NEW MEXICO EV INFRASTRUCTURE DEPLOYMENT PLAN

UPDATE AUGUST 1, 2023

This is a living document that will be updated regularly in the coming years. Public input and stakeholder engagement activities are ongoing and will be reflected in future plan updates.

CONTENTS

LIST OF ACRONYMS

Acronym	Meaning
AADT	Average Annual Daily Traffic
ADA	Americans with Disabilities Act
AEO	Annual Energy Outlook
AFC	Alternative Fuel Corridor
AFDC	Alternative Fuels Data Center
BIA	Bureau of Indian Affairs
BIL	Bipartisan Infrastructure Law
BLM	Bureau of Land Management
CAT	Climate Action Team
CBSA	Core Based Statistical Area
CCS	Combined Charging System
CCTF	Climate Change Task Force
CEET	Center for Emerging Energy Technologies
CO2	Carbon Dioxide
CRFC	Critical Rural Freight Corridor
CUFC	Critical Urban Freight Corridor
DAC	Disadvantaged Community
DBE	Disadvantaged Business Enterprise
DC	Direct Current
DCFC	Direct Current Fast Chargers
DOD	U.S. Department of Defense
DOE	U.S. Department of Energy
DOL	U.S. Department of Labor
DOT	U.S. Department of Transportation
EIA	U.S. Energy Information Administration
EIA	U.S. Energy Information Administration
EMNRD	New Mexico Energy, Minerals, and Natural Resources Department
EO	Executive Order
EPA	Environmental Protection Agency
EVITP	Electric Vehicle Infrastructure Training Program
EV	Electric Vehicle
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	Greenhouse Gas
HDV	Heavy-duty Vehicle
HUB	Historically Underutilized Business
ICE	Internal Combustion Engine

IIJA	Infrastructure Investment and Jobs Act
IP	Ingress Protection
ITS	Intelligent Transportation System
kW	Kilowatts
LANL	Los Alamos National Laboratory
LDV	Light-duty Vehicle
LEP	Limited English Proficiency
LEV	Low Emission Vehicle Program
Low-No	Low and No Emissions Vehicle Program
MDV	Medium-duty Vehicle
MOU	Memorandum of Understanding
MUTCD	Manual on Uniform Traffic Control Devices
MW	Megawatts
NCRTD	North Central Regional Transit District
NEVI	National Electric Vehicle Infrastructure
NHFN	National Highway Freight Network
NHS	National Highway System
NIH	National Institutes of Health
EPSCoR	New Mexico Established Program to Stimulate Competitive Research
NMC	New Mexico Consortium
NMDOT	New Mexico Department of Transportation
NMRECA	New Mexico Rural Electric Cooperative Association
NOAA	National Oceanic and Atmospheric Administration
NOx	Nitrogen Oxides
NPS	U.S. National Park Service
O&M	Operations and Maintenance
OCPP	Open Charge Point Protocol
PHFS	Primary Highway Freight System
PIO	Public Information Officer
PM	Particulate Matter
PNM	Public Service Company of New Mexico
PRC	New Mexico Public Regulatory Commission
RFP	Request for Proposals
SBE	Small Business Enterprise
SCRTD	South Central Regional Transit District
SLA	Service Life Agreement
TEP	Transportation Electrification Plan
VOC	Volatile Organic Compound
ZCTA	Zip-Code Area
ZEV	Zero Emission Vehicle

INTRODUCTION

Pursuant to the NEVI Formula requirements, the following sections of the plan have been updated from the prior fiscal year's 2022 NEVI Plan (all updates are highlighted in yellow):

Introduction: Added summary of 2023 NEVI Plan section updates.

The NMDOT is providing an update to the 2022 NEVI Plan a provide updates in community enagages, the Governor's support and initiates with the Clean Energy, implementation strategies and reporting mechnisms in compliane with 23 CFR 680 and to ensure we are on track to meet the goals on the NEVI Formula program in the development of a cohesive EV charging infrastructure.

The

- Background: Two (2) additional paragraphs were added to emphasize the important of the statistics regarding commuters and greenhouse gas emissions and in support of the 2022 Clean Car Rule. Also replaced Figure 1 which now includes 2022 statistics.
- The NEVI Program: One (1) paragraph was eliminated, and two (2) additional paragraphs were added based on the amount of the award that NM received and the verbiage regarding a broad overview of the Phase 1 plan.
- State Agency Coordination: Updated members of the Steering Committee.
- Additional State Government Coordination: Updated to identify interstate working groups that have been established.
- Climate: Added verbiage concerning evidence based climate resilience measures.
- Tribe and Pueblo Survey: Add verbiage concerning……..
- Labor and Workforce Considerations: Added verbiage regarding…….
- Plan, Vision, Goal and Targets: Added verbiage regarding

BACKGROUND

Electric Vehicles (EVs) are going mainstream. An ever-increasing array of new vehicle choices, technology improvements, and longer ranges is resulting in exponential growth of EVs worldwide (Figure 1). Global sales of EVs doubled from 2020 to 2021, and EVs represent 10 percent of today's global car sales[1]. The latest models of electric light-duty pickup trucks and cars with better on- and off-road performance, lower maintenance costs, and better hauling and towing capabilities will rapidly accelerate sales. A national network of publicly accessible EV chargers is needed to enable longer trips and enhanced opportunities for EV owners. This network will continue to accommodate and excite current and future EV drivers. It will drive EV adoption and owner satisfaction – all while helping to achieve New Mexico's, and the nation's, climate and environmental goals.

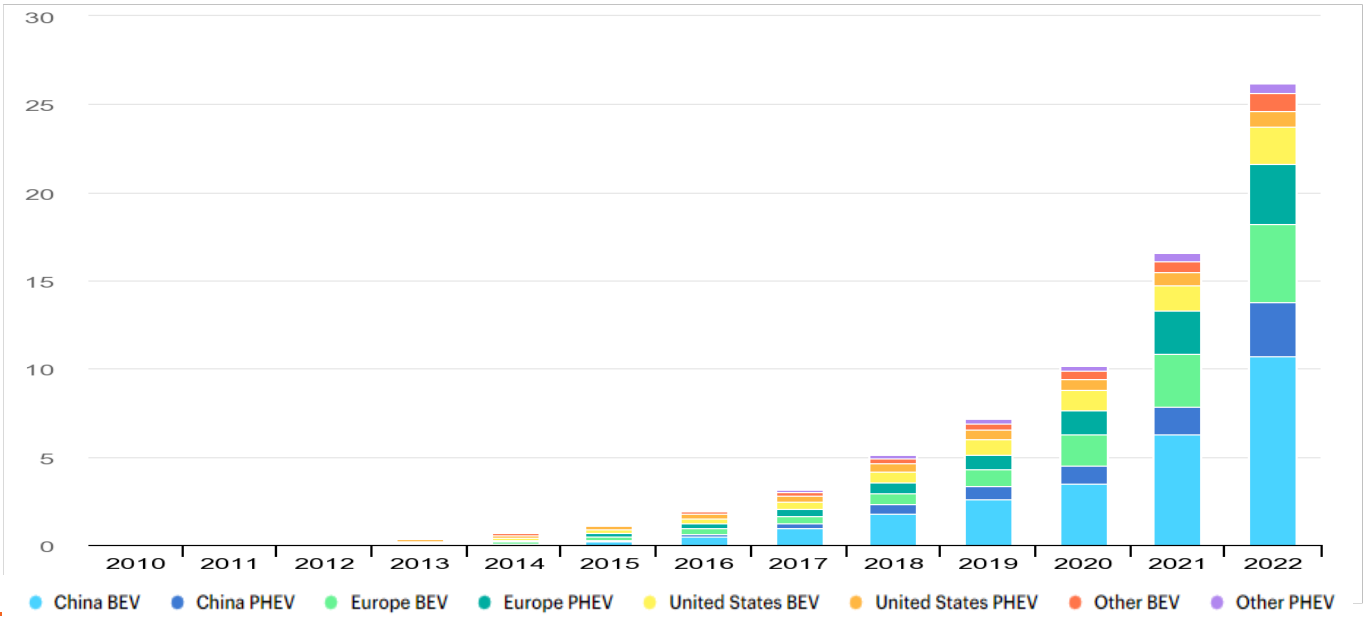
August 1, 2023, NEVI Deployment Plan Update is below, highlighted in yellow:

Transportation is the second-highest source of greenhouse gas emissions in New Mexico (NM). Pollution from the transportation sector contributes to the state's growing ozone problem. Electrifying NM will not only reduce greenhouse gas emissions, but will also reduce NOX, PM 2.5, and other harmful emissions.

