



ARKANSAS
ENERGY & ENVIRONMENT

ARKANSAS' ELECTRICAL VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN

Fiscal Year 2026 Plan
September 2025
NEVI Formula Program



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1. INTRODUCTION

The Arkansas Department of Transportation (ARDOT) is implementing the National Electrical Vehicle Infrastructure (NEVI) Formula Program as directed by the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (Nov. 15, 2021). To prepare the Fiscal Year (FY) 2026 Electric Vehicle Infrastructure Deployment (EVID) Plan, ARDOT followed the most recent Federal Highway Administration (FHWA) [NEVI Formula Program Interim Final Guidance \(August 11, 2025\)](#) and continues to comply with all NEVI Formula Program Standards and Requirements under 23 CFR 680.

ARDOT’s FY2026 EVID Plan is aligned with the three statutory and regulatory requirements outlined in the NEVI Formula Program Interim Final Guidance, including:

- A description of how the State intends to use NEVI Formula Program funds for each fiscal year. The Plan should cover all unobligated funding for FY2022–2026.
- A Community Engagement Outcomes Report, per [23 CFR 680.112\(d\)](#).
- A description of physical and cybersecurity strategies, per [23 CFR 680.106\(h\)](#).

2. EV CHARGING INFRASTRUCTURE DEPLOYMENT

Pursuant to the IIJA, Arkansas will receive \$54.1 million in total FY2022–2026 NEVI Formula Program funds to create an electric vehicle (EV) charging network across the state (**Table 2.1**).

TABLE 2.1 ARKANSAS’ ANNUAL NEVI FORMULA PROGRAM FUNDING ALLOCATIONS BY FISCAL YEAR

FY2022	FY2023	FY2024	FY2025	FY2026
\$8,010,850	\$11,527,774	\$11,527,774	\$11,527,774	\$11,527,774
Total Arkansas NEVI Formula Program Funds			\$54,121,946	

In alignment with FHWA’s NEVI Formula Program Interim Final Guidance, ARDOT plans to fully build out its federally designated EV Alternative Fuel Corridor (EV AFC) network using a combination of NEVI-funded projects and crediting existing stations on Arkansas’ EV AFCs that meet the minimum NEVI Formula Program requirements. After FHWA certifies Arkansas’ EV AFCs are fully built out, ARDOT intends to use remaining NEVI Formula Program funds to competitively solicit proposals for EV charging stations at publicly accessible locations throughout the state, with a focus on remaining Interstates and US and State Routes of significance on Arkansas’ State Highway System.

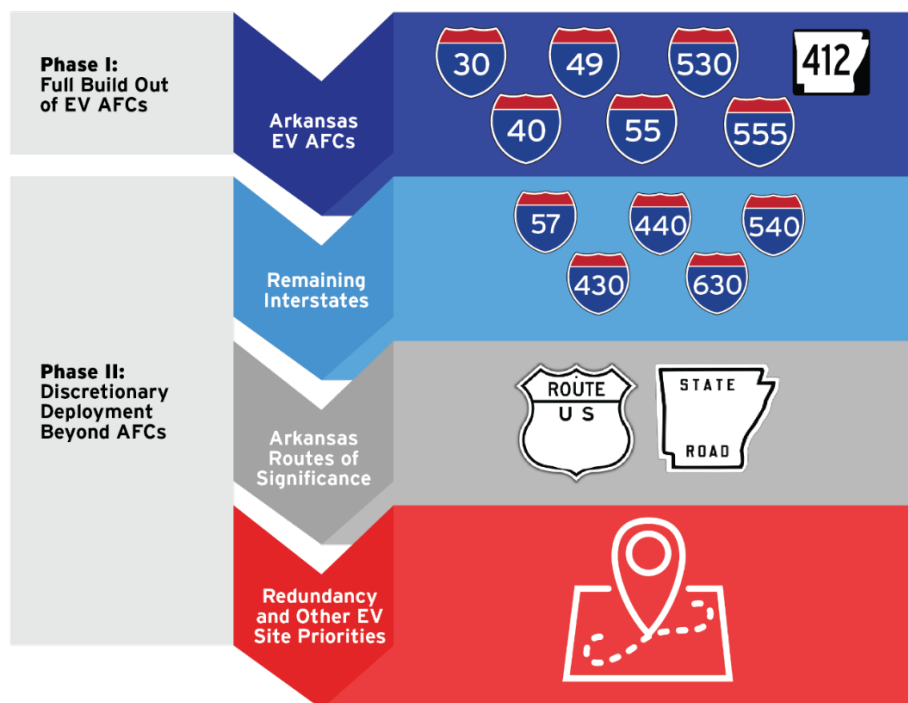
To date, ARDOT has obligated \$80,000 in FY2022 NEVI Formula Program funds with an additional \$845,493 of eligible FY2022 NEVI Formula Program expenses to be converted through Advance Construction. ARDOT plans to obligate the remaining \$53,196,453 in FY2022–2026 NEVI Formula Program funds as outlined in this FY2026 EVID Plan.

