














| STATUS | POLICY | POLICY AREA | POLICY CATEGORY | YEAR ENACTED |
|---|---|----------------|----------------------------|--------------|
|  Not Enacted | <p>Low-Emission Vehicle (LEV) Standards</p> <p>Under Section 177 of the Clean Air Act, California has the unique authority to establish vehicle emission standards more stringent than federal standards, and other states may adopt California's standards. These Low-Emission Vehicle (LEV) standards control tailpipe emissions of criteria pollutants and greenhouse gasses from light-duty vehicles.</p> | Transportation | Light-Duty Vehicles | |
|  Not Enacted | <p>Zero-Emission Vehicle (ZEV) Mandates</p> <p>Zero-Emission Vehicle (ZEV) mandates, also known as "clean car standards," require automakers to produce and sell a certain percentage of zero-emission light-duty vehicles each model year based on total new vehicle sales. The most stringent ZEV mandates require 100% of new vehicle sales to be electric by 2035 and are known as "Advanced Clean Cars II".</p> | Transportation | Light-Duty Vehicles | |
|  Not Enacted | <p>Electric Vehicle Rebates</p> <p>Electric vehicle rebates offer rebates to make light-duty electric vehicles more affordable to increase their adoption in a state.</p> | Transportation | Light-Duty Vehicles | |

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|  Not Enacted | <p>Low NOx Omnibus Rules</p> <p>Low NOx Omnibus Rules establish stringent tailpipe emission standards for heavy duty vehicles, updated testing procedures, and technology-neutral compliance mechanisms to reduce nitrous oxide (NOx) pollution. The regulation must be adopted first by California, and other states may adopt the regulation under the federal Clean Air Act.</p> | Transportation | Medium- and Heavy-Duty Vehicles | |
|  Not Enacted | <p>Medium- and Heavy-Duty (MHD) Zero-Emission Vehicle (ZEV) Mandates</p> <p>Medium- and heavy-duty (MHD) zero-emission vehicle mandates, also known as "Advanced Clean Trucks", require automakers to produce and sell a certain number of zero-emission MHD vehicles to fulfill a quota based on a percentage of total sales in states.</p> | Transportation | Medium- and Heavy-Duty Vehicles | |
|  Not Enacted | <p>Medium- and Heavy-Duty Electric Vehicle (EV) Rebates</p> <p>Medium- and heavy-duty (MHD) electric vehicle rebates consist of programs and policies that offer rebates to make MHD electric vehicles more affordable to increase their adoption in a state.</p> | Transportation | Medium- and Heavy-Duty Vehicles | |

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|  Not Enacted | <p>Public Fleet Electric Vehicle (EV) Procurement Targets</p> <p>Public fleet electric vehicle (EV) procurement targets require that a certain percentage or number of vehicles purchased or leased by the state are zero-emission or electric vehicles. This can apply to passenger cars, light-duty vehicles, and/or medium- and heavy-duty vehicles in a state's public fleet.</p> | Transportation | Lead by Example | |
|  Not Enacted | <p>Electric Bus Procurement Targets</p> <p>Electric bus procurement targets require that a certain percentage or number of school buses and/or transit buses purchased or leased by the state, transit authorities, and/or school districts must be electric or zero-emissions.</p> | Transportation | Lead by Example | |
|  Not Enacted | <p>Electric Vehicle (EV) Charging Infrastructure Requirements</p> <p>Electric vehicle (EV) charging infrastructure requirements establish mandates for the installation of EV charging infrastructure in new construction or developments, such as residential or commercial buildings, and public parking lots.</p> | Transportation | EV Charging Infrastructure | |
|  Not Enacted | <p>Electric Vehicle (EV) Charging Infrastructure Rebates</p> <p>Electric vehicle (EV) charging infrastructure rebates offer rebates to make the purchase and/or installation costs of EV charging infrastructure more affordable.</p> | Transportation | EV Charging Infrastructure | |

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|  Not Enacted | <p>Electric Vehicle (EV) and EV Charging Infrastructure Plans</p> <p>Electric vehicle (EV) and EV charging infrastructure plans are documents that provide a framework to guide the development, coordination, and adoption of EVs and EV charging infrastructure.</p> | Transportation | Transportation Plans and Targets | |
|  Not Enacted | <p>Transportation Greenhouse Gas Emissions Reduction Targets</p> <p>Transportation greenhouse gas (GHG) emissions reduction targets are set by a state to limit emissions in the transportation sector. These targets aim to reduce emissions by specific amounts over time, often expressed as a percentage reduction from a baseline year.</p> | Transportation | Transportation Plans and Targets | |
|  Not Enacted | <p>Low Carbon Fuel Standards</p> <p>A low carbon fuel standard (LCFS) is a market-based mechanism to reduce the carbon intensity of transportation fuels and account for the fuel's life cycle greenhouse gas emissions.</p> | Transportation | Transportation Plans and Targets | |

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Bicycle Friendly States

Arkansas is ranked 39th out of 50 in the 2024 Bicycle Friendly State rankings by the League of American Bicyclists.



Partially Enacted

Establishing Policies

- [Arkansas Bicycle Friendly State Scorecard](#)

Policy Components



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Transportation

Public and Active Transportation