

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 Bipartisan Infrastructure Law (BIL) to build a national network of 500,000 electric vehicle (EV) charging stations by 2030 along federally designated Alternative Fuel Corridors (AFC). NEVI will provide funding to states over the next five years to strategically deploy Electric Vehicle Supply Equipment (EVSE) charging station infrastructure and increase access to charging stations for Americans to travel across states and nationwide in EVs.

Q: How much NEVI funding does Arkansas get?

A: Arkansas will receive \$54.1 million in NEVI program funding over five years beginning with \$8 million in 2022.

Q: How must Arkansas NEVI funds be spent?

A: Arkansas’s initial NEVI Formula Program funds are directed by the BIL and U.S. Dept. of Transportation (U.S. DOT) rules for use in building EVSE charging stations along Arkansas’s portions of the Federal Interstate Highway system and FHWA designated AFCs. Once Arkansas Interstates and AFCs are fully built out to NEVI compliant standards and certified by U.S. DOT, Arkansas may use funds provided under the NEVI Formula Program 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?

A: In July 2016 U.S. DOT and FHWA created the AFC program; established specific criteria for nominating portions of the National Highway System and called 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. For more information, please see: www.fhwa.dot.gov/environment/alternative_fuel_corridors/

Q: What does “fully built out” to NEVI Program Standards mean?

A: To be considered “fully built out,” for the NEVI Program, Interstate Highways & AFCs must have:

- Publicly accessible DC Fast Charging Stations every 50 miles within 1 travel mile of the interchanges
- At least Four 150kW DC Fast Chargers
- Ports must be Combined Charging System (CCS1)
- Must simultaneously DC fast charge four EVs at 150kW

Q: What are ARDOT’s NEVI plans to fully build out?

A: ARDOT’s overall plans for the NEVI deployment will focus on building out Arkansas’s portions of the Federal Interstate Highway System for at least the first year, moving on to FHWA-designated EV AFCs and remaining Interstates. After U.S. DOT has certified Arkansas’s AFCs “fully built out” to NEVI compliant standards, ARDOT will then seek to expand NEVI Formula funding to allow for flexibility to right-size EVSE deployments to Arkansas’s regional routes of significance and to additional Arkansas EVSE charging priorities identified through public engagement.

Q: Will there be a public comment period?

A: ARDOT intends to continue public engagement and receive public input and feedback over the five-year NEVI Formula Program period.

ARKANSAS ELECTRIC VEHICLE CHARGING

July 2022



ARDOT will seek additional public input on its plan after the Aug. 1, 2022 submission, and seek feedback on its competitive procurement and RFP process that will be developed after the Arkansas NEVI plan is approved by U.S. DOT.

Q: What is “right-sizing” EV charging?

A: The NEVI Program currently requires four charging stations capable of 600kW continuous power per site. In some locations throughout rural areas of Arkansas, that level of utility power service may not be available, be cost prohibitive to bring to rural locations, or the level of EV charging demand may not be sufficient to support the business model for the sustainable operation of such high-power charging. After being certified “fully built out” by U.S. DOT, ARDOT will have the flexibility to allow local market conditions to help inform and ultimately “right size” the level of power and number of ports of EV charging stations throughout the rest of Arkansas’s highway system.

Q: How many charging stations will be deployed by NEVI?

A: Based on information from EV Charging station vendors, ARDOT’s working assumption is that a NEVI-compliant charging site (4 x 150kW EVSE) will cost ~\$1M fully installed. The NEVI program funding can provide up to 80% of the eligible costs of each site, hardware, and installation. Depending on final bidders and sites, Arkansas could build between 45-65 NEVI-compliant EVSE sites throughout the state.

Q: How will ARDOT choose EV charging station sites?

A: ARDOT intends to release a competitive procurement process in which EVSE site hosts will ultimately be identifying and applying for final locations, which ARDOT will select to award funding based on objective criteria.

In order to select “approximate locations” for the purposes of the Arkansas Year 1 NEVI Plan, ARDOT performed a preliminary review of 1) all existing NEVI-compliant EV charging stations, 2) identification of gaps in the NEVI-compliant “every 50 mile” distance requirements on Interstates and AFCs, 3) identification of all “eligible interchanges” within identified gaps, and 4) identified “approximate locations” on Arkansas interstates and AFCs that would allow the state to reach “fully built out” certification under the NEVI program.

ARDOT does not intend to restrict the final number of NEVI-compliant locations and will release a competitive procurement to ultimately solicit and award sites.

Q: What will the features of a competitive procurement be?

A: ARDOT will build on the agencies’ federal grant process experience and the Arkansas Dept. of Energy & Environment’s VW DC Fast Charge Funding Assistance program experience to create a competitive grant program and request applications. Selection criteria will be based on minimum NEVI Formula Program requirements and will likely include other ranked criteria such as site ability to provide maximum gap coverage, site readiness, available utility power, available amenities nearby, and cost. ARDOT is still developing this program and will provide updates and full details once available.

Q: Who will be eligible to apply for ARDOT’s NEVI Program?

A: Arkansas NEVI funds will be awarded to EVSE site hosts and owner-operators on a competitive basis, with eligible applicants including private sites and companies, public sites and local governments, and

ARKANSAS ELECTRIC VEHICLE CHARGING

July 2022



partnerships between public and private parties. Applicants will be required to provide at least 20% non-federal match. ARDOT does not intend to own, operate, or site NEVI-funded EV charging stations on its own property.

Q: Will ARDOT require one application per EVSE site?

A: ARDOT is still developing its program and does not currently have a final answer to these specific details. However, it is likely ARDOT will require separate applications for each site to better evaluate site-specific details such as: site ability to provide maximum gap coverage, site readiness, available utility power, available amenities, and cost. ARDOT is still developing this program and will provide updates and full details once available.

Q: What costs will be eligible under ARDOT's NEVI Program?

A: ARDOT is still developing its program and does not currently have a final answer to these specific details. However, it is likely ARDOT's program will follow federal guidance on costs closely. More details on NEVI program guidance can be found in the federal FAQ: www.driveelectric.gov/technical-assistance/

Q: What hardware will be eligible in the NEVI Program?

A: ARDOT is still developing its program and does not currently have a final answer to these specific details. However, U.S. DOT NEVI rules only specify broad operating parameters and not specific manufacturers, makes, and models of hardware. Detail on proposed federal requirements can be found in the NEVI Program Notice of Proposed Rulemaking (NPRM): www.driveelectric.gov/technical-assistance/

Q: Will the NEVI Program fund distributed energy resources?

A: ARDOT is still developing its program and does not currently have a final answer to these specific details. However, it is likely ARDOT's program will follow federal guidance on eligible costs closely. Federal guidance currently allows for distributed energy resources such as battery storage and solar if such equipment directly provides for EV charging and reduces the costs of overall EVSE operations. More details on NEVI program guidance can be found in the Notice of Proposed Rulemaking and federal FAQ: www.driveelectric.gov/technical-assistance/

Q: Will there be a cap per EVSE site in ARDOT's NEVI Program?

A: ARDOT is still developing its program and does not currently have a final answer to these specific details. However, U.S. DOT NEVI rules do not specify caps other than that federal NEVI Formula funding can provide no more than 80% of total eligible project costs and must be matched by a minimum 20% non-federal match for each project.

Q: What about rural areas not near Interstates & AFCs?

A: Arkansas's initial NEVI Formula Program funds are directed by the BIL and U.S. DOT rules for use in building EVSE charging stations along Arkansas's portions of the Federal Interstate Highway system that are designated FHWA EV AFCs. Once Arkansas Interstates and AFCs are fully built out to NEVI-compliant standards and certified by U.S. DOT, Arkansas may use funds provide under the NEVI Formula Program for EVSE charging infrastructure on any other publicly accessible sites. Due to this restriction, ARDOT will not be able to focus on rural sites not located on Interstates and AFCs until later years of the program after being certified "fully built out." ARDOT suggests applicants identify

ARKANSAS ELECTRIC VEHICLE CHARGING

July 2022



federal, state, and local grants and incentives that may provide funding for such locations until ARDOT has been certified “fully built out” under NEVI standards. More information on other grants and incentives can be found on ARDOT’s NEVI website: www.ardot.gov/evplan

Q: What is Justice40 and how does it apply to the NEVI?

A: The federal Justice40 Initiative applies to NEVI and its goals that at least 40% of the benefits of federal investments in climate and clean energy infrastructure are realized by disadvantaged communities. This does not mean, however, that 40% of all charging infrastructure funded under this program must be located in disadvantaged communities.

Q: How is Arkansas identifying and mapping equity?

A: For its NEVI Plan, ARDOT has used the [Argonne EV Charging Justice40 Map Tool](#) recommended in the NEVI guidance to assist in identifying, quantifying, and measuring NEVI benefits.

Q: How can prospective applicants prepare for NEVI RFPs?

A: Any prospective applicant looking for NEVI funding can begin to prepare in the following ways:

1. Read NEVI Program Requirements and Ensure site and intended project comply:
 - www.driveelectric.gov/technical-assistance/
 - https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf
2. Review US Department of Energy Guidance on EVSE Station Development:
 - https://afdc.energy.gov/fuels/electricity_infrastructure_development.html
3. Coordinate with your Electric Utility Provider: Begin site assessments to ensure your specific parking spaces have access to enough utility service to provide 600kW of continuous power to EVSE stations required by NEVI. Begin gathering information on required site upgrades needed, power service upgrades, possible utility peak and demand charges, and cost assessments for the full utility service upgrades required by your specific site and utility.
4. Coordinate with your preferred EVSE vendor(s): Ensure software, hardware, and networking services provided by the vendor(s) conforms to NEVI program requirements. Begin assembling cost quotes for the full design, hardware purchase, installation, networking fees, and annual costs associated with site operation and maintenance.

ARKANSAS ELECTRIC VEHICLE CHARGING

July 2022