2.1. Arkansas’ NEVI Vision

ARDOT’s vision for the NEVI FY2026 EVID Plan is to develop a comprehensive, statewide EV charging station network, which enables EV travel across the state and spurs economic development. Pursuant to the IIJA, EV charging infrastructure funded through the NEVI Formula Program shall first be located along federally designated EV AFCs until ARDOT determines and FHWA certifies that Arkansas’ EV AFCs are fully built out.

When making a fully built out determination, ARDOT will consider the appropriate distance between EV charging sites to allow for reasonable travel and certainty that charging will be available to EV AFC corridor travelers when needed. Once ARDOT determines and FHWA certifies that Arkansas’ designated EV AFCs fully are built out, ARDOT will move forward with discretionary deployment of EV charging stations beyond EV AFCs. ARDOT plans to disburse the FY2022–2026 NEVI Formula Program funds using a two-phase approach, as illustrated on **Figure 2.1**.

FIGURE 2.1 ARKANSAS’ EVID APPROACH



- **Phase I: Full Build Out of EV AFCs.** ARDOT plans to allocate FY2022–2023 NEVI Formula Program funds through a competitive process, deploying EV charging stations on Arkansas’ EV AFCs, with a goal of full build out of Arkansas’ EV AFC corridors in compliance with NEVI Formula Program Interim Final Guidance (**Table 2.2**).

ARDOT anticipates FY2022–2023 NEVI Formula Program funds will be sufficient to achieve full build out, though a second round of Phase I procurement may be required. While it is anticipated

NEVI FY2022–2023 NEVI Formula Program funds will be sufficient to achieve full build out of the EV AFC corridors, ARDOT reserves the right to use FY2024 NEVI Formula Program funds to achieve full build out of Arkansas’ EV AFC corridors as required.

- Phase II: Discretionary Deployment Beyond EV AFCs.** ARDOT plans to use any remaining FY2023 NEVI Formula Program funds in combination with FY2024–2026 NEVI Formula Program funds in support of a competitive procurement process designed to deploy EV charging stations along Arkansas’ remaining Interstates and US and State Routes of significance, as well as to provide redundancy on Interstates, other EV AFCs, and other EV charging priority sites (**Table 2.2**). During Phase II, ARDOT will prioritize EV charging station deployment and procurement using a planning process informed by public feedback and compliant with NEVI Formula Program requirements.

TABLE 2.2 ARKANSAS’ ESTIMATED ANNUAL NEVI FUNDING AND TWO-PHASE USE

FEDERAL FISCAL YEAR	EV DEPLOYMENT	ESTIMATED NEVI FUNDS
FY2022–2023 Funds	Phase I: Full Build Out of EV AFCs	\$15,841,493
Remaining FY2023–2026 Funds	Phase II: Discretionary Deployment Beyond EV AFCs	\$38,280,453
Total Arkansas NEVI Formula Program Funds		\$54,121,946

As demonstrated in **Table 2.3**, ARDOT will retain seven percent of the five-year NEVI Formula Program funds annually (FY2022–2026) for its use in administering the NEVI Formula Program each year. ARDOT will use NEVI Formula Program administration funds for tasks including, but not limited to, program planning, procurement design, public engagement, project management, federal compliance oversight, and required NEVI Formula Program reporting.