Approximately 80 percent (80%) of NM commuters drive alone. Rural commuters, who have fewer transportation alternatives, tend to drive even more than their urban counterparts. Since 2010, vehicle miles traveled (VMT) in the state has increased by 4.9 percent (4.9%). Despite this increase, transportation sector emissions have declined as motor vehicles have become more fuel efficient. As part of its strategy to continue to reduce transportation emissions, NMDOT is looking to increase clean vehicle adoption and invest in charging infrastructure as part of its climate strategy. This project will support the 2022 Clean Car Rule, which sets low-emission and zero-emission standards for new cars and trucks.

The following table was updated and submitted August 1, 2023 as an update to the original plan:

FIGURE 1: GLOBAL ELECTRIC CAR STOCK, 2010-2022



Source: IEA[1]

New Mexico has several robust programs that focus on restoring and protecting the environment and its natural resources. Each NMDOT district evaluates the environmental impact of each project on wetlands and state-listed species and their habitats. NMDOT has a dedicated team that considers wildlife crossings in its projects. Together with the Federal Highway Administration and the US Army Corps of Engineers, NMDOT is also preparing a wetland mitigation banking program.

To reduce carbon emissions and mitigate climate change impacts, New Mexico's Interagency Climate Task Force prepared a range of strategies and policies that would reduce CO2 emissions by 31 million metric tons by 2030. Decarbonizing the electricity that powers electric vehicles is equally as important in reducing emissions. With the passage of the 2019 Energy Transition Act, New Mexico has made great strides in decarbonizing electricity. From March 2019 to November 2021, renewable generation more than doubled

to 1,395 MW. According to the New Mexico Renewable Energy Transmission Authority, the state has the resources to meet the 2019 Energy Transition Act's requirement of 50% renewable electricity for utilities and rural electric cooperatives by 2030.

THE NEVI PROGRAM

In November 2021, the federal Bipartisan Infrastructure Law (BIL) was passed. Enacted as the Infrastructure Investment and Jobs Act (IIJA), the law allocates $5 billion over five years for states to enhance their publicly accessible EV charging infrastructure through the National Electric Vehicle Infrastructure (NEVI) Formula Program. NEVI funding will help provide EV drivers with access to convenient, reliable, affordable, accessible, and equitable charging across an interconnected network with a consistent user experience.

The New Mexico Department of Transportation (NMDOT) expects to receive approximately $38 million from this program between 2022-2026 with a mandated priority to focus investments on Interstate highway locations. NMDOT understands the importance of these funds and is excited about the opportunity to plan for NEVI investments. This document, the New Mexico EV Infrastructure Deployment Plan ("plan"), is required for New Mexico to receive its share of the obligated funds.

August 1, 2023, NEVI Deployment Plan Update is below, highlighted in yellow:

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Approximately 80 percent (80%) of NM commuters drive alone. Rural commuters, who have fewer transportation alternatives, tend to drive even more than their urban counterparts. Since 2010, vehicle miles traveled (VMT) in the state has increased by 4.9 percent (4.9%). Despite this increase, transportation sector emissions have declined as motor vehicles have become more fuel efficient. As part of its strategy to continue to reduce transportation emissions, NMDOT is looking to increase clean vehicle adoption and invest in charging infrastructure as part of its climate strategy. This project will support the 2022 Clean Car Rule, which sets low-emission and zero-emission standards for new cars and trucks.

The State of NM received an apportionment of $38 million in NEVI Formula funding between 2022 and 2026, along with the required twenty percent (20%) non-federal match, which the State of NM anticipates will be covered by private sector participation. Funds will be utilized for the expansion of a National Electric Vehicle (EV) Charging Infrastructure network on the State of NM's primary interstates and parkways, or Alternative Fuel Corridors (AFCs) as described in the original State of NM's EV Infrastructure Deployment Plan (Plan), approved by the Joint Office September 14, 2022. The AFCs provide for travel within, to and throughout the State of NM, including Interstate-25 (I-25), which runs north-south through the center of the State of NM; Interstate -40 (I-40), which runs east-west through the State of NM and Interstate (I-10), which runs east-west through the southern part of the State of NM. The parkways cover other essential areas of the State of NM, providing enhanced connectivity to rural areas.

NMDOT's NEVI Plan, envisions a phased approach to create a reliable, accessible, convenient, and affordable EV charging network that supports transportation choices, energy diversification, economic development and environmental sustainability for all New Mexicans. Phase 1 of NMDOT's NEVI Plan focuses on the build-out of EV infrastructure on the three (3) main AFC's; specifically, I-40, I-25, and I-10. Once EV Charging Stations have been installed and are operable along the AFC's and approved as "built out" by the FHWA, the State of NM can expand the network further to other high priority EV corridors as part of the remaining phases.

Eligible uses of NEVI funding include:

- Acquisition and installation of EV charging infrastructure and traffic control devices and signs.
- Operation and maintenance of EV charging infrastructure for up to five years.
- Data sharing about EV infrastructure to ensure the long-term success of equipment installed under the formula program.
- Development activities related to acquisition or installation.
- Mapping and analysis to evaluate locations for charging infrastructure.

August 1, 2023, NEVI Deployment Plan Update is below, highlighted in yellow:

Pursuant to 23 CFR 680, effective March 30, 2023, EV Chargers installed using NEVI Formula funding must meet or exceed the NEVI Formula Program's minimum specifications:

- Every 50 miles along New Mexico's portion of the Interstate Highway System within one (1) travel mile of the respective Interstate. *Exceptions will be granted under limited circumstances on a case-by-case basis, approved in conjunction with annual state plan certification. As part of the development and approval of NEVI Plans, a State DOT may submit a request for discretionary exceptions from the requirement that charging infrastructure be installed every 50 miles along designated Alternative Fuel Corridor highway and within one (1) travel mile of the designated AFC highway.

- At least four (4) 150 kilowatts (kW) Direct Charge (DC) fast chargers with Combined Charging Systems (CCS) ports, capable of simultaneously DC charging for four (4), within one (1) mile of the respective Interstate exit, compliant with Americans with Disabilities Act (ADA), with wheelchair accessibility and Section 504 requirements, specifically ensuring adequate space for exiting and entering the vehicle, unobstructed access to the EV charging stations, free movement around the EV charging station and connection point on the vehicle, and clear paths and close proximity to building entrances.

- Public access available 24 hours a day / 365 days per year.

In addition, where appropriate and fiscally prudent, NMDOT will weigh the additional Regional Electric Vehicle West (REV West) standards when considering competitive grant solicitations.

- REV West Minimum Standards

- Access to drinking fountains, bathrooms and food or vending.
- Security cameras, adequate lighting, and an emergency shelter.
- Within walking distance of full-service amenities, such as local restaurants, retail shopping or tourist attractions.
- Dual protocol chargers (CHAdeMO Fast Charger in addition to CCS Fast Charger).
- Third-party certified.
- Connected to a network (Networking protocols should be open and non-proprietary).
- Cell service or free Wi-Fi available to customers.
- Supports multiple payment options.

- REV West Stretch Standards
  - Uptime requirement of at least 97 percent (97%) of the time.
  - Customer support services available 24/7-365 days per year (onsite or toll-free telephone) capable of dispatching repair service.
  - Proactive EV Charging Station operation monitoring (enabling Charging Stations Service Providers to repair faulty equipment prior to a customer submitting a complaint).
  - Provide larger or additional concrete pads, transformers and other utility-related equipment, and larger and/or additional conduit to avoid additional construction and conduit costs in the future.
  - Sufficient real estate for the addition of future DC Fast Charger stations and future expansion.

Federal guidance on eligible uses of NEVI funds requires charging infrastructure to be open to the public or authorized commercial motor vehicle operators from more than one company. Chargers cannot be located more than one mile from the Interstate off-ramp and be no more than 50 miles apart from each other. There are also minimum charger specifications: each location must include at least four 150 kilowatt (kW) direct current (DC) fast chargers with Combined Charging System (CCS) ports, capable of simultaneously charging four vehicles.

More information on the NEVI program is available in the Federal Highway Administration (FHWA) NEVI Formula Program Fact Sheet and the Joint Office of Energy and Transportation website.

PURPOSE OF THIS PLAN

This plan outlines how New Mexico will use NEVI funds to deploy publicly accessible DC fast chargers along Interstate corridors over the next two years. It also provides a broader blueprint for how the state will continue to facilitate the deployment of publicly accessible chargers to serve community, recreation, and other needs by leveraging additional funding sources and building on existing state and private sector initiatives once the Interstate corridor network is built out in later years.

The intended audience of this plan includes the public; federal, state, regional, and local government partners; nonprofit and advocacy groups representing environmental, clean transportation, and equity perspectives; Pueblos, Tribes, and the Navajo Nation; private sector entities including EV charging station manufacturers, installers, operators, and others; industry associations; and utilities and energy sector representatives.

