ARKANSAS DEPARTMENT OF TRANSPORTATION

ARKANSAS ENERGY & ENVIRONMENT

ARKANSAS' ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT (EVID) PLAN

August 2023
NEVI Formula Program

NOTICE OF NONDISCRIMINATION

The Arkansas Department of Transportation (ARDOT) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, ARDOT does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low income status in the admission, access to and treatment in the Department's programs and activities, as well as the ARDOT's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding ARDOT's nondiscrimination policies may be directed to Civil Rights Officer Joanna P. McFadden (ADA/504/Title VI Coordinator), PO Box 2261, Little Rock, AR 72203-2261, (501) 569-2298 (Voice/TTY 711), or to the following email address: Joanna.McFadden@ardot.gov.

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape, and in braille.

TABLE OF CONTENTS

I. INTRODUCTION 1
II. STATE AGENCY COORDINATION 3
III. PUBLIC ENGAGEMENT 6
IV. PLAN VISION AND GOALS 17
V. CONTRACTING 19
VI. CIVIL RIGHTS 23
VII. EXISTING AND FUTURE CONDITIONS ANALYSIS 24
VIII. EV CHARGING INFRASTRUCTURE DEPLOYMENT 30
IX. IMPLEMENTATION 33
X. EQUITY CONSIDERATIONS 35
XI. LABOR AND WORKFORCE CONSIDERATIONS 39
XII. PHYSICAL SECURITY & CYBERSECURITY 40
XIII. PROGRAM EVALUATION 42
XIV. DISCRETIONARY EXCEPTIONS 43
APPENDIX A: SUPPORTING MATERIALS 44

TABLE OF FIGURES

Figure 1: NEVI Formula Program Administration Milestones 1
Figure 2: Interagency Project Management Team 3
Figure 3: Arkansas Neighboring State Existing NEVI Compliant EV Charging Stations 5
Figure 4: Gap Segment Survey Snapshop 10
Figure 5: EV FAQ Sheet (English) & Fact Sheet (Spanish) 14
Figure 6: EVID Procurement Submission Portal 15
Figure 7: NEVI Goals, EVSE Development Approach 17
Figure 8: NEVI Formula Program Funds 18
Figure 9: Primary Objectives of EVID Competitive Procurement Program 19
Figure 10: Arkansas' NEVI Compliant EV Charging Station Gap Map 20
Figure 11: ARDOT EVID Competitive Procurement & Contracting Next Steps 22
Figure 12: Existing NEVI Compliant EVSE Charging Stations on Arkansas' AFCS 27
Figure 13: Arkansas Existing EVSE Upgradable Potential Sites & AFC Termini 28
Figure 14: Arkansas' NEVI Compliant EVSE Charging Stations Gap Map 31
Figure 15: Identified Stakeholder Groups for Arkansas' EVID Plan Equity Engagement 35

Figure 16: Community Engagement 36
Figure 17: Arkansas Federally Recognized Disadvantaged Communities 37
Figure 18: Arkansas Health Resources and Services Administration Designated Rural Counties 37
Figure 19: Arkansas' EVID Program Evaluation Categories 42

TABLE OF TABLES

Table 1: Additional Information and Modifications to Arkansas' 2022 EVID Plan 2
Table 2: Arkansas NEVI Plan State Agency Coordination 4
Table 3: Arkansas' Neighboring State DOTs 5
Table 4: Arkansas NEVI Plan Public Engagement Objectives & Audiences 6
Table 5: Arkansas NEVI Electrification Working Group 7
Table 6: Arkansas Electrification Working Group Engagement & Use of Input 8
Table 7: Utility Engagement Activities 8
Table 8: General Community and Public Engagement 11
Table 9: Legislature Engagement 13
Table 10: NEVI Formula Program and EVID Media Coverage 15
Table 11: ARDOT's 2023 Competitive Procurement Evaluation Methodologies 20
Table 12: ARDOT's NEVI Competitive Procurement Program Schedule 21
Table 13: ARDOT's 2023 Competitive Procurement Federal & State Plan for Compliance 22
Table 14: ARDOT's 2023 Competitive Procurement Federal & State Plan Compliance 23
Table 15: AR Geography, Terrain, Climate, Land Use, and Population Conditions 24
Table 16: Highway System and Travel Patterns 25
Table 17: Electrical Service Utilities, Grid Capacity, Electricity Uses, and Pricing 25
Table 18: Arkansas Electrical Vehicle Registration, Growth, and Distribution 26
Table 19: Existing NEVI Compliant DCFC Details 27
Table 20: Known EVSE Risks and Challenges 29
Table 21: Arkansas Annual NEVI Funding Sources and Uses 30
Table 22: Interchange Locations within EVSE Charging Corridor Service Gaps 30
Table 23: EVSE Related State, Regional, and Local Policy Considerations 32
Table 24: ARDOT's Plans for NEVI Implementation Phase Compliance 33
Table 25: Arkansas Equity Engagement Objective 35
Table 26: Initial Analysis of Arkansas EVID Program Justice40 Benefits 38
Table 27: Additional Justice40 Benefit Calculations Based On Funding Stations 38
Table A1: AR & AFC Interstate EV Charging Stations (Including Non-NEVI Compliant) 44

I. INTRODUCTION

On September 14, 2022, the Federal Highway Administration (FHWA) approved Arkansas' 2022 Electrical Vehicle Infrastructure Deployment (EVID) Plan. Arkansas' 2022 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 of the 2022 EVID Plan released FY22 and FY23 NEVI Formula Program funds to the Arkansas Department of Transportation (ARDOT) totaling $19.5M.

ARDOT's 2023 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 2023 EVID Plan follows the NEVI plan update template published by the Joint Office of Energy and Transportation (Joint Office) on June 2, 2023.

Arkansas Will Recieve:

$54.1

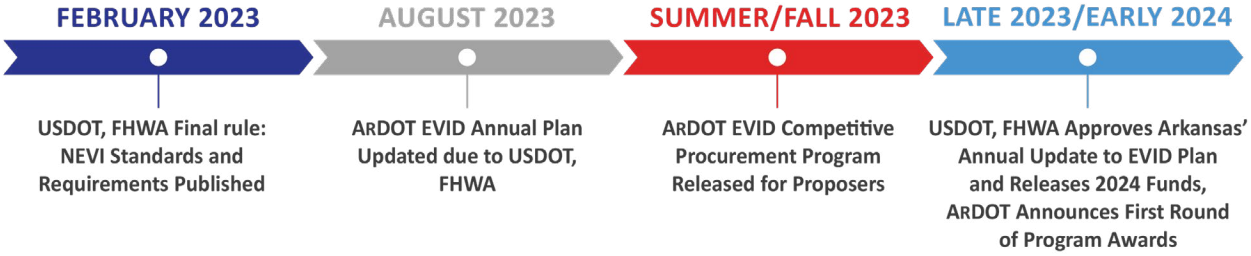
million in NEVI Formula Program funding over five years.

$19.5

million in 2022 and 2023.

ARDOT is currently administering FY22 and FY23 NEVI Formula Program funds through a competitive procurement program 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) will be released in the summer/fall of 2023. **Figure 1** describes ARDOT 's NEVI Formula Program Administration Milestones.

Figure 1: NEVI Formula Program Administration Milestones



Source: *ARDOT (July 2023)*

This 2023 EVID Plan documents program advancements made in the planning and administration of Arkansas' NEVI funds since FHWA's approval of the 2022 EVID Plan. Because some sections of the EVID Plan will not change from year to year, beginning with this 2023 EVID Plan, ARDOT has prepared a more

streamlined EVID Plan to serve as the basis for future annual updates. The 2023 EVID Plan does not currently commit FY24 NEVI Formula Program funds to any specific EV charging station project. ARDOT anticipates the 2024 EVID Plan will include the final list of awarded EV charging station projects chosen as part of the competitive procurement process with FY22 and FY23 funds.

Table 1 lists each section of the 2023 EVID planning document and provides a summary of updates and modifications made to the 2022 EVID Plan.

Table 1: Additional Information and Modifications to Arkansas' 2022 EVID Plan

EVID Plan Sections		2023 Updates and Modifications to 2022 EVID Plan
I.	Introduction	Summary of 2023 EVID Plan section updates.
II.	Stage Agency Coordination	No significant change.
III.	Public Engagement	Addition of detailed Community Engagement Outcomes report information as required by the 2023 NEVI Plan Template.
IV.	Plan Vision and Goals	No significant change.
V.	Contracting	Addition of detailed updates on development and status of the ARDOT 2023 EVID Competitive Procurement Program.
VI.	Civil Rights	Updates on how Civil Rights compliance is included in the 2023 EVID Procurement Program
VII.	Existing and Future Condition Analysis	Summary of information on existing conditions, updates to mapping of existing and upgradable EVSE, and maps of AFC termini.
VIII.	EV Charing Infrastructure Deployment	Updated information on how the 2023 EVID Procurement Program will deploy stations toward FHWA full build out certification.
IX.	Implementation	Updated information on how 23 CFR 680 compliance is included in the 2023 EVID Procurement Program.
X.	Equity Considerations	Updated information on 2023 EVID Equity mapping, and updates to the identification and preliminary quantification of Justice40 benefits.
XI.	Labor and Workforce Considerations	Updates on how 23 CFR 680.106 (j) compliance is included in the 2023 EVID Procurement Program.
XII.	Physical Security & Cybersecurity	Updates on how the 2023 EVID Procurement Program includes physical and cybersecurity requirements and compliance.
XIII.	Program Evaluation	No significant change.
XIV.	Discretionary Exceptions	No significant change.
Appendix	Supporting Materials	Updated data on existing EV charging stations as required by the 2023 NEVI Plan Template.

II. 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, that 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.

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 weekly agency planning meetings, as well as engage peer state agencies in its continuing NEVI planning and implementation processes on relevant activities in their jurisdictions.

Interagency Working Group

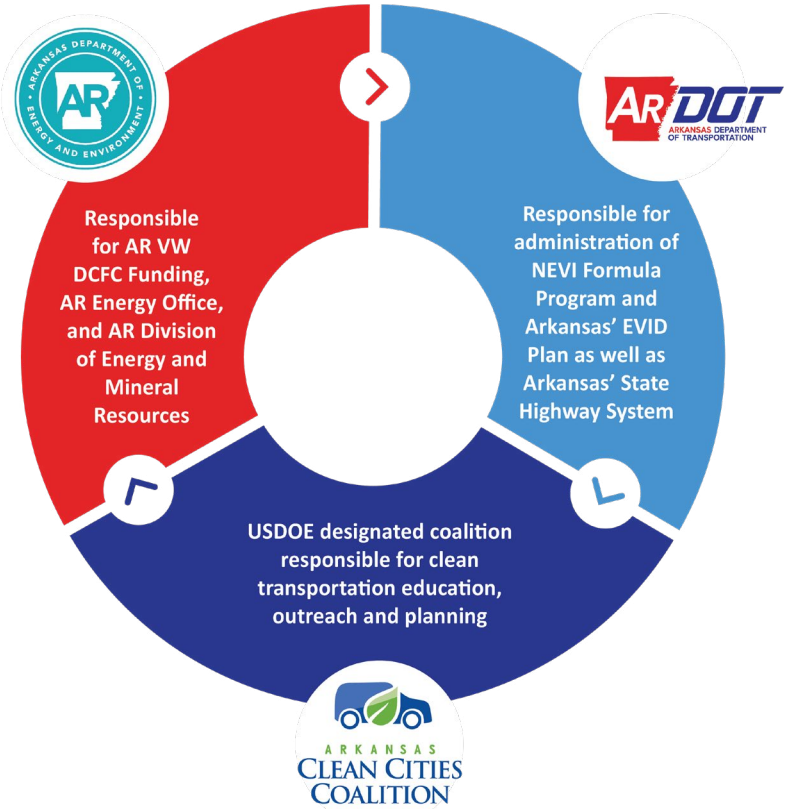
Since FHWA approval of Arkansas' 2022 EVID Plan, ARDOT has facilitated weekly NEVI Project Management Team (PMT) meetings, regularly coordinating with peer agency partners that have the most subject matter experience with EVs and EVSE charging station deployments. NEVI PMT meetings have included key ARDOT staff from the Planning Division and Program Management 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**.

The focal point of PMT meetings since approval of the 2022 EVID has been on development, refinement, and ultimate implementation of the competitive procurement program for administration of Arkansas' FY22 and FY23 NEVI Formula Program funds.

Arkansas Additional State Agency Coordination

ARDOT continues to coordinate on administration of the NEVI Formula Program with Arkansas state agency peers as needed for their specific expertise and jurisdictional authority as summarized in **Table 2**.

