

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

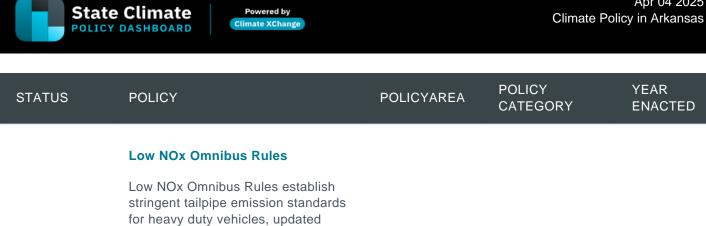


Not Ø Enacted Electric vehicle rebates offer rebates to make light-duty electric vehicles more affordable to increase their adoption in a state.

Transportation

Light-Duty Vehicles





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

## **Medium- and Heavy-Duty Electric** Vehicle (EV) Rebates

Not Enacted

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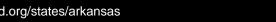
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## Medium- and heavy-duty (MHD) electric vehicle rebates consist of programs and policies that offer rebates to make MHD electric vehicles more affordable to increase

their adoption in a state.

Transportation

Medium- and **Heavy-Duty** Vehicles





Apr 04 2025

YEAR

ENACTED



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





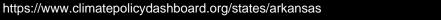
| STATUS         | POLICY  | POLICYAREA     | POLICY<br>CATEGORY                     | YEAR<br>ENACTED |
|----------------|---|----------------|--|-----------------|
| Not<br>Enacted | Electric Vehicle (EV) and EV<br>Charging Infrastructure Plans<br>Electric vehicle (EV) and EV<br>charging infrastructure plans are<br>documents that provide a framework<br>to guide the development,<br>coordination, and adoption of EVs<br>and EV charging infrastructure.   | Transportation | Transportation<br>Plans and<br>Targets |                 |
| Not<br>Enacted | Transportation Greenhouse Gas<br>Emissions Reduction Targets<br>Transportation greenhouse gas<br>(GHG) emissions reduction targets<br>are set by a state to limit emissions<br>in the transportation sector. These<br>targets aim to reduce emissions by<br>specific amounts over time, often<br>expressed as a percentage<br>reduction from a baseline year. | Transportation | Transportation<br>Plans and<br>Targets |                 |

## Low Carbon Fuel Standards

Not Enacted 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.

Transportation

Transportation Plans and Targets







| STATUS               | POLICY   | POLICYAREA     | POLICY<br>CATEGORY                     | YEAR<br>ENACTED |
|----------------------|--|----------------|--|-----------------|
| Partially<br>Enacted | <ul> <li>Bicycle Friendly States</li> <li>Arkansas is ranked 39th out of 50 in the 2024 Bicycle Friendly State rankings by the League of American Bicyclists.</li> <li>Establishing Policies</li> <li>Arkansas Bicycle Friendly State Scorecard</li> <li>Policy Components</li> <li>2/5</li> </ul> | Transportation | Public and<br>Active<br>Transportation |                 |