NEW MEXICO EV PLANNING CONTEXT

The NEVI Formula Program joins numerous other climate action efforts occurring in the state of New Mexico. In January 2019, New Mexico Governor Lujan Grisham signed Executive Order (EO) 2019-003, announcing New Mexico will continue to support the 2015 Paris Agreement goals and setting a statewide goal to reduce greenhouse gas (GHG) emissions by at least 45 percent by 2030, relative to 2005 levels. EO 2019-003 also created the Interagency Climate Change Task Force (CCTF) to direct the efforts of multiple state agencies to reduce GHG emissions, improve air quality, and protect natural resources. The CCTF established ten interagency Climate Action Teams (CATs) to propose, plan, and implement strategies. The CCTF has identified transportation decarbonization, including electrification, as key to reaching state GHG reduction goals. State agencies, including NMDOT, have been working together to advance decarbonization strategies and recent successes include the May 2022 adoption of a Clean Cars Rule.[2]

As a member of the CCTF and in support of statewide and federal goals, NMDOT is also actively working to build a climate action program including resiliency planning, developing carbon reduction strategies, implementing multimodal plans, and updating facilities with energy efficiency technologies and solar. Many of these efforts will inform or support the deployment of NEVI funding.

DATES OF PLAN DEVELOPMENT AND ADOPTION

The plan was developed between early April and late July 2022. The plan was developed by staff in NMDOT's Office of the Secretary and supported by a consultant team comprised of High Street Consulting Group, ICF, and Wilson & Company. As described in the following sections, the development of the plan was overseen by a Steering Committee that ensured close cooperation with sister agencies. Additionally, plan development included extensive stakeholder engagement and public participation efforts.

State plans are due to the Joint Office of Energy and Transportation by August 1, 2022, and FHWA will approve eligible plans by September 30, 2022. Funds are anticipated to be available upon plan approval. This plan will be a living document as New Mexico and the country pursue a rapid but organized, inclusive build-out of a national EV charging network. NMDOT will update this plan on an annual basis.

STATE AGENCY COORDINATION

STEERING COMMITTEE

The New Mexico EV Infrastructure Deployment Plan Steering Committee ("steering committee") served as the primary means of coordinating plan development across core NMDOT staff and sister agencies. Membership of the steering committee is shown in Table 1. The Steering Committee met every one to two weeks during plan development. Meetings solicited input on key questions that came up during plan development, generated internal and external buy-in to the plan, and ensured that key state agency personnel were kept informed about the status of the plan and any coordination opportunities that arose.

Table 1: Steering Committee Makeup

Organization	Name	Role
NMDOT	Jerry Valdez	Executive Director
NMDOT	April Naranjo	Program Director
NMDOT	Richard Chavez	Statewide Facilities Director
NMDOT	Kristine Bustos-Mihelcic	Director of Communications
New Mexico Energy, Minerals, and Natural Resources Department (EMNRD)	Lucy Gent Foma	Program Manager-Clean Energy Alternative Fuels
New Mexico Environment Department (NMED)	Claudia Borchert	Climate Change Policy Coordinator
General Services Department (GSD)	James Chavez	Deputy Director, Transportation Services
Public Service Company of New Mexico (PNM)	Alaric Babej	Principal, Customer Energy Solutions
El Paso Electric Company	Angie Rodriguez	Supervisor of Electrification

ADDITIONAL NMDOT INTERNAL COORDINATION

Other functional units within NMDOT were engaged on an as-needed basis during plan development. Examples include NMDOT district staff, public information officers (PIOs), the Chief Information Officer, Planning Division staff, the tribal liaison, and website coordinators.

ADDITIONAL STATE GOVERNMENT COORDINATION

Additional coordination with personnel from New Mexico state government outside of the steering committee also occurred on an as-needed basis during plan development. Examples include Martin Chavez, the Governor's Infrastructure Advisor; Mary Jane Parks, Solar Innovator, Grid Modernization and Transportation Electrification at the New Mexico Public Regulation Commission (PRC); and Mark Hayden, the State Purchasing Director.

The following section was updated and submitted August 1, 2023, as an update to the original plan:

Interagency Working Groups

Since the original plan, NMDOT has established a statewide interagency working group that consists of members from other agencies to include, Martin Chavez, the Governor's Infrastructure Advisor; Drew Lovelace, Acting Director of the Office of Broadband Access and Expansion; AnnaLinden Weller, Policy Advisor of the Energy, Minerals and Natural Resources Department; Sydney Lienemann, Deputy Cabinet Secretary, NM Environment Department; Lucy Foma, Clean of Energy Program Manager of the Energy, Minerals and Natural Resources Department; and Anna Silva, Deputy Cabinet Secretary, General Services Department.

State Agency Coordination

<Insert updates to discussion of how the State has coordinated with other State agencies in developing and approving the Plan consistent with the NEVI Formula Program Guidance, and steps taken to maximize opportunities to utilize U.S.-made EV supply equipment.>

Memoranda of Understanding with other agencies [Updated 6/2/23]

<Identify and discuss any memoranda of understanding (MOUs) entered into with another State agency to help administer the NEVI Program.>

STAKEHOLDER ENGAGEMENT

A key component of plan development was engaging stakeholders who bring critical contextual information and specific technical expertise that supplements information gathered from members of the general public (see later section "Public Participation"). To incorporate quality feedback from stakeholders, NMDOT and its project partners used one-on-one virtual interviews, virtual group meetings, survey outreach, and electronic correspondence with various groups of targeted stakeholders during plan development. The sections below provide details about the following engagement activities:

- Stakeholder Engagement Meeting
- Utilities Engagement Meeting
- EV Charging Station Manufacturer, Owner, and Network Operator Interviews
- Site Host Interviews
- Tribe and Pueblo Survey

Because this plan is a living document that will be updated over the coming years, NMDOT will continue to invite engagement from these and other stakeholders to benefit from their expertise and insights as the plan evolves and implementation begins.

STAKEHOLDER ENGAGEMENT MEETING

MEETING DETAILS

The Stakeholder Engagement Meeting took place on June 15, 2022, at 9 am MT. Invitees were drawn from a list of interested stakeholders developed by NMDOT specifically for the NEVI plan. The list was compiled from stakeholders engaged in prior NMDOT planning processes, individuals and organizations that had

expressed interest during the earlier public meetings and outreach activities, and individuals and organizations that had contacted NMDOT to request engagement during plan development. 55 attendees participated in the meeting, representing the following entities:

- New Mexico state government, including Governor's Office, NMDOT, EMNRD, NMED, PRC, GSD, and New Mexico Economic Development District (NMEDD)
- Community-based organizations
- Convenience stores
- Local, regional, and tribal government entities, councils, and planning organizations
- Vehicle dealer associations
- Electric utilities
- EV and environmental advocacy groups
- EV charging station manufacturers and networks
- Energy industry interest groups
- Public affairs and government relations firms
- EV investors and investing companies
- Natural gas industry advocates
- Solar companies

Stakeholder Engagement Related to Justice40 Goals

Stakeholders were asked to share criteria NMDOT should use to ensure EV charging stations are deployed equitably. Recommendations included requiring low-income charging rates, regulating price transparency, co-locating EV charging stations with convenience stores and public transit connection points, and ensuring charging stations and electrical infrastructure is efficient and recently upgraded.

Throughout the meeting, attendees participated in a series of poll and discussion questions covering the following topic areas:

- Current stakeholder action and potential stakeholders to include in conversations
- Locating EV charging stations
- Equity in EV charging station deployments
- Public-private partnership considerations and opportunities
- EV charging station contract design an best practices
- Site design, safety, and associated costs
- Charging rates, demand charges, and price transparency
- Labor and workforce
- Barriers to EV charging station deployment success
- Measuring EV charging station deployment success

KEY TAKEAWAYS FROM STAKEHOLDER ENGAGEMENT MEETING

NMDOT engaged with a diverse array of stakeholders with different interests and competing business practices to better understand overall concerns and receive feedback on recommended focus areas for the development of the plan.

Siting and Site Requirements: Stakeholders generally believe locating chargers in rural areas and existing gaps in the charging network will be the most effective to establish comprehensive EV charging across

New Mexico. It is important to note that some stakeholders expressed concerns regarding possible consideration of higher capacity 350kW DC fast chargers. They believe the necessity of 350kW DC fast chargers versus 150kW DC fast chargers requires further assessment because deploying 350kW DC fast chargers could place an undue cost and electricity burden on projects. Lastly, to deploy EV charging stations equitably, most of the group recommended deploying charging infrastructure at multi-family housing locations.

Site Design and Amenities: Regarding site design and amenities, the group largely recommended opportunities to reduce costs such as utilizing existing transmission infrastructure and power availability, as well as easing future installations by installing additional conduit or proactive measures when making upgrades to EV charging sites. Some stakeholders emphasized the value of purchasing charging stations that can easily be transferred to other locations if needed. Stakeholders suggested outfitting sites with appropriate safety measures, including sufficient lighting and access to emergency callboxes/buttons.

Pricing: Stakeholders suggested that working with utilities and regulators early in the process could help identify reasonable electricity rate designs for project owners and customers. Many stakeholders also noted that charging stations should present transparent pricing at the point of sale in accordance with NEVI guidelines. Additionally, some attendees noted that stations should charge based on electricity used, not time or session at public chargers.

Public-Private Partnerships: While discussing opportunities related to public-private partnerships, stakeholders indicated the importance of holding a transparent conversation with EV charging station providers to discuss project costs (upfront and ongoing costs), which include utility upgrades, maintenance contracts and responsibilities, and charging software. Ensuring all parties share reasonable expectations about the timeliness of the contracting process is also important. One stakeholder mentioned that the planned timing of charging station installation should be considered a metric during procurement, while another stakeholder recommended establishing milestone deadlines in contracts. Additionally, stakeholders discouraged New Mexico from awarding projects and funds to one single contractor as the state looks to deploy EV chargers.

UTILITIES ENGAGEMENT MEETING

MEETING DETAILS

The utilities engagement meeting took place on June 28, 2022, at 9 am MT. All electric utilities in the state were invited (including investor-owned and others such as rural electric cooperatives). There were 27 attendees, representing the following entities:

- New Mexico state government (NMDOT, EMNRD, PRC)
- Excel Energy
- Powering New Mexico
- Central New Mexico Electric Cooperative
- Continental Divide Electric Cooperative

- Farmers' Electric Cooperative, Inc. of New Mexico
- Lea County Electric Cooperative
- Sierra Electric

During the engagement meeting, attendees participated in a series of poll and discussion questions covering existing EV charging station infrastructure, infrastructure deployment feasibility, capacity, and demand charges. Specifically, participants were asked about upcoming EV charging station deployments, areas with service gaps along highways and in communities, strategies to address service gaps, existing and anticipated capacity issues related to EV charging stations, strategies to address capacity issues, advanced grid planning, managing demand charges, best practices for EV charging station owners, and collaboration opportunities with NMDOT and other stakeholders in New Mexico.

KEY TAKEAWAYS FROM UTILITIES ENGAGEMENT MEETING

In discussing existing and future EV charging and grid infrastructure, utility representatives identified several priority areas for NMDOT and other stakeholders to consider in the NEVI planning and EV charging station deployment process.

Lead Time Concerns: While grid capacity may be a concern in the future, it is not the primary issue in most areas. Utilities are predominately concerned with significant transformer upgrades and the long lead times the industry is experiencing in the supply chain. Utilities may not be able to obtain the equipment necessary to begin upgrades and construction in a timely manner. NMDOT, EV charging station owners and operators, and other stakeholders should engage with utilities as soon as possible in the planning, construction, and deployment process. This will allow utilities to begin establishing new or upgrading existing infrastructure as early as possible to prevent deployment delays.

Regulatory Approval: Utilities will need regulatory approval for all service and capacity upgrades. This will be common in rural areas where infrastructure is likely older or absent. This takes time and should be incorporated into deployment plan timelines.

Grid Management and Usage Rates: Utilities are unsure what the future of grid management looks like and how peak load will be affected by extensive EV adoption and EV charging station deployment. Preemptive EV charging station planning can be risky for utilities if they are unsure what usage rates and demand patterns will look like. Providing utilities with EV charging station utilization projections, EV adoption projections, and traffic data will help utilities feel more prepared and confident in early infrastructure deployment. Utilities also indicated that deployment of solar and battery storage at EV charging station sites will not help provide service but may help manage costs.

Ongoing Activities: Utilities are installing EV charging stations or are providing grants for other entities to own and operate EV chargers in their service territories. Utilities are also including EVs as a consideration in their grid planning and modernization process, but EVs are not the focus.

NMDOT recognizes that utility engagement and collaboration are a necessary part of the NEVI planning and implementation process. Utilities will continue to be engaged on an ongoing basis and all feedback provided will be incorporated into future plan updates as feasible.

EV CHARGING STATION MANUFACTURER, OWNER, AND NETWORK OPERATOR INTERVIEWS

INTERVIEW DETAILS

NMDOT reached out to a selection of EV charging station manufacturers, owners, and network operators to invite participation in informational interviews with respect to the NM NEVI plan. Invitees reflected companies that had previously engaged in EV-related initiatives in the state, or that brought specific expertise or experience related to the New Mexico context. One-hour-long interviews were conducted in late May and early June 2022 with the following companies:

- ChargePoint
- EVgo
- Francis Energy
- Oasis Charger
- Rivian
- Shell Recharge
- Tritium

KEY TAKEAWAYS FROM EV CHARGING STATION MANUFACTURERS, OWNERS, AND NETWORK OPERATORS

Key takeaways from NMDOT's interviews with EV charging station manufacturers, owners, and network operators covered site amenities, design, and locations; deployment costs; deployment timeframes; training requirements; payment and fees; and the request for proposal (RFP) process and contracting.

Site Amenities, Design, and Locations: Among interviewees, there was a consensus that security, comfort, and safety were priorities for station amenities. Input indicated EV charging stations should include lighting and built-in ways to contact emergency services via the charger and/or in a mobile application. Interviewees also recommended that NMDOT consider the implications of amenity closing times at the charging station. For example, a store bathroom is no longer available once the store closes, leaving charging station users without access. Interviewees also raised the need for trailer pull-through sites for EVs that are towing trailers. They also noted a key consideration is ensuring there is adequate broadband connectivity and a consistent user experience across all geographies. However, they did not recommend future proofing for up to 350 kW charging due to the diminishing time savings returns after 150 kW. For instance, moving from 150 kW to 350 kW might save only five minutes on a charge, but the equipment cost would be two to four times higher. Several companies mentioned that after the Alternative Fuel Corridors (AFCs) build-out is complete, gateway communities that are waypoints to recreation locations are good opportunities to build out Level 2 chargers and help support the local economy.

Deployment Costs: Interviewees also noted deployment costs as a concern. Running power to the charging site may be cost-prohibitive in rural areas with low utilization and therefore a deterrent to EV

charging. Utility demand charges also can make EV charging cost-prohibitive for some users. However, the higher rates that can be applied at DC fast charger sites can improve the return on investment for charging station owners and operators. Moreover, supplementing operations and maintenance (O&M) costs with public funding can help improve the cost-effectiveness for station owners and operators; in addition, maximizing the categories of what costs are reimbursable (e.g., insurance on assets, extended warranty, network operating fees, and demand charges) can also help the private sector overcome deployment cost barriers. Interviewees suggested that companies be allowed to package and stack state and federal funds to help offset the costs of chargers in rural low-utilization areas. In general, the companies recommended that it is better to have fewer well-funded and well-operating chargers with good uptime than more chargers that lack critical resources or that provide lower performance.

Deployment Timeframes: The EV charger manufacturers, owners, and operators that were interviewed recommended that NMDOT consider how long it can take for the private sector to deploy EV chargers. For example, current order times for DC fast chargers are 9-12 months. Interviewees indicated that pre-construction activities can take up to 12 months whereas the actual construction work may only take 30 days. Companies have already communicated with their suppliers that they want Buy America products and/or are preparing or have already started production in the US.

Training Requirements: The Electric Vehicle Infrastructure Training Program (EVITP) ensures that everyone who installs or maintains an EV charger is properly certified. However, there were concerns from interviewees that not enough electricians are participating in EVITP. Companies are already hearing about a lack of existing certified electricians, even in more populous areas. Interviewees thought the EVITP requirement may be disincentivizing potential electricians and compounding the shortage of eligible technicians. Interviewees recommend that NMDOT conduct an audit to gather more information and help identify potential labor shortages, such as identifying how many EVITP-certified electricians exist in New Mexico and their geographic distribution.

Payment and Fees: In terms of payment methods, station manufacturers, owners, and network operators largely recommended contactless payments rather than chip readers. Interviewees noted that physical readers are being phased out and are more prone to tampering or spoofing for card and data theft. Payment interoperability is another recommended feature to ensure drivers are not forced into a propriety mobile application to access the charger as not everyone has a smartphone or unlimited data to download apps while away from Wi-Fi. In terms of fees, smart EV chargers know the car make, model, and registration when plugged in, which provides the opportunity for a progressive electricity tax rate or fee. For example, it potentially allows for higher prices for trucks that weigh more and add more wear and tear to the road, or lower prices for low-income drivers.

RFP Processes and Contracting: With respect to the RFP process, interviewees made several recommendations for NMDOT. Some of the recommended characteristics of the RFP process include a competitive bid process, transparency, advance notice, a clear scoring rubric, and adequate time for companies to develop competitive proposals. It was also suggested that NMDOT consider scoring proposals based on the project experience of the company. Interviewees recommended that NMDOT consider allowing work done “at risk” by the successful bidder prior to contract execution to be

reimbursable to expedite build-out. One interviewee indicated that California, Texas, Florida, and Ohio already have such programs in place. Interviewed companies also recommend that NMDOT avoid bundling too many EV charging sites into a single RFP as this may result in fewer applications. Moreover, they stated one large contract can cause equity issues, and therefore, multiple contracts across numerous sites are preferred. Also, separating the hardware and software procurement can be more cost-effective and help to ensure charger interoperability in the case where a vendor is no longer in business or chooses to not service their chargers. Finally, station manufacturers, owners, and network operators recommended a minimum service life agreement be included in any contract in addition to contractual recourse to enforce the uptime requirements.

SITE HOST INTERVIEWS

INTERVIEW DETAILS

NMDOT reached out to a selection of potential EV charging station site hosts to invite another perspective on partner assets and expectations. Invitees reflected organizations that had previously engaged in EV-related initiatives in the state, or that brought specific expertise or experience related to the New Mexico context. One-hour-long interviews were conducted in late May and early June 2022 with the following:

- 7-Eleven
- Allsups
- National Park Service (NPS)

KEY TAKEAWAYS FROM SITE HOSTS

Site hosts provided unique insight into existing plans to host chargers in addition to the amenities they can provide.

7-Eleven: 7-Eleven currently has approximately 2,600 stores within 1 mile of AFCs across the United States which are open 24/7, well-lit, attended, have food, restrooms, are Americans with Disabilities Act (ADA) compliant, and have cameras. They plan to have a minimum of two chargers at their locations to ensure reliability and redundancy. 7-Eleven intends to own and maintain its stations, removing the need to involve a third party. Moreover, charger performance will be built into their operational plan with respect to O&M. They also expressed concerns that utility demand charges can remove benefit from the EV charging business model.

Allsups: Allsups is currently building about 50 new stores across its nine-state sales area, including some in New Mexico. Some of those stores will have EV charging stations partially funded through Volkswagen (VW) Settlement Funds. Their stores can help fill in rural gaps and are sometimes the only retail in a town. They also stated that they are considering the potential for future federal standards to regulate how far EV chargers need to be from existing fueling facilities to ensure gasoline fumes and electricity do not mix.

NPS: NPS is currently looking at non-Interstate routes that go into smaller towns or communities close to national parks. They would like to allow people to charge their cars while they are exploring the park;

however, they cannot charge drivers for electricity use. The NPS does have the Adopt-a-Charger program where a company such as Rivian will cover all costs associated with installing and operating the charger.

TRIBE AND PUEBLO SURVEY

The following section was updated and submitted August 1, 2023, as an update to the original plan:

NM has the third-highest proportion of Native Americans in the country, with 23 federally recognized Native American tribes, accounting for 10 percent of the state's residents. A large percentage of the state's land area is comprised of tribal lands. The transportation infrastructure in many of these tribal communities is severely inadequate and in disrepair, making it difficult for these communities to access employment centers.

While Native American-owned businesses contribute a significant share of the New Mexico economic activity each year, the unemployment rate among Native Americans is much higher than the state's average. Native Americans had the lowest labor force participation rate and highest unemployment rate. By placing charging infrastructure in tribal communities, this proposed project presents an important opportunity to stimulate economic development, create good-paying jobs for these populations, and expand access to economic opportunities. The collaboration undertaken during this project is reflective of New Mexico's national leadership in maintaining productive relationships with different tribal entities.

SURVEY DETAILS

FHWA has authorized NMDOT to consult with American Indian Tribes under Section 106 of the National Historic Preservation Act, and NMDOT assists FHWA in all aspects of tribal consultation on federal aid projects in NM. FHWA remains responsible for all decisions made. NMDOT also consults with Pueblos, Tribes, and Nations on many state-funded projects under the State Tribal Collaboration Act (SB0196).

In accordance with SB0196, the consultant team worked with the NMDOT Tribal Liaison to distribute an online survey to all Tribes, Pueblos, Chapters, Navajo Nation Department of Transportation, US Bureau of Indian Affairs (BIA), and Office of Federal Lands Highways. In June 2022, NMDOT received 15 responses from 10 Tribes and Pueblos. Responses were received from:

- Pueblo of Acoma
- Pueblo of Isleta
- Pueblo of Jemez
- Pueblo of Laguna
- Pueblo of Picuris
- Pueblo of San Felipe
- Pueblo of San Ildefonso
- Pueblo of Santa Clara
- Zuni Pueblo
- Ramah Navajo Chapter

The following section was updated and submitted August 1, 2023, as an update to the original plan:

The 2009 State Tribal Collaboration Act guides the collaboration between NMDOT and the Tribal governments. Through the Tribal Liaison, NMDOT is coordinating and conducting outreach to the tribal entities to deliver projects and address their transportation needs. While the Pueblo of Laguna has

received Volkswagen settlement funds to install three (3) EV charging stations, no Tribe or Pueblo currently owns or manages EV charging stations. In a survey conducted by NMDOT with tribal communities, 60 percent (60%) said they wanted to have EV charging in the future but are limited by lack of funding and awareness/education. Most Tribe and Pueblo respondents desired financial incentives to reduce the cost of charging and assistance with the purchase of vehicles and needed infrastructure.

KEY TAKEAWAYS FROM TRIBES AND PUEBLOS

The Tribe and Pueblo survey revealed key takeaways related to current EV charging stations and future plans; location suggestions and ownership models; barriers and concerns; and future engagement.

Current EV Charging and Future Plans: According to results from the Tribe and Pueblo survey, no EV charging stations are currently owned or managed by a Tribe or Pueblo, but the Pueblo of Laguna has received VW settlement funds to install three EV charging stations. Sixty percent of Tribe and Pueblo respondents have a desire to offer EV charging in the future. Reasons listed in support of EV charging include sustainability and energy goals, promoting EV adoption, and providing amenities for visitors and employees.

Locations and Ownership Models: When asked where EV charging should be located at the Tribe or Pueblo, the majority of respondents selected existing businesses such as convenience stores, travel centers, gas stations, and casinos. Other locations include government buildings, schools, community centers, and future business hubs. When asked about the role of the Tribe or Pueblo related to EV charging, most indicated they would prefer to serve as the owner of EV stations, followed closely by entering into a partnership with NMDOT. Respondents listed 3rd party operators as the least desirable role.

Barriers and Concerns: Most Tribe and Pueblo respondents indicated funding as their number one concern and offered suggestions such as financial incentives to reduce the cost of charging and assistance with the purchase of vehicles and needed infrastructure. Other barriers or opportunities mentioned relate to overall awareness and education. This speaks to an additional need for state and local leaders to take action to enhance information campaigns to urge EV adoption. Respondents specifically mentioned the considerations of a pilot program with charging stations and a few fleet vehicles so the Tribe can see the impacts, and placing charging stations at state-owned parking areas. Additional concerns raised include the possibility of vandalism, the current capacity of the agency to own and operate EVs, and the cost of maintenance.

The following section was updated and submitted August 1, 2023, as an update to the original plan:

Locating chargers in rural areas can help establish a more comprehensive EV charging across the state. NMDOT identified Rural Tier 1 locations with the most potential for a new or upgraded EV charging location. These locations have existing, non-NEVI compliant charging infrastructure that could potentially be upgraded, adapted, or expanded to meet the program's requirements, or studies or plans are already underway to install charging infrastructure.

Engagement of Tribes and Pueblos: Moving forward Tribes and Pueblos want to stay informed and engaged. Most are familiar with the NMDOT Tribal Liaison and encourage direct communication through established protocols. In addition to traditional means of communication, the use of newsletters, community pages, and in-person meetings were mentioned.

The following section was updated and submitted August 1, 2023, as an update to the original plan:

The feedback from the survey had a direct impact on the community engagement strategy proposed by NMDOT. NMDOT will follow a process of collaboration that has been established between the Indian Affairs Department, the Governor's Office, and the Tribal Council. Since New Mexico has a high concentration of Tribal communities, NMDOT has an established process of collaboration for all projects that traverse or are located in or near Tribal lands, and NMDOT supports the infrastructure development near these disadvantaged communities. Each Native American Tribe operates as a sovereign nation with its own governance structure. Project teams work closely with Tribal governments to develop an engagement strategy to consult Tribal members. The engagement tactics depend on the project context but can include organizing stakeholder meetings, hosting Telephone Town Hall Meetings, and advertising these meetings through radio, newspaper, and social media announcements**.** Throughout the NEVI Plan, NMDOT and its project partners continue to conduct outreach and engagement activities with Pueblos and Tribes to identify local needs and infrastructure gaps.

PUBLIC PARTICIPATION

DEVELOPMENT OF PLAN FOR PUBLIC PARTICIPATION

NMDOT recognizes that participation from members of the general public is a key component of successful planning. The NMDOT team met early in the plan development to discuss ways to maximize public participation, assessing options such as the value of in-person meetings versus virtual meetings, the number of meetings, dates and times of meetings, format of meetings, and other means of collecting information. NMDOT developed a comprehensive approach to public engagement to allow all members of the public to participate.

NMDOT decided to hold **six virtual public meetings** (one in each NMDOT District) which allowed for direct communication with members of the public. In addition to holding virtual meetings, an **online public survey** was developed and distributed to members of the public. Additionally, an interactive **NEVI website** was created on the landing page of the main NMDOT website to allow the public to learn more about the project, view public meeting presentations, and leave comments. NMDOT will maintain the website going forward as the NEVI program evolves. Finally, NMDOT created a **plan-specific email address** which was monitored during and after plan development by NMDOT staff.

In order to engage the public and increase attendance at the virtual meetings, NMDOT developed a press release, in both Spanish and English, and worked with NMDOT's Public Information Officers (PIOs) for each of the districts to get the public meeting, website, and survey information out to their constituents. NMDOT also sent the PIOs a list of stakeholders and notice of the meetings, website, and surveys. As the public participation progressed, NMDOT further developed the list of interested parties who provided

their email addresses, which were used to distribute information about the project to interested constituents and stakeholders.

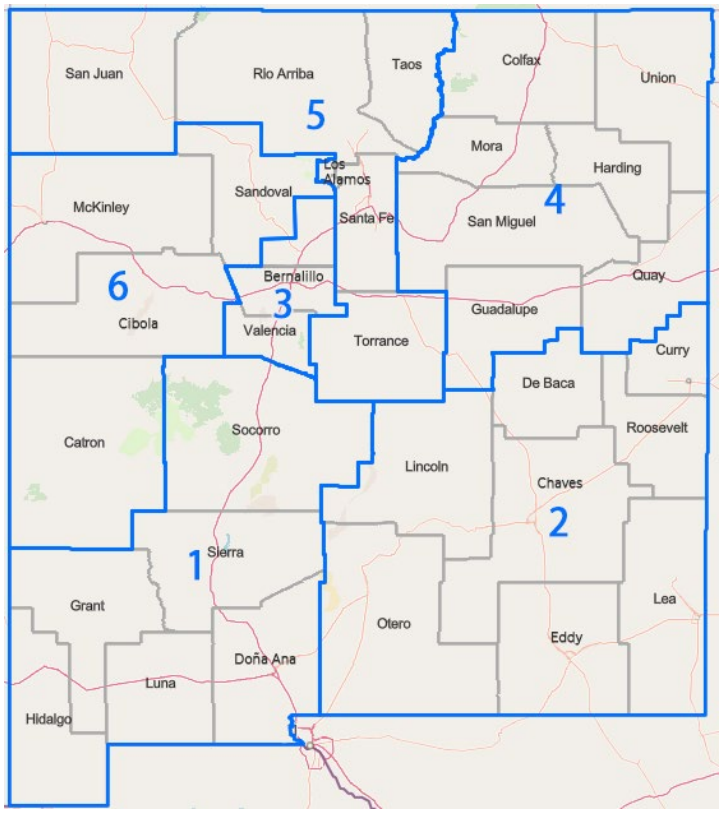
PARTICIPATION CHANNELS

PUBLIC MEETINGS

Six virtual public meetings were held in coordination with each of the six NMDOT District Offices (Figure 1). Over a hundred individuals attended the public meetings in total, with each meeting having from 5 to 35 attendees. Meetings were held as follows:

- NMDOT District 1 – Deming and Surrounding Area (May 24, 2022)
- NMDOT District 2 – Roswell and Surrounding Area (May 26, 2022)
- NMDOT District 3 – Albuquerque and Surrounding Area (May 31, 2022)
- NMDOT District 4 – Las Vegas and Surrounding Area (June 2, 2022)
- NMDOT District 5 – Santa Fe and Surrounding Area (June 6, 2022)
- NMDOT District 6 – Grants-Milan and Surrounding Area (June 8, 2022)

Figure 1: NMDOT Districts



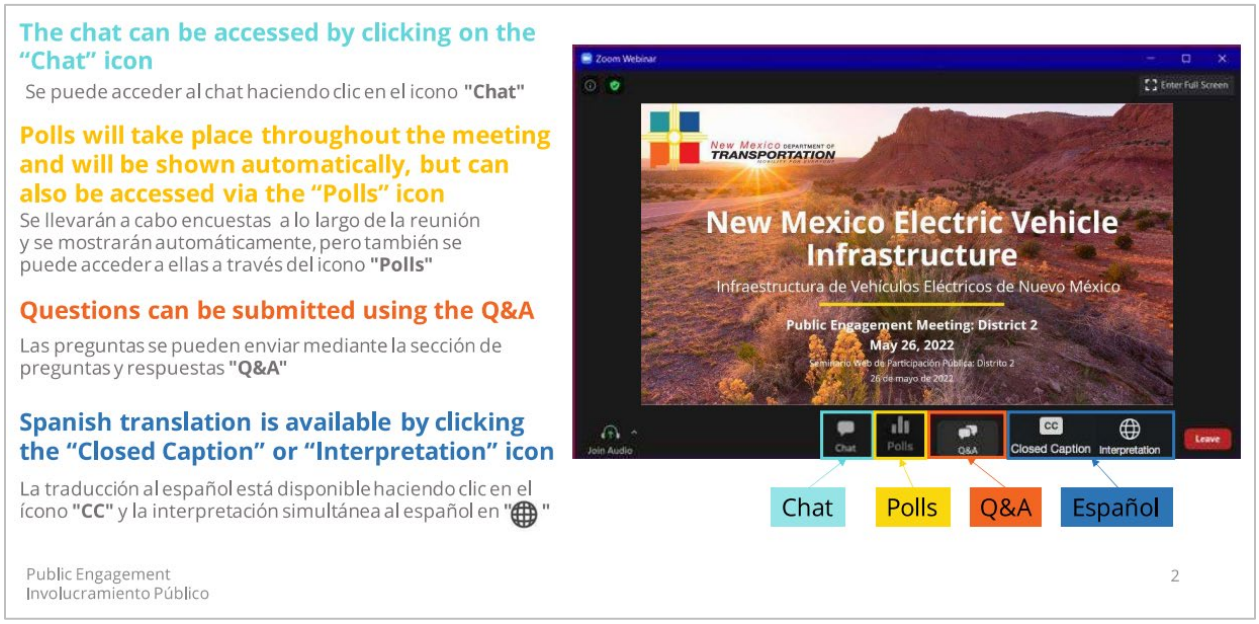
NMDOT posted meeting notices on the NMDOT NEVI website and distributed by NMDOT PIOs through press releases, direct emails, and social media.

NMDOT held all meetings at 5:30pm local time. Members of the consultant team provided contextual presentations and the questions received from participants were answered by NMDOT and sister agency staff. NMDOT tailored each meeting presentation by District to address specific EV sites and ask specific questions about gaps in the system. All presentations and the Q&A portion were offered with simultaneous interpretation English/Spanish to ensure meaningful access for Limited English Proficiency (LEP) persons in compliance with Title VI of the Civil Rights Act of 1964 Executive Order (EO) 13166 signed on August 11, 2000 (Figure 2).

NMODT used poll questions during the virtual meeting to encourage participation and gather information. Poll questions covered participant zip codes, current and planned EV ownership, amenities needed at EV

charging stations, types of location where EV charging is needed, and other general or specific suggested locations.

Figure 2: Engagement Options Provided for Public Meetings in English and Spanish



During the course of all public meetings, NMDOT received and answered around 60 questions, covering topics such as:

- Accommodations for Larger Vehicles (Semi-Trucks)
- Alternative Fuel Corridors (AFC)
- Broadband Coverage
- Charger Ownership and O&M
- Data Collection
- Economic Impact
- Electricity Charging Prices
- Equity
- EV Charger Connector Types
- Reliability
- EV Infrastructure Training Program (EVITP)
- Funding Sources
- Future Plans
- Integration with Existing Chargers, Electric Transit
- Grid Capacity to Support EV Charging
- Renewable/ Stored Energy
- Site Location Suggestions
- Time Frame for Installation

The end of this section includes a summary of the key takeaways from the public meetings, along with information gathered during other forms of public participation.

PUBLIC SURVEY

The public survey consisted of two sections. The first section was geared towards obtaining feedback regarding EVs and EV infrastructure to help NMDOT create a robust plan which meets the needs of all New Mexicans. The second section was to obtain demographic information which helped NMDOT better understand with whom they were engaging. The survey was available in both English and Spanish.

The survey for the general public was distributed through press releases, the NEVI plan webpage on the NMDOT website, and social media. In addition, during the public meetings, attendees were encouraged to take the survey and forward it to others who may wish to provide input.

In total, 59 responses were gathered from the online public survey. Responses were obtained from 17 counties across New Mexico. Most respondents had a university-level education (and those with master's degrees outweighed those with bachelor's degrees) and an annual household income of more than $100,000. Respondents ranged in age and most did not have a disability. About 60 percent of respondents were male and about 40 percent female. Respondents were overwhelmingly white, not of Hispanic descent, and spoke English at home. Given these demographics, it is evident that opportunities exist to more fully engage rural, underserved, and disadvantaged communities and stakeholders. As noted in the later Equity section of this plan, NMDOT will plan to continue and enhance this engagement after the initial plan is submitted, during NEVI implementation and for later plan updates.

A summary of the key takeaways from the public survey is compiled at the end of this section of the plan along with information gathered during other forms of public participation.

PROJECT WEBSITE

The project website URL is https://www.dot.nm.gov/nevi/ and the landing page is shown in Figure 3. The website includes background information on the NEVI program, a link to the public survey, information on upcoming public meetings, a feedback form, a link to relevant resources, and links to the presentations from the virtual public meetings. The website is bilingual English/Spanish in compliance with NMDOT Title VI Public Participation Plan.

Figure 3: NMDOT NEVI Website

Public Meeting Notice

Public Meeting-Electric Vehicle Infrastructure for District Five

June 6 @ 5:30 am - 7:00 pm
Virtual Public Meeting on Thursday, June 6, 2022 Starting at 5:30 PM (MT)The NMDOT along with the assistance of the National Electric Vehicle Infrastructure (NEVI) Formula Program invite you to ... Continue reading

NMDOT 0

Public Meeting Notice

Public Meeting-Electric Vehicle Infrastructure for District Six

June 8 @ 5:30 pm - 7:00 pm
Virtual Public Meeting on Wednesday, June 8, 2022 Starting at 5:30 PM (MT)The NMDOT along with the assistance of the National Electric Vehicle Infrastructure (NEVI) Formula Program invite you to ... Continue reading

NMDOT

National Electric Vehicle Infrastructure

The Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58 (Nov. 15, 2021), includes important new programs to address climate change by reducing carbon emissions. Among these programs is the National Electric Vehicle Infrastructure (NEVI) Formula Program that will provide funding to states to strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network. These historic investments in EV charging infrastructure will put the United States on a path to a nationwide network of 500,000 EV chargers by 2030 and ensure a convenient, reliable, affordable, and equitable charging experience for all users.

New Mexico Department of Transportation (NMDOT) expects to receive around $38 million from this program over five years from the U.S. Department of Transportation (US DOT) to install EV charging infrastructure with a US DOT priority on Interstate highway locations.

Take the Survey!

NMDOT EV Infrastructure Survey / Encuesta De Infraestructura de Vehiculos Electricos

Infraestructura Nacional de Vehículos Eléctricos

We would like your feedback!

Name

Email Address

Message

Submit

EMAILED ENQUIRIES

During plan development, members of the public contacted staff at NMDOT via their official email addresses or via the plan-specific email address (NMDOT.NEVIplan@state.nm.us). These enquiries varied in nature, from sharing of concerns about charging to suggestions of possible charging locations to questions about the plan. A NMDOT staff person responded to all enquiries and shared pertinent information with team members for consideration as the plan was being written.

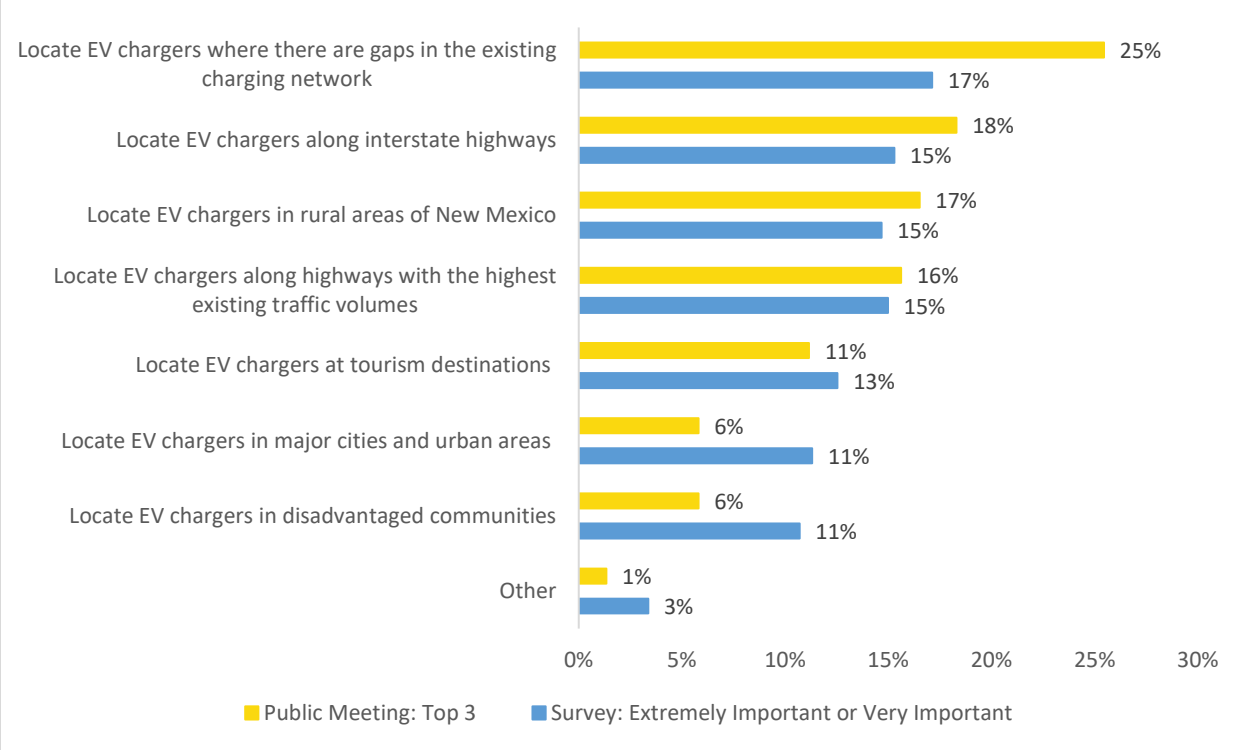
KEY TAKEAWAYS FROM PUBLIC PARTICIPATION

Feedback from the six virtual public meetings (primarily via poll questions and chat input) and the online public survey provided key insights to NMDOT. New Mexicans from 54 different zip codes attended the public meetings and/or completed the survey.

Most meeting attendees and survey respondents either currently own (39 percent) or would like to purchase an EV in the future (45 percent). Only 16 percent of respondents indicated that they do not own an EV and would not consider owning or leasing one. The remaining survey and poll questions therefore likely primarily represent the opinions of New Mexicans with a strong interest in EV infrastructure.

Most respondents want to prioritize EV chargers on corridors where there are gaps in the existing network, along the Interstates and roads with high traffic volumes, and in rural areas; whereas major cities, tourist destinations, and disadvantaged communities were seen as lower priority (Figure 4).

Figure 4: Priority EV Charging Locations from Public Participation



Members of the public were given the opportunity to suggest their own ideas for locations for public EV charging stations; responses included:

- Locations (I-25 Between ABQ & Las Cruces and ABQ & Gallup, US 285 Carlsbad to Chama, US 550 Rio Rancho to Aztec, US I-70 Clovis to Las Cruces)
- Multi-Family Housing
- Cities (Ruidoso, Las Cruces, Hatch, Alamogordo, Silver City, Deming, Columbus, Roswell, Raton, Farmington, Truth or Consequences, Carlsbad, Clovis, Moriarty, Hobbs, Artesia, Cuba, Socorro, Santa Fe, Gallup, Albuquerque, Carrizozo, Deming, Hatch, Las Vegas, Lordsburg, Akela Flats, Reserve, Chaparral, Popular Neighborhoods)
- Major Cities and Colleges
- Between Las Cruces & Albuquerque, Alamogordo & Las Cruces/ Ruidoso, Albuquerque & Santa Fe, Santa Fe & Taos, Gallup & Grants, Gallup & Farmington
- I-25, US 180, US 70, US 62/180, US 550
- Dona Ana County
- Tourist Destinations (Lakes, Cloudcroft, State Parks, National Parks, Hotels, Pueblos, Mimbres, Glenwood, Rest Areas, Welcome Centers)
- Outdoor Recreational Areas
- Smaller communities (Placitas, Corrales etc.)
- Workplaces (State of NM Government and Tribal Government Buildings)
- Areas with major employers and demographics that are interested in driving EVs
- Shopping Areas
- Rural Aras
- Gaps in EV Charger Network
- NW and SE NM
- Hospitals
- Tribal Entities (Tribal Truck Stops, Convenience Stores, Casino/Hotels, Travel Centers)
- Level 2 chargers in locations with longer dwell times
- Dining and Retail Areas
- Tribal Areas
- Rural Communities
- Locations Needed (N on I-25 to ABQ, Alamogordo, Ruidoso, Roswell, Smaller Towns and Villages (Support Local Businesses))

Survey respondents indicated which corridors and counties they felt should be prioritized for EV chargers by clicking on locations on a map of New Mexico. Heat map results priority corridors are illustrated in Figure 5 and results for priority counties are shown in Figure 6.

Figure 5: Survey Heatmap of Priority Corridors from Public Survey

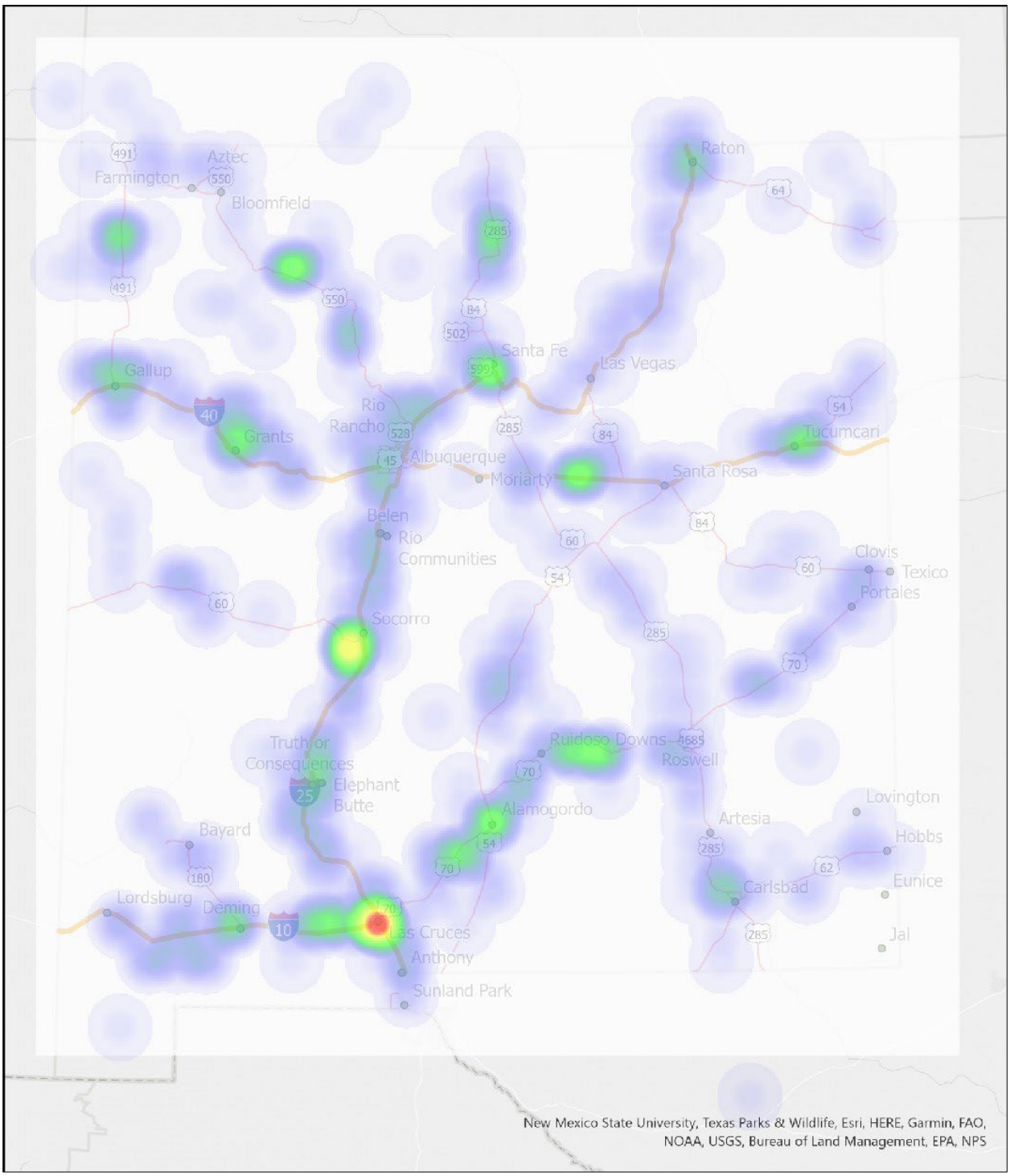
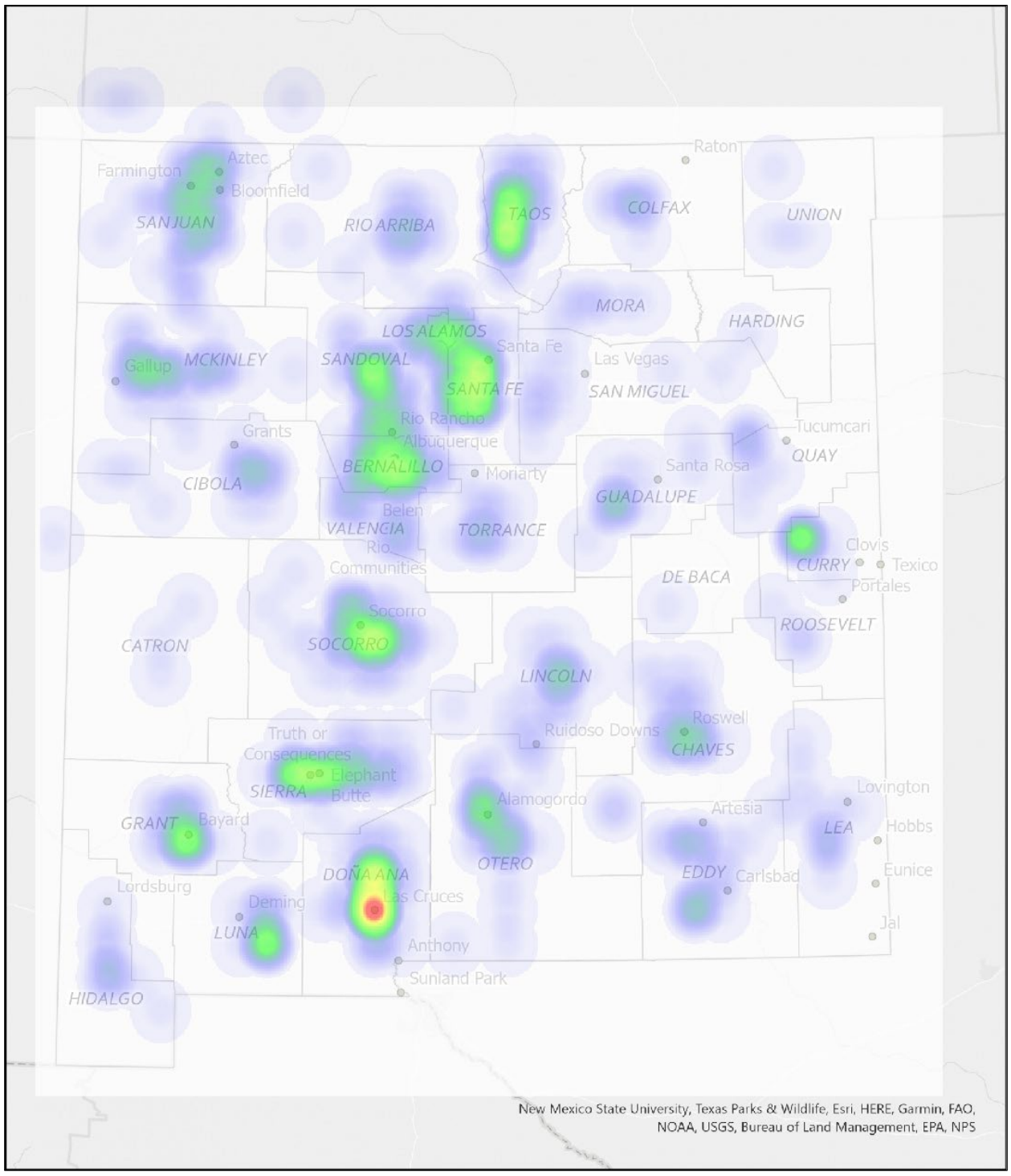