Figure 2: Interagency Project Management Team



Source: *ARDOT (July 2023)*

Table 2: Arkansas NEVI Plan State Agency Coordination

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

Source: *ArDOT (July 2023)*

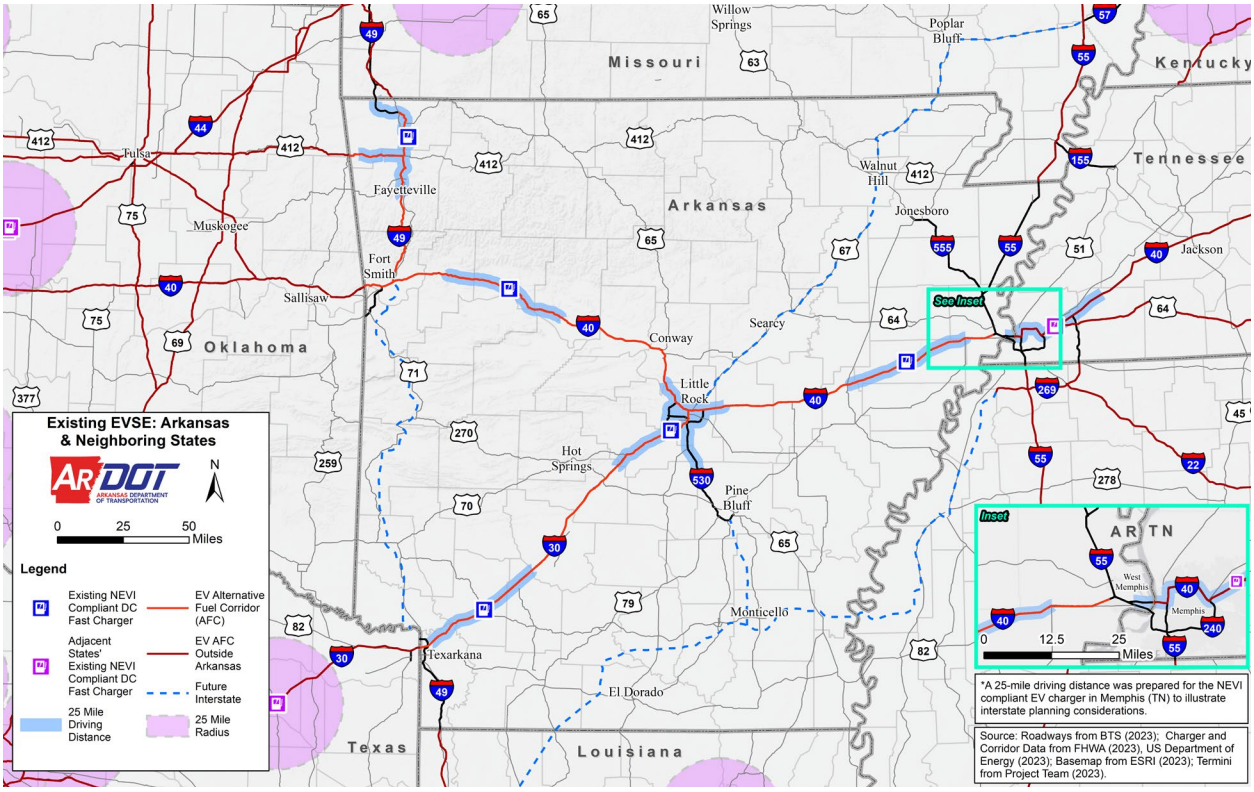
Neighboring State Agency NEVI Coordination

ARDOT continues to engage and coordinate with staff from other agencies and neighboring state DOTs to discuss coordination needs and solutions for deployment of EV charging stations at gaps along shared state border regions. ARDOT and E&E have participated in conversations with neighboring state DOTs in one-on-one planning calls and at events such as the National Association of State Energy Officials, Lower Central and Southeast EV Regions (2022) and the National Governors Association State Infrastructure Coordinators Roundtable (2023) and will continue to actively participate in these interstate planning opportunities as they are presented. ARDOT continues to convene meetings with its neighboring states Missouri, Tennessee, Mississippi, Louisiana, Texas, and Oklahoma as detailed in **Table 3** and **Figure 3**.

Table 3: Arkansas' Neighboring State DOTs

Neighboring State DOT Coordination		
Coordination on I-49 and other routes of significance	Coordination on Highway routes of significance	Coordination on I-49, 55, and other routes of significance
Coordination on I-40, Highway 412, and other routes of significance	Coordination on I-40 and other routes of significance	Coordination on I-30 and other routes of significance

Figure 3: Arkansas Neighboring State Existing NEVI Compliant EV Charging Stations



III. PUBLIC ENGAGEMENT

This section of the 2023 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 2022. Since FHWA's approval of the 2022 EVID Plan, ARDOT has prioritized facilitating productive 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 the Arkansas community engagement process has been used to develop and refine ARDOT's first-round competitive procurement program and to further refine this 2023 EVID Plan update. Engagement efforts since 2022 EVID approval can be aggregated into three broad types:

- **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.
- **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.
- **Decision Making:** Engagements designed for collaborative participation, where conversations lead to collectively informed decisions with a goal of incorporating stakeholder perspectives.

This public engagement process incorporates strategies allowing ARDOT and peer agency representatives to engage stakeholders in phases that build upon each other to both grow the content of the state's EVID Plan and procurement program, as well as expand the types and depth of public feedback received. **Table 4** details ARDOT 's ongoing public engagement objectives.

Table 4: Arkansas NEVI Plan Public Engagement Objectives & Audiences

Objective	Description and NEVI Relevance
Ongoing Conditions Assessments and Planning Activities	Identify and involve transportation planning organizations (MPOs), electric utility providers, and other technical partners to better understand local and regional needs, as well as assess EVSE locations, feasibility, EVSE installation and operation best practices, projected costs, and future EVSE needs.
Stakeholder and Industry Group Engagement	Engage stakeholders and industry to ensure EV charging infrastructure achieves equitable and fair distribution, as well as better understand how EVSE can support the needs of the diverse users of Arkansas' transportation system including motorists, public transportation, freight, logistics, and goods movement.
Public Engagement and Procurement Publicity	Ensure public participation opportunities are provided to facilitate equitable audience accessibility, as well as ensure all ARDOT NEVI Formula Funding Procurements are well publicized and fully subscribed.

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 USDOT, program evaluation for the state, and transparency for the general public.

Arkansas NEVI Electrification Working Group

In 2022, ARDOT convened the Arkansas NEVI Electrification Working Group. ARDOT has continued to host meetings with this group whose members include FHWA-AR; state agencies including the Arkansas Public Service Commission; electric utilities including large investor owned, cooperative, and municipal utilities; Metropolitan Planning Organizations (MPOs); the Arkansas Clean Cities Coalition; and key associations such as the Municipal League and County Judges who represent local jurisdictions **(Table 5)**.

Arkansas NEVI Electrification Working Group

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

Table 5: Arkansas NEVI Electrification Working Group

Arkansas Electrification Working Group Member Organizations		
ARDOT Arkansas Department of Transportation	FHWA Division Office	Arkansas Municipal League
Arkansas Department of Energy and Environment	Arkansas Governor's Office	Arkansas Clean Cities Coalition
Arkansas Public Service Commission	Arkansas Metropolitan Planning Organizations	County Judges Association of Arkansas
OG&E, entergy, Southwestern Electric Power Company (An AEP Company)	Electric Cooperatives of Arkansas	AMPA

ARDOT continues to convene the Arkansas Electrification Working Group **(Table 6)** to gather technical and planning input imperative to developing an effective procurement process and actionable EVID Plan update.

Table 6: Arkansas Electrification Working Group Engagement & Use of Input

Date	Event Title	Event Description	Purpose
4/12/23	Electrification Working Group Meeting: **RFP Development**	ARDOT staff distributed its draft RFP packet 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 NEVI RFP, answer Working Group questions, and gather feedback. **ARDOT updated its RFP packet based on Electrification Working Group input.**	Planning Decision Making
7/11/23	Electrification Working Group Meeting: **EVID Plan Update**	ARDOT staff distributed its 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 Working Group input.**	Planning Decision Making

Utility Engagement

ARDOT and program partners continue to coordinate and engage with electric utility providers across the state. Engagement activities have included online surveys, small symposiums, larger summit meetings, and an all-day collaborative event designed to spur solutions to Arkansas' expanding electric energy needs. Utility engagement has directly informed elements of ARDOT's EVID competitive procurement program and annual EVID update. Electric Utility engagement activities are detailed further in **Table 7**.

Table 7: Utility Engagement Activities

Date	Event Title	Event Description	Purpose
11/2/22	Arkansas EV Infrastructure Symposium	E&E presented information on NEVI at the Arkansas Association of Energy Engineers annual energy summit and trade show.	Informative
12/7/22	ARDOT with Arkansas Utility Partners Interactive Webinar	ARDOT distributed draft RFP utility coordination forms to utility partners with requests for written comments, as well as requested that utility partners provide information about any relevant interchanges on Arkansas' EV AFC charging station service gap segments requiring major grid upgrades to service NEVI compliant EVSE stations. During the comment period, ARDOT hosted a virtual meeting to present the draft utility coordination form, answer questions, and gather feedback. ARDOT updated the procurement RFP and the EVID Program utility form based on input.	Planning Decision Making

Date	Event Title	Event Description	Purpose
12/26/22	NASEO- Lower Central Region	E&E presented NEVI updates to Lower Central EV Region members. Discussed utility outreach and engagement in development of ARDOT's competitive procurement program.	Informative Planning
1/18/23	Arkansas Energy Engineers	E&E presented on EV Charging in Arkansas, in coordination with ARDOT, with a focus on NEVI implementation.	Informative
1/23/23	NASEO- Lower Central Region	ARDOT presented on utility coordination and feedback received to inform regional NEVI planning peers on best practices.	Informative Planning
2/21/23	Meeting with Entergy on Arkansas NEVI	ARDOT and E&E met with the largest investor-owned utility to discuss NEVI compliant power service available along AFCs.	Informative Planning
4/25/23	Entergy IIJA Summit Meeting	E&E staff attended the Entergy IIJA Summit in Washington, DC to better understand needs and expected electric utility infrastructure investments of state's largest electric provider.	Informative
6/15/23	Arkansas Energy Innovations Day	E&E presented on EV Charging in Arkansas, in coordination with ARDOT, to Arkansas Advanced Energy Association in partnership with the University of Arkansas Divisions of Economic Development and Research and Innovation.	Planning Decision Making

How Engagement with Utility Providers Shaped 2023 EVID Procurement & Plan Updates

- **Key Themes of Utility Input:** Utility partners stressed the need for coordination with the state and prospective proposers in the design and implementation of NEVI funded EV charging stations. Electric utilities also stressed the need to limit information request burdens on utility staff during the procurement process, as well as informed ARDOT on key utility points of contact for NEVI.
- **ARDOT Use of Utility 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 is a required part of proposal submission. ARDOT will review the form from 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. ARDOT will factor this data into final evaluation of proposals received from its RFP process.

Site-Specific Public Engagement

In addition to individual site host meetings, ARDOT conducted two 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. A more detailed description of each survey and its results follows.

Site-Specific EV Charging Station Gap-Service Surveys:

General Public Gap-Service Survey: After the submission of the 2022 State EVID Plan, ARDOT created an interactive GIS map of all EV charging station service gaps identified in Arkansas **(Figure 4)**. This interactive map was accompanied by a public survey, hosted on ARDOT's EVID website as well as distributed via email to ARDOT's NEVI interested party contact list. This survey solicited public feedback to help identify priority site locations for NEVI compliant EV charging station deployment, as well as gather public feedback on challenges and opportunities in the implementation of the Arkansas NEVI program. ARDOT has received 270 unique survey responses to date and the data verifies the EV AFC charging station gap segments identified in ARDOT's EVID Plan and Competitive Procurement will serve locations designated as needed by the public respondents.

EVSE Stakeholder Group Gap-Service Survey: Utilizing initial data from the public survey, ARDOT further developed a "market sounding survey" designed to inform the 2023 EVID Competitive Procurement Program by soliciting feedback from a targeted group of EVSE Industry stakeholders. This survey was specifically designed to identify sites industry believed would present challenges to deploying NEVI compliant EV charging stations. The main goal of this survey was to assess if any EV charging station service gaps on ARDOT Interstates and AFCs were likely to receive limited or no proposals from EVSE industry, preventing the award of deployments to complete the full build out of the Arkansas EV charging station highway system required by the NEVI program. ARDOT has received 27 unique survey responses to date and data gathered confirms vendors have preferred sites in each of the EV charging service gap segments identified in ARDOT's EVID Plan and Competitive Procurement.