TABLE 2.3 USE OF ARKANSAS’ NEVI FORMULA PROGRAM FUNDS

DEPLOYMENT IMPLEMENTATION TASK	FY2022–2023 NEVI FORMULA PROGRAM FUNDS	REMAINING FY2023–2026 NEVI FORMULA PROGRAM FUNDS
NEVI Formula Program Administration	\$925,493	\$2,863,043
Construction, Operation, and Maintenance	\$14,916,000	\$35,417,410
Total NEVI Formula Program Funds	\$15,841,493	\$38,280,453

2.2. Phase I: Planned EV Charging Stations and Path Toward Fully Built Out Certification

In 2023, ARDOT developed an EVID Competitive Procurement Program to solicit proposals for NEVI compliant EV charging stations at each of the 15 EV charging station gaps, as defined in earlier FHWA Guidance, along the 11 EV service corridor segments in Arkansas. Following release of the Request for Proposals (RFP), ARDOT received 120 proposals. Phase I Awards were announced in April 2024, totaling

\$14.9 million of NEVI Formula Program funds for 19 NEVI compliant EV charging stations on Arkansas' EV AFCs. The 19 sites recommended for NEVI awards shown on **Figure 2.2** and are listed in **Table 2.4**.

FIGURE 2.2 ARDOT PHASE I SELECTED NEVI PROJECTS AND EXISTING CREDITABLE STATIONS ON EV AFCs

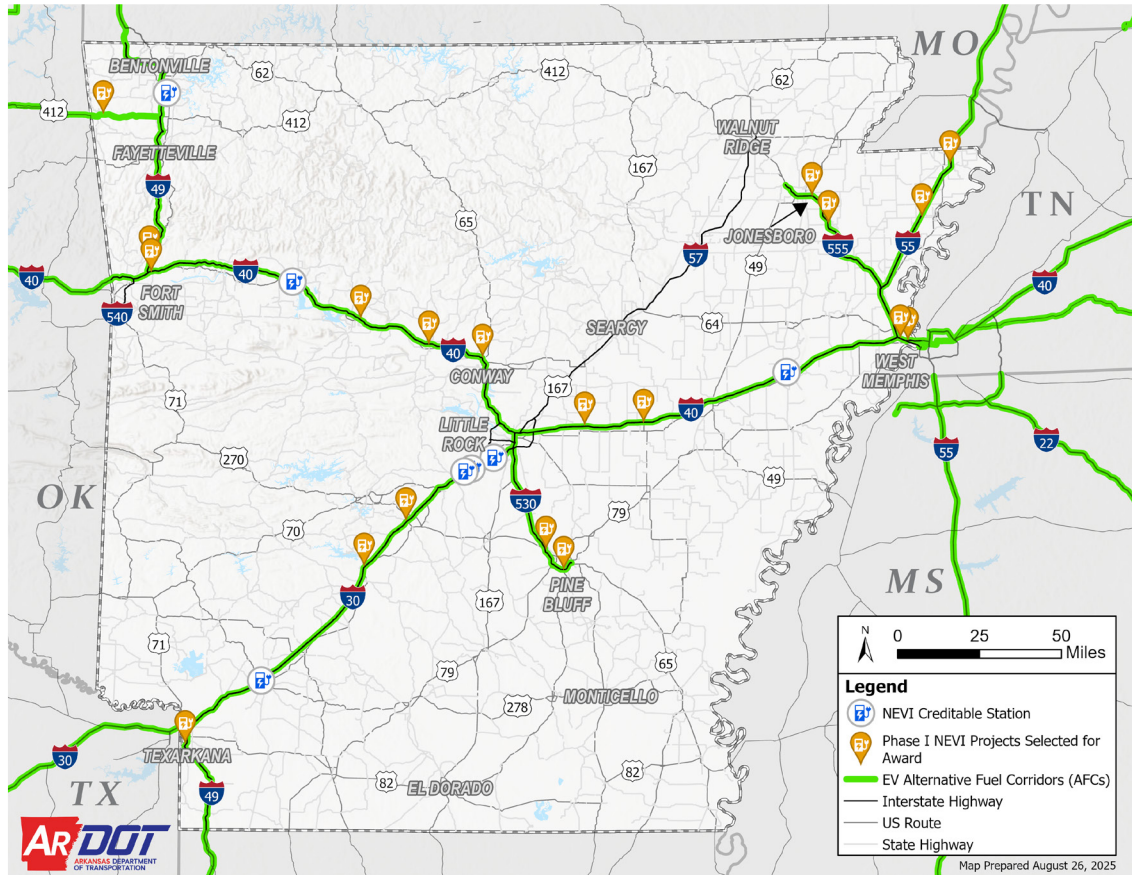


TABLE 2.4 ARDOT PHASE I AWARDED NEVI EV CHARGING STATIONS

ROUTE	NEVI FUNDING	NEW LOCATION / ESTIMATED YEAR OPERATIONAL	PORTS	COST
I-30	FY2022/FY2023	Caddo Valley Pilot Travel Center / FY2026	4	\$581,000
I-30	FY2022/FY2023	Malvern Love's Travel Stops / FY2026	4	\$753,000
I-40	FY2022/FY2023	Morrilton Casey's / FY2026	4	\$987,000
I-40	FY2022/FY2023	Alma Harps / FY2026	7	\$479,000
I-40	FY2022/FY2023	West Memphis Petro Travel Center / FY2026	12	\$943,000
I-40	FY2022/FY2023	West Memphis Cracker Barrel / FY2026	7	\$516,000
I-40	FY2022/FY2023	Conway Cracker Barrel / FY2026	7	\$516,000
I-40	FY2022/FY2023	Lonoke Circle K / FY2026	4	\$498,000
I-40	FY2022/FY2023	Russellville Flying J Travel Center / FY2026	4	\$668,000
I-40	FY2022/FY2023	Hazen Love's Travel Stops / FY2026	4	\$700,000
I-49	FY2022/FY2023	Alma Love's Travel Stops / FY2026	4	\$753,000
I-49	FY2022/FY2023	Texarkana EZ Mart / FY2026	4	\$635,000

ROUTE	NEVI FUNDING	NEW LOCATION / ESTIMATED YEAR OPERATIONAL	PORTS	COST
I-55	FY2022/FY2023	Blytheville Holiday Inn / FY2026	4	\$1,016,000
I-55	FY2022/FY2023	Osceola Jordan's Kwik Stop / FY2026	4	\$1,068,000
I-530	FY2022/FY2023	Pine Bluff Southern Edge Truck Stop & Eatery / FY2026	8	\$1,753,000
I-530	FY2022/FY2023	White Hall Holiday Inn / FY2026	4	\$597,000
I-555	FY2022/FY2023	Jonesboro Love's Travel Stops / FY2026	4	\$700,000
