



**ARKANSAS**  
ENERGY & ENVIRONMENT

# ARKANSAS' ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT (EVID) PLAN

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Fiscal Year 2025 EVID Plan Update  
August 2024  
NEVI Formula Program

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# 1. INTRODUCTION



On September 29, 2023, the Federal Highway Administration (FHWA) approved Arkansas’ Fiscal Year (FY) 2024 Electrical Vehicle Infrastructure Deployment (EVID) Plan. Arkansas’ FY2024 EVID Plan described the state’s approach to planning, procuring, deploying, and administering the FHWA’s National Electric Vehicle Infrastructure (NEVI) Formula Program funding to deploy Electric Vehicle Supply Equipment (EVSE) charging station infrastructure to facilitate statewide travel in electric vehicles (EVs). FHWA’s approval released

\$11.5M in FY2024 NEVI Formula Program funds to the Arkansas Department of Transportation (ARDOT), making a total of \$31M available combining FY2022–2024 funds.

ARDOT’s FY2025 EVID Plan was prepared to address the annual plan update requirements of the NEVI Formula Program. To receive its annual NEVI Formula Program funds, Arkansas is required to submit an annual EVID Plan update and receive FHWA approval for the release of the state’s next fiscal year allotment of formula funds. The Arkansas FY2025 EVID Plan follows all NEVI plan update templates and guidance published by the Joint Office of Energy and Transportation (Joint Office).

ARDOT is currently administering NEVI Formula Program funds and has completed a first round of competitive procurement designed to solicit proposals for eligible entities to install, own, operate, maintain, and report on compliant NEVI funded EV charging stations throughout the state of Arkansas. ARDOT’s Request for Proposals (RFP), published September 27, 2023, received 120 proposals, and announced 19 awards. **Figure 1.1** describes ARDOT’s NEVI Formula Program Administration Milestones.

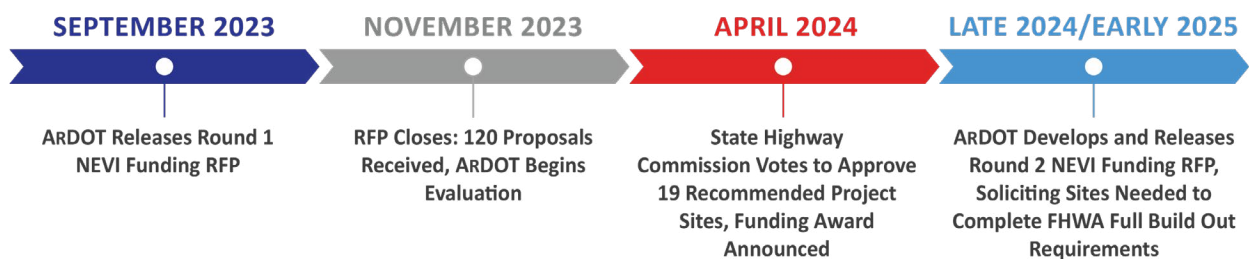
**Arkansas  
Will Recieve:**

**\$54.1**  
*million in NEVI Formula  
Program funding  
over five years.*

.....

**\$31.0**  
*million in  
2022-2024.*

**Figure 1.1:** NEVI Formula Program Administration Milestones



Source: ARDOT (May 2024)

This FY2025 EVID Plan documents program advancements made in the planning and administration of Arkansas’ NEVI funds since FHWA’s approval of the FY2024 EVID Plan. Following Federal guidance, ARDOT prepared a streamlined annual EVID plan, detailing relevant updates to select sections of Arkansas’ prior FHWA approved annual EVID plans.

The Contracting (**Section 5**) of this EVID Plan includes the final list of awarded EV charging station projects, announced in April 2024, chosen as part of the competitive procurement process administered to utilize prior authorized NEVI Formula Program funds.

**Table 1.1** lists each section of the FY2025 EVID planning document and provides a summary of updates and modifications made to the previous EVID Plan

**Table 1.1:** Additional Information and Modifications to Arkansas’ FY2024 EVID Plan

EVID Plan Sections		FY2025 Updates and Modifications to FY2024 EVID Plan
1.	<a href="#">Introduction</a>	Summary of FY2025 NEVI EVID Plan section updates.
2.	<a href="#">Stage Agency Coordination</a>	No significant change.
3.	<a href="#">Public Engagement</a>	Addition of detailed 2023–2024 Community Engagement Outcomes report information as required by the latest NEVI Plan Template.
4.	<a href="#">Plan Vision and Goals</a>	No significant change.
5.	<a href="#">Contracting</a>	Addition of detailed updates on development, awards, status, and next steps of the ARDOT EVID Competitive Procurement Program.
6.	<a href="#">Civil Rights</a>	No significant change.
7.	<a href="#">Existing and Future Condition Analysis</a>	Updates to mapping of existing and upgradable EVSE, and maps of AFC termini.
8.	<a href="#">EV Charging Infrastructure Deployment</a>	Updated information on how the 2024 EVID Procurement Awards will deploy stations toward FHWA full build out certification.
9.	<a href="#">Implementation</a>	No significant change.
10.	<a href="#">Equity Considerations</a>	Updated information on 2023 EVID Equity mapping and updates to preliminary quantification of Justice40 benefits.
11.	<a href="#">Labor and Workforce Considerations</a>	No significant change.
12.	<a href="#">Physical Security &amp; Cybersecurity</a>	No significant change.
13.	<a href="#">Program Evaluation</a>	No significant change.
14.	<a href="#">Discretionary Exceptions</a>	Updated with a 50-mile distance exception request based on the awarded site location outcomes of ARDOT’s Round 1 EVID Competitive Procurement Program.
Appendix A.	<a href="#">Supporting Materials</a>	Updated data on existing EV charging stations as required by the NEVI Plan Template.

## 2. STATE AGENCY COORDINATION

As the lead Arkansas agency for the NEVI Formula Program funding, ARDOT has actively engaged with multiple internal agency divisions in the State’s NEVI planning and implementation process, as well as directly coordinated with the Arkansas Governor’s Office and peer State agencies. To effectively plan and administer the NEVI Formula Program, ARDOT has continued a collaborative, team-based approach, which has even extended beyond state lines. Teamwork is an important value for ARDOT as an agency, and ARDOT will continue to approach NEVI planning, annual EVID Plan updates, and program administration with a collaborative, team-based approach

### 2.1. Memoranda of Understanding with Other Agencies

ARDOT does not have any formal Memorandum of Understandings executed with its peer State agencies but continues to engage the Arkansas Department of Energy and Environment (E&E), Energy Office, in its Interagency Working Group, and regular agency planning meetings, as well as engage peer State agencies in its continuing NEVI planning and implementation processes on relevant activities in their jurisdictions.

### 2.2. Interagency Working Group

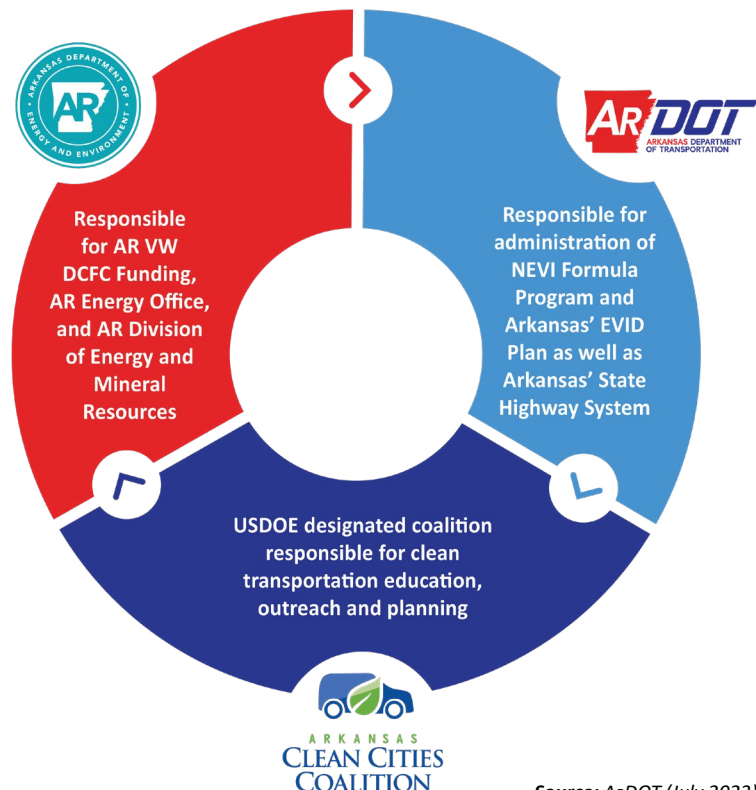
Since FHWA approval of Arkansas’ first EVID Plan, ARDOT has facilitated regular NEVI Project Management Team (PMT) meetings, continuing coordination with peer agency partners that have the most subject matter experience with EVs and EVSE charging station deployments. NEVI PMT meetings have included key ARDOT staff from the Planning Division and Local Programs Division team members, the Arkansas Department of Energy and Environment (E&E), and Arkansas’ US Department of Energy (USDOE) designated Clean Cities Coalition as illustrated in **Figure 2.1**.

The focal point of PMT meetings since approval of the most recent EVID Plan has been on development, refinement, and ultimate implementation of the competitive procurement program for administration of Arkansas’ FY2022 through FY2024 NEVI Formula Program funds.

### 2.3. Arkansas’ Additional State Agency Coordination

As summarized in **Table 2.1**, ARDOT continues coordination of NEVI Formula Program administration with Arkansas State agency peers as needed for their specific expertise and jurisdictional authority.









**Figure 2.1:** Interagency Project Management Team



Source: ARDOT (July 2023)



**Table 2.1:** Arkansas Interagency Project Management Team

Office	Description and NEVI Relevance
	<p><b>Public Service Commission:</b> 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><b>NEVI Relevance:</b> <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><b>Department of Finance and Administration:</b> 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><b>NEVI Relevance:</b> <i>Responsible for regulating motor vehicle registration and motor fuel taxes.</i></p>
	<p><b>Department of Commerce:</b> 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><b>NEVI Relevance:</b> <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><b>Department of Agriculture:</b> 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><b>NEVI Relevance:</b> <i>Responsible for regulating methods of sale, including motor vehicle fuel sales, which pertain to EVSE charging stations and signage requirements.</i></p>
	<p><b>Department of Labor and Licensing:</b> 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><b>NEVI Relevance:</b> <i>The Department’s Board of Electrical Examiners is responsible for the administration of Arkansas’ laws governing the licensing of electricians.</i></p>
	<p><b>Department of Parks, Heritage, and Tourism:</b> 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><b>NEVI Relevance:</b> <i>Responsible managing state parks, heritage sites, and key tourist attractions that may be potential locations for EVSE charging stations.</i></p>
	<p><b>Department of Public Safety:</b> 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><b>NEVI Relevance:</b> <i>Responsible for traffic law enforcement and emergency response services.</i></p>
	<p><b>Department of Transformation and Shared Services:</b> 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><b>NEVI Relevance:</b> <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 2023)



### 3. PUBLIC ENGAGEMENT

This section of the FY2025 EVID Plan satisfies the community engagement outcomes report requirement per 23 CFR 680.112(d), providing a description of community engagement activities ARDOT and its NEVI Formula Program partners have conducted since August 2023.

Since FHWA’s approval of ARDOT’s most recent EVID Plan, the Department has prioritized facilitating engagement with the public and diverse stakeholder groups to share information, gather strategic input, and inform the agency’s approach to achieving NEVI Formula Program objectives. Information collected through community engagement was used to advance ARDOT’s first-round competitive procurement program and informed the EVID Plan update. Engagement efforts since 2022 EVID approval can be aggregated into three broad types:

- a. Informative:** Advising the public and targeted stakeholders of the NEVI Formula Program and how the Program’s goals and objectives will benefit residents of Arkansas and nation as whole.
- b. Planning:** Engagements where ARDOT and Program partners connect with the public or targeted stakeholders to get data and feedback for use in planning of the first-round procurement process, development of supporting resources, and updates to the annual EVID Plan.
- c. Decision Making:** Engagements designed for collaborative participation, where conversations lead to collectively informed decisions with a goal of incorporating stakeholder perspectives.

ARDOT’s public engagement process incorporates strategies allowing the Department and peer agency representatives to engage with stakeholders in phases, gradually building upon the previous meeting to effectively advance the EVID Plan and procurement program, as this approach expands the depth of public feedback received. ARDOT’s ongoing public engagement objectives are documented **Table 3.1**.

**Table 3.1:** Ongoing Public Engagement Activities

Objective	Description and NEVI Relevance
Ongoing Conditions Assessments and Planning Activities	Identify and involve transportation planning organizations (Metropolitan 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.

Objective	Description and NEVI Relevance
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 the United States Department of Transportation (USDOT), program evaluation for the State, and transparency for the public.

### 3.1. Arkansas Electrification Working Group

ARDOT first convened the Arkansas NEVI Electrification Working Group in 2022 and has continued to host meetings with this group whose members include FHWA-AR; State agencies including the Arkansas Public Service Commission; electric utilities composed of large investor owned, cooperative, and municipal utilities; MPOs; the Arkansas Clean Cities Coalition; and key associations such as the Municipal League and County Judges Association who represent local jurisdictions (Table 3.2).

**Table 3.2:** Arkansas Electrification Working Group

Arkansas Electrification Working Group Member Organizations		
	 Division Office	
	 Arkansas Governor's Office	
 Arkansas Public Service Commission	<b>Arkansas Metropolitan Planning Organizations</b>	
 	 An AEP Company	 Electric Cooperatives of Arkansas 

In 2023–2024, ARDOT continued to coordinate with the Arkansas Electrification Working Group, as listed in Table 3.3 collecting technical and planning input imperative to develop an effective procurement process and actionable EVID Plan update.

**Table 3.3:** Arkansas’ NEVI Electrification Working Group Engagement & Use of Input

Date	Event Title	Event Description	Purpose
6/26/24	Electrification Working Group Meeting: FY2025 EVID Plan Update	ARDOT staff distributed a draft EVID Plan update to Working Group members for review with requests for written comments. During this comment period, ARDOT hosted a virtual Working Group meeting to present key features of the draft EVID Plan update, answer Working Group questions, and gather feedback. ARDOT updated its EVID Plan based on input.	Planning Decision Making

### 3.2. Utility & Industry Sector Engagement

ARDOT and program partners at the Department of Energy & Environment (E&E) continue to coordinate and engage with electric utility providers and key industry sectors across the state. Engagement activities have included online surveys, small symposiums, larger summit meetings, and all-day collaborative events designed to spur solutions to Arkansas’ expanding electric energy needs. Utility and industry sector engagement directly informed elements of ARDOT’s EVID competitive procurement program and annual EVID updates. Electric Utility and industry engagement activities are provided in **Table 3.4.** with continued engagements planned to support additional ARDOT NEVI RFPs.

**Table 3.4:** Utility & Industry Sector Engagement Activities

Date	Event Title	Event Description	Purpose
9/7/23 9/13/23	E&E Innovation Plan: Transportation Sector Workshop Planning	E&E, City of Fort Smith, Metroplan, and the Northwest Arkansas Regional Planning Commission held two virtual meetings to plan a Transportation Sector Workshop to educate and seek feedback related to zero emission vehicle adoption strategies, infrastructure needs in the state, and to identify project funding priorities.	Planning
9/21/23	E&E Innovation Plan: Transportation Sector Workshop	E&E, Arkansas energy providers, University of AR at Pine Bluff, Clean Air Task Force, Arkansas Association for Advanced Energy, U.S. Business Council for Sustainable Development hosted a day-long Transportation Sector Workshop to educate and seek feedback related to zero emission vehicle adoption strategies, infrastructure needs in the state, and to identify project funding priorities.	Informative Planning Decision Making
9/27/23 10/2/23 11/6/23 11/8/23	E&E Innovation Plan: Electricity Sector Workshop Planning	E&E, Arkansas energy providers, University of AR at Pine Bluff, Clean Air Task Force, Arkansas Association for Advanced Energy, U.S. Business Council for Sustainable Development held four virtual meetings to plan an Electricity Sector Workshop to educate and solicit feedback related to electricity infrastructure needs in the state and identify funding priorities.	Planning

Date	Event Title	Event Description	Purpose
11/4/23	E&E Innovation Plan: Electricity Sector Workshop	E&E, Arkansas energy providers, University of AR at Pine Bluff, Clean Air Task Force, Arkansas Association for Advanced Energy, U.S. Business Council for Sustainable Development hosted a day-long Electricity Sector Workshop to educate and seek feedback related to electricity infrastructure needs in the state, and to identify funding priorities.	Informative <hr/> Planning <hr/> Decision Making

### 3.2.1. Utility & Industry Engagement Informing Plan Updates & Procurement Design

- a. **Key Themes of Utility & Industry Input:** Utility and industry partners have provided insights into planning and implementing EV charging infrastructure. Partners emphasized the importance of developing comprehensive strategies for EV charging infrastructure deployment, especially beyond the Interstates, to ensure accessibility and reliability for all users. This includes the strategic placement of charging stations to address range anxiety and to support the growing adoption of EVs.
- b. **ARDOT Use of Utility & Industry Input:** ARDOT applied utility input in refining its 2023 EVID Competitive Procurement Program, taking specific redline suggestions recommended by utility partners to improve the State’s “Utility Coordination Form,” which was a required part of proposal submission. ARDOT reviewers utilized information provided by utilities in this form for proposers seeking NEVI funding to build EV charging stations in Arkansas. ARDOT also cataloged data provided by utility partners on any interchanges within Arkansas’ EV AFC charging station service gaps that would require major grid upgrades to install NEVI compliant EVSE stations. This data informed ARDOT’s evaluation of proposals received from the RFP process.

### 3.3. Site-Specific & Interested Party Public Engagement

In previous years, ARDOT has conducted individual site host meetings, conducted 2 site-specific surveys, collecting information on the 11 EV service corridors and 15 EV charging station service gap segments. One survey targeted the public and motorists and the other targeted the EVSE industry vendors likely to bid on the NEVI competitive procurement. ARDOT gathered survey data verifying that the EV AFC charging station gap segments identified in ARDOT’s EVID Plan and Competitive Procurement served locations designated as needed by the public and stakeholder respondents. In addition, the EV industry survey confirmed that vendors have preferred sites in each EV charging service gap segments. ARDOT’s previous EVID Plan provided a detailed description of these results, and the Contracting section of this plan details how this feedback was born out in both the total number and specific locations of EV charging station proposals received through ARDOT’s Round 1 NEVI EVID RFP competitive procurement process.

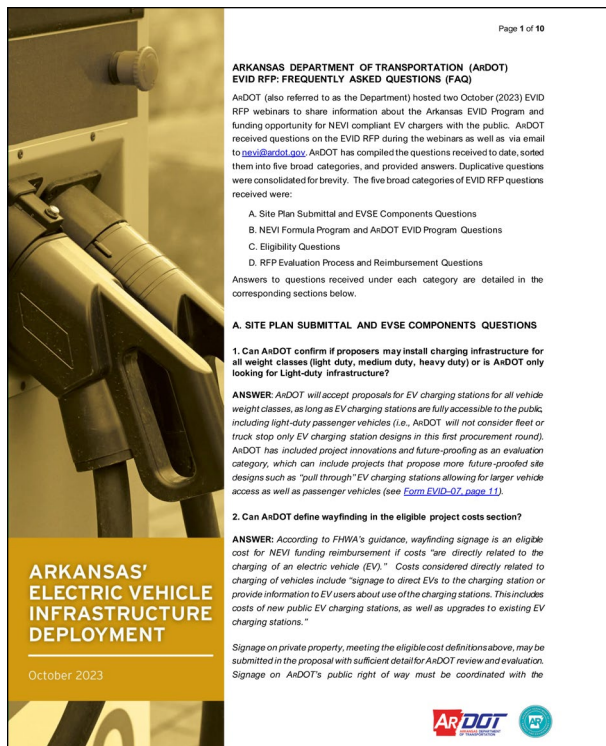
Since August 2023, ARDOT’s site-specific public engagement has focused on efforts to conduct broad outreach and dissemination of information about ARDOT’s Round 1 NEVI RFP. The broad goal of this outreach has been to foster widespread public awareness of the Round 1 NEVI RFP, described below.

#### 3.3.1. Site-Specific Public Engagement for ARDOT’s Round 1 NEVI EVID RFP

- a. **Outreach to Interested Parties for ARDOT’s Round 1 NEVI EVID RFP:** In both the weeks leading up to and following the publication of ARDOT’s Round 1 NEVI EVID RFP on September 27, 2023, ARDOT conducted extensive public outreach to inform interested parties of the request for proposals for funding NEVI compliant EV charging stations on FHWA designated EV Alternative Fuel Corridors. This included a comprehensive set of multifaceted outreach strategies including:

- i. **Press Release:** ARDOT issued a press release detailing the EVID RFP to inform the public and stakeholders about the funding opportunity, raise awareness, and encourage participation in the procurement process.
  - ii. **Print Articles:** ARDOT placed advertisements in local newspapers and magazines to reach a broader audience and provide detailed information about the NEVI RFP and the goals of the program. These articles served as a comprehensive source of information for those interested in the development of EV infrastructure in Arkansas.
  - iii. **Radio Advertisements:** ARDOT used radio advertisements to inform the public about the NEVI RFP. These advertisements were designed to reach a wide audience, including those who might not have access to print or online media, ensuring broad dissemination of information about the RFP.
  - iv. **Social Media Posts:** ARDOT utilized its social media platforms to share timely updates and encourage participation around the NEVI RFP. Posts on platforms helped broaden public engagement providing information to interested parties who may not regularly engage with radio and print publications.
  - v. **NEVI Interest Party Email Blasts:** ARDOT has maintained an ever growing “opt-in” email list of NEVI specific interested parties since the inception of the Department’s work on the NEVI Formula Program in 2022.
- b. **ARDOT’s Round 1 EVID RFP Webinars & FAQ:** ARDOT conducted two virtual information sessions to provide eligible proposers with an overview of the EVID RFP process, outlining the key steps, requirements, and eligible locations for NEVI-compliant EV charging stations. These webinars included information on the proposal submittal process, evaluation criteria, required documentation, and the Federal and State compliance requirements for proposers, as well as allowed time for questions and answers. A webinar recording and FAQ (**Figure 3.1**) with answers were posted.

**Figure 3.1:** EVID Program RFP FAQ (Nov. 2023 Update)



**Source:** ARDOT (October 2023)

**Figure 3.2:** NEVI Procurement Website



<https://www.ardot.gov/divisions/local-programs/local-funding-opportunities/national-electric-vehicle-infrastructure-nevi-program/>

**Source:** ARDOT (2024)

- c. **ARDOT NEVI Procurement Website:** To benefit the 2023 EVID Competitive Procurement Program, ARDOT created a website (<http://www.ardot.gov/NEVI>) to host procurement program information (**Figure 3.2**). The website was a repository for EVID procurement related information, including the RFP, FAQs, and supporting documents. ARDOT posted recorded webinars providing information on the procurement program, as well as registration links for live virtual public involvement meetings for interested parties to learn more about the procurement and discuss questions with agency staff. The website allowed proposers to upload their submission package for ARDOT review and evaluation.
- d. **2023 EVID Procurement Transparency:** The NEVI Procurement website serves as a location for procurement process transparency, providing information on EVID program [awards](#).

### 3.3.2. How Site-Specific Engagement Shaped EVID Plan Updates & Procurement Design

- a. **Key Themes of Site-Specific Input:** Previous survey data verified that the EV AFC charging station gap segments in ARDOT’s EVID Plan and Competitive Procurement served locations designated as needed by the public and confirmed that vendors have preferred sites in each EV charging service gap segment. Outreach generated significant public interest and solicited 120 proposals for the EVID Round 1 RFP.
- b. **ARDOT Use of Site-Specific Input:** Data collected from the surveys was used to validate EVID Plan and Competitive Procurement EV charging station service gap locations. Specific feedback and questions generated through the RFP outreach were used to update and refine the RFP submission package and process, as well as informed the types of information shared in the informational webinars and FAQ document updates to better inform the public, facilitate many competitive proposals, and simplify the overall proposal submission process.

### 3.4. Community and Public Engagement

**Table 3.5** documents community engagement activities conducted as part of the EVID Plan development.

**Table 3.5:** General Community and Public Engagement

Date	Event	Description	Purpose
9/13/23	Arkansas Recycling Coalition Conference	ARDOT presented to the Arkansas Recycling Coalition Conference and assembled attendees on EV Charging infrastructure programs, EVID plans, and competitive procurement program updates.	Informative Planning
9/19/23	Arkansas Transportation Planning Conference	ARDOT presented to the Arkansas Transportation Planning Conference and assembled attendees on EV Charging infrastructure programs, EVID plans, and competitive procurement program updates.	Informative Planning
Monthly 2023–2024	National Alternative Fuel Corridor Council Meeting	Recurring multi-state meeting focused on facilitating visually consistent DOT/FWHA Alternative Fuel Corridor Signage Programs across all states, included for both Identification (corridor) and Directional (wayfinding) Signage	Informative Planning



Date	Event Title	Description	Purpose
12/13/2023	Northwest Arkansas (NWA) Energy & Environment Innovation Regional Priority Action Plan Meeting	Meeting to discuss potential opportunities to fund various pollution reduction measures including EV Charging in NWA. Arkansas Clean Cities participated as technical advisor and shared information pertaining to NEVI and other EV charging funding opportunities.	Informative Planning
1/11/2024	Green Network Coalition Meeting	E&E presented to the Green Network Coalition Meeting and assembled attendees on EV Charging infrastructure programs, EVID plans, and competitive procurement program updates.	Informative Planning
Recurring 2023–2024	EV-ChART Pilot Group	E&E participation in pilot group providing feedback on the development of the EV-ChART platform.	Informative Planning

### 3.4.1. How Community & Public Engagement Shaped EVID Plan Updates & Procurement Design

- a. **Key Themes of General Community Input:** Public input continued to support the processes, geographic gap areas, and requirements in ARDOT’s EVID RFP Round 1 documents. Public input also encouraged EVID RFP Round 1 to include eligibility for North American Charging Standard (NACS) ports, but not require them, to support the recent widespread adoption of NACS standards by US automakers.
- b. **ARDOT Use of General Community Input:** ARDOT responded to this input by incorporating accessibility and safety requirements, as well as NACS eligibility, in its 2023 EVID Competitive Procurement Program. As described in more detail in **Section 12** of this plan, ARDOT’s 2023 Procurement Program requires proposers to incorporate physical security features such as lighting and security cameras, as well as include electrical, fire, and other user safety features in the design of EV charging station sites.

The EVID RFP Information Session facilitated by ARDOT in October allowed ARDOT the opportunity to interact with potential funding proposers prior to submission and allowed the attendees to submit questions following the meeting. The questions received were crafted into the EVID Program RFP FAQ (November 2023 update) and made available prior to the deadline of the RFP.

### 3.5. Tribal Engagement

At present, there are no Native American tribes with Federal recognition in the state of Arkansas. Therefore, there has not yet been any public involvement targeted to tribal needs

### 3.6. Keeping Arkansas Informed: NEVI Planning Website

Arkansas’ NEVI Planning website ([www.ardot.gov/evplan](http://www.ardot.gov/evplan)) is a central location and clearinghouse for all Arkansas NEVI Formula Program planning content, including the Arkansas EVID Plan and updates, general information resources about the NEVI Formula Program, public outreach activity information, and links to register for public engagement sessions.

- a. **FACTSHEETS & FAQ Sheets:** ARDOT has produced an updated set of NEVI Factsheets (English and Spanish language versions, **Figure 3.3**), posted recordings of its public information sessions for future viewings, and provided links to other relevant ARDOT plans. ARDOT will continue to expand information on this site throughout the NEVI program.

**Figure 3.3:** EV FAQ Sheet ([English](#)) & Fact Sheet ([Spanish](#))

**ARKANSAS' ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT**  
April 2023

**ARDOT'S EV INFRASTRUCTURE DEPLOYMENT FREQUENTLY ASKED QUESTIONS (FAQS)**

**Q: What is "NEVI"?**  
A: 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). The NEVI Formula Program will provide funding to states over the next five years to strategically deploy Electric Vehicle Supply Equipment (EVSE) charging station infrastructure, increasing access to EV charging stations for Americans to travel across states and nationwide in EVs.

**Q: How much NEVI Formula Program funding will Arkansas receive?**  
A: Arkansas will receive \$54.1 million in NEVI program funding over five years beginning with an initial allocation of \$19.5 million for 2022 - 2023.

**Q: What are the National Electric Vehicle Infrastructure Standards and Requirements?**  
A: On February 28, 2023, the U.S. Department of Transportation (USDOT) and Federal Highway Administration (FHWA) released the final rule establishing the NEVI Standards and Requirements. The NEVI Standards and Requirements establish EVSE regulations, setting minimum standards and requirements for projects funded under the NEVI Formula Program.

**Q: How will Arkansas' NEVI Formula Program funds be spent?**  
A: Arkansas' initial allocation of NEVI Formula Program funds are directed by IIJA and USDOT rules for use in first building EVSE charging stations along Arkansas portions of the Federal interstate highway system and FHWA designated AFCs.

Once Arkansas' Interstates and AFCs are "fully built out" to NEVI Formula Program standards and the system is certified by the USDOT, Arkansas may use future NEVI Formula Program funding allocations for EVSE charging infrastructure on any other publicly accessible sites to support statewide EV travel, tourism, and economic activities.

**Q: What are Alternative Fuel Corridors (AFCs)?**  
A: In July 2016 USDOT and FHWA created the Alternative Fuel Corridor Program, establishing specific criteria for nominating portions of the National Highway System and calling on states to nominate EV, hydrogen, propane, and natural gas fueling corridors along major national highways. The specific fuels were designated by Congress in the Fixing America's Surface Transportation (FAST) Act.

**Q: What do you mean Interstates and AFCs must be "fully built out" to NEVI Program Standards Requirements?**  
A: To be considered "fully built out," the NEVI Standards and Requirements require Interstates and AFCs be equipped with:

- Publicly accessible DC Fast Charging Stations every 50 miles and within 1 travel mile of the interchange, equipped with:
  - At least Four 150kW DC Fast Chargers
  - Ports must be Combined Charging System (CCS)
  - Capability to simultaneously DC fast charge four EVs at 150kW

**NEVI - PROGRAMA NACIONAL DE FORMULA DE INFRAESTRUCTURA PARA VEHICULOS ELECTRICOS**

El Programa Nacional de Fórmula de Infraestructura para Vehículos Eléctricos (NEVI, por sus siglas en inglés) es un esfuerzo federal de \$5 billones para establecer una red nacional de 500,000 estaciones de carga de vehículos eléctricos (EV, por sus siglas en inglés) para del 2030 a lo largo de los Corredores de Combustible Alternativo (AFC, por sus siglas en inglés) designados por el gobierno federal. NEVI proporcionará fondos a los gobiernos estatales de 2022 a 2026 para desplegar estratégicamente la infraestructura de EVs y aumentar el acceso a las estaciones de carga para los estadounidenses.

**DESPLIEGUE DE PLAN DE INFRAESTRUCTURA DE VEHICULOS ELECTRICOS DE ARKANSAS**

Para recibir financiamiento del Programa Federal NEVI, ARDOT desarrolló el plan de infraestructura estatal específico de EV (EVID, por sus siglas en inglés). En agosto de 2022, el documento se presentó al Departamento de Transporte de EE. UU. (USDOT, por sus siglas en inglés) y se aprobó en septiembre de 2022. Desde entonces, ARDOT ha estado trabajando para desarrollar el proceso de adquisición competitivo del estado para distribuir los fondos del Programa de Fórmula NEVI.

**REQUISITOS CUMPLIMIENTO CON NEVI DE LA ESTACION DE CARGA AFC**

En el 28 de febrero de 2023 la Administración Federal de Carreteras (FHWA, por sus siglas en inglés) y USDOT publicó la reglamentación final de los Estándares y Requisitos de NEVI. Los fondos NEVI iniciales de Arkansas deben usarse para construir estaciones de carga EV a lo largo corredores AFC designados que cumplan con los siguientes criterios:

- Estaciones de carga EV dentro de 1 milla de distancia de una salida o intercambio de AFC.
- Distancia máxima de 50 millas entre estaciones de carga EV.
- Las estaciones de carga V deben ser capaces de cargar simultáneamente a cuatro EVs a 150 kW por hora.

Cuando los AFC de Arkansas estén totalmente construidos con infraestructura EV y certificados por la FHWA, ARDOT puede usar los fondos provistos bajo el Programa Fórmula de NEVI para la infraestructura de carga de EVs en cualquier carretera pública o en otras ubicaciones de acceso público.

**INFRAESTRUCTURA DE EV EXISTENTE EN ARKANSAS**

- 171 Ubicaciones de estaciones de carga disponibles al público
- 417 Puertos de estación de carga para equipos de suministro de vehículos eléctricos (EVSE, por sus siglas en inglés) del nivel 2 de alimentación AC
- 72 Puertos de estación de carga rápida de alimentación de DC
- 5 Ubicaciones de estaciones de carga que cumplen con NEVI

**OBJETIVOS DE NEVI DE ARDOT**

- Objetivo: Infraestructura EV compatible con NEVI implementada y operativa en el 100 % de las autopistas interestatales y AFC de Arkansas
- Estrategia NEVI de Arkansas:
  - Estimular las inversiones del mercado local en estaciones de carga EVSE.
  - Crear un programa de adquisiciones competitivas que otorgue el Programa NEVI fondos para propietarios/operadores de EVSE.

Source: ARDOT (April 2023)

### 3.7. EV Media Coverage in Arkansas

**Table 3.6** details selected media coverage generated since FHWA's approval of the Arkansas EVID Plan on September 29, 2023, as well as coverage generated from the engagement activities detailed above.

**Table 3.6:** NEVI Formula Program and EVID Plan Media Coverage

Date	ARDOT's EVID Program Media Coverage
4/6/2024	<a href="#">Arkansas to Expand Electric Vehicle Infrastructure</a> , THV11
4/7/2024	<a href="#">Three SW Arkansas Sites Recipients of NEVI Grants</a> , Magnolia Reporter
4/8/2024	<a href="#">ARDOT Awards Nearly \$15M for New EV Charging Stations</a> , Talk Business & Politics
4/9/2024	<a href="#">ARDOT Distributes Funding to Businesses for the National Electric Vehicle Infrastructure Program</a> , 5 News (ABC)

Date	ARDOT's EVID Program Media Coverage
4/9/2024	<a href="#">Arkansas to Expand Electrical Vehicle Infrastructure</a> , THV11
4/9/2024	<a href="#">Caddo Valley Travel Center Among Funding Recipients of EV Infrastructure Program</a> , Arkadelphian
4/12/2024	<a href="#">Funding Awarded to Arkansas for EV Infrastructure</a> , Arkansas Money & Politics
4/15/2024	<a href="#">Arkansas Department of Transportation Awards Nearly \$15 Million to Businesses Adding Electric Vehicle Charging on Interstates</a> , KUAF
4/16/2024	<a href="#">Agency Looks at EV Charging Corridors, Including One in Northwest Arkansas</a> , Northwest Arkansas Democrat Gazette
5/6/2024	<a href="#">Driving Change: Arkansas Accelerates EV Infrastructure Overhaul with \$54M</a> , Arkansas Business

**3.8. Ongoing Public Engagement Topics**

ARDOT anticipates continued future public engagement, input, and feedback from other State agencies, the Working Group, stakeholders, and public audiences on additional topics throughout the administration of the NEVI Formula Program. Future public engagement to include input on future AFC designations, future rounds of the EVID Competitive Procurement Program, and input on regional and local EVSE charging needs and priorities related to equity, public transportation, freight, and other supply chain needs. Annual updates to the EVID Plan will continue to include Community Engagement Outcomes reports and details on the next fiscal year engagement plans.

## 4. PLAN VISION AND GOALS

### 4.1. Arkansas' NEVI Vision

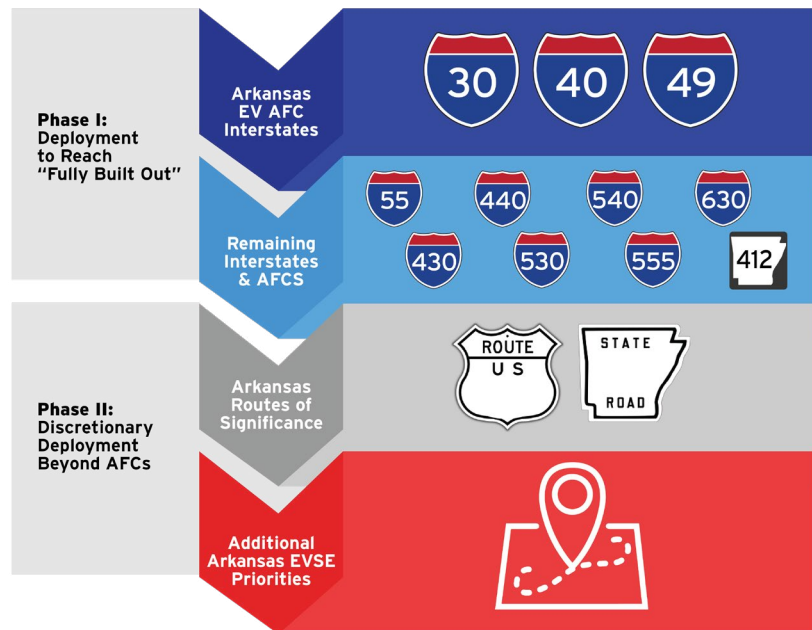
ARDOT's vision for the NEVI EVID Plan remains to develop a comprehensive statewide EV charging station network enabling EV travel across the state and spurring economic development. This EV charging station network will seek to give EV drivers confidence and flexibility when driving Arkansas' roads for personal, professional, or recreational purposes, regardless of distance traveled or weather conditions.

### 4.2. Arkansas' NEVI Goals

Arkansas' five NEVI goals were developed to remain consistent throughout execution of the NEVI

Formula Program, though different strategies and methods may be needed to ensure EV charging solutions are tailored for local community needs throughout the program implementation. ARDOT's goals for the NEVI EVID Plan are designed to align with all FHWA NEVI Formula Program guidance and Arkansas' needs to accomplish a phased build out (**Figure 4.1**) and achieve "the quantifiable goal" and outcomes described below.

Figure 4.1: NEVI Goals and EVSE Development Approach



Source: ARDOT (July 2023)

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

1. **Spur market investments in EV** 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 Interstate Highway System and FHWA designated EV AFCs to NEVI standards.
3. **Enable distance and regional EV travel**, supporting 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.

### 4.3. 2024 Arkansas EVID Additional Objectives

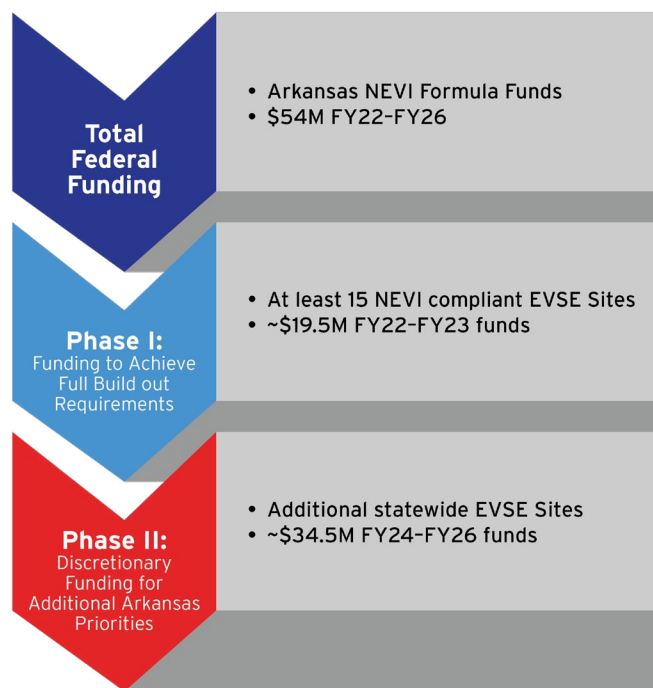
ARDOT remains focused on the additional EVID program objectives including data collection and reporting on funded EV charging stations (Sections 4 & 8), planning for equitable access to EV charging (Sections 4 & 10), and ensuring EV network reliability (Sections 4 & 8).

### 4.4. ARDOT's EVID Program Outlook

As **Sections 5** and **Section 8** detail further, ARDOT anticipates that a minimum of 15 NEVI compliant charging stations must be funded and operational to achieve the fully built out requirements of the NEVI Formula Program. Through the NEVI EVID Round 1 RFP, ARDOT has announced Awards totaling \$14.9M in FY2022 and FY2023 NEVI Formula Program Funds supporting development of 19 NEVI Compliant EVSE Sites on Arkansas' Interstates and AFCs.

ARDOT expects to use its remaining available FY2022 and FY2023 NEVI Formula Program funds for a second competitive EVID RFP round for EVSE charging stations supporting federally required full build out of Arkansas' portions of the Federal Interstate Highway System and FHWA designated EV AFCs (**Figure 4.2**).

**Figure 4.2:** NEVI Formula Program Funds



Source: ARDOT (July 2023)

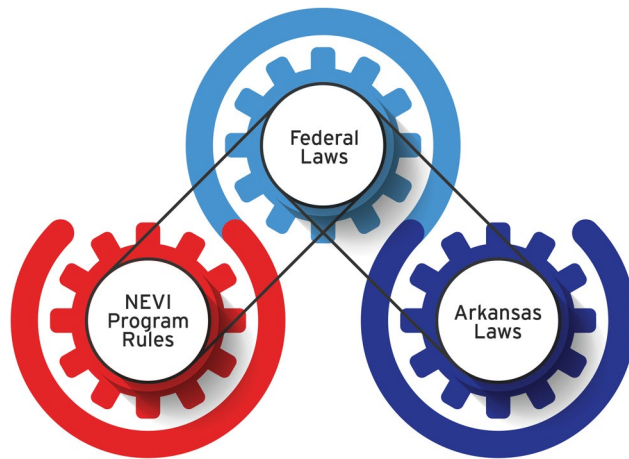
Additionally, once all phases are complete, Arkansas will consider utilizing remaining NEVI funds for redundancy and capacity building for corridors in both phases to ensure a sustainable and reliable network of EV charging for users. This second phase of NEVI competitive procurements is anticipated 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. For this deployment effort, ARDOT will consider additional input from residents, equity communities, public transportation, and freight stakeholders. ARDOT will analyze how public engagement input intersects with other planning factors such as average annual daily traffic volumes, utility power availability, accessibility, regional EV registration numbers, and other local needs variables. Additional details on the future procurement phases will be provided in annual Arkansas NEVI Plan updates.

## 5. CONTRACTING

ARDOT’s first goal for the NEVI Formula Program remains to spur market investments in EV 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. To this end, ARDOT and its planning partners have focused their efforts on developing and administering the 2023 EVID Competitive Procurement Program since submission of Arkansas’ updated EVID Plan, in August 2023. ARDOT’s efforts have focused on ensuring the 2023 EVID Competitive Procurement Program meets three primary objectives (**Figure 5.1**):

- 1. Federal Procurement Laws:** Ensuring the 2023 EVID Competitive Procurement Program is compliant with all Federal procurement statutes (2 CFR 200, 23 CFR, etc.).
- 2. NEVI Formula Program Rules:** Ensuring the 2023 EVID Competitive Procurement Program incorporates and is compliant with all NEVI Final Standards and Requirements (23 CFR 680).
- 3. State Laws & Agency Precedents:** Ensuring the 2023 EVID Competitive Procurement Program is compliant with State law and best fits within agency process precedents.

**Figure 5.1:** Primary Objectives of EVID Competitive Procurement Program



Source: ARDOT (July 2023)

### 5.1. Status of Contracting Process

Since the submission of the updated State EVID Plan in August 2023, ARDOT has successfully conducted the first round of ARDOT’s EVID Competitive Procurement Program, including releasing an RFP structured as a “Design Build” contract type; receiving 120 proposals; evaluating proposals; and announcing awards in April 2024 totaling \$14.9M for 19 NEVI compliant EV charging stations on Arkansas’ Interstates and AFCs. The Round 1 EVID procurement milestones and dates are listed in **Table 5.1**.

**Table 5.1:** EVID Procurement Milestones and Status

Date	Procurement Milestone
September 27, 2023	RFP Published (Contract Type: Design Build)
October 9 & October 17, 2023	Informational Webinars for Prospective Proposers
October 18, 2023	Deadline for Written Questions
October – November 2023	FAQ Document Updates
October 27, 2023	Early Proposal Completeness Review Deadline

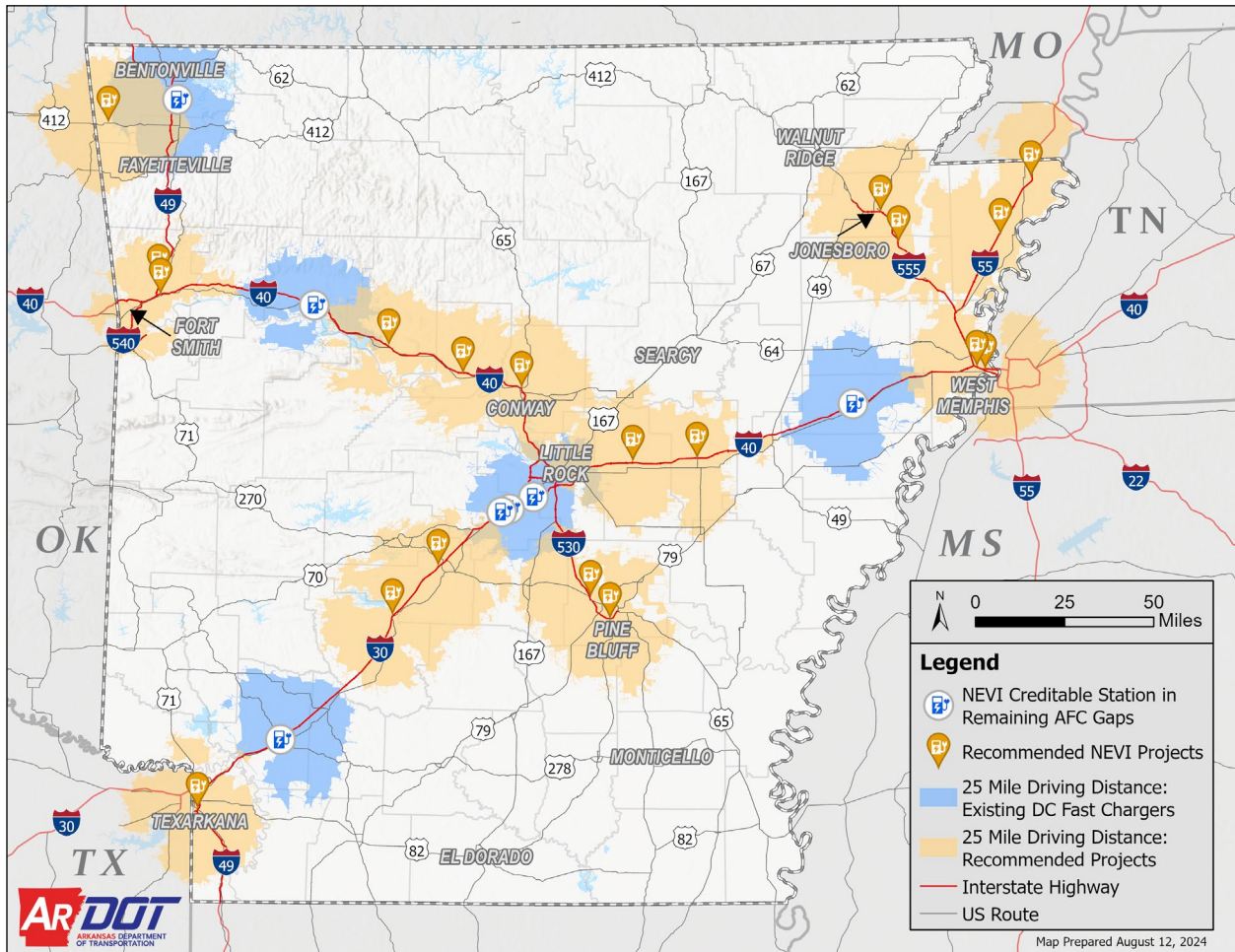
Date	Procurement Milestone
November 27, 2023	Final Proposal Submission Deadline (120 Proposals Received)
April 5, 2024	Award Announcements
June 4, 2024	Awardee Kick-off Meeting
~June 2024 – Q1 2025	Award Agreements & NEPA Clearance

ARDOT’s 2023 EVID Competitive Procurement Program was designed to be market friendly and effectively deploy EV infrastructure along Arkansas EV AFCs and Interstates. ARDOT’s 2023 EVID Competitive Procurement Program was designed to award NEVI program funding to eligible entities to install, own, operate, maintain, and report on NEVI Formula Program compliant EV charging stations throughout the state, and included the following features:

- a. **Eligible Entities** included businesses and non-profit entities registered in the State of Arkansas, and Tribal Organizations within Arkansas. Proposals were required to meet all Federal NEVI and ARDOT EVID Program Requirements and to be located on designated Interstates and EV AFC Corridors.
- b. **Federal Funding** was awarded on a competitive basis and will be disbursed for reimbursement up to 80% Federal project cost share. A minimum twenty percent (20%) non-Federal match, including private funding covering each project’s share of ARDOT’s Program Administration Costs, was required. No ARDOT funding will be used as matching funds for NEVI projects.
- c. **Proposal Submission Package** was required to be completed for each individual EVSE charger project site seeking funding. There was no limit to the number of proposals a single Proposer could submit. A full and complete proposal package consisted of several required proposal items, including a Proposer Certification Statement, Preliminary Site Agreement Form, Utility Coordination Form, Responsiveness to Criteria Narrative, Site Plan and Design Information, Budget Form, and Financial Requirements Documentation.

As **Sections 5.4** and **Section 8** detail further, ARDOT anticipated a minimum of 15 NEVI compliant charging stations needed to be funded to achieve fully built out requirements of the NEVI Formula Program. While ARDOT’s Round 1 EVID RFP emphasized the goal of filling these 15 gap segments, all locations on the Interstates and EV AFCs were eligible for funding to maximize participation from market players, allowing the widest possible location eligibility and encouraging proposals from sites needing upgrades or locations making a case for redundancy along the AFCs. The EVID Round 1 RFP eligible AFC Interstate and State Route locations, as well as 19 recommended project awards, are detailed in **Figure 5.2**.

**Figure 5.2:** Arkansas' EV Charging Station Gaps & EVID RFP Round 1 Award Recommended Projects



## 5.2. Scoring Methodologies

ARDOT's 2023 EVID RFP was designed to be market friendly and inclusive of all potential proposers. The streamlined submission materials were intended to be less complex and burdensome with open, transparent, and fair proposal evaluation criteria. ARDOT's 2023 EVID RFP evaluation process consisted of three areas of proposal evaluation: (1) Completeness Review; (2) Minimum Requirements Pass/Fail Assessment; and (3) Responsiveness to Review Criteria.

- 1. Completeness Review:** The first phase of the evaluation process consisted of a Proposal Completeness Review to ensure each proposal was complete, with sufficient information to conduct a full evaluation. Proposers were offered the opportunity to submit Proposals prior to 4:00 PM CST, October 27, 2023, for an Early Completeness Review, and if ARDOT identified any elements as incomplete, Proposers were notified with the option to revise and re-submit a complete Proposal by the Final Proposal Submission deadline.
- 2. Minimum Requirements Pass/Fail Assessment:** The second phase of the evaluation process consisted of a minimum requirements pass/fail assessment. Proposals were required to conform to the NEVI Standards and Requirements and ARDOT's EVID Program Requirements. Proposers concerned about the ability to meet Federal distance requirements or the State's EVID program requirements were afforded the opportunity to submit an exception request form as part of their proposal and provide justification documentation for ARDOT review and determination.



**3. Responsiveness to Review Criteria Evaluation & Ranking:** The final step of the evaluation process was the review and ranking of each proposal’s alignment with the Responsiveness Criteria.

Proposals were required to provide narrative, technical, and budget information addressing the proposal’s responsiveness to ARDOT’s project evaluation criteria and were evaluated based on the proposed project’s ability to meet project evaluation objectives related to cost, project quality, and team qualifications. Proposed projects in each gap area were evaluated and ranked against competing proposals in the same gap area and ranked based on responsiveness to the criteria detailed in **Table 5.2** with the ten criteria evaluated at equal weight.

**Table 5.2:** ARDOT’s 2023 Competitive Procurement Evaluation Methodologies

Evaluation Category	Evaluation Responsiveness Considerations
<b>Project Location</b>	Evaluates how the project location best meets State and Federal goals.
<b>Project Access &amp; Available Amenities</b>	Evaluates how project site amenities best meet user access and needs.
<b>Team Qualifications and Experience</b>	Evaluates the project team's qualifications and experience.
<b>Project Approach and Plan</b>	Evaluates project design, equipment, and approach to meeting uptime.
<b>Project Site Readiness</b>	Evaluates site utility service and make ready needs for NEVI compliance.
<b>Project Cost-Effectiveness</b>	Evaluates project budget items, requested Federal share, and match.
<b>Project Environmental Readiness</b>	Evaluates site National Environmental Policy Act (NEPA) readiness.
<b>Justice40 and Equity</b>	Evaluates Justice40 communities benefited and team DBE participation.
<b>Anticipated Project Schedule</b>	Evaluates project timeline for reasonableness and efficiency.
<b>Innovations &amp; Future Proofing</b>	Evaluates projects more highly for innovation and future proofing.

ARDOT convened an Evaluation Committee and required all members to execute Conflict of Interest and Non-Disclosure Forms prior to review of any proposals. Each committee member independently reviewed assigned proposals, provided written comments, and made criteria-based recommendations.

### 5.3. Awarded Projects

Recommended proposals were reviewed and approved by ARDOT’s Director, and a Minute Order was prepared for the Arkansas State Highway Commission, which approved the 19 awarded projects in **Table 5.3**. As detailed in the milestones below, ARDOT staff conducted a kick-off meeting with awardees on June 4, 2024, and is continuing to work with awardees on final agreement execution.

**Table 5.3:** ARDOT’s Round 1 NEVI EVID RFP Announced Awards

Route	County	Award Recipient	Location	# Ports	Funding
I-30	Clark	Pilot Travel Centers LLC	Caddo Valley Pilot Travel Center	4	\$581,000
I-30	Hot Spring	Love's Travel Stops & Country Stores Inc.	Malvern Love's Travel Stops	4	\$753,000
I-40	Conway	Francis Energy Charging, LLC	Morrilton Casey's	4	\$987,000
I-40	Crawford	Tesla Inc.	Alma Harps	7	\$479,000
I-40	Crittenden	bp pulse (BP Products North America Inc)	West Memphis Petro Travel Center	12	\$943,000
I-40	Crittenden	Tesla Inc.	West Memphis Cracker Barrel	7	\$516,000
I-40	Faulkner	Tesla Inc.	Conway Cracker Barrel	7	\$516,000
I-40	Lonoke	Circle K Stores, Inc.	Lonoke Circle K	4	\$498,000
I-40	Pope	Pilot Travel Centers LLC	Russellville Flying J Travel Center	4	\$668,000
I-40	Prairie	Love's Travel Stops & Country Stores Inc.	Hazen Love's Travel Stops	4	\$700,000
I-49	Crawford	Love's Travel Stops & Country Stores Inc.	Alma Love's Travel Stops	4	\$753,000
I-49	Miller	GPM Southeast, LLC	Texarkana EZ Mart	4	\$635,000
I-55	Mississippi	Francis Energy Charging, LLC	Blytheville Holiday Inn	4	\$1,016,000
I-55	Mississippi	Jordan's Kwik Stop, Inc.	Osceola Jordan's Kwik Stop	4	\$1,068,000
I-530	Jefferson	Francis Energy Charging, LLC	Pine Bluff Southern Edge Truck Stop & Eatery	8	\$1,753,000
I-530	Jefferson	Universal EV LLC	White Hall Holiday Inn	4	\$597,000
I-555	Craighead	Love's Travel Stops & Country Stores Inc.	Jonesboro Love's Travel Stops	4	\$700,000
I-555	Poinsett	GPM Southeast, LLC	Trumann Flash Market 17023	4	\$637,000
US 412	Benton	Impower Connection, Inc	Siloam Springs Jiffy Trip	4	\$1,116,000
<b>TOTAL 19 AWARDED PROPOSALS; 97 NEVI PORTS; \$14,916,000</b>					
<b>*All sites estimated date of operation in FY26.</b>					

#### 5.4. Plan for Compliance with Federal Requirements

ARDOT developed the 2023 EVID Procurement Process and Award Agreement to ensure compliance with Federal Law, NEVI Formula Program Rules, Arkansas Law, and additional ARDOT safety requirements. ARDOT incorporated compliance requirements and review processes in all stages of program administration, including in proposal submission requirements, agency review and evaluation of proposals, awardee agreement requirements, pre-construction phase reviews, procurement and

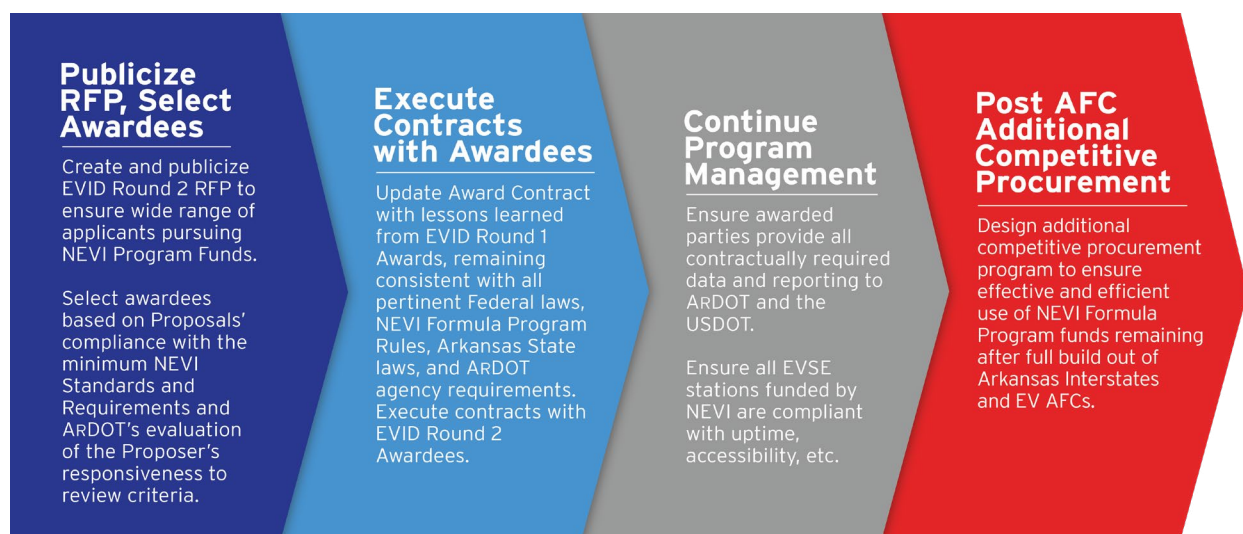
installation phase reviews, and long-term maintenance phase invoicing, data, and reporting requirements (Table 5.4).

**Table 5.4:** ARDOT’s 2023 EVID RFP and Agreement, Federal and State Plan for Compliance

Compliance Category	Plan for Compliance
<b>Federal Law Compliance</b> (23 U.S.C. and all applicable requirements of 2 CFR 200)	ARDOT’s 2023 EVID Procurement process and Award Agreement ensures compliance with all Federal laws involving the use of FHWA funding for highway construction projects. ARDOT’s Planning and Research, Local Programs, Legal, and Environmental Division staff contributed expertise in development and review of procurement and agreement documents to ensure compliance. Furthermore, FHWA-AR staff were consulted throughout the process providing reviews and confirming compliance.
<b>NEVI Standards &amp; Requirements</b> (23 CFR 680)	ARDOT’s 2023 EVID Procurement process and Award Agreement ensures compliance with 23 CFR 680 and embeds all aspects of the final NEVI Rules in the required submission materials, proposal evaluation, and final Award Agreements.
<b>Arkansas Law Compliance</b> (Act 460 of 2003, Act 541 of 2013, Act 704 of 2015)	ARDOT’s 2023 EVID Procurement was developed under Arkansas’ design-build procurement statute to evaluate proposals based on the best value criteria with awardees required to maintain projects under EVID agreement terms.
<b>ARDOT EVID Requirements</b> (Physical, Electrical, Fire, and Cybersecurity Safety)	ARDOT prepared additional EVID Program Requirements supplementing 23 CFR 680. These Program Requirements are designed to provide clear safety specifications for EVSE charging stations awarded Program funding.

To achieve the fully built out requirements of the NEVI Formula Program, ARDOT anticipates a Round 2 NEVI EVID RFP procurement. The EVID Round 2 RFP will follow the successful Round 1 format and template, with a goal of filling any remaining EV charging gap areas, backfilling any projects that may drop out from Round 1 awards. **Figure 5.3** further details ARDOT’s expected EVID Round 2 RFP and process to achieve fully built out compliance.

**Figure 5.3:** ARDOT’s EVID RFP Round 2, Full Build Out Compliance Next Steps



Source: ARDOT (May 2024)

## 6. CIVIL RIGHTS

As outlined in **Table 6.1**, ARDOT continues to ensure compliance with federal and state civil rights laws, and the agency has designed its 2023 EVID Procurement to comply with the civil rights statutes.

**Table 6.1:** ARDOT’s 2023 Procurement and Award Agreement, Federal and State Compliance

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: <a href="https://www.ardot.gov/divisions/civil-rights/title-vi/">https://www.ardot.gov/divisions/civil-rights/title-vi/</a>
23 CFR part 230	This code section requires equal opportunity requirements be included in Federal-aid highway construction contracts including supportive services. Where applicable, ARDOT will comply with this requirement.
Equal Opportunity Policies	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.
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: <a href="https://www.ardot.gov/divisions/civil-rights/ada/">https://www.ardot.gov/divisions/civil-rights/ada/</a>

As part of the FY2023 EVID Competitive Procurement Program, ARDOT reviewed all eligible proposals seeking NEVI funding for responsiveness to evaluation criteria including a review of proposals for Americans with Disabilities Act (ADA) compliance. In addition, ARDOT evaluated proposals for Justice40 and Equity benefits, using Argonne’s interactive Electric Vehicle Charging Justice40 Map, with specific regards to project locations in relation to Justice40 designated disadvantaged communities and local small business participation on proposed NEVI project teams.

ARDOT’s agreements with EVID awardees require routine reporting to support compliance evaluation and verification. ARDOT will assist in ensuring all aspects of compliance with civil rights laws throughout administration of awarded project agreements, as well as on future procurement rounds to finalize the full build out of the state’s EV AFCs and future funding rounds to award funding beyond the AFCs after receiving USDOT full build out certification.

## 7. EXISTING AND FUTURE CONDITIONS ANALYSIS

As with previous EVID Plans, this FY2025 EVID Plan update was also developed based on detailed analyses of the existing and future conditions in Arkansas, including the state’s geography, terrain, climate, and land use patterns, as summarized in **Table 7.1**.

**Table 7.1:** Arkansas’ Geography, Terrain, Climate, Land Use, and Population Conditions

Category	Key Existing Conditions Information
Geography	Arkansas covers an area of 53,179 square miles and ranks as the 29th largest state by size. Arkansas is divided into five major physiographic regions: the Ozark Plateaus, the Arkansas River Valley, the Ouachita Mountains, the West Gulf Coastal Plain, and the Mississippi Alluvial Plain (Delta). Each region has unique geographical features that influence transportation needs.
Terrain	The state's terrain varies across its physiographic regions, from the mountainous areas of the Ozarks and the Ouachitas to the flat, fertile plains of the Delta. This diverse terrain influences the state’s population centers and highway infrastructure design and will be considered in siting and design of EV infrastructure deployed through the NEVI Formula Program.
Climate:	Arkansas experiences a humid subtropical climate with hot, humid summers and mild to cool winters. The state is projected to experience an increase in average temperature, which could impact the efficiency and operation of EVs and charging infrastructure. 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 US.
Precipitation and Flooding	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. ARDOT will take flood risk into account when siting EV 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 project impacts in compliance with Federal NEPA regulations.
Land Use	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. Agriculture is a substantial use of the state’s overall land and the largest economic activity.
Population	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 populations 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. The Arkansas Economic Development Institute at the University of Arkansas at Little Rock estimates the population will surpass 3,350,000 by 2040, with a projected growth rate of ~0.5 percent per year slightly trailing the national average.

The EVID Plan also factors in analysis of Arkansas’ existing highway system and travel patterns (**Table 7.2**).

**Table 7.2:** Highway System and Travel Patterns

Category	Key Existing Conditions Information
Arkansas Highway System	ARDOT is responsible for more than 16,400 miles of highway. Over the past 100 years, Arkansas’ transportation infrastructure has been built with a predominant focus on auto and truck movement. Arkansas has approximately 2,700 miles of rail and 1,800 miles of waterway. ARDOT’s Annual 2023 Factsheet notes that travel across all Arkansas highways, roads, and streets totaled 38 billion vehicle miles in 2022, with the State Highway System totaling 28 billion vehicle miles, or 72% of the total travel.
Passenger Travel Patterns	Arkansans make approximately 3.22 trips per day, which is slightly lower than the national average of 3.37 trips per day. A typical Arkansan travels approximately 26.6 miles per day, lower than the national average of 36.1 miles per day. Driving alone is the preferred mode of travel for most work trips in Arkansas (82.6 percent) with carpooling a distant second (10.4 percent). <sup>1</sup>
Transit	Arkansas has eight (8) urban transit agencies, which combined, provide transportation to approximately 6.1 million riders per year and cover 5.9 million system miles annually. Arkansas has nine (9) rural transit agencies, which combined, provide transportation to approximately 1.1 million riders per year and cover 10.8 million system miles annually. Additionally, approximately 200 human service agencies provide transportation services for diverse statewide users.
Freight	Freight is critical to the economy of Arkansas. In 2019, freight-intensive sectors represented 44 percent of the state’s total economic output, and more freight is moved across the state by trucks on highways than all other modes. 93% of truck freight travel occurs on the state highway network, with 40% of truck freight occurring on Arkansas’ federal Interstates. <sup>2</sup>

The EVID Plan also factors in analysis of Arkansas’ existing electric utilities, grid, and capacity (**Table 7.3**).

**Table 7.3:** Electrical Service Utilities, Grid Capacity, Electricity Uses, and Pricing

Category	Key Existing Conditions Information
Regional Electric Transmission Organizations	Regional transmission organizations (RTOs) in the United States are electric power transmission system operators that coordinate, control, and monitor a multi-state electric grid. The Arkansas electric grid is served by two Federally approved RTOs: Southwest Power Pool (SPP) and Midcontinent Independent System Operator, Inc. (MISO).
Electric Utility Providers	The Arkansas Public Service Commission (PSC) regulates electric utilities in the state, including four Investor-Owned Utilities (Entergy, SWEPSCO, OG&E, and Liberty-Empire) and 17 Electric Cooperative Utilities. Arkansas also has 15 Municipal Electric Utilities that are not regulated by the PSC pursuant to Ark. Code Ann. § 23-4-201(b). ARDOT has also coordinated with associations of utilities including the Electric Cooperatives of Arkansas Association and the Arkansas Municipal Power Association.

<sup>1</sup> Arkansas by Numbers, US DOT Bureau of Transportation Statistics (January 2020)

<sup>2</sup> Arkansas State Freight Plan, ARDOT (2022)

Category	Key Existing Conditions Information
Electric Generation and Grid Capacity	According to the most recent available US Energy Information Administration (EIA) data, Arkansas’ total electric power generation for 2023 was 61,333,349 MWh, with natural gas fueling 37.1% and coal-fired power plants providing 18.8% of Arkansas’ net electricity generation. The second-largest electric power generation source in Arkansas is Nuclear One, with two reactors that provided about 30.9% of in-state net generation in 2023. The rest of the state’s electricity net generation came from renewables, mainly hydroelectric power, solar power, and biomass-fueled generating facilities. <sup>3</sup>
Electricity Use by Sector	According to the US EIA, Arkansas ranks 11th in total state electricity sales per capita and 8th in residential electricity sales per capita. The residential sector accounts for the largest share of electricity use in Arkansas, 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, and more than 90% of households use air conditioning. Arkansas ranks among the 10 states with the lowest average electricity prices. The industrial sector closely follows the residential sector with 37% of the state’s electricity consumption, and the commercial sector 24%. <sup>3</sup>
Electricity Price	Arkansas’ statewide 2023 average retail price for electricity was 9.46¢/kWh. Average annual retail price for electricity has fluctuated since 2000 from 5¢/kWh –12¢/kWh. <sup>3</sup>

The EVID Plan also factors in analysis of Arkansas’ EV registration, growth, and distribution (**Table 7.4**).

**Table 7.4:** Arkansas’ Electrical Vehicle Registration, Growth, and Distribution

Category	Key Existing Conditions Information
EV Registrations	According to the Arkansas Department of Finance and Administration (DFA), the number of electric vehicles now registered in Arkansas has increased by 89% from June 2023 to June 2024. Arkansas has 7,586 EVs registered (up from 4,000 previously), including plug-in hybrid electric vehicles (PHEVs) and dedicated battery electric vehicles (BEVs). While growing rapidly, EVs still represent less than 1% of all registered vehicles in the state.

**7.1. Arkansas’ EV AFCs & Existing NEVI Creditable EV Charging Stations**

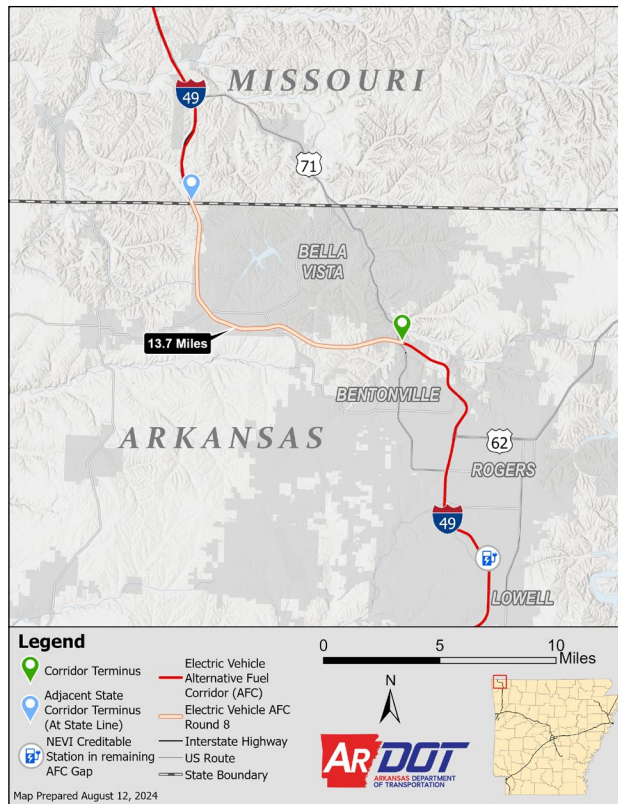
**Table 7.5** and **Figure 7.1** document Arkansas’ EV AFCs and existing NEVI creditable stations in terms of power levels, port types, and location. ARDOT intends to release an EVID Round 2 RFP to give an opportunity to these existing stations to gather and report all required NEVI program information to credit these stations toward a fully built out certification as detailed in the June 2, 2023, Updated NEVI Program Guidance. There has been no change in the total number of AFCs or NEVI compliant EV charging stations since the previous EVID plan update. However, ARDOT has identified several locations on the State’s portions of the Interstate Highway System designated as an EV AFC that have short lengths not currently designated.

**Table 7.5:** Existing NEVI Creditable DCFC in Arkansas' Remaining AFC Gaps

ID	Level	Route	Address	Ports	EV Network	Meets 23 CFR 680	Build Out Credit
121802	DCFC	49	4280 S Pleasant Crossing Blvd Rogers, AR, 72758	4	Electrify America	TBD	*Must be RFP Round 2 Awardee
121814	DCFC	40	230 Market St Clarksville, AR, 72830	4	Electrify America	TBD	*Must be RFP Round 2 Awardee
121819	DCFC	40	205 Deadrick Rd Forrest City, AR, 72335	4	Electrify America	TBD	*Must be RFP Round 2 Awardee
121820	DCFC	30	8801 Baseline Rd Little Rock, AR, 72209	8	Electrify America	TBD	*Must be RFP Round 2 Awardee
121827	DCFC	30	2400 N Hervey St Hope, AR, 71801	4	Electrify America	TBD	*Must be RFP Round 2 Awardee
331327	DCFC	30	23190 Interstate 30 Bryant, AR, 72022	4	Shell Recharge	TBD	*Must be RFP Round 2 Awardee
347669	DCFC	30	7801 Alcoa Rd Benton, AR 72019	4	Pilot/EVgo	TBD	*Must be RFP Round 2 Awardee

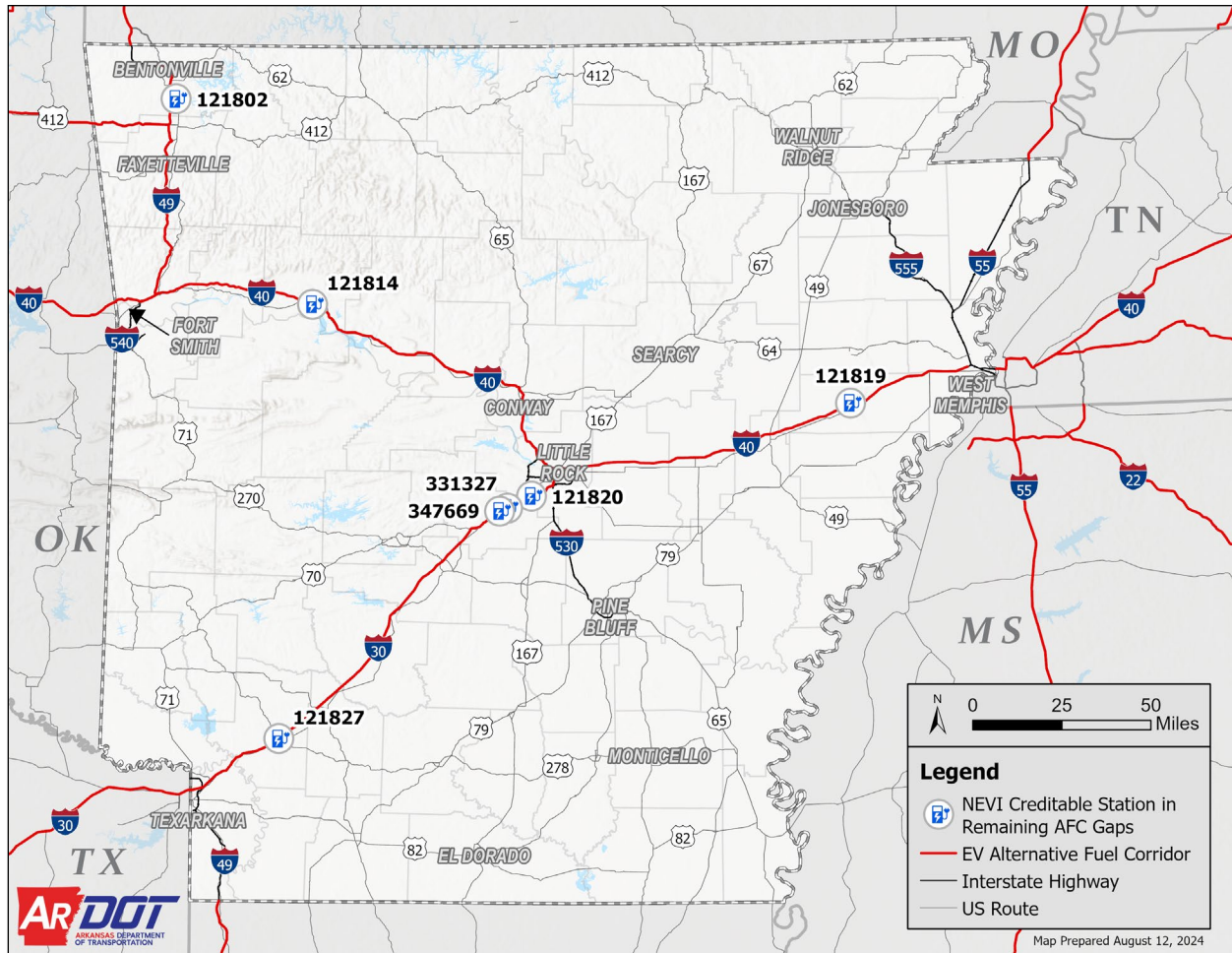
ARDOT submitted a nomination in USDOT's Round 8 AFC designation process to nominate a portion of Interstate 49 shown in **Figure 7.1** to ensure Arkansas' Interstate Highway System are designated as contiguous AFCs.

**Figure 7.1:** I-49 Segment Nomination to Extend Designation of Existing AFC





**Figure 7.2:** Existing NEVI Creditable Stations in Arkansas' Remaining AFC Gaps

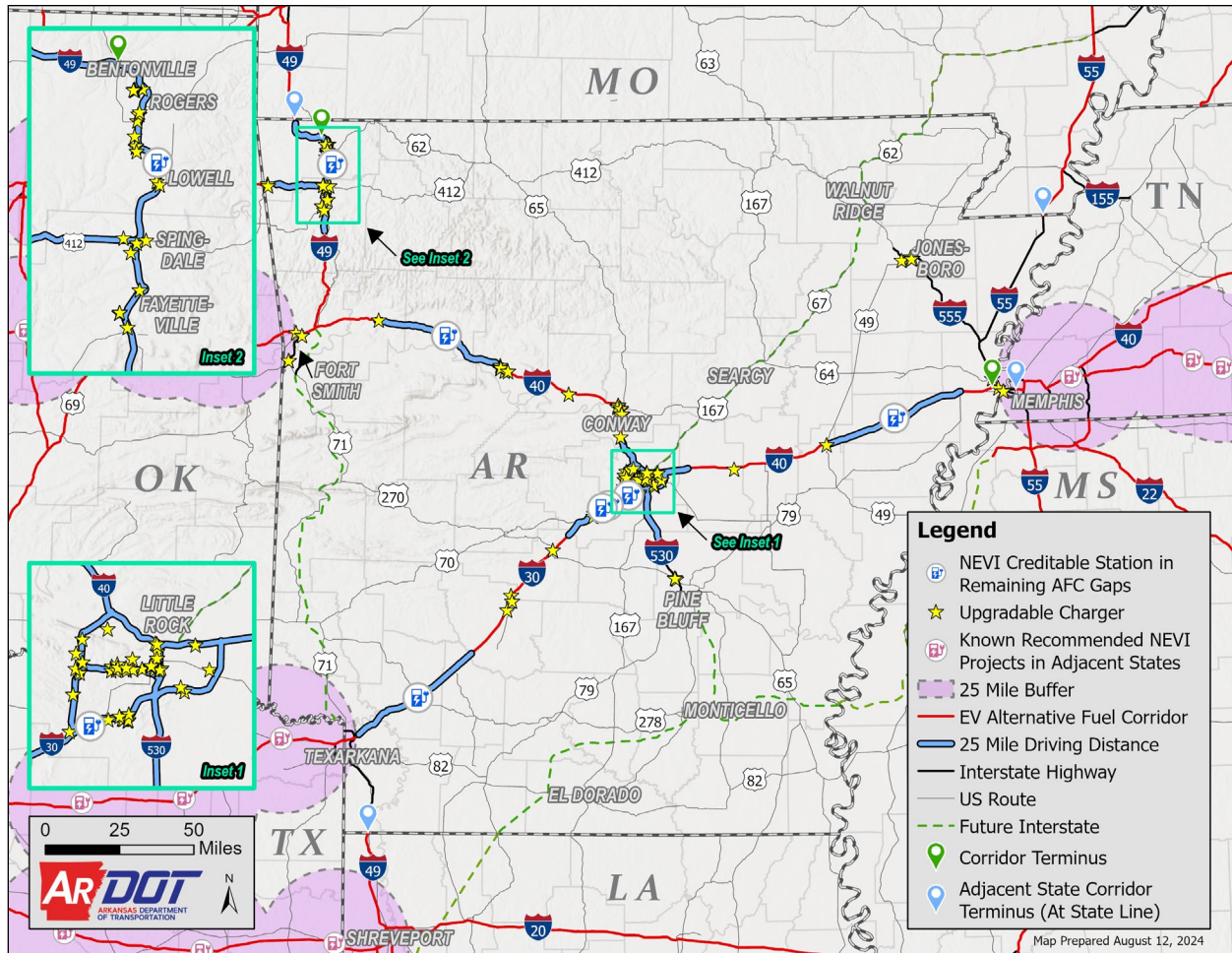


## 7.2. EVSE Sites on Arkansas' AFCs for Potential Upgrades with NEVI Funds

As of June 2024, Arkansas has 300 publicly available charging station locations with Level 2 EVSE charging station ports (718 AC Power ports) – an 18% increase from the 254 reported in 2023 and a 72% increase in total ports as documented by the US Department of Energy (USDOE) Alternative Fuel Data Center datasets. In the 2022 EVID Plan, ARDOT reported six upgradable EV charging locations (**Figure 7.2**) because these sites met the NEVI Formula Program driving distance requirements and were operational DC Fast charging stations but were not NEVI compliant because of total power per port, port type, or number of compliant ports at each site.

As part of the EVID Plan update, ARDOT has performed an updated 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. The updated analysis results in upgradable locations, illustrated in **Figure 7.2**. A complete list of existing DCFC EV chargers in addition to the upgradable locations is included in **Appendix A**.

**Figure 7.3:** Arkansas' Existing Potentially Upgraded EVSE Sites & AFC Termini



### 7.3. Arkansas' EV AFC Termini and Border Regions

On June 2, 2023, FHWA released updated NEVI Formula Program guidance, providing additional information defining fully built out AFC criteria, defining AFC termini, and requiring all AFC termini to have an EV charging station located within 25 miles of the terminus. This EVID Plan meets new guidance by updating mapping (**Figure 7.3**) to include AFC termini locations for both Arkansas and neighboring states. All AFCs with a terminus within the state of Arkansas have a NEVI compliant EV charger located within 25-miles. **Figure 7.3** will continue to inform EV charging site planning within Arkansas' boundaries, and ARDOT engagement with neighboring states, with the goal of achieving fully built out certification from FHWA.

### 7.4. 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 7.6** below details the high-level known risks and challenges ARDOT is tracking. ARDOT continues to monitor risks and challenges in administering the NEVI Formula Program and will collaboratively document and address risks and challenges as administration of the program moves forward.

**Table 7.6:** Known EVSE Risks and Challenges

Procurement	Installation	Operation	Maintenance
<ul style="list-style-type: none"> <li>• Securing sufficient bidders on ARDOT NEVI eligible EVSE locations</li> <li>• Awarded Parties providing sufficient matching funds</li> <li>• Contracting delays with awardees</li> <li>• Property Acquisition and Site host Agreement delays</li> <li>• Supply chain delays for utility equipment and EVSE hardware</li> <li>• EV technology evolution, including changing port standards</li> </ul>	<ul style="list-style-type: none"> <li>• Available Utility power and make ready costs</li> <li>• Zoning, Code, and Permitting variables between locations</li> <li>• ADA and site design requirements</li> <li>• Physical space constraints at sites for EVSE</li> <li>• Available licensed electricians with EVITP certification</li> <li>• Compatibility of EVSE with NEVI final Rulemaking</li> </ul>	<ul style="list-style-type: none"> <li>• Compatibility of EVSE software, network, and data with NEVI rules</li> <li>• Ability of EVSE to meet 97% uptime requirements</li> <li>• Cost of peak charges, demand charges, and utility load management</li> <li>• Safety, weather, and Cybersecurity risks</li> <li>• EVSE site host utilization and ROI</li> <li>• EVSE accessibility and public awareness</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of routine and preventative maintenance</li> <li>• Available licensed electricians with EVITP certification</li> <li>• Damage from use and vandalism</li> <li>• Continued supply chain delays for necessary parts and components</li> <li>• Maintaining site safety and accessibility features</li> <li>• NEVI reporting and compliance assurance over 5-years requirement</li> </ul>

Source: ARDOT (July 2023)

## 8. EV CHARGING INFRASTRUCTURE DEPLOYMENT

Arkansas will receive \$54 million in total NEVI formula funds, under IIJA, to create an EV charging network across the state, starting with FY2022–2023 funding totaling \$19.5M and adding an additional \$11.5M in new funding each year with approval of ARDOT’s FY2024–2026 EVID Plan updates. Based on ARDOT’s current analysis, the agency will have sufficient NEVI funding over the five-year program to ensure Arkansas’ network for designated EV AFCs and Interstates are built out to NEVI Formula Program standards.

ARDOT will retain seven percent of NEVI Formula funds annually for its use in administering the NEVI Formula Program each year, including program planning, procurement program design, outreach and engagement, program management, and reporting. ARDOT has designed its EVID Competitive Procurement program to require 20% non-Federal matching funds from parties awarded NEVI funding, including private funding covering each project’s share of ARDOT’s Program Administration Costs. **Table 8.1** details the estimated annual uses and sources of NEVI funds.

**Table 8.1:** Arkansas’ Annual NEVI Funding Sources and Uses

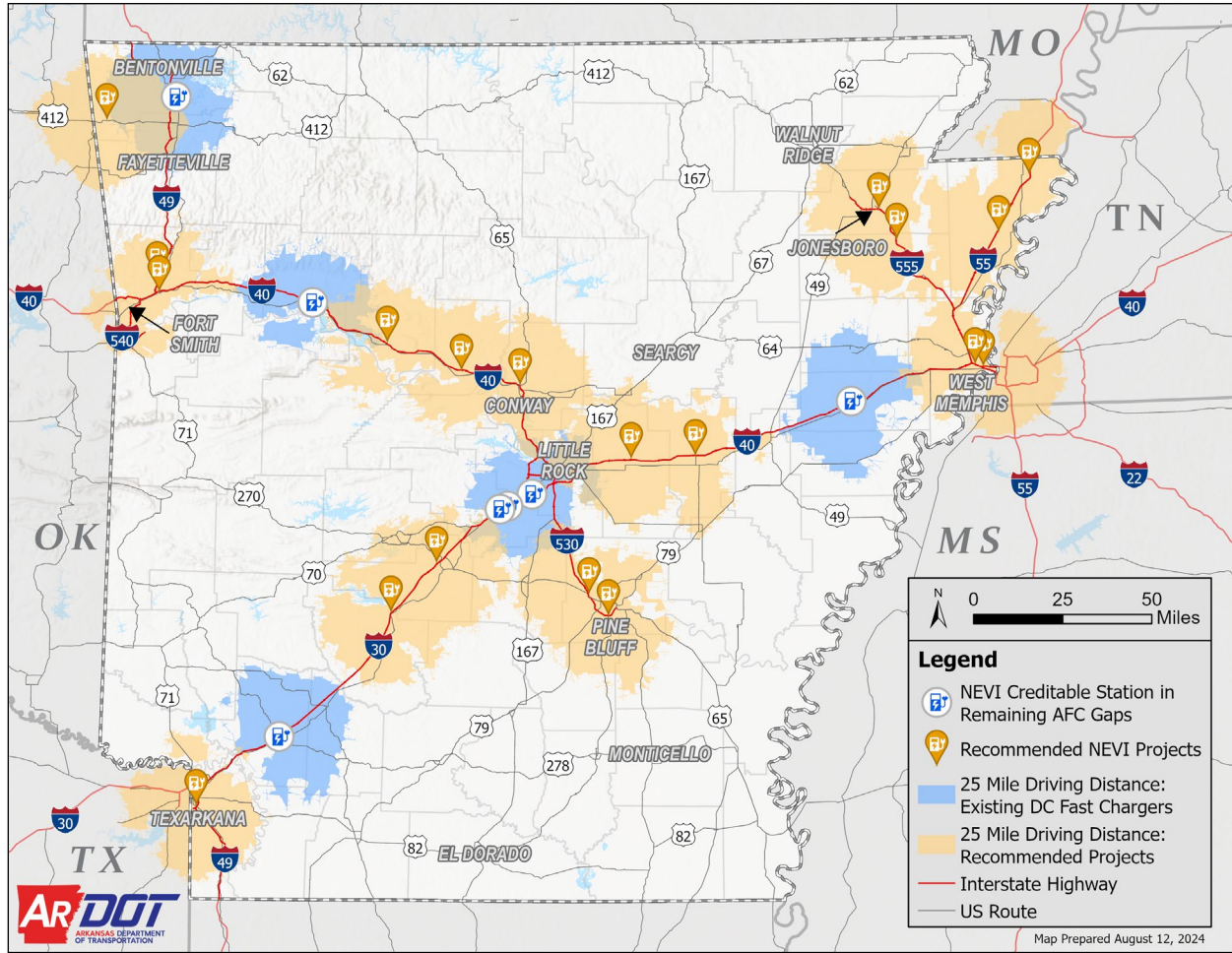
Federal Fiscal Year & Use	Federal	Non-Federal	Total
FY 2022–2023; Phase I: Full Build Out of EV AFCs & Interstates	\$19,538,624	\$4,884,656	\$24,423,280
FY 2024–2026; Phase II: Additional Arkansas EVSE Priorities	\$34,583,322	\$8,645,831	\$43,229,153
<b>Total Arkansas NEVI Formula Program Funds</b>	<b>\$54,121,946</b>	<b>\$13,530,487</b>	<b>\$67,652,433</b>

### 8.1. Planned Charging Stations & Plans Toward a Fully Built Out Certification

ARDOT anticipated that a minimum of 15 NEVI compliant charging stations must be funded to achieve the fully built out requirements of the NEVI Formula Program. The 2023 EVID Competitive Procurement Program was designed to solicit proposals to fund NEVI compliant EV charging stations at each of the 15 EV charging station gaps along 11 EV service corridor segments in Arkansas. Since the submission of the updated State EVID Plan in August 2023, ARDOT has successfully conducted the first round of the NEVI competitive procurement process, including releasing an RFP, receiving 120 proposals, evaluating proposals, and announcing awards in April 2024 totaling \$14.9M for 19 NEVI compliant EV charging stations on Arkansas’ Interstates and AFCs.

The 19 recommended project awards, remaining EV AFC charging station gaps, and existing NEVI creditable stations in those gaps, are illustrated in **Figure 8.1**. To finalize the full build out of the Interstates and AFCs, ARDOT must credit or fund five EV charging stations in the gap areas where existing creditable stations are located and must receive either a Federal distance exemption request or fund a sixth station in the remaining gap on I-49 as shown in **Table 8.2**.

**Figure 8.1:** Arkansas' NEVI EV Charging Station Gap Map



ARDOT’s use of remaining FY2022–2023 NEVI funds will continue to focus on building out Arkansas’ portions of the EV AFCs and Interstates. As detailed in **Table 8.2**, ARDOT will need to build six additional NEVI stations in a scenario where the five existing NEVI creditable stations neither propose or are selected in ARDOT’s Round 2 EVID Procurement process, and the State’s distance exception request for the sixth location is not granted. ARDOT’s Round 1 EVID awards averaged \$785,000 in total cost. Even if ARDOT must procure six more NEVI stations to achieve full build out compliance, the total cost of that build out is estimated to be \$4.7M. With required non-Federal matching funds, ARDOT expects to keep to the funding estimates and uses detailed in **Table 8.1**, with remaining FY2022–2023 NEVI funds dedicated to completing the AFC build out.

**Table 8.2:** EVID Round 1 Awarded Stations, Existing NEVI Compliant Stations, and Remaining Gaps

Route	NEVI Funding	New Location/Estimated Year Operational	Ports	Cost
<b>Round 1 EVID Procurement: Total 19 Awarded Proposals; 97 NEVI Ports; \$14,916,000 Funded</b>				
I-30 (AFC)	FY22/FY23	Caddo Valley Pilot Travel Center / FY26	4	\$581,000
I-30 (AFC)	FY22/FY23	Malvern Love’s Travel Stops / FY26	4	\$753,000
I-40 (AFC)	FY22/FY23	Morrilton Casey’s / FY26	4	\$987,000

Route	NEVI Funding	New Location/Estimated Year Operational	Ports	Cost
I-40 (AFC)	FY22/FY23	Alma Harps / FY26	7	\$479,000
I-40 (AFC)	FY22/FY23	West Memphis Petro Travel Center / FY26	12	\$943,000
I-40 (AFC)	FY22/FY23	West Memphis Cracker Barrel / FY26	7	\$516,000
I-40 (AFC)	FY22/FY23	Conway Cracker Barrel / FY26	7	\$516,000
I-40 (AFC)	FY22/FY23	Lonoke Circle K / FY26	4	\$498,000
<b>Round 1 EVID Procurement: Total 19 Awarded Proposals; 97 NEVI Ports; \$14,916,000 Funded</b>				
I-40 (AFC)	FY22/FY23	Russellville Flying J Travel Center / FY26	4	\$668,000
I-40 (AFC)	FY22/FY23	Hazen Love's Travel Stops / FY26	4	\$700,000
I-49 (AFC)	FY22/FY23	Alma Love's Travel Stops / FY26	4	\$753,000
I-49 (AFC)	FY22/FY23	Texarkana EZ Mart / FY26	4	\$635,000
I-55	FY22/FY23	Blytheville Holiday Inn / FY26	4	\$1,016,000
I-55	FY22/FY23	Osceola Jordan's Kwik Stop / FY26	4	\$1,068,000
I-530	FY22/FY23	Pine Bluff Southern Edge Truck Stop & Eatery / FY26	8	\$1,753,000
I-530	FY22/FY23	White Hall Holiday Inn / FY26	4	\$597,000
I-555	FY22/FY23	Jonesboro Love's Travel Stops / FY26	4	\$700,000
I-555	FY22/FY23	Trumann Flash Market 17023 / FY26	4	\$637,000
US412 (AFC)	FY22/FY23	Siloam Springs Jiffy Trip / FY26	4	\$1,116,000
<b>Potential Round 2 EVID Potential Awards: Existing NEVI Creditable Stations or Newly Awarded Station</b>				
I-49 (AFC)	FY22/FY23	Walmart 5260, Rogers, AR, or Newly Awarded Station	4	~\$0 – \$785,000
I-40 (AFC)	FY22/FY23	Walmart 66, Clarksville, AR, or Newly Awarded Station	4	~\$0 – \$785,000
I-40 (AFC)	FY22/FY23	Walmart 91, Forrest City, AR, or Newly Awarded Station	4	~\$0 – \$785,000
I-30 (AFC)	FY22/FY23	Walmart 124, Little Rock, AR, or Newly Awarded Station	4	~\$0 – \$785,000
I-30 (AFC)	FY22/FY23	Walmart 1065, Hope, AR, or Newly Awarded Station	4	~\$0 – \$785,000
<b>Potential Exception for Remaining EV Charging Station AFC Gap or Newly Awarded Station</b>				
I-49 (AFC)	FY22/FY23	ARDOT is requesting a 6.7-mile exception ( <b>Section 14</b> )	4	~\$0 – \$785,000
<b>Summary of Plan for Fully Build Out Certification</b>				
Stations still needed to achieve fully built out status; and estimated year of built out certification:				6 stations; FY27
NEVI Funded Stations Currently Under Construction or Operational:				None currently

### 8.2. EV Charging Infrastructure Deployment after Build Out

After USDOT has certified Arkansas’ AFCs as fully built out to NEVI compliant standards, ARDOT will shift to expanding the NEVI Formula Program funding to fund right-sized EV charger deployments to Arkansas’ regional routes of significance and additional Arkansas EV charging priorities. ARDOT

will use a data driven planning process, as well as outreach to public stakeholders and incorporation of public feedback to plan for the use of remaining formula funds for discretionary deployment of EV charging stations. These EV charging stations will serve additional needs on the Arkansas State Highway System and other priorities as defined in this EVID Plans Vision and Goals section.

### 8.3. 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 **Table 8.3**.

**Table 8.3:** EVSE Related State, Regional, and Local Policy Considerations

State Policy	Regional Planning	Local Government Policy
<ul style="list-style-type: none"> <li>• Plan DC Fast Charging on state corridors; plan AC Level II charging at State Parks and Tourist Destinations</li> <li>• Consider creating state EV and EVSE Incentive programs</li> <li>• Include EV and EVSE vendors on State Contracts to facilitate state agency and local government purchases</li> <li>• Update PSC regulatory policies to facilitate utility investment in EVSE make ready, charging station deployment, and EVSE specific utility rates</li> <li>• Update state building codes and fire codes to facilitate EVSE installations</li> </ul>	<ul style="list-style-type: none"> <li>• Regional DCFC and Level II EVSE planning for motorists and fleets</li> <li>• Coordinate with local governments on EVSE deployments</li> <li>• Educate MPO government members on model EV local policies and encourage adoption</li> <li>• Consider use of MPO attributable funding sources for EVSE deployments</li> <li>• Facilitate partnerships between local governments, utilities, and vendors for EVSE deployment</li> </ul>	<ul style="list-style-type: none"> <li>• Develop community based equitable charging plan with multi-unit dwelling, workplace, public, and fleet charging.</li> <li>• Identify priority EVSE locations and set deployment goals</li> <li>• Enact best practice local policies to stimulate EV adoption and EVSE deployment including “right to charge,” “EV Make Ready,” and “EV Charging Only” parking spaces, as well as update building, zoning, permitting, parking, signage, and other local codes to facilitate EV deployments.</li> </ul>

Source: ARDOT (July 2023)

## 9. IMPLEMENTATION

ARDOT developed the 2023 EVID Competitive Procurement and Award Agreement to ensure NEVI funding implementation is compliant with Federal Law, NEVI Program Requirements, Arkansas Law, and ARDOT safety and resiliency requirements. ARDOT has incorporated resilience, safety, and program compliance requirements and review processes in all stages of program administration, including in proposal submission requirements, proposal evaluations, awardee agreement requirements, pre-construction phase reviews, procurement and installation phase reviews, and long-term maintenance phase reviews, including requirements on invoicing, data, and reporting compliance. At the time of the publication of this EVID Plan update, ARDOT has announced its EVID Round 1 site awards and is working to ensure compliance during each phase of EVID Program administration as shown in **Table 9.1**.

**Table 9.1:** ARDOT’s Plans for NEVI Implementation Phase Compliance

Phase	Process for Federal & State Program Compliance
Procurement Submission Requirements	<ul style="list-style-type: none"> <li>• <b>Equipment Specifications &amp; Design:</b> Proposers required to follow 23 CFR 680 and submit equipment specifications, preliminary site design, and utility power service information.</li> <li>• <b>Labor, Safety, &amp; Installation Standards:</b> Proposers required to follow 23 CFR 680 and submit information on team qualifications including EVITP certification.</li> <li>• <b>Installation, Operation, &amp; Maintenance:</b> Proposers required to submit narrative and information describing plan for installation, operation, and maintenance compliance.</li> <li>• <b>Interoperability, Data Collection, &amp; Reporting:</b> Proposers required to submit signed “Certification” form detailing their adherence to all 23 CFR 680 and EVID requirements.</li> </ul>
Proposal Review & Evaluation Process	<ul style="list-style-type: none"> <li>• <b>Equipment Specifications &amp; Design:</b> ARDOT evaluation for compliance and resiliency.</li> <li>• <b>Labor, Safety, &amp; Installation Standards:</b> ARDOT reviews proposal compliance.</li> <li>• <b>Installation, Operation, &amp; Maintenance:</b> ARDOT reviews proposal compliance.</li> <li>• <b>Interoperability, Data Collection, &amp; Reporting:</b> ARDOT reviews proposal compliance.</li> </ul>
Award Agreement Contractual Terms & Conditions	<ul style="list-style-type: none"> <li>• <b>Equipment Specifications &amp; Design:</b> Awardee contracted for 23 CFR compliance.</li> <li>• <b>Labor, Safety, &amp; Installation Standards:</b> Awardee contracted for 23 CFR compliance.</li> <li>• <b>Installation, Operation, &amp; Maintenance:</b> Awardee contracted for 23 CFR compliance.</li> <li>• <b>Interoperability, Data Collection, &amp; Reporting:</b> Awardee contracted for compliance.</li> </ul>
Pre-Construction Activities Phase	<ul style="list-style-type: none"> <li>• <b>Equipment Specifications &amp; Design:</b> ARDOT review, NEPA clearance, Notice to Proceed.</li> <li>• <b>Labor, Safety, &amp; Installation Standards:</b> Awardee provides proof of certified labor team.</li> <li>• <b>Installation, Operation, &amp; Maintenance:</b> Awardee updates compliance plans as needed.</li> <li>• <b>Interoperability, Data Collection, &amp; Reporting:</b> ARDOT and awardee review EV-Chart.</li> </ul>



Phase	Process for Federal & State Program Compliance
Equipment Purchase & Construction Phase	<ul style="list-style-type: none"> <li>• <b>Equipment Specifications &amp; Design:</b> ARDOT NTP, awardee buys approved equipment.</li> <li>• <b>Labor, Safety, &amp; Installation Standards:</b> Certified electricians safely install equipment.</li> <li>• <b>Installation, Operation, &amp; Maintenance:</b> ARDOT inspects, issues Notice of Acceptance.</li> <li>• <b>Interoperability, Data Collection, &amp; Reporting:</b> 5-year O&amp;M and reporting begin after ARDOT NTP.</li> </ul>
Operations & Maintenance Phase	<ul style="list-style-type: none"> <li>• <b>Equipment Specifications &amp; Design:</b> Awardee reports on compliance, ARDOT reviews.</li> <li>• <b>Labor, Safety, &amp; Installation Standards:</b> Awardee reports on compliance, ARDOT reviews.</li> <li>• <b>Installation, Operation, &amp; Maintenance:</b> Awardee reports compliance, ARDOT reviews.</li> <li>• <b>Interoperability, Data Collection, &amp; Reporting:</b> ARDOT reimburses based on compliance.</li> </ul>

The processes above operationalize the strategies outlined in ARDOT’s first EVID Plan, implementing detailed compliance requirements, inspections, and reports in all phases of EVID Program administration.



## 10. EQUITY CONSIDERATIONS

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.

### 10.1. Arkansas’ Identification and Outreach to Disadvantaged Communities

**Section 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 10.1**.

**Table 10.1:** Arkansas’ Equity Engagement Objective

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.

To achieve this 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 10.1**.

**Figure 10.1:** Identified Equity Groups for Arkansas’ EVID Plan Equity Engagement

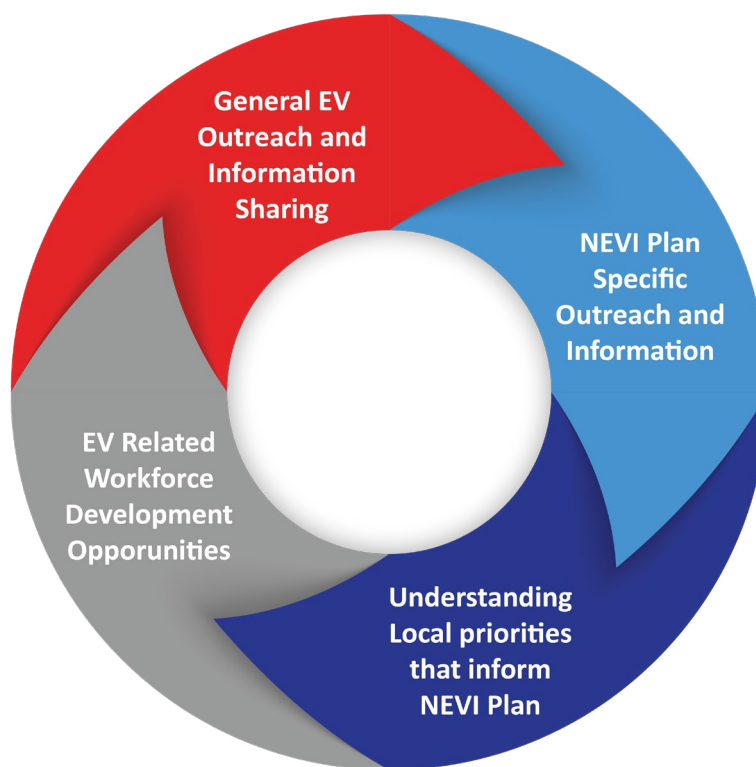


Source: ARDOT (July 2023)

ARDOT’s NEVI Project Management Team (PMT) will continue 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 EVID Plan updates. ARDOT expects to begin deeper equity-based engagement throughout 2025, following the approval of the FY2025 EVID Plan update and possible second round EVID procurement and selection process.

Throughout the FY2025–2026 Arkansas’ NEVI equity-based engagements, ARDOT will seek to establish a framework of four core areas of content as shown in **Figure 10.2**. These include ensuring equity-based partners are provided foundational information on: (1) EV and EV charging stations, (2) EVID Plan-specific information to understand the goals and parameters of the NEVI Formula Program, (3) Opportunities to share information on local transportation electrification needs and priorities to inform annual Arkansas EVID Plan updates and future competitive procurements, and (4) EV-related workforce development opportunities within Arkansas.

**Figure 10.2:** Community Engagement

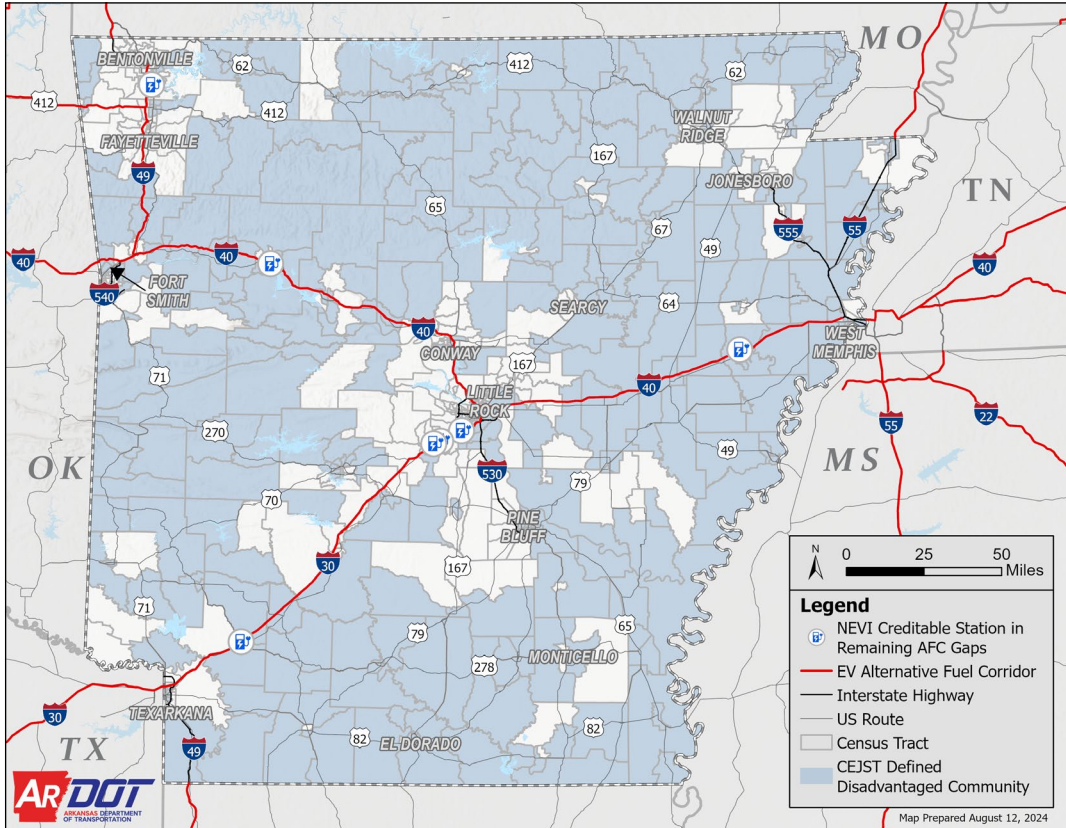


Source: ARDOT (July 2023)

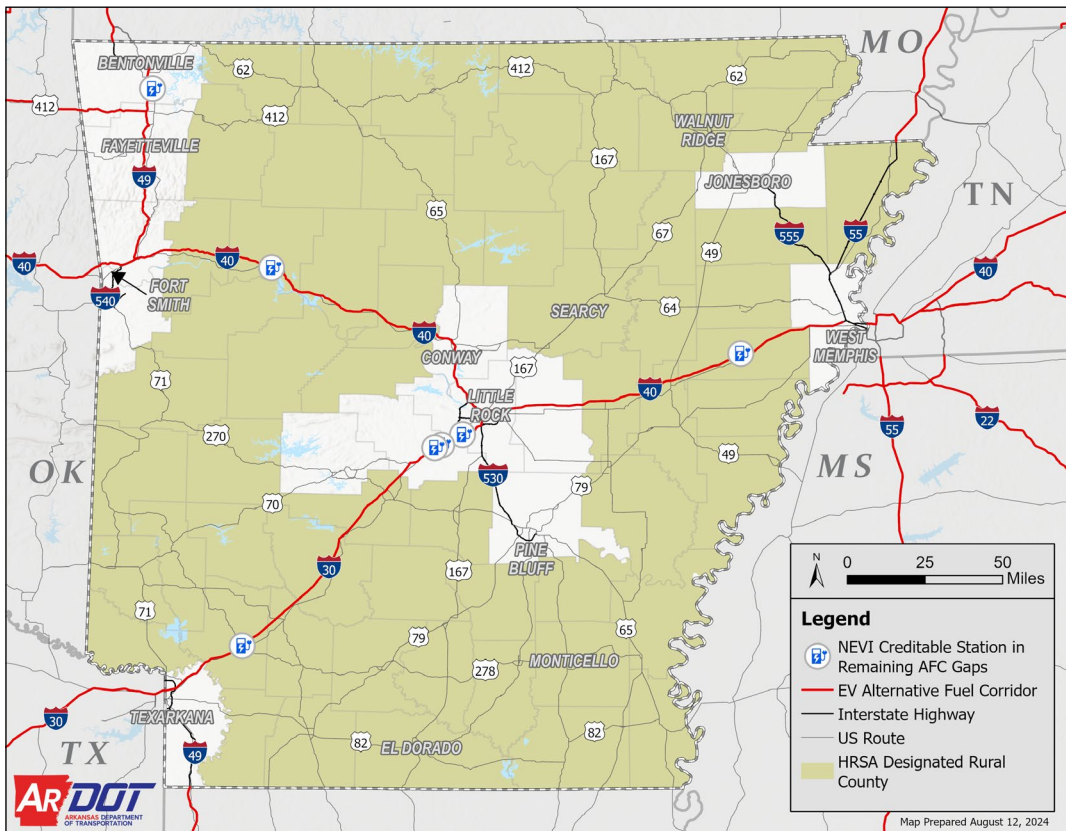
## 10.2. Identifying, Quantifying, and Measuring Benefits to Arkansas’ Disadvantaged Communities

ARDOT used the Climate & Economic Justice Screening Tool (CEJST), recommended by the Joint Office, to assist in identifying, quantifying, and measuring NEVI benefits to Disadvantaged Communities (DACs) as seen in **Figure 10.3**. Rural communities are also key considerations in ARDOT’s equity planning. **Figure 10.4** illustrates rural counties of Arkansas.

**Figure 10.3:** Arkansas' Federally Recognized Disadvantaged Communities



**Figure 10.4:** Arkansas' Health Resources and Services Administration Designated Rural Counties



Based on the mapping process documented in **Figure 10.3** and **Figure 10.4**, and factoring in the EVID Round 1 procurement awards, ARDOT has developed the initial estimates shown in **Table 10.2** as a starting point for quantifying how NEVI Formula Program funding will benefit DACs.

**Table 10.2:** Initial Analysis of Arkansas’ EVID Program Justice40 Benefits

Description		Quantification	
		Total	Percent Total
1.	Arkansas’ Land Area within a Federally Designated DAC	41,550	78%
2.	Miles of Arkansas’ Interstate and AFCs within DACs	441	56%
3.	Arkansas’ Land Area within a Designated Rural Area	43,541	81%
4.	Arkansas’ Interstate and AFC Miles within both DACs and Rural Areas	535	68%
5.	2023 RFP (Round 1) NEVI Funded EVSE Projects within DACs	11	58%
6.	2023 RFP (Round 1) NEVI Funded EVSE Projects within a Rural Area	8	42%
7.	2023 RFP (Round 1) NEVI Funded EVSE Projects within both a DAC and Rural Area	15	79%

Once the final awarded sites from Arkansas’ 2023 EVID Round 1 Procurement are commissioned, and operational EV charging station data is reported through USDOT’s EV-ChART reporting platform, ARDOT anticipates additional benefits, including but not limited to those detailed in **Table 10.3**.

**Table 10.3:** Additional Justice40 Benefit Calculations Based On Funded Stations

Benefit	Methodology
Improve clean transportation access through the location of chargers in DACs.	Analyze location of chargers in relation do DAC and transportation equity data in Arkansas.
Reduced transportation energy cost burden by enabling reliable access to affordable charging.	Analyze total kilowatts of energy used at all NEVI funded EV charging stations, calculating savings against petroleum.
Reduced exposures to transportation emissions.	Analyze total kilowatts of energy used at all NEVI funded EV charging stations, calculating emissions reduced through use of electricity versus petroleum as fuel.
Increased the EVSE job pipeline and workforce creation in disadvantaged communities.	Determine Disadvantage Business Enterprise participation in EVID program funded projects, calculate jobs in DACs.



## 11. LABOR AND WORKFORCE CONSIDERATIONS

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The ARDOT EVID program will invest at least \$54.1M in Federal funding and leverage \$13.5M in private investment for EV charging stations throughout Arkansas, generating demand 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 training to supply the needed electrical workforce to meet the state’s growing demand.

Arkansas 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 licensed electricians who have proactively sought and received additional EVSE specific training and certification through the Electric Vehicle Infrastructure Training Program (EVITP).

EVITP certification was required under 2023 EVID Competitive Procurement Program and Award Agreement, or other training program if and when such programs are approved by the Department of Labor, as stipulated under 23 CFR 680.106(j). 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 14 electrical contracting companies throughout the state with electricians on staff that are EVITP-certified. This number can scale up quickly through the online EVITP training and certification course (<https://evitp.org/Arkansas>) to meet the states growing demand for EVSE-trained electricians.

### 11.1. Procurement and Award Agreements (Contracting)

The 2023 EVID Competitive Procurement Program required proposers to demonstrate fulfillment of all Federal statutory requirements. ARDOT confirmed compliance with EVITP during the proposal package evaluation prior to awarding any project NEVI Formula Program funds, and the State’s Award Agreement will require continued proof of compliance of all workers with prevailing wage standards and all Federal and State labor and safety requirements. ARDOT’s Award Agreement with EV charging station developers includes, and expressly incorporates by reference, compliance with ARDOT’s additional EVID Program Safety Requirements and all 23 CFR labor and safety requirements, including the requirement for EVITP certified installers, compliance with Davis-Bacon, and compliance with all other Federal and State labor safety statutes.

## 12. PHYSICAL SECURITY & CYBERSECURITY

ARDOT is committed to the safety of the EVID program. The safety features required by the EVID program are comprehensive and designed to protect all stakeholders. Physical and cybersecurity updates in Arkansas' EVID Program include compliance with 23 CFR 680, and the expansion of State requirements to provide a robust, safe, and secure EV charging infrastructure network across the state as outlined below.

### 12.1. Physical Security and Safety

The EVID Program includes safety in all project phases, from proposal submission through five-year required operations and maintenance. The EVID Program includes all 23 CFR 680 safety requirements, as well as the following five areas of safety requirements for any project funded by ARDOT:

- 1. Site Planning Safety:** Site-specific plans are required for every EVSE installation, detailing existing and proposed conditions for all equipment placement, electrical and underground details, parking and traffic control, and pedestrian access route (PAR).
- 2. Electrical Safety:** EVSE should have a Charge Circuit Interrupting Device (CCID) or Ground Fault Circuit Interrupter (GFCI) to shut off the flow of electric power to reduce the risk of electric shock.
- 3. Fire Prevention Safety:** Charging equipment must be installed as per the latest National Electric Code (NEC) and National Fire Protection Association (NFPA) standards. A fire department emergency power disconnect should be provided within 50 feet of the EV charging station. All building codes and NFPA standards for placement of hydrants, standpipe systems, and extinguishers must be adhered to.
- 4. Lighting & Monitoring:** EVSE must be well lit with lighting meeting minimum standards, adhere to ADA accessibility and safety, and be monitored by security cameras for user and vehicle safety.
- 5. Additional Site Safety Requirements:** EVSE should include security design features to remain tamper-resistant and vandalism-resistant, such as tamper-resistant screws, anti-vandalism hardware, locked enclosures, and graffiti-resistant coating or paint.

### 12.2. Cybersecurity and Safety

Agreements with EVSE developers awarded NEVI Formula Program funding include and expressly incorporate by reference ARDOT's EVID Program Requirements, which supplements Part 680 of the NEVI Program Standards and Requirements contained with the FHWA Final Program Rule. ARDOT's EVID Program Requirements provide specification on EVSE Cybersecurity.



ARDOT's Award Agreement stipulates awardees must supply a written Cybersecurity Plan, audited and updated annually. The project Cybersecurity Plan must document potential risks and protections throughout the project's contracted lifetime. Evidence of adherence and updates to the Cybersecurity Plan must be supplied annually to ARDOT. The Cybersecurity Plan must provide details on how the awarded party will ensure data information encryption implements the National Institute of Standards and Technology (NIST) guidelines.

Employees or others involved in operation and maintenance with access to equipment and data are required to be located within the United States and comply with all aspects of the Project’s Cybersecurity plan. Independent audits will be performed at least annually by a third-party qualified security assessor. ARDOT will ensure its agreements 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 updated guidance and rulemaking.

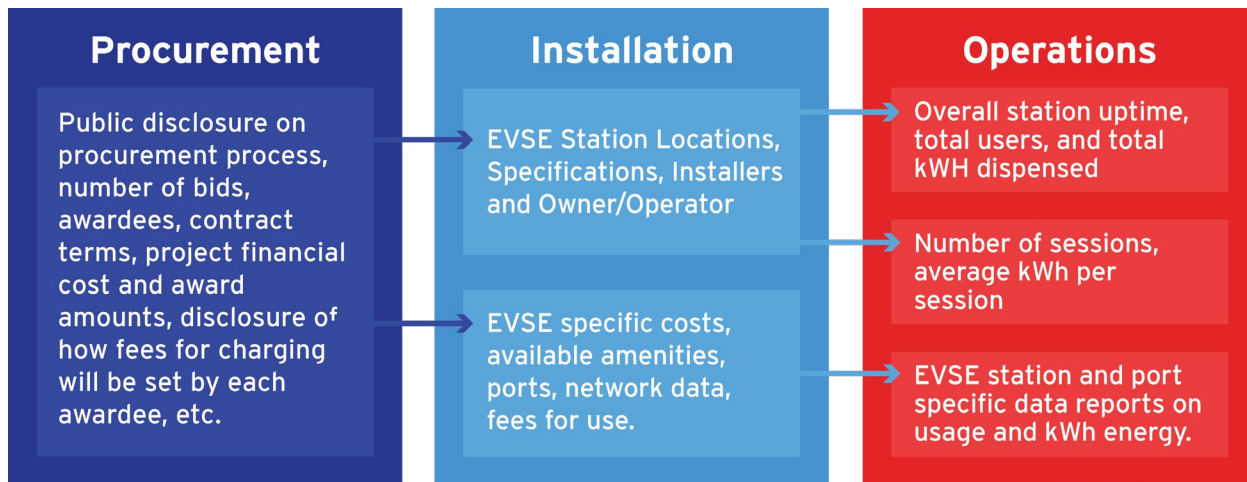


## 13. PROGRAM EVALUATION

ARDOT's NEVI Formula Program is a partnership with local and national EV industry vendors and site-hosts who are awarded funding through ARDOT's EVID Competitive Procurement Program to install, own, operate, and maintain NEVI compliant chargers. As such, ARDOT's program evaluation will rely primarily on contractually obligating all funded parties to minimum NEVI program compliance and reporting standards as described throughout this EVID Plan. More specifically, all awardees will be held to EVSE standards on interoperability, networking, communication, data collection, and reporting, and required to submit quarterly and annual data to the USDOT EV-Chart platform, ensuring required data is collected and reported at both the state and national level that enables 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 data including site name, ID number, & address; 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 additional 23 CFR 680.112 data.

**Figure 13.1:** Arkansas' EVID Program Evaluation Categories



Source: ARDOT (July 2023)

ARDOT will use the information reported by all parties awarded NEVI funding to perform overall program evaluation and report information to the USDOT and general public on procurement, installation, operation, maintenance, and usage of NEVI-funded EVSE in Arkansas as **Figure 13.1** illustrates.

## 14. DISCRETIONARY EXCEPTIONS

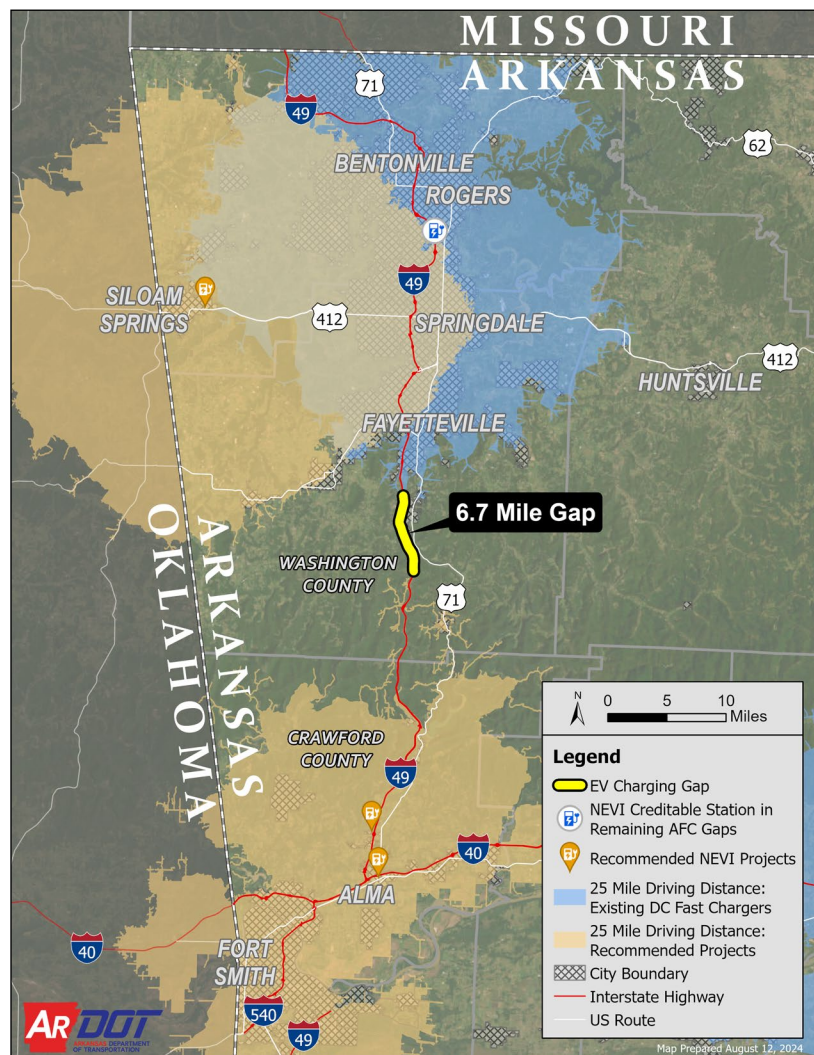
ARDOT's first phase goal for NEVI Formula Program funding is to fully build out the State's Interstates and EV AFCs. With the FY25 EVID Plan Update, ARDOT is officially requesting a 50-mile distance exception based on the awarded site location outcomes of the State's Round 1 EVID RFP and awards announcement.

### 14.1. Exception Request Summary

**Table 14.1:** Exception Request Summary

Exception #	Type	Deviation Distance	Corresponding AFC	Reason for Exception Request
1 (see <b>Figure 14.1</b> )	<input checked="" type="checkbox"/> 50 miles apart <input type="checkbox"/> 1 mile from exit	6.7 miles	I-49	<input type="checkbox"/> Grid Capacity <input checked="" type="checkbox"/> Geography <input type="checkbox"/> Equity <input type="checkbox"/> Extraordinary Cost

**Figure 14.1:** Exception Request Map



## 14.2. Exception Request Justifications

- a. Request Explanation:** ARDOT is requesting a 50-mile distance exception on Interstate 49, a designated Alternative Fuel Corridor in the state of Arkansas. The 6.7-mile EV charging station service gap falls between an existing NEVI creditable station located in Northwest Arkansas at Wal-Mart (Store 5260, 4208 Pleasant Crossing Blvd, Rogers, Benton County, AR), extending south, 56.7 miles to ARDOT's Round 1 awarded site at Alma's Love Travel Stop, (8060 Highway 282, Crawford County, Alma, AR). Therefore, the distance between these existing and future NEVI stations is 56.7 miles driving distance on Interstate 49, creating the need for this 6.7-mile distance exception request.

This 6.7-mile exception request to the 50-mile NEVI distance requirements will allow ARDOT to maximize the ability to provide coverage on Arkansas' AFCs, while limiting financial expenditures and speeding the timeline for compliance with FHWA full build out requirements. This request is based on the results of ARDOT's Round 1 competitive procurement and the proposals received. No highly responsive proposals to the EVID Round 1 Evaluation Criteria were received in this area, and therefore no EV charging stations were awarded in this 6.7-mile gap area. In addition, this exception request is based on the fact that all logical paths of travel leading to this 6.7-mile EV charging gap on I-49 are served by existing or newly awarded NEVI compliant EV charging stations.

- b. Proposed Alternative:** This 6.7-mile EV charging station gap is served by existing and awarded EV charging stations on I-49 north and south, as well as EV charging stations awarded to serve I-40 and US-412 bisecting I-49 for east and westbound travel, with these routes connecting to I-49 in the north (US-412) and south (I-40). ARDOT will consider allowing additional proposals for stations to serve this 6.7-mile gap in future procurements. However, given no highly responsive proposals were received in the State's Round 1 EVID RFP process, ARDOT is requesting an exception for this 6.7-mile gap. In addition, ARDOT intends to release an EVID Round 2 RFP to give an opportunity to the existing station to gather and report all required NEVI program information to credit the station toward a fully built out certification. In the scenario where the existing NEVI creditable station neither proposes nor selected in ARDOT's Round 2 EVID Procurement process, ARDOT will fund a new NEVI compliant station in that remaining gap.
- c. Substantiating Analysis:** ARDOT's analysis is based on the 120 proposals received in the NEVI EVID Round 1 RFP competitive procurement process. Of the proposals received, no highly responsive proposals were received to fill this 6.7-mile EV charging station service gap. Given the short distance (6.7 miles) and the fact that existing and newly awarded NEVI compliant EV charging stations will serve all logical paths of travel on I-49 north and south of this gap area, as well as newly awarded EV charging stations will serve east and west travel on I-40 and US-412 bisecting I-49 to the north and south, ARDOT's analysis substantiates that this gap is applicable for a 50-mile distance exception request.

## 15. APPENDIX A: SUPPORTING MATERIALS

To keep the content of **Section 7. Existing and Future Conditions Analysis** manageable, documentation of EV chargers along AFCs (inclusive of non-compliant EV chargers), as required by the EVID Plan update template, is provided here in **Table A1**.

**Table A1:** AR & AFC Interstate EV Charging Stations (Including Non-NEVI Compliant)

ID	Level	Route	Address	Ports	EV Network	Meets 23 CFR 680	Build Out Credit
101979	DCFC	30	11201 Bass Pro Parkway Little Rock, AR, 72210	10	Tesla	No	No
121802	DCFC	49	4280 S Pleasant Crossing Blvd. Rogers, AR, 72758	4	Electrify America	TBD	TBD
121814	DCFC	40	230 Market Street Clarksville, AR, 72830	4	Electrify America	TBD	TBD
121819	DCFC	40	205 Deadrick Rd Forrest City, AR, 72335	4	Electrify America	TBD	TBD
121820	DCFC	30	8801 Baseline Road Little Rock, AR, 72209	8	Electrify America	TBD	TBD
121827	DCFC	30	2400 N Hervey St. Hope, AR, 71801	4	Electrify America	TBD	TBD
153886	DCFC	49	898 W Monroe Ave Lowell, AR, 72745	8	Tesla	No	No
166861	DCFC	40	3202 Pence Lane Ozark, AR, 72949	8	Tesla	No	No
187161	DCFC	40	1401 Pincrest Street Brinkley, AR, 72021	8	Tesla	No	No
187164	DCFC	40	500 Pointer Trail Van Buren, AR, 72956	6	Tesla	No	No
205264	DCFC	630	724 S Woodrow St Little Rock, AR, 72205	1	ChargePoint Network	No	No
205269	DCFC	630	724 S Woodrow St Little Rock, AR, 72205	1	ChargePoint Network	No	No
224562	DCFC	555	3920 Southwest Drive Jonesboro, AR, 72404	7	Tesla	No	No
251924	DCFC	40	1003 N Museum Rd Conway, AR, 72032	1	ChargePoint Network	No	No
253417	DCFC	49	5000 W Pauline Whitaker Pkwy Rogers, AR, 72758	1	ChargePoint Network	No	No

ID	Level	Route	Address	Ports	EV Network	Meets 23 CFR 680	Build Out Credit
306838	DCFC	30	1615 N Hervey St Hope, AR, 71801	16	Tesla	No	No
308738	DCFC	30	1501 N 10th St Arkadelphia, AR, 71923	2	EV Connect	No	No
312368	DCFC	40	3200 E Main St Russellville, AR, 72802	2	EV Connect	No	No
319637	DCFC	555	2907 E Parker Rd Jonesboro, AR, 72404	1	EV Connect	No	No
319921	DCFC	555	3207 Stadium Blvd Jonesboro, AR, 72404	3	EV Connect	No	No
320547	DCFC	530	3 Smart Dr White Hall, AR, 71602	2	EV Connect	No	No
328886	DCFC	40	955 S Amity Rd Conway, AR, 72032	12	Tesla	No	No
331327	DCFC	30	23190 Interstate 30 Bryant, AR, 72022	4	Shell Recharge	No	No



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# STATE PLAN FOR EV INFRASTRUCTURE DEPLOYMENT