Figure 4: Gap Segment Survey Snapshop

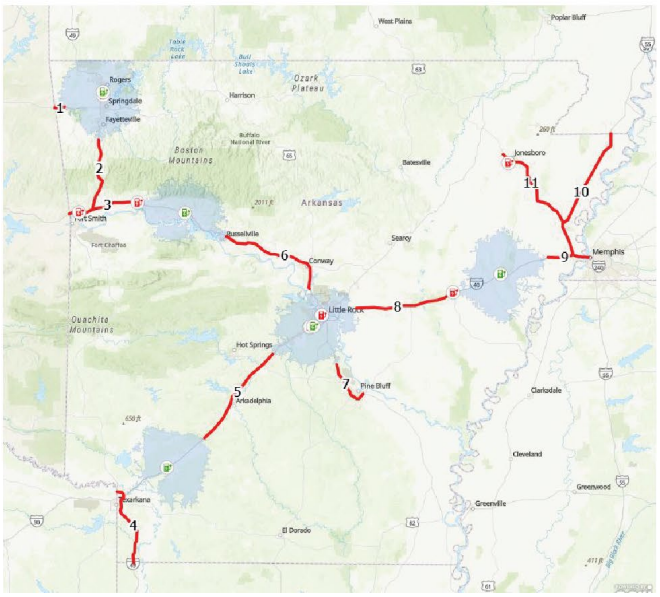
EV Charging Location Prioritization Survey

Eleven gaps have been identified between 25 mile charging service areas. These gaps (and the exit areas along them) can be explored using the web map. Your feedback is valuable to the implementation of this program. (For more detailed information and links to program documents see the box at the bottom of this page.)

Which of these best describes you?

(If none of these options are a good fit for you, please select "other" and describe yourself)

- Arkansas resident
- Motorist that passes through Arkansas
- Public / Private Sector interested in installing an EV charger
- Other



Source: *https://experience.arcgis.com/experience/95567303fe4042c681f0182f1dfbeec7*

How Site-Specific Engagement Shaped 2023 EVID Procurement & Plan Updates

- **Key Themes of Site-Specific Input:** ARDOT gathered survey data verifying that the EV AFC charging station gap segments identified in ARDOT 's EVID Plan and Competitive Procurement will serve locations designated as needed by the public and stakeholder respondents. In addition, the EVSE industry survey confirmed that vendors have preferred sites in each EV charging service gap segments.
- **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. Generally, feedback provided objective data that deployment along the service corridors as outlined in the EVID Plan and Competitive Procurement will be desirable to the public and feasible for prospective EVSE industry proposers.

Community and Public Engagement

Table 8 details community engagement activities conducted as part of 2023 EVID Plan development.

Table 8: General Community and Public Engagement

Date	Event Title	Description	Purpose
9/24/22	FestiVille	During National Drive Electric Week, the City of Jacksonville held a "family fun for everyone" Main Street community festival. ARDOT's EVID Program partners staffed an information booth to discuss the NEVI program and answer public EV questions.	Informative
10/2/22	Arkansas Advanced Energy Association Annual Meeting (emPOWER Arkansas)	The Arkansas Energy Office presented at the state's largest gathering of advanced energy related organizations. Becky Keogh, the State Infrastructure Coordinator, served as keynote for the event, in-lieu of the Governor, discussing IIJA opportunities including NEVI. Jason Willey, Co-Director of Arkansas Clean Cities presented on EV Charging during the Arkansas Energy Office block.	Informative
11/14/22	Women in Transportation Seminar (WTS)	WTS invited ARDOT and EVID Program partners to speak on the EVID Program and provide an outlook on the future deployment of EV infrastructure across Arkansas.	Informative
1/26/23	ACEC AR Industry Update: IIJA Implementation	Secretary of the AR Department of Energy and Environment led a discussion with other state agencies on impacts of the Infrastructure Investment and Jobs Act (IIJA) at an afternoon symposium for ACEC members, where EV charging infrastructure and the NEVI program were discussed.	Informative
3/1/23	City of Fort Smith EV Forum	ARDOT EVID Program partners met with municipal staff and officials from the City of Fort Smith to discuss EV charging and funding opportunities, including NEVI, CFI and VW programs.	Informative Planning

Date	Event Title	Description	Purpose
4/20/23	Cabot Schools, Students' Field Trip	ARDOT EVID Program partners introduced elementary students to the concept of an EV charging network and discussed EV capabilities as part of informing future motorists and workforce.	Informative Planning
4/28/23	NWARPC, EV Infrastructure Meeting No. 4	ARDOT and E&E presented to the NW AR Regional Planning Commission on EV Charging infrastructure programs, EVID plans, and competitive procurement program updates.	Informative Planning
5/15/23	Conway Chamber of Commerce	Updated Conway businesses and community leaders about administration of the NEVI Formula Program.	Informative Planning
5/2-30/23	Arkansas E&E EV Charging Survey	In May 2023, E&E conducted an online survey on EV charging in the state by contacting over 200 stakeholders in state and local government, higher education, utilities, in-state, and national charging companies, station owners/ operators, and other interested stakeholders identified through the Arkansas Clean Cities Coalition. Over forty responses were received during the survey period. Most respondents have some kind of EV charging strategy goals; however, most have not developed their own EVSE projects to date. Almost 75% of respondents have plans to install EV infrastructure in the near future.	Informative Planning
6/14/23	ASCE NW-AR	ARDOT presented on NEVI related EV Charging infrastructure planning and procurement process in Arkansas.	Informative Planning
6/15/23	Arkansas Energy Innovations Day	Day event put on by AR Small Business and Technology Development Center, the AR Advanced Energy Association and the University of Arkansas divisions of Economic Development and Research and Innovation. Panel discussion.	Informative
6/15/23	Arkansas Municipal League	Updated AML on ongoing infrastructure funding through IIJA and IRA including the NEVI Formula Program.	Informative Planning
6/16/23	NGA State Infrastructure Coordinators Roundtable	Project partners participated a gathering of Governors' Infrastructure Coordinators was held in Washington D.C. where state officials met with their counterparts in various federal departments to discuss infrastructure funding programs including staff from the Joint Office, DOT, etc.	Informative Planning

How Engagement with the General Public Shaped 2023 EVID Procurement & Plan Updates

- **Key Themes of General Community Input:** Both EV owners and non-owners expressed concerns about current availability of EV infrastructure, especially for long distance and inter-state travel. Community members also noted challenges to implementation including educating the public on EVs and vehicle charging costs. Additional concerns include the safety and reliability of EV charging station infrastructure, with a specific emphasis that charging infrastructure be easily accessible and have safety features such as overhead lighting and security cameras for motorists charging late at night.
- **ARDOT Use of General Community Input:** ARDOT has responded to this input by incorporating accessibility and safety requirements 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.

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.

Keeping Arkansas Legislators Informed

ARDOT and program partners worked to keep state level government informed during this year's legislative session, meeting with House and Senate committees to discuss the NEVI program benefits and progress. **Table 9** recaps legislature engagement throughout the year.

Table 9: Legislature Engagement

Date	Event Title	Description	Purpose
9/22/22	AR Joint Committees Agriculture, Forestry, & Economic Development	Provided update on NEVI Formula Program. Answered Legislators' questions and received input on policy impacts.	Informative Planning
10/10/22	Arkansas House Committee on Public Transportation	Provided update on NEVI Formula Program. Answered Legislators' questions and received input on policy impacts.	Informative Planning
10/10/22	Arkansas Senate & House Committees on Energy	Provided update on NEVI Formula Program. Answered Legislators' questions and received input on policy impacts.	Informative Planning

How Engagement with Legislators Shaped 2023 EVID Procurement & Plan Updates

- **Key Themes of Legislator Input:** Arkansas legislators remained broadly involved in the NEVI program with key areas of interest focused on ensuring the state's electric grid and capacity can be adequately scaled to meet future generation and distribution needs for EVs, as well as specifically focused on road user charge and tax revenue implications of growing EV sales and registrations in Arkansas.

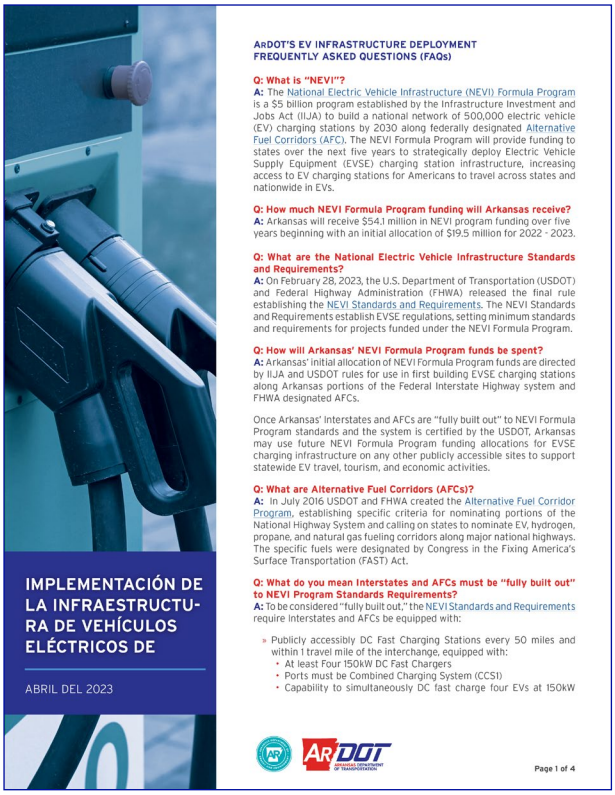
- **ARDOT Use of Legislator Input:** ARDOT has proactively and continuingly engaged with Arkansas Electrification Working Group and state electric utilities as described in previous sections to ensure NEVI funded EV charging stations can be integrated into Arkansas' transportation and electric utility infrastructure as seamlessly as possible.

Keeping Arkansas Informed: EVID Planning Website

ARDOT hosts and manages the Arkansas NEVI Formula Program and EVID Procurement website and will continue to do so for the duration of ARDOT's EVID Program. Located at www.ardot.gov/evplan, the Arkansas EVID Planning website is designed to provide a central location and clearinghouse for all Arkansas NEVI Formula Planning information, including the Arkansas EVID Plan and updates, NEVI Formula Program resources, outreach activity information, and links to register for public engagement sessions.

- **FACTSHEETS & FAQ Sheets:** ARDOT has produced an updated set of NEVI Factsheets (English and Spanish language versions, **Figure 5**), posted recordings of its public information sessions for future viewings, created an updated FAQ document to further inform the public, and provided links to other relevant ARDOT plans. ARDOT will continue to expand information on this site throughout the NEVI program.

Figure 5: EV FAQ Sheet (English) & Fact Sheet (Spanish)



IMPLEMENTACIÓN DE LA INFRAESTRUCTURA DE VEHÍCULOS ELÉCTRICOS DE

ABRIL DEL 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 accessibly 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 (CCS1)
  - Capability to simultaneously DC fast charge four EVs at 150kW

Page 1 of 4

IMPLEMENTACIÓN DE LA INFRAESTRUCTURA DE VEHÍCULOS ELÉCTRICOS DE ARKANSAS

ABRIL DEL 2023

NEVI - PROGRAMA NACIONAL DE FORMULA DE INFRAESTRUCTURA PARA VEHÍCULOS ELÉCTRICOS

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 VEHÍCULOS ELÉCTRICOS 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.

Arkansas Recibirá Fondos
$54.1 millones del programa NEVI durante 5 años
2022 2023 2024 2025 2026
Se recibirán $8 millones en el 2022

REQUISITOS CUMPLIMIENTO CON NEVI DE LA ESTACIÓN 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 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

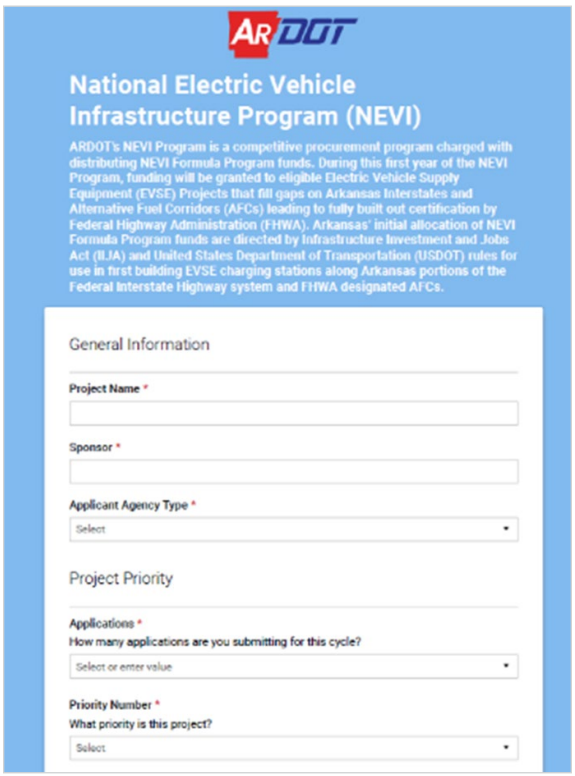
1. **Objetivo:** Infraestructura EV compatible con NEVI implementada y operativa en el 100 % de las autopistas interestatales y AFC de Arkansas
2. **Estrategia NEVI de Arkansas:**
   - Estimular las inversiones del mercado local en estaciones de carga EVSE.
   - Crear un programa de adquisiciones competitivas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

Página 1 de 2

Source: ARDOT (March 2023)

- **2023 EVID Procurement Submission Portal:** supports the 2023 EVID Competitive Procurement Program, ARDOT created a website that will host all procurement program information, located at www.ardot.gov/NEVI **(Figure 6)**. This website is designed to host all procurement related information including the RFP, supporting materials, and FAQ documents related to the procurement. ARDOT will also post recorded webinars providing information on the procurement program, as well as registration links for live virtual public involvement meetings where interested parties can learn more about the procurement and discuss questions with agency staff. This website will also host the 2023 EVID procurement submission portal where proposers upload their submission package through the online system for ARDOT review and evaluation. This website will also serve as a location for procurement process transparency, providing public information on EVID program awards and awardees.

Figure 6: EVID Procurement Submission Portal



Source: *https://www.ardot.gov/NEVI*

EV Media Coverage in Arkansas

Table 10 details selected media coverage generated since FHWA's approval of the Arkansas EVID Plan on September 14, 2022, as well as coverage generated from the engagement activities detailed above.

Table 10: NEVI Formula Program and EVID Media Coverage

Date	ARDOT's EVID Program Media Coverage
9/14/22	Biden-Harris Administration Announces Approval of First 35 State Plans to Build Out EV Charging Infrastructure Across 53,000 Miles of Highways, USDOT, FHWA
9/14/22	Biden Administration Approves Arkansas's EV Charging Infrastructure Plans Along Highways, THV 11
9/14/22	Arkansas' EV Charging Infrastructure Plan Approved, KN
9/14/22	U.S. Approves 35 EV Charging Infrastructure Plans Ahead of Schedule, Automotive News
9/14/22	States Get Early Green Light to Spend Federal EV Funds, Transportation Topics
9/15/22	$2.4B for State EV Charging Infrastructure, Other Projects, Announced, Smart Cities Dive
9/16/22	Biden Administration Approves State EV Charging Plans, OEMs to Make EV Charging More Accessible, Repairer Driven News
9/15/22	$2.4B for State EV Charging Infrastructure, Other Projects, Announced, Smart Cities Dive

Date	ARDOT's EVID Program Media Coverage
9/16/22	Biden Administration Approves State EV Charging Plans, OEMs to Make EV Charging More Accessible, Repairer Driven News
9/16/22	Arkansas Gets Approval for Electric Vehicle Charging Plan, Fayetteville Flyer
9/24/22	OPINION | DRIVETIME MAHATMA: Electric Vehicle Plans Available at Arkansas Department of Transportation Site, Northwest Arkansas Democrat Gazette
10/13/22	Arkansas Opens EV Charging Station Rebate Program Early to Meet High Demand, Arkansas Advocate
1/19/23	Electric Vehicle Supply Equipment Industry: Arkansas Department of Transportation Survey Seeks Information Regarding Charging Station Development, JDSUPRA
2/13/23	NEVI: State of Play, Atlas EV Hub
2/17/23	Owning an EV in Arkansas: Charging Cost, Incentives, and More, History Computer
6/8/23	Arkansas will Receive more than $54 million for Electric Charging Stations, abc7
6/20/23	Diverse Groups Spark Electric Vehicle Charging Stations Growth in Northwest Arkansas, Arkansas Democrat Gazette

Ongoing Public Engagement Topics

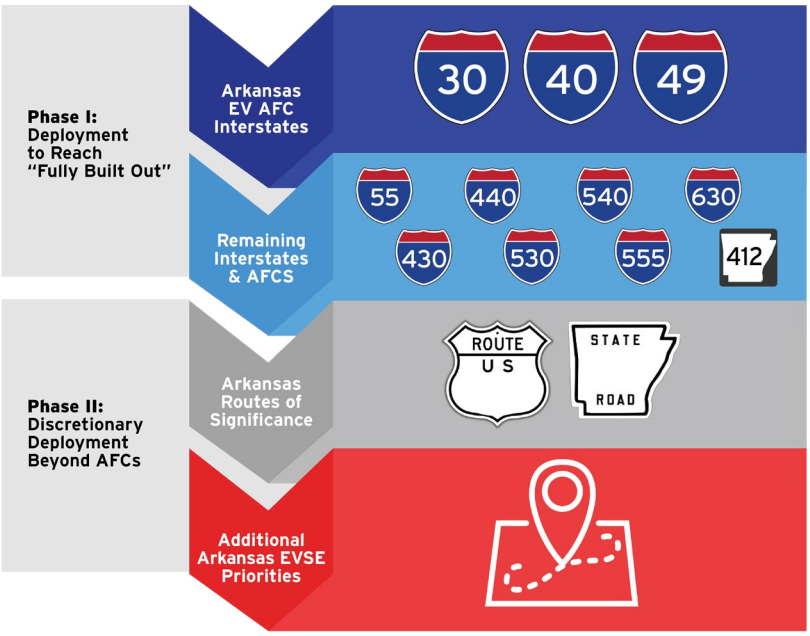
ARDOT anticipates continued future public engagement, input, and feedback from other state agencies, the Working Group, stakeholders, and public audiences on additional topics throughout the administration of the NEVI Formula Program, including input on future AFC designations, future rounds of the EVID 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.

IV. PLAN VISION AND GOALS

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.

Figure 7: NEVI Goals, EVSE Development Approach



Source: ARDOT (July 2023)

Arkansas NEVI Goals

Arkansas' five NEVI goals **(Figure 7)** 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:

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 federal Interstate Highway System and FHWA designated EV AFCs to NEVI standards. 2.
3. ***Enable distance and regional EV travel*** to support tourism, freight, and economic activities within Arkansas.
4. ***Prioritize right-sized EVSE investments*** at key locations on Arkansas routes of significance after certified fully built out to NEVI standards by USDOT.
5. ***Serve the greatest number of travelers*** and residents throughout Arkansas by ensuring charging stations are appropriately situated throughout the state highway system.

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

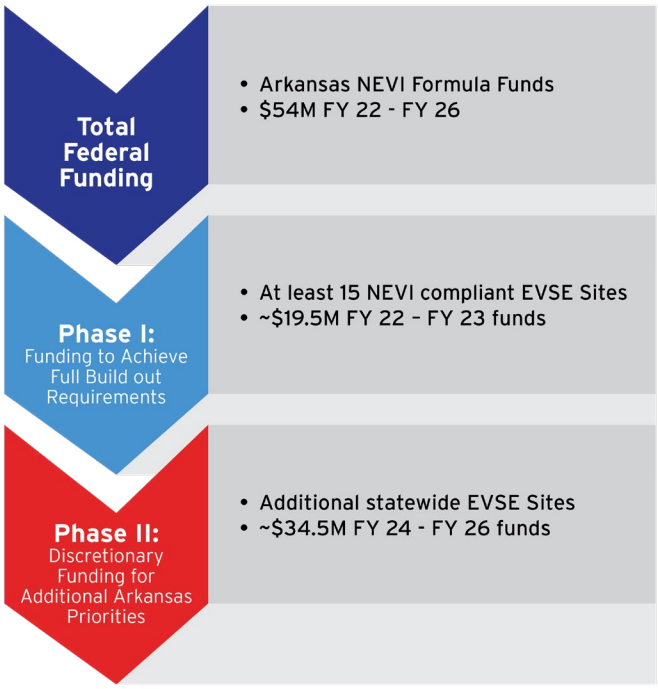
2023 Arkansas EVID Additional Objectives

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

ARDOT's EVID Program Outlook

As Sections V and VIII 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. Assuming an estimated federal share of approximately $1,000,000 per NEVI compliant site based on recent industry estimates, ARDOT anticipates that FY22 and FY23 NEVI Formula Program funds will be sufficient to achieve full build out under current program requirements.

Figure 8: NEVI Formula Program Funds



Source: *ARDOT (July 2023)*

FY 22 and FY 23 NEVI Formula Program funds will be used to support ARDOTs competitive procurement program for EVSE charging stations supporting build out of Arkansas' portions of the federal Interstate Highway System that are FHWA designated EV AFCs and all other Interstates **(Figure 8)**. Following USDOT certification of Arkansas' AFCs as fully built out to NEVI compliant standards, ARDOT will seek to expand NEVI formula funding to allow for flexibility to right size EVSE deployments to Arkansas' regional routes of significance, as well as to additional Arkansas EVSE charging priorities identified through public engagement. It is anticipated public engagement for this effort will begin following the FY 24 Plan update. 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.

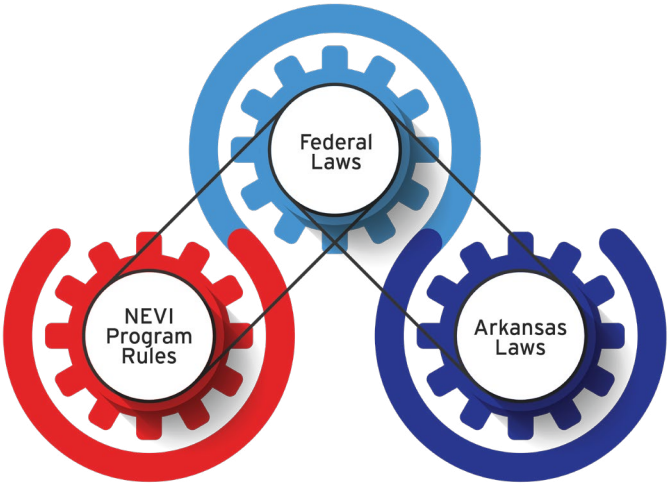
This second phase of NEVI competitive procurements is anticipated to deploy EV charging stations throughout the state on key routes of significance to enable distance and regional travel serving the greatest number of travelers. For this deployment effort, ARDOT will consider additional input from residents, 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.

V. 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 the 2023 EVID Competitive Procurement Program since the submission of the first annual state EVID Plan in August 2022. ARDOT's efforts have focused on ensuring the 2023 EVID Competitive Procurement Program meets three primary objectives **(Figure 9)**:

1. **Federal Procurement Laws:** Ensuring 2023 EVID Competitive Procurement Program is compliant with all federal procurement statutes (2 CFR 200, 23 CFR, etc.).
2. **NEVI Formula Program Rules:** Ensuring 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 2023 EVID Competitive Procurement Program is compliant state law and best fits within agency process precedents.