I-555	FY2022/FY2023	Trumann Flash Market 17023 / FY2026	4	\$637,000
US 412	FY2022/FY2023	Siloam Springs Jiffy Trip / FY2026	4	\$1,116,000
PHASE I PROCUREMENT		19 EV CHARGING DEVELOPMENT SITES AWARDED	97	\$14,916,000

2.3. Phase II: Arkansas' Planned Discretionary Deployments Beyond EV AFCs

After ARDOT determines and FHWA certifies Arkansas' EV AFCs fully built out, ARDOT will use any remaining FY2023 NEVI Formula Program funds in combination with FY2024–2026 NEVI Formula Program funds in support of a competitive procurement process designed to deploy EV charging stations along Arkansas' remaining Interstates and US and State Routes of significance, as well as to provide redundancy on Interstates, other EV AFCs, and other EV charging priority sites. ARDOT intends to use a data informed planning process, as well as incorporate public feedback to plan for the use of remaining NEVI Formula Program funds for discretionary deployment of EV charging stations. These EV charging stations will serve additional needs on the Arkansas' State Highway System and will comply with all NEVI Formula Program Standards and Requirements under 23 CFR 680.

3. COMMUNITY ENGAGEMENT OUTCOMES REPORT

This section of the FY2026 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 ARDOT began Program implementation in 2022. Engagement activities were designed to inform the public, convene planning partners, and incorporate feedback from stakeholders. Community engagement input was utilized by ARDOT in the development of the Arkansas EVID Plan and competitive NEVI procurements to align with statewide needs, utility power grid capacity, and clear market signals. Engagement outcomes, including engagement with disadvantaged communities, directly shaped ARDOT's Phase I NEVI competitive procurement process and this FY2026 EVID Plan as described in more detail in the following sections.

3.1. Community Engagement Framework

ARDOT structured its community engagement around three complementary activities, including informative outreach, planning coordination, and decision-making engagement forums.

- Informative outreach provided the public with updates on program goals, eligible locations, timelines, procurement program requirements, and ways for stakeholders to remain engaged.

Multifaceted outreach methods were used to engage the public, including in-person and virtual public meetings, press releases, radio announcements, social media posts, public-facing factsheets, a NEVI planning website, and a procurement web portal supporting ARDOT's competitive procurement process.

- Planning coordination efforts focused on gathering targeted feedback from stakeholders, including state agencies, electric utilities, Metropolitan Planning Organizations (MPOs), the Arkansas Clean Cities Coalition, local jurisdictions, and community representatives.
- Decision-making forums facilitated targeted input from critical partners such as other state agencies, electric utilities, and FHWA. Decision-making forums included an ARDOT-convened Electrification Working Group with key partner agencies and regular coordination with the Arkansas Department of Energy and Environment.

3.2. Community Engagement Activities and Input Themes

This section highlights key themes from ARDOT's public engagement activities conducted since 2022 that have informed ARDOT's EVID planning documents and EVID Competitive Procurement Program.

- Planning focused engagement with electric utilities and local jurisdictions provided critical input on electric grid capacity in the key EV charging gap areas along the state's EV AFCs, which was essential to assessing project location feasibility and ensuring reasonable deployment timelines.
- Market and industry stakeholders provided input supporting technology openness and encouraged the EVID procurement program to accommodate evolving market standards, such as the growing adoption of the North American Charging Standard (NACS) to future-proof port connectors at NEVI-funded EV charging station sites.
- Communities and public stakeholders affirmed ARDOT's identified EV AFC charging station gap segments and site priorities, while underscoring expectations for accessibility, safety, and user comfort features such as lighting, cameras, and clear wayfinding for NEVI-funded EV charging stations.
- Prospective proposers requested transparent, streamlined submittal package requirements, clear evaluation criteria, and predictable coordination with utilities and local authorities.
- Community representatives, local planning partners, and industry stakeholders emphasized the importance of EV charging station deployment beyond EV AFCs to reduce traveler range anxiety and to ensure statewide EV charging coverage.

3.3. How ARDOT Used the Input

ARDOT's engagement activities and the input received were used by ARDOT to improve the EVID planning process. Community engagement input helped improve procurement program development, validated

EV charging gap segments on EV AFCs, strengthened market participation, and aligned planning and procurement development with local needs. During ARDOT's EVID procurement process, broad awareness and clear submittal instructions helped generate 120 Phase I proposals, supporting competitive selection and geographic coverage across the state's EV AFC charging gap segments. Early utility coordination and better visibility into grid constraints positioned selected sites for faster design, permitting, and grid connection. Clear safety, accessibility, and location amenity requirements were included in ARDOT's procurement program to improve site user experience. Centralized, transparent communications, recorded webinars, FAQs, and a procurement portal enhanced accountability and reduced confusion for the broader public, interested stakeholders, and proposers.

4. 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 include ARDOT-specific requirements to provide a robust, safe, and secure EV charging network across the state as outlined in this section.

4.1. Physical Security and Safety

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

- **Site Planning Safety:** Site-specific plans are required for every EV charging station installation, detailing existing and proposed conditions for all equipment placement, electrical and underground details, parking and traffic control, and access to amenities.
- **Electrical Safety:** EV charging stations are required to have a Charge Circuit Interrupting Device or Ground Fault Circuit Interrupter to shut off the flow of power to reduce risk of electric shock.
- **Fire Prevention Safety:** Charging equipment must be installed following the latest National Electric Code (NEC) and National Fire Protection Association (NFPA) standards. A fire department emergency power disconnect must 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.
- **Lighting & Monitoring:** EV charging stations 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.
- **Additional Site Safety Requirements:** EV charging stations must 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.

4.2. Cybersecurity and Safety

Agreements with EV charging station developers awarded NEVI Formula Program funding include and expressly incorporate by reference ARDOT's EVID Program Requirements, which supplements NEVI Formula Program requirements under 23 CFR 680. ARDOT's EVID Program Requirements provide specifications on EV charging station cybersecurity.

ARDOT's Award Agreement stipulates that awardees must supply a written Cybersecurity Plan, audited and updated annually. The 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's (NIST) guidelines.

Awardees' employees or other individuals involved in the operation and maintenance of the units with access to equipment and data must be located within the United States and comply with all aspects of the Project's Cybersecurity Plan. Awardees will be responsible for independent audits, performed at least annually by a third-party qualified security assessor. ARDOT will ensure that its agreements with any parties awarded NEVI funding, as well as its own agency handling of data, comply with state and federal cybersecurity legislation. ARDOT will continue to monitor and incorporate any additional cybersecurity requirements developed through updated guidance and rulemaking for the NEVI Formula Program.



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STATE PLAN FOR EV INFRASTRUCTURE DEPLOYMENT