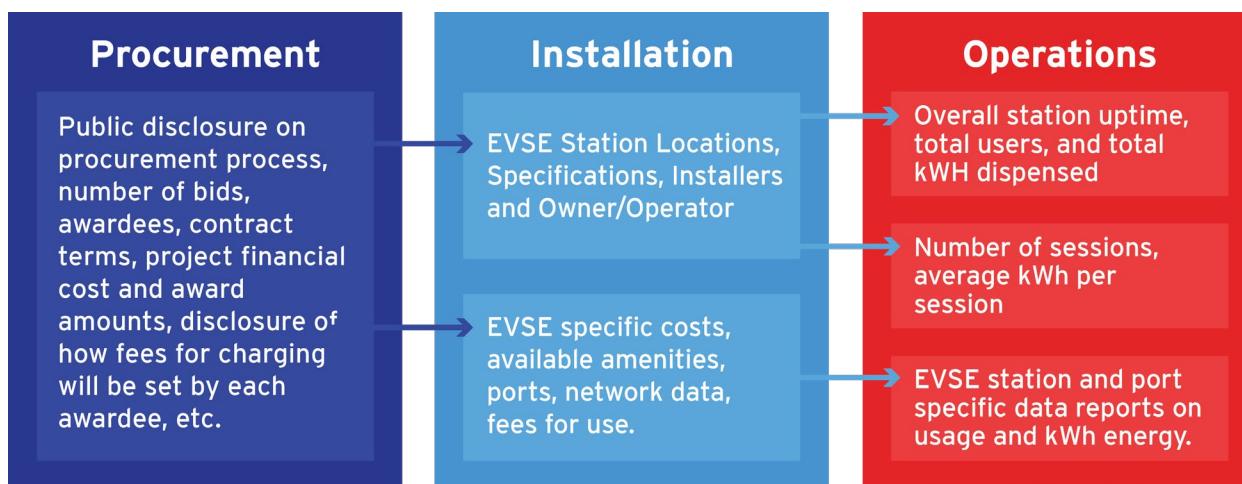
ARDOT will ensure its contracts with any parties awarded NEVI funding, as well as its own agency handling of data, comply with state cybersecurity legislation, including Act 2255 of 2005 – Anti-Spyware, Act 1526 of 2005 – Disclosure of Personal Information to Consumers, and Act 744 of 2005 – Identity Theft Passport. ARDOT will continue to monitor and incorporate any additional cybersecurity requirements developed through the NEVI program final rulemaking.

XIII. PROGRAM EVALUATION

ARDOT's NEVI Formula Program will ultimately be a partnership with local market players who apply and are awarded funding through ARDOT's competitive NEVI procurement process to install, own, operate, and maintain NEVI-compliant chargers. As such, ARDOT's program evaluation will rely on contractually obligating all funded parties to minimum NEVI program compliance and reporting standards as described in **Chapters 5 & 8** of this plan. More specifically, as awarded parties will be held to EVSE standards on interoperability, communication, data collection, and reporting, that will allow ARDOT to gather all data required for meaningful program evaluation.

Based on the information required from each NEVI-funded EVSE station, ARDOT will have information in reports that will include (but not be limited to): Location: Site name, EVSE ID number, address, city, zip, county, operational uptime (percentage), number of charge events or sessions, number of unique vehicles, average charge time per event (minutes), average kW per charge event, total kW consumed by session, and more as detailed in **Table 17** in **Chapter 8**. ARDOT will utilize the information reported by all parties awarded NEVI funding to perform overall program evaluation and report information to the USDOT and general public on the procurement, installation, operation, maintenance, and usage of NEVI-funded EVSE in that state as shown in **Figure 44**.

Figure 44: Example Summary of Potential ARDOT NEVI Program Evaluation Data and Reporting



Source: ARDOT (July 2022)

The Arkansas NEVI Plan goals outlined in **Chapter 4** are also key areas of focus for program evaluation. ARDOT and E&E's project management team members will work with Arkansas state agency partners, the Arkansas NEVI Electrification Working Group, input from stakeholders, and data provided by all parties awarded NEVI funding to quantify and report on annual progress made toward Arkansas NEVI Plan goals outlined in **Chapter 4**.

XIV. DISCRETIONARY EXCEPTIONS (IF ANY)

ARDOT has not identified any requested exceptions at this time. As detailed in various chapters of this plan, ARDOT intends to work with third party EVSE applicants who apply for NEVI funding through a competitive procurement process. Through this process, ARDOT will notify prospective applicants of the federal guidance and template for requesting discretionary exemptions. ARDOT will monitor all applications and requests for future Arkansas NEVI locations for discretionary exemptions and seek to gather all relevant information from prospective site hosts about the need for any such exemptions. In the case a need for a discretionary exemption request arises, ARDOT will work to provide all necessary information to the Joint Office and USDOT for approvals on a rolling basis.



STATE PLAN FOR EV INFRASTRUCTURE DEPLOYMENT



ARKANSAS
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