Figure 9: Primary Objectives of EVID Competitive Procurement Program



Source: *ARDOT (July 2023)*

Status of Contracting Process

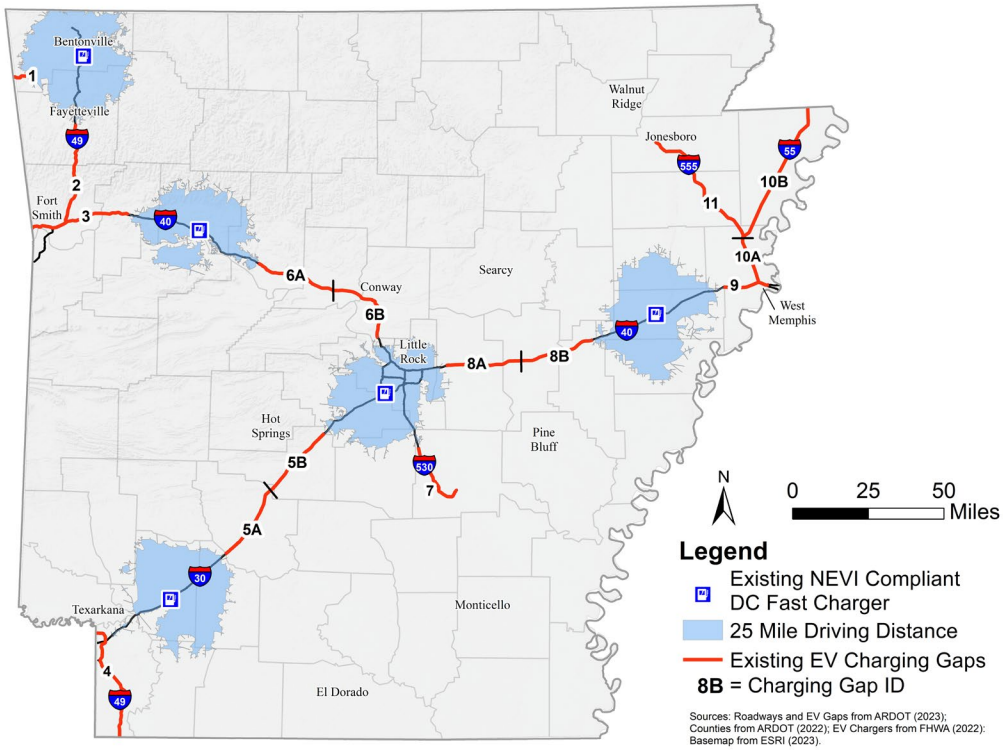
ARDOT's 2023 EVID Competitive Procurement Program is designed to be market friendly and effectively deploy EV infrastructure along Arkansas EV AFCs and federal Interstates. ARDOT's 2023 EVID Competitive Procurement Program will award NEVI program funding to eligible entities to install, own, operate,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

- **Eligible Entities** include businesses and non-profit entities registered in the State of Arkansas, and Tribal Organizations within Arkansas. Proposals must meet all Federal NEVI and ARDOT EVID Program Requirements and must be located on designated Interstates and EV AFC Corridors.
- **Federal Funding** will be awarded on a competitive basis and 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, is required by each awardee. No ARDOT funding will be used as matching funds for this program.
- **Proposal Submission Package** must be completed for each individual EVSE charger project site seeking funding. There is no limit to the number of proposal submissions a single Proposer can submit. A full and complete proposal package consists of several required proposal items, including a Proposer Certification Statement, Preliminary Site Agreement Form, Utility Coordination Form,

Responsiveness to Review Criteria Narrative Form, Site Plan and Design Information Coversheet, Budget Form, and Financial Requirements Documentation Coversheet.

As Sections V and VIII detail further, ARDOT anticipates 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 is 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. These locations are detailed in **Figure 10**. Additional EV charging sites beyond those required to meet full built out requirements will be identified based on results of the 2023 EVID Procurement.

Figure 10: Arkansas' NEVI Compliant EV Charging Station Gap Map



Scoring Methodologies

ARDOT's 2023 Competitive Procurement Program is designed to be market friendly and inclusive of all potential proposers. The streamlined submission materials are intended to be less complex and burdensome with open, transparent, and fair proposal evaluation criteria. Proposals for funding are required to provide a narrative addressing the proposal's responsiveness to ARDOT's project evaluation criteria as detailed in **Table 11**. Upon review of the proposals and the Director's approval of project selection, a Minute Order will be prepared for the Arkansas Highway Commission to approve the recommended projects.

Table 11: ARDOT's 2023 Competitive Procurement Evaluation Methodologies

Evaluation Catergory	Evaluation Responsivemenss Considerations
Project Location	Evaluates how the project location best meets state and federal goals.
Project Access and Available Amenities	Evaluates how project site amenities best meet user access and needs.

Evaluation Catergory	Evaluation Responsivemenss Considerations
Team Qualifications and Experience	Evaluates the project team's qualifications and experience.
Project Approach and Plan	Evaluates project design, equipment, and approach to meeting uptime.
Project Site Readiness	Evaluates site utility service and make ready needs for NEVI compliance.
Project Cost-Effectiveness	Evaluates project budget items, requested federal share, and match.
Project Environmental Readiness	Evaluates project site National Environmental Policy Act (NEPA) readiness.
Justice40 and Equity	Evaluates Justice40 communities benefited.
Anticipated Project Schedule	Evaluates project timeline for reasonableness and efficiency.
Project Innovations and Future Proofing	Evaluates projects more highly for innovation and future proofing.

Further guidance on proposal content that might yield a highly responsive score will be provided in the RFP. Proposers are required to provide sufficient detail and evidence to justify claims of project merits within the Proposal Responsiveness to Review Criteria Narrative Form (PDF) and other required proposal documents.

Award Contracts

No NEVI Formula Funding awards or contracts have been issued to date. ARDOT's 2023 EVID Procurement Program is expected to follow the milestones detailed in **Table 12**.

Table 12: ARDOT's NEVI Competitive Procurement Program Schedule

Project Milestone	Date
Open for Proposal Submittal	Summer/Fall 2023
Informational Webinars for Prospective Proposers	First month after RFP opens
Deadline for Written Questions	30 days after RFP opnes
Early Proposal Completeness Review Deadline	Midway to RFP deadline
Final Proposal Submission Deadline	2-3 months after RFP opens
Anticipated Award Announcement	Late 2023/Early 2024

ARDOT anticipates announcing awards for the 2023 EVID Procurement Program in late 2023/early 2024 and issuing first notices to proceed (NTP) to projects chosen for award of funding in 2024.

Arkansas NEVI Procurement Method & Strategies

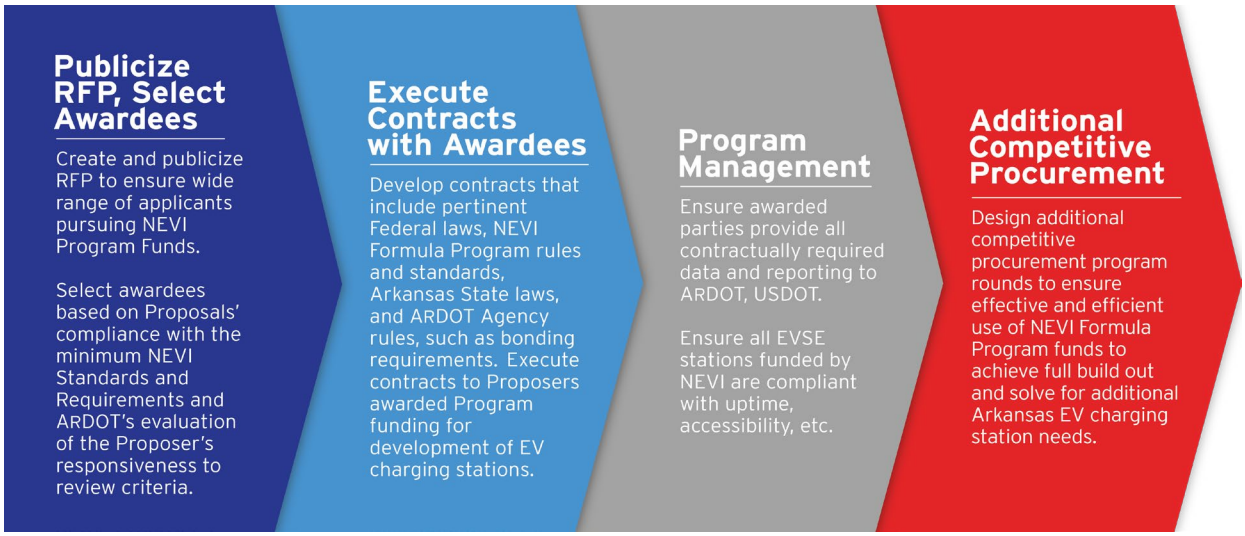
ARDOT has developed the 2023 EVID Competitive Procurement to ensure compliance with Federal Law, NEVI Program Requirements, Arkansas Law, and additional ARDOT safety requirements **(Table 13)**.

Table 13: ARDOT's 2023 Competitive Procurement Federal & State Plan for Compliance

Compliance Catergory	Plan for Compliance
Federal Law Compliance (23 U.S.C. and all applicable requirements of 2 CFR 200)	ARDOT's 2023 EVID Procurement ensures compliance with all federal laws involving the use of FHWA funding for highway construction projects. ARDOT's Planning, Program Management, Legal, and Environmental Division staff contributed expertise in development and review of procurement documents to ensure compliance. Furthermore, FHWA-AR staff were consulted throughout development of the 2023 EVID Procurement and have confirmed compliance.
NEVI Standards & Requirements (23 CFR 680)	ARDOT's 2023 EVID Procurement ensures compliance with 23 CFR 680 and embeds all aspects of the final NEVI Rules in the required submission materials, evaluation of proposals, and final contracts awardees must execute.
Arkansas Law Compliance (Act 460 of 2003, Act 541 of 2013, Act 704 of 2015)	ARDOT's 2023 EVID Procurement is developed under Arkansas' design build procurement statutes, to evaluate proposals based on the best value criteria, with awardees required to maintain projects under EVID contractual terms.
ARDOT EVID Requirements (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.

ARDOT has incorporated compliance requirements and review processes in all stages of program administration, including in proposal submission requirements, agency review and evaluation of proposals, awardee contractual requirements, pre-construction phase reviews, procurement and installation phase reviews, and long-term maintenance phase invoicing, data, and reporting requirements **(Figure 11)**.

Figure 11: ARDOT EVID Competitive Procurement & Contracting Next Steps



Source: *ARDOT (July 2023)*

VI. CIVIL RIGHTS

As outlined in **Table 14**, 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 14: ARDOT's 2023 Competitive Procurement Federal & State Plan 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: ardot.gov/divisions/equal-employment-opportunity-disadvantaged-business-enterprise/title-vi/
23 CFR part 230	This code section requires equal opportunity requirements be included in Federal-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: https://www.ardot.gov/divisions/equal-employment-opportunity-disadvantaged-business-enterprise/ada/

As part of the FY 2023 EVID Competitive Procurement Program, ARDOT will review 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 will evaluate 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 on proposed NEVI project teams. ARDOT's contractual 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 contracts.

VII. EXISTING AND FUTURE CONDITIONS ANALYSIS

Like the 2022 EVID Plan, this 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 15**.

Table 15: AR 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 Institute for Economic Advancement at the University of Arkansas 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 16)**.

Table 16: 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 2022 Factsheet notes that travel across all Arkansas highways, roads, and streets totaled 38 billion vehicle miles in 2021, with the State Highway System totaling 28 billion vehicle miles, or 73% 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).[1]
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.[2]

The EVID Plan also factors in analysis of Arkansas' existing electric utilities, grid, and capacity **(Table 17)**.

Table 17: 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, SWEPCO, 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.

[1] Arkansas by Numbers, US DOT Bureau of Transportation Statistics (January 2020)
[2] Arkansas State Freight Plan, ARDOT (2022)

Category	Key Existing Conditions Information
Electric Generation and Grid Capacity	According to the US Energy Information Administration (EIA), Arkansas' total electric power generation for 2022 was 64,582,474 MWh, with natural gas fueling 38% and coal-fired power plants providing 31% of Arkansas' net electricity generation. The second-largest power plant in Arkansas is Nuclear One, with two reactors that provided about 22% of in-state net generation in 2022. The rest of the state's electricity net generation came from renewables, mainly hydroelectric power, solar power, and biomass-fueled generating facilities.[3]
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%.[3]
Electricity Price	Arkansas' statewide 2022 average retail price for electricity was 9.57¢/kWh. Arkansas' average annual retail price for electricity has fluctuated since 2000 from 5¢/kWh- 12¢/kWh.[3]

The EVID Plan also factors in analysis of Arkansas' EV registration, growth, and distribution **(Table 18)**.

Table 18: 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 33% over the year from June 2022 to June 2023. Arkansas has 4,000 EVs registered, including plug-in hybrid electric vehicles (PHEVs) and dedicated battery electric vehicles (BEVs). While growing rapidly, EVs still represent only ~0.125% of all registered motor vehicles in the state. Additionally, EV registrations are not spread proportionally throughout the state, as just over half of the state's total EV registrations are from vehicles in just, Benton, Pulaski, and Washington counties.

Arkansas EV AFCs & Existing NEVI Compliant EV Charging Stations

Table 19 and **Figure 12** document Arkansas' EV AFCs and existing NEVI compliant EV charging stations in terms of power levels, port types, and location. ARDOT intends to work with 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 2022.

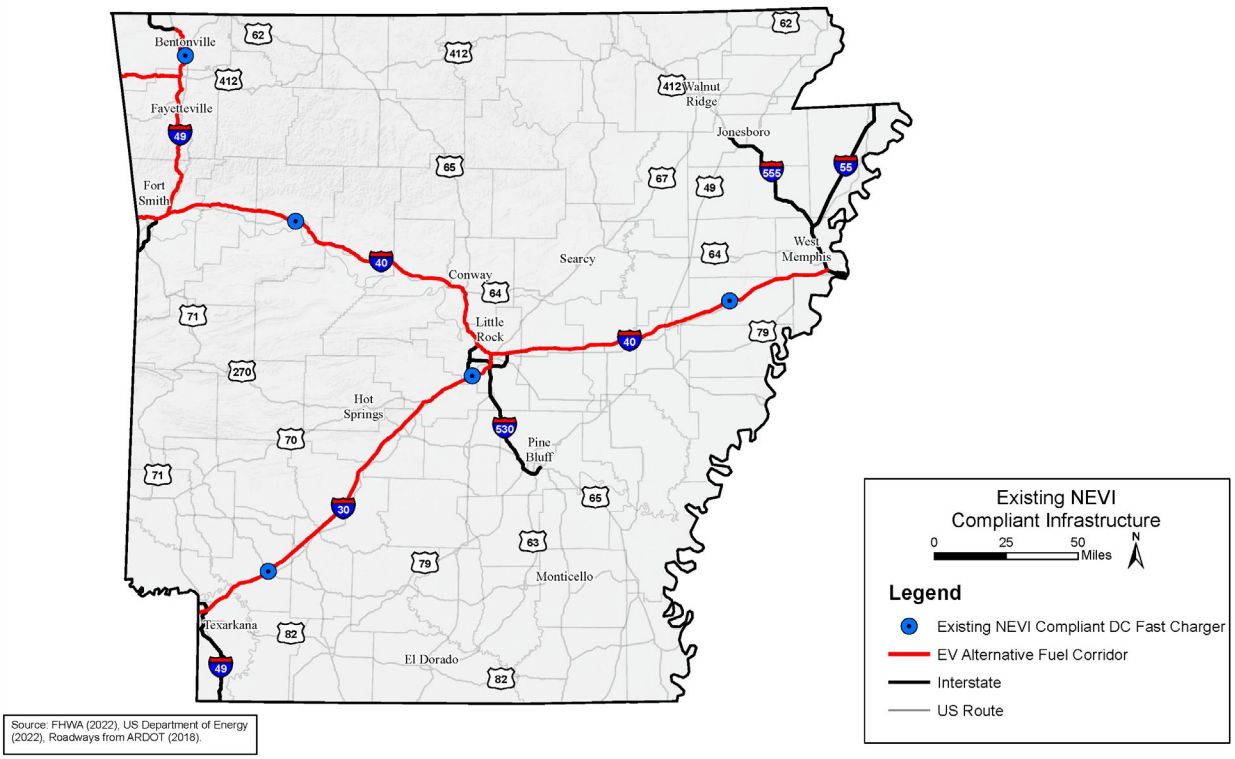
[3] US Energy Information Administration, State Profile and Energy Estimates, Arkansas, www.eia.gov/state/analysis.php?sid=AR

Table 19: Existing NEVI Compliant DCFC Details

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

Source: *USDOE, Alternative Fuels Data Center, Station Locator*

Figure 12: Existing NEVI Compliant EVSE Charging Stations on Arkansas' AFCS

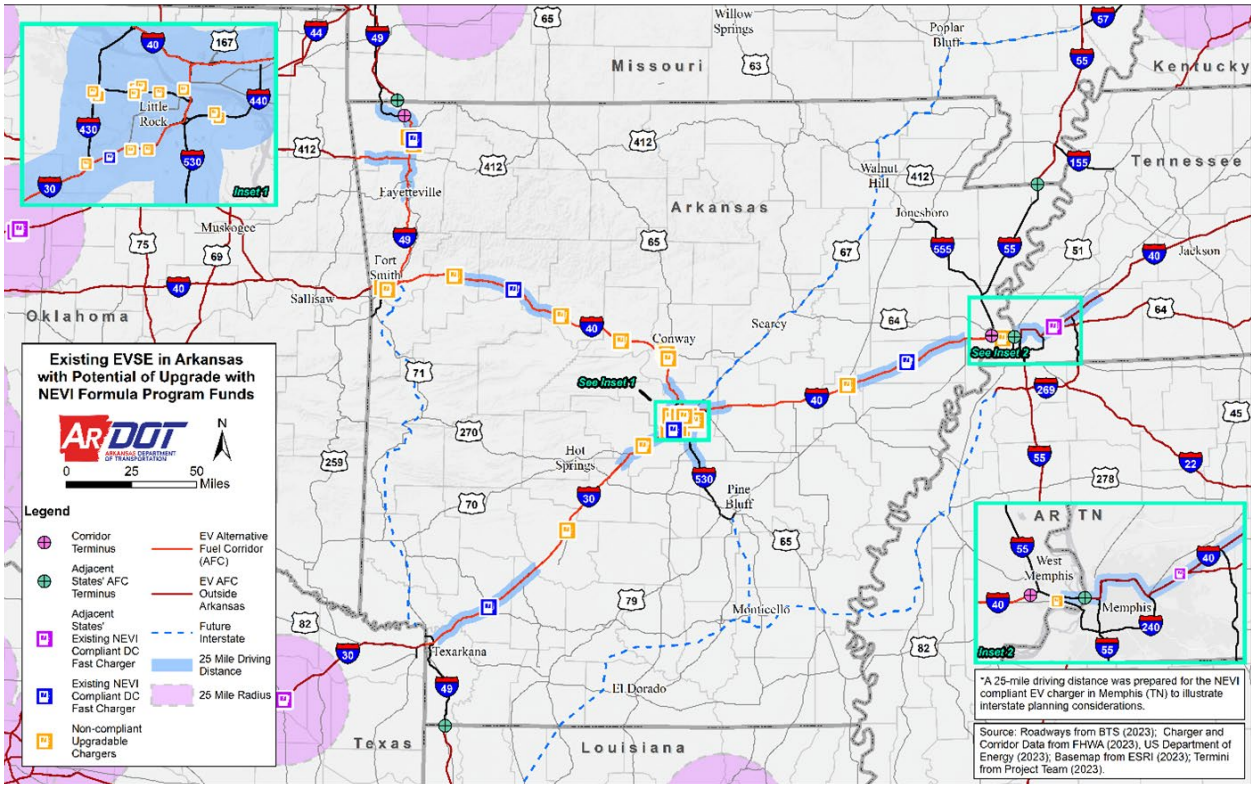


Existing EVSE Sites on Arkansas' EV AFCS for Potential Upgrades with NEVI Funds

As of July 23, Arkansas has 254 publicly available charging station locations with Level 2 EVSE charging station ports (417 AC Power) – a 47 percent increase from the 172 reported as documented by the USDOE Alternative Fuel Data Center datasets. In the 2022 EVID Plan, ARDOT reported six upgradable EV charging locations 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 34 upgradable locations, illustrated in **Figure 13**). A complete list of existing NEVI compliant EV chargers in addition to the 34 upgradable locations is included in Appendix A.

Figure 13: Arkansas Existing EVSE Upgradable Potential Sites & AFC Termini



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 13)** 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 13** will 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.

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 20** 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 20: Known EVSE Risks and Challenges

Procurement	Installation	Operation	Maintenance
• Securing sufficient bidders on ARDOT NEVI eligible EVSE locations • Awarded Parties providing sufficient matching funds • Contracting delays with awardees • Property Acquisition and Site host Agreement delays • Supply chain delays for utility equipment and EVSE hardware • EV technology evolution, including changing port standards	• Available Utility power and make ready costs • Zoning, Code, and Permitting variables between locations • ADA and site design requirements • Physical space constraints at sites for EVSE • Available licensed electricians with EVITP certification • Compatibility of EVSE with NEVI final Rulemaking	• Compatibility of EVSE software, network, and data with NEVI rules • Ability of EVSE to meet 97% uptime requirements • Cost of peak charges, demand charges, and utility load management • Safety, weather, and Cybersecurity risks • EVSE site host utilization and ROI • EVSE accessibility and public awareness	• Cost of routine and preventative maintenance • Available licensed electricians with EVITP certification • Damage from use and vandalism • Continued supply chain delays for necessary parts and components • Maintaining site safety and accessibility features • NEVI reporting and compliance assurance over 5-years requirement

Source: *ARDOT (July 2023)*

VIII. 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 FY 22 – FY 23 funding totaling $19.5M and adding an additional $11.5M in new funding each year with approval of ARDOT's FY 24 – FY 26 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, as well as for Arkansas NEVI program administration.

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 21** details the estimated annual uses and sources of NEVI funds.

Table 21: Arkansas Annual NEVI Funding Sources and Uses

Federal Fiscal Year & Use	Federal	Non-Federal	Total
FY 22–23; Phase I: Full Build Out of EV AFCs & Interstates	$19,538,624	$4,884,656	$24,423,280
FY 24–26; Phase II: Additional Arkansas EVSE Priorities	$34,583,322	$8,645,831	$43,229,153
Total Arkansas NEVI Formula Program Funds	**$54,121,946**	**$13,530,487**	**$67,652,433**

Planned Charging Stations & Plans Toward a Fully Built Out Determination

ARDOT anticipates 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 is 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. These locations are detailed in **Table 22** and **Figure 14**. Additional EV charging sites beyond those required to meet fully built out requirements will be identified based on results of the 2023 EVID Procurement.

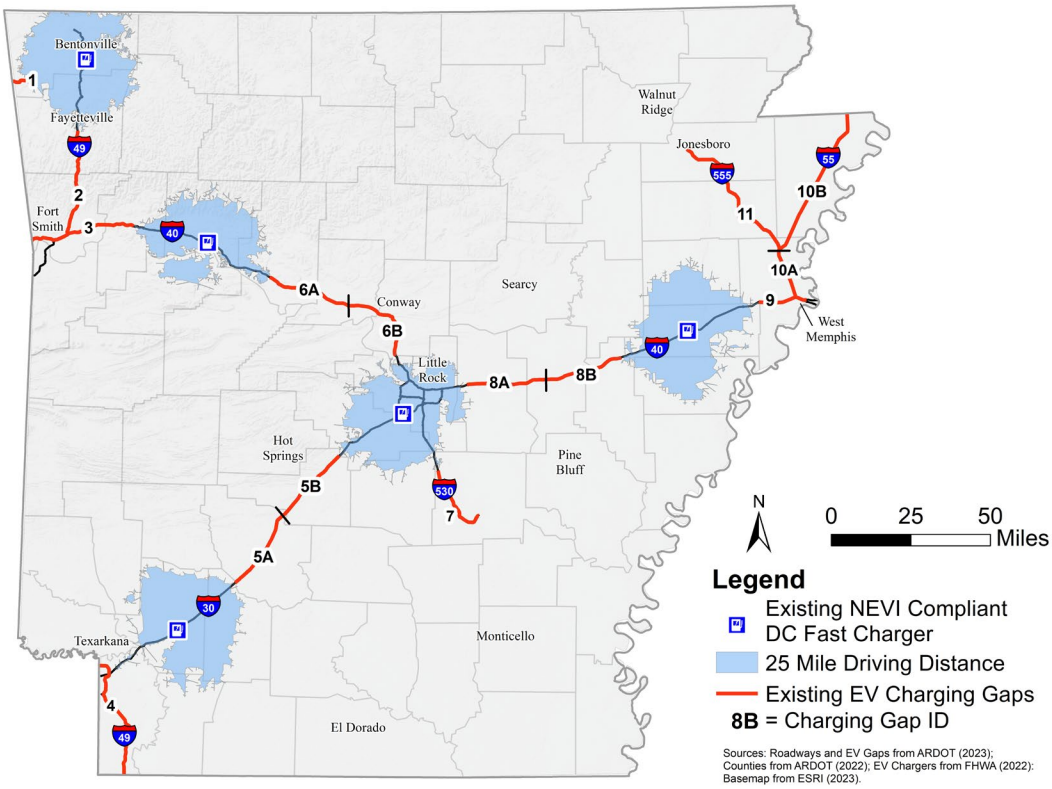
Table 22: Interchange Locations within EVSE Charging Corridor Service Gaps

Gap ID No.	AFC	Interchange (Exit numbers for both directions)
1	US-412[4]	N/A
2	I-49	21, 24, 29, 34, 45, 53
3	I-40	3, 5, 7, 12, 13, 20, 24
4	I-49	4, 6, 16, 18, 24, 26, 29, 31, 32, 35, 37, 41
5A	I-30	54, 63, 69, 73, 78

[4] US Route 412 in Arkansas is not a controlled-access highway; therefore, no interchanges/exit numbers are provided.

Gap ID No.	AFC	Interchange (Exit numbers for both directions)
5B	I-30	83, 91, 97, 99, 106, 98A
6A	I-40	83, 84, 88, 94, 101, 107, 108
6B	I-40	112, 117, 124, 125, 127, 129, 132, 135
7	I-530	24, 27, 30, 32, 34, 35, 36, 37, 39, 41, 42, 43, 44, 46
8A	I-40	169, 173, 175, 183
8B	I-40	193, 202, 216
9	I-40	265, 271, 275, 276, 277, 278, 280, 279A, 279B
10A	I-55	10, 14, 17, 21, 23
10B	I-55	34, 36, 41, 44, 48, 53, 57, 63, 71, 72
11	I-555	2, 7, 8, 13, 14, 18, 24, 29, 35, 36, 39, 40, 42, 44, 45, 46, 47, 49

Figure 14: Arkansas' NEVI Compliant EVSE Charging Stations Gap Map



ARDOT's use of FY 22-23 NEVI funds will focus on building out Arkansas' portions of the EV AFCs and federal Interstates. Additional EV charging sites beyond those required to meet fully built out requirements will be identified based on results of the 2023 EVID Procurement. 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.

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 23**.

Table 23: EVSE Related State, Regional, and Local Policy Considerations

State Policy	Regional Planning	Local Government Policy
• Plan DC Fast Charging on state corridors; plan AC Level II charging at State Parks and Tourist Destinations • Consider creating state EV and EVSE Incentive programs • Include EV and EVSE vendors on State Contracts to facilitate state agency and local government purchases • Update PSC regulatory policies to facilitate utility investment in EVSE make ready, charging station deployment, and EVSE specific utility rates • Update state building codes and fire codes to facilitate EVSE installations	• Regional DCFC and Level II EVSE planning for motorists and fleets • Coordinate with local governments on EVSE deployments • Educate MPO government members on model EV local policies and encourage adoption • Consider use of MPO attributable funding sources for EVSE deployments • Facilitate partnerships between local governments, utilities, and vendors for EVSE deployment	• Develop community based equitable charging plan with multi-unit dwelling, workplace, public, and fleet charging. • Identify priority EVSE locations and set deployment goals • 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.

IX. IMPLEMENTATION

ARDOT has developed the 2023 EVID Competitive Procurement 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, agency review and evaluation of proposals, awardee contractual 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's has not yet awarded any NEVI Program funds, but the agency plans to ensure implementation compliance during each phase of EVID Program administration as detailed in **Table 24**.

Table 24: ARDOT's Plans for NEVI Implementation Phase Compliance

Phase	Process for Federal & State Program Compliance
Procurement Submission Requirements	• ***Equipment Specifications & Design:*** Proposers required to follow 23 CFR 680 and submit equipment specifications, preliminary site design, and utility power service information. • ***Labor, Safety, & Installation Standards:*** Proposers required to follow 23 CFR 680 and submit information on team qualifications including EVITP certification. • ***Installation, Operation, & Maintenance:*** Proposers required to submit narrative and information describing plan for installation, operation, and maintenance compliance. • ***Interoperability, Data Collection, & Reporting:*** Proposers required to submit signed "Certification" form detailing their adherence to all 23 CFR 680 and EVID requirements.
Proposal Review & Evaluation Process	• ***Equipment Specifications & Design:*** ARDOT evaluation for compliance and resiliency. • ***Labor, Safety, & Installation Standards:*** ARDOT reviews proposal compliance. • ***Installation, Operation, & Maintenance:*** ARDOT reviews proposal compliance. • ***Interoperability, Data Collection, & Reporting:*** ARDOT reviews proposal compliance.
Award Agreement Contractual Terms & Conditions	• ***Equipment Specifications & Design:*** Awardee contracted for 23 CFR compliance. • ***Labor, Safety, & Installation Standards:*** Awardee contracted for 23 CFR compliance. • ***Installation, Operation, & Maintenance:*** Awardee contracted for 23 CFR compliance. • **Interoperability, Data Collection, & Reporting:** Awardee contracted for compliance.
Pre-Construction Activities Phase	• ***Equipment Specifications & Design:*** ARDOT review, NEPA clearance, Notice to Proceed. • ***Labor, Safety, & Installation Standards:*** Awardee provides proof of certified labor team. • ***Installation, Operation, & Maintenance:*** Awardee updates compliance plans as needed. • ***Interoperability, Data Collection, & Reporting:*** ARDOT and awardee review EV-Chart.

Phase	Process for Federal & State Program Compliance
Equipment Purchase & Construction Phase	• ***Equipment Specifications & Design:*** ARDOT NTP, awardee buys approved equipment. • ***Labor, Safety, & Installation Standards:*** Certified electricians safely install equipment. • ***Installation, Operation, & Maintenance:*** ARDOT inspects, issues Notice of Acceptance. • ***Interoperability, Data Collection, & Reporting:*** 5-year O&M and reporting begin after ARDOT NTP.
Operations & Maintenance Phase	• ***Equipment Specifications & Design:*** Awardee reports on compliance, ARDOT reviews. • ***Labor, Safety, & Installation Standards:*** Awardee reports on compliance, ARDOT reviews. • I***nstallation, Operation, & Maintenance:*** Awardee reports compliance, ARDOT reviews. • ***Interoperability, Data Collection, & Reporting:*** ARDOT reimburses based on compliance.

The process above operationalizes the 2022 EVID Plan strategies in all phases of the 2023 EVID Program.

X. EQUITY CONSIDERATIONS

ARDOT's is committed to enacting the goals outlined in Executive Order 14008 relating to Justice40 by ensuring disadvantaged communities receive 40% of the benefits of NEVI Formula funds and will work closely with the agency's Public Involvement team to perform equity-focused outreach, engagement, and planning throughout the NEVI Formula Program period

Arkansas Identification and Outreach to Disadvantaged Communities

Chapter 3 of this plan discusses ARDOT's overall approach to Public Engagement in detail. A critical piece of this overall engagement plan includes equity-based outreach and engagement. ARDOT's community engagement plan includes a specific goal for equity engagement and planning as detailed in **Table 25**.

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

Table 25: 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 15**.

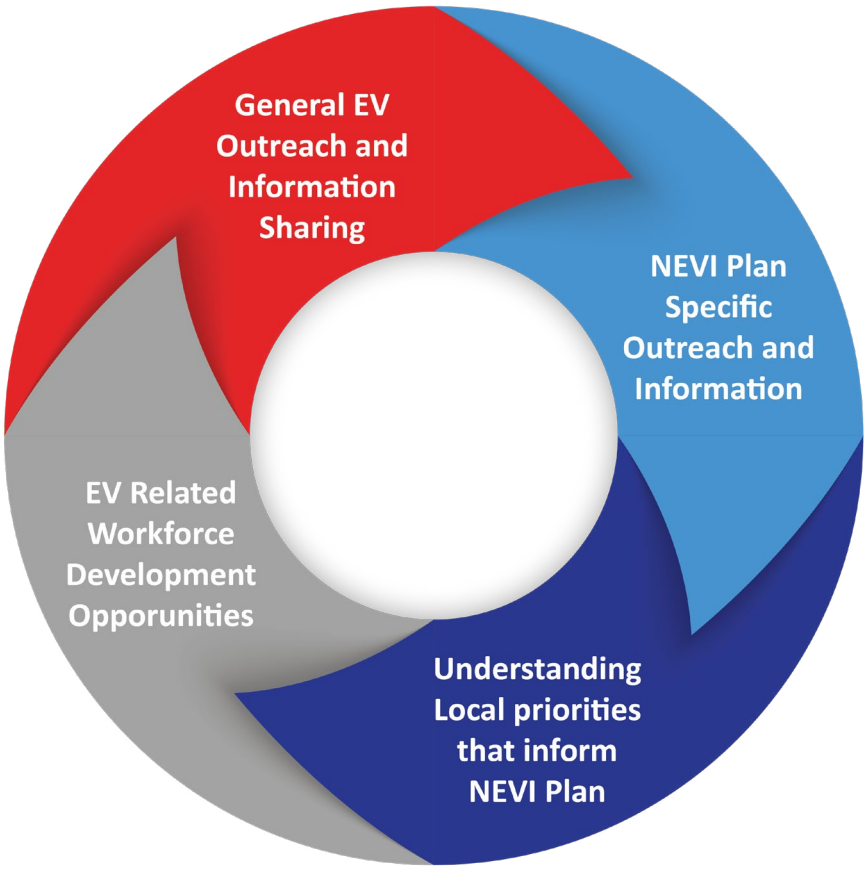
Figure 15: Identified Stakeholder Groups for Arkansas' EVID Plan Equity Engagement

Source: *ARDOT (July 2023)*

ARDOT's NEVI 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 in 2024, following the closing and award selection for the 2023 EVID Competitive Procurement Program.

Throughout FY24-26 Arkansas' NEVI equity-based engagements, ARDOT will seek to establish a framework of four core areas of content as shown in **Figure 16**. 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 4) EV-related workforce development opportunities within Arkansas.

Figure 16: Community Engagement

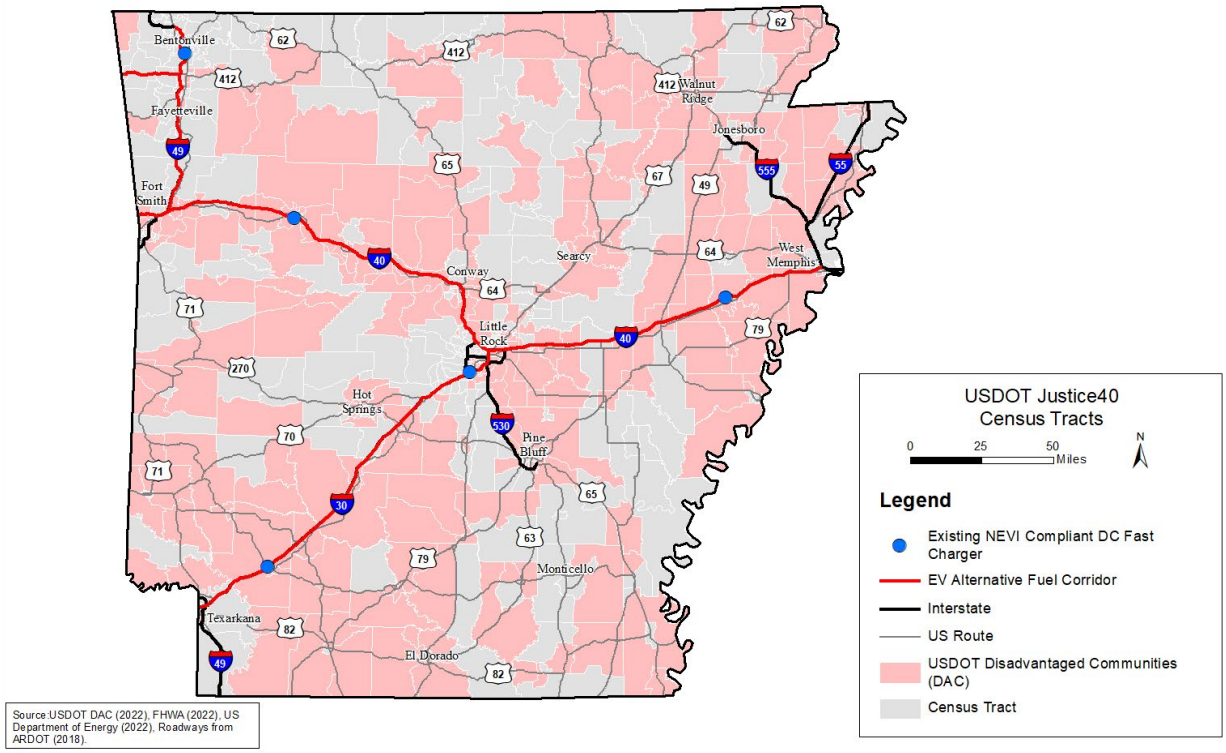


Source: *ARDOT (July 2023)*

Identifying, Quantifying, and Measuring Benefits to Arkansas Disadvantaged Communities

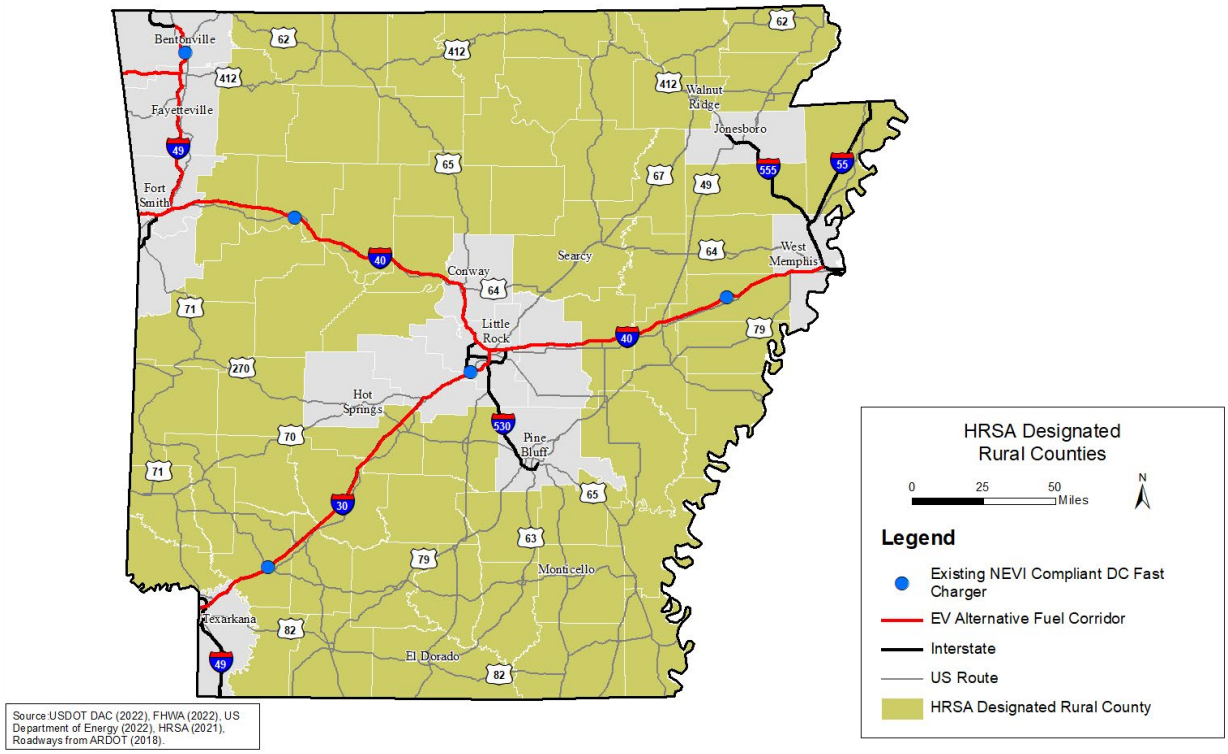
ARDOT used the Argonne EV Charging Justice40 Map Tool, recommended by the Joint Office, to assist in to assist in identifying, quantifying, and measuring NEVI benefits to Disadvantaged Communities (DACs) as seen in **Figure 17**.

Figure 17: Arkansas Federally Recognized Disadvantaged Communities



In addition to DACs, rural communities are also key considerations in ARDOT's equity planning. **Figure 18** shows mapping of rural counties in Arkansas.

Figure 18: Arkansas Health Resources and Services Administration Designated Rural Counties



Based on the mapping process above, ARDOT has developed the initial quantifications shown in **Table 26** as a starting point for quantifying how NEVI Formula Program funding will benefit DACs.

Table 26: Initial Analysis of Arkansas EVID Program Justice40 Benefits

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

Based on the final sites awarded through Arkansas' 2023 EVID Procurement, as well as data reported, ARDOT anticipates additional benefits, including but not limited to those detailed in **Table 27**.

Table 27: Additional Justice40 Benefit Calculations Based On Funding 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.

XI. LABOR AND WORKFORCE CONSIDERATIONS

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 is currently required under 2023 EVID Competitive Procurement Program, 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 course (https://evitp.org/Arkansas) to meet the states growing demand for EVSE-trained electricians.

Procurement and Contracting

The 2023 EVID Competitive Procurement Program requires proposers to demonstrate fulfillment of all Federal statutory requirements. ARDOT will confirm compliance with EVITP during the proposal package evaluation prior to awarding any project NEVI Formula Program funds. Following any notice of award, agreements with EV charger developers will include, and expressly incorporate 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.

XII. 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.

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.

Cybersecurity and Safety

Agreements with EVSE developers awarded NEVI Formula Program funding includes and expressly incorporates 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.

If selected for conditional award, conditional awardee's must supply a written Cybersecurity Plan for the project to be incorporated by reference and as an attachment to the final award agreement. 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.

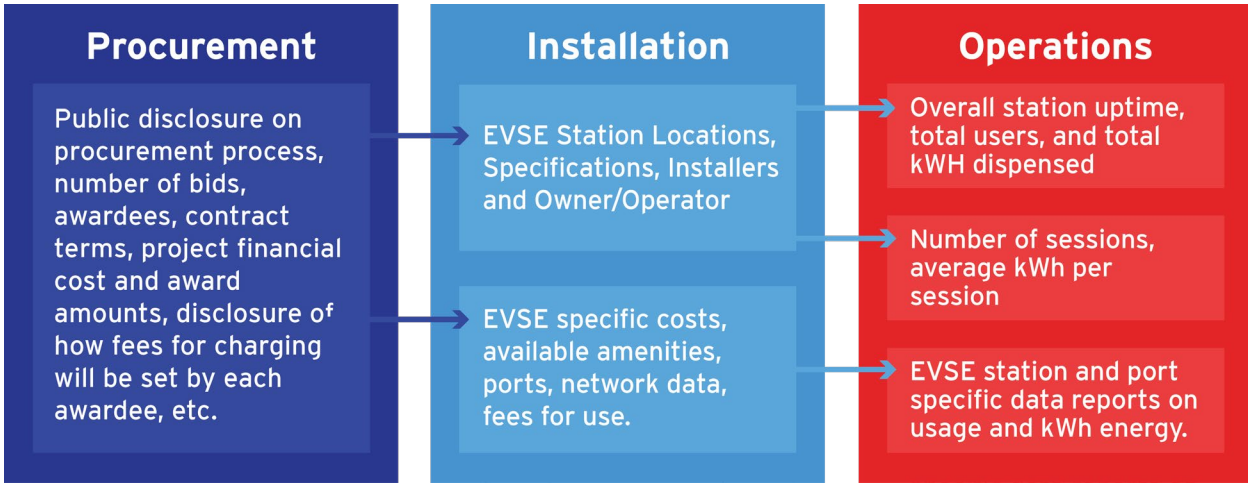
Employees or others involved in operation and maintenance with access to equipment and data are required to be located within the United States and comply with all aspects of the Project's Cybersecurity plan. Independent audits will be performed at least annually by a third-party qualified security assessor. ARDOT will ensure its contracts with any parties awarded NEVI funding, as well as its own agency handling of data, comply with state cybersecurity legislation, including Act 2255 of 2005 – Anti-Spyware, Act 1526 of 2005 – Disclosure of Personal Information to Consumers, and Act 744 of 2005 – Identity Theft Passport. ARDOT will continue to monitor and incorporate any additional cybersecurity requirements developed through the NEVI program final rulemaking.

XIII. PROGRAM EVALUATION

ARDOT's NEVI Formula Program is a partnership with local and national EV industry vendors and site-hosts who will be 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 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 19: 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 19** illustrates.

XIV. DISCRETIONARY EXCEPTIONS

ARDOT's first phase goal for NEVI Formula Program funding is to achieve fully built out certification of the state's Interstates and EV AFCs. ARDOT has not identified the need for any exceptions at the time of this EVID Plan update.

APPENDIX A: SUPPORTING MATERIALS

To keep the content of Section VII. 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 Appendix A.

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

Uniquire ID	Charger Level	Route	Location (Steet Address)	Number of Ports	EV Network	Meets 23 CFR 680	Credit Toward Full Build Out
112737	L2	30	1 Cooperative Wy, Little Rock, AR, 72209	4	Tesla Destination	No	No
150723	L2	630	1020 South University, Little Rock, AR, 72204	2	Tesla Destination	No	No
112738	L2	30	111 W Markham St, Little Rock, AR, 72201	2	Tesla Destination	No	No
112743	L2	430	11301 Financial Centre Pkwy, Little Rock, AR, 72211	12	Tesla Destination	No	No
112739	L2	430	1212 S Shackleford Rd, Little Rock, AR, 72211	8	Tesla Destination	No	No
112743	L2	40	1301 E Dave Ward Dr, Conway, AR, 72032	6	Tesla Destination	No	No
112740	L2	430	1401 S Shackleford Rd, Little Rock, AR, 72211	4	Tesla Destination	No	No
112725	L2	30	17320 I-30, Benton, AR, 72019	6	Tesla Destination	No	No
112727	L2	40	2330 Sanders Rd, Conway, AR, 72032	8	Tesla Destination	No	No
112728	L2	40	2360 Sanders Rd, Conway, AR, 72032	6	Tesla Destination	No	No
112729	L2	40	2370 Sanders Rd, Conway, AR, 72032	6	Tesla Destination	No	No
112749	L2	40	2404 N Arkansas Ave, Russellville, AR, 72802	3	Tesla Destination	No	No
256587	L2	40	2409 N Washington St, Forrest City, AR, 72335	1	Tesla Destination	No	No
256585	L2	30	258 Red Hill Rd, Arkadelphia, AR, 71923	3	Tesla Destination	No	No

Uniquire ID	Charger Level	Route	Location (Steet Address)	Number of Ports	EV Network	Meets 23 CFR 680	Credit Toward Full Build Out
112744	L2	630	301 S University Ave, Little Rock, AR, 72205	6	Tesla Destination	No	No
251027	L2	540	3131 Cloverleaf St, Van Buren, AR, 72956	1	Tesla Destination	No	No
112741	L2	440	3201 Bankhead Dr, Little Rock, AR, 72206	3	Tesla Destination	No	No
256586	L2	55	3500 E Broadway Ave, West Memphis, AR, 72301	1	Tesla Destination	No	No
150599	L2	440	4201 E Roosevelt Rd, Little Rock, AR, 72206	3	Tesla Destination	No	No
112745	L2	630	5120 W Markham St, Little Rock, AR, 72205	5	Tesla Destination	No	No
112730	L2	40	705 Museum Rd, Conway, AR, 72032	6	Tesla Destination	No	No
256588	L2	40	8 Razorback Dr, Morrilton, AR, 72110	1	Tesla Destination	No	No
112742	L2	30	8115 Frenchmans Ln, Little Rock, AR, 72209	2	Tesla Destination	No	No
251924	DCFC	40	1003 N Museum Rd, Conway, AR, 72032	1	ChargePoint	No	No
101979	DCFC	30	11201 Bass Pro Parkway, Little Rock, AR, 72210	10	Tesla	No	No
187161	DCFC	40	1401 Pinecrest Street, Brinkley, AR, 72021	8	Tesla	No	No
166861	DCFC	40	3202 Pence Lane, Ozark, AR, 72949	8	Tesla	No	No
250524	DCFC	40	500 E Pointer Trail, Van Buren, AR, 72956	6	Tesla Destination	No	No
187164	DCFC	40	500 Pointer Trail, Van Buren, AR, 72956	6	Tesla	No	No
253417	DCFC	49	5000 W Pauline Whitaker Pkwy, Rogers, AR, 72758	1	ChargePoint	No	No
205269	DCFC	630	724 S Woodrow St, Little Rock, AR, 72205	1	ChargePoint	No	No
261664	DCFC	630	724 Woodrow St, Little Rock, AR, 72205	2	EV Connect	No	No

Uniquire ID	Charger Level	Route	Location (Steet Address)	Number of Ports	EV Network	Meets 23 CFR 680	Credit Toward Full Build Out
153886	DCFC	49	898 W Monroe Ave, Lowell, AR, 72745	8	Tesla	No	No
121802	DCFC	49	Walmart 5260, 4280 S Pleasant Crossing Blvd., Rogers, AR	4	Electrify America	Yes	Yes
121814	DCFC	40	Walmart 66, 230 Market St., Clarksville, AR	4	Electrify America	Yes	Yes
121819	DCFC	40	Walmart 91, 205 Deaderick Rd., Forrest City, AR	4	Electrify America	Yes	Yes
121820	DCFC	30	Walmart 124, 8801 Baseline Rd., Little Rock, AR	4	Electrify America	Yes	Yes
121827	DCFC	30	Walmart 1065, 2400 N Hervey St., Hope, AR	4	Electrify America	Yes	Yes

ARKANSAS DEPARTMENT OF TRANSPORTATION

ARKANSAS
ENERGY & ENVIRONMENT

STATE PLAN FOR EV INFRASTRUCTURE DEPLOYMENT