



ARKANSAS' ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

April 2023

ARDOT'S EV INFRASTRUCTURE DEPLOYMENT FREQUENTLY ASKED QUESTIONS (FAQs)

Q: What is "NEVI"?

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

Q: How much NEVI Formula Program funding will Arkansas receive?

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

Q: What are the National Electric Vehicle Infrastructure Standards and Requirements?

A: On February 28, 2023, the U.S. Department of Transportation (USDOT) and Federal Highway Administration (FHWA) released the final rule establishing the [NEVI Standards and Requirements](#). The NEVI Standards and Requirements establish EVSE regulations, setting minimum standards and requirements for projects funded under the NEVI Formula Program.

Q: How will Arkansas' NEVI Formula Program funds be spent?

A: Arkansas' initial allocation of NEVI Formula Program funds are directed by IIJA and USDOT rules for use in first building EVSE charging stations along Arkansas portions of the Federal Interstate Highway system and FHWA designated AFCs.

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

Q: What are Alternative Fuel Corridors (AFCs)?

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

Q: What do you mean Interstates and AFCs must be "fully built out" to NEVI Program Standards Requirements?

A: To be considered "fully built out," the [NEVI Standards and Requirements](#) require Interstates and AFCs be equipped with:

- » Publicly 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





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Q: What are ARDOT's NEVI plans to achieve "fully build out" status?

A: ARDOT's plans for EV infrastructure deployment first focus on building out Arkansas portions of the Federal Interstate Highway System and other AFCs. After the first phase of the NEVI Formula Program, and the USDOT has certified Arkansas' AFCs "fully built out," ARDOT will seek to expand the scope of NEVI Formula Program funding, allowing for flexibility to right-size EVSE deployments to Arkansas' regional routes of significance and to additional Arkansas EVSE charging priorities identified through public engagement.

Q: What is "right-sizing" EV charging stations?

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

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

A: Based on current information from EV charging station vendors, ARDOT's working assumption is that the cost to develop a single NEVI-compliant charging site (4 x 150kW EVSE) is approximately \$1 million. The NEVI program funding can provide up to 80% of the eligible costs at each Project site. Depending on the proposed Projects and request for Program funding, Arkansas could build between 45 and 65 NEVI-compliant EVSE sites throughout the state.

Q: How will ARDOT choose EV charging station sites?

A: ARDOT intends to release a competitive procurement process in which eligible applicants will ultimately be identifying and applying for EV charging site locations. ARDOT will select projects and award funding based on the applicant's responsiveness to evaluation criteria.

ARDOT is developing its competitive procurement program for administration of NEVI Formula Program funds, including a Request for Proposals (RFP) issuance and evaluation process, award agreement, and reporting requirements. This first round procurement will focus on funding eligible projects that fill EV service gaps on Arkansas Interstates and AFCs.

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

Q: What are features of the competitive procurement?

A: ARDOT will build on the agencies' federal grant process experience and the Arkansas Department of Energy & Environment's Volkswagen DC Fast Charge Funding Assistance program experience to create a competitive procurement program. Applicant evaluation will be based on responsiveness criteria aligned with minimum NEVI Formula Program requirements and will include other responsiveness criteria such as site ability to provide maximum gap coverage, site readiness, available utility power, available amenities nearby, and cost. ARDOT is still developing this program and will provide updates and full details once available.





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

A: Arkansas' NEVI funds will be awarded to EVSE site hosts and owner-operators on a competitive basis, with eligible applicants including private sites and companies, public sites and local governments, and partnerships between public and private parties. Applicants will be required to provide at least 20% non-federal funding match. ARDOT will not own, operate, or site NEVI-funded EV charging stations on its own property.

Q: Will ARDOT require one application per EVSE site?

A: If an applicant wishes to apply for more than one location, ARDOT will require separate applications for each site to better evaluate site specific details such as: site's ability to provide maximum gap coverage, site readiness, available utility power, available amenities, and cost. ARDOT is still developing this program and will provide updates and full details once available.

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

A: Eligible costs may include funding for pre-construction costs, the acquisition, and installation of EV charging stations, upfront contracts for network connection of EV charging stations to facilitate data collection, access and reliability reporting, and upfront contracts for proper maintenance of EV charging stations. ARDOT is still developing the program and will provide updates and full details once available.

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

A: ARDOT's EVID competitive procurement program will follow all USDOT [NEVI Standards and Requirements](#) adopted by FHWA's final rule, as applicable to the installation, operation, or maintenance of EV charging infrastructure, the interoperability of EV charging infrastructure, traffic control device or on-premises signage acquired, installed, or operated in concert with EV charging infrastructure, data, including the format and schedule for the submission of such data, network connectivity of EV charging infrastructure, and information on publicly available EV charging infrastructure locations, pricing, real-time availability, and accessibility through mapping applications.

Q: Will the NEVI Program fund distributed energy resources?

A: ARDOT's program will follow FHWA rules on eligible costs closely. Federal rules currently allow for distributed energy resources such as battery storage and solar if such equipment directly provides for EV charging and reduces the costs of overall EVSE operations.

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

A: ARDOT's competitive procurement program will cap reimbursement of eligible installation, construction, and O&M costs at \$1,200,000 in total Federal funding share of project costs per project site. Therefore, applicants may apply for a reimbursement of eligible project costs of up to \$1,200,000 or 80% Federal funding share of the total EVSE installation site construction and maintenance costs, whichever is less.

Q: Will ARDOT require Awardees to pay administration costs?

A: A minimum twenty percent (20%) non-federal match, including Program administration costs is required by the awarded eligible applicant. ARDOT will retain a percentage of NEVI funds for program administration costs and will adjust annual project non-federal matching amounts to cover the percent of funds retained for NEVI program administration.





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

A: Once Arkansas' Interstates and AFCs are "fully built out" to NEVI-compliant standards and certified by USDOT, Arkansas may use funds provided under the NEVI Formula Program for EVSE charging infrastructure on other publicly accessible sites. ARDOT cannot focus on rural sites beyond Interstates and AFCs until later years of the Program, following Interstates and AFCs being certified "fully built out." ARDOT suggests applicants identify federal, state, and local grants and incentives that may provide funding for such locations until ARDOT has been certified "fully built out" under NEVI standards. More information on other grants and incentives can be found on ARDOT's NEVI website: www.ardot.gov/evplan

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

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

Q: How is Arkansas identifying and mapping equity?

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

Q: How can prospective applicants prepare for NEVI RFPs?

A: Any prospective applicant looking to procure NEVI Formula Program funds can begin to prepare in the following ways:

1. **Read [NEVI Standards and Requirements](#) to ensure potential site and intended project comply.**
2. **Review [US Department of Energy Guidance on EVSE Station Procurement and Installation](#).**
3. **Coordinate with your electric utility provider.** Begin site assessments to ensure your specific parking spaces have access to enough utility service to provide 600kW of continuous power to EVSE charging stations. Begin gathering information on required site upgrades needed, power service upgrades, possible utility peak and demand charges, and cost assessments for the full utility service upgrades required by your specific site and utility.
4. **Coordinate with your preferred EVSE vendor(s).** Ensure software, hardware, and networking services provided by the vendor(s) conforms to NEVI program requirements. Begin assembling cost quotes for the full design, hardware purchase, installation, networking fees, and annual costs associated with site operation and maintenance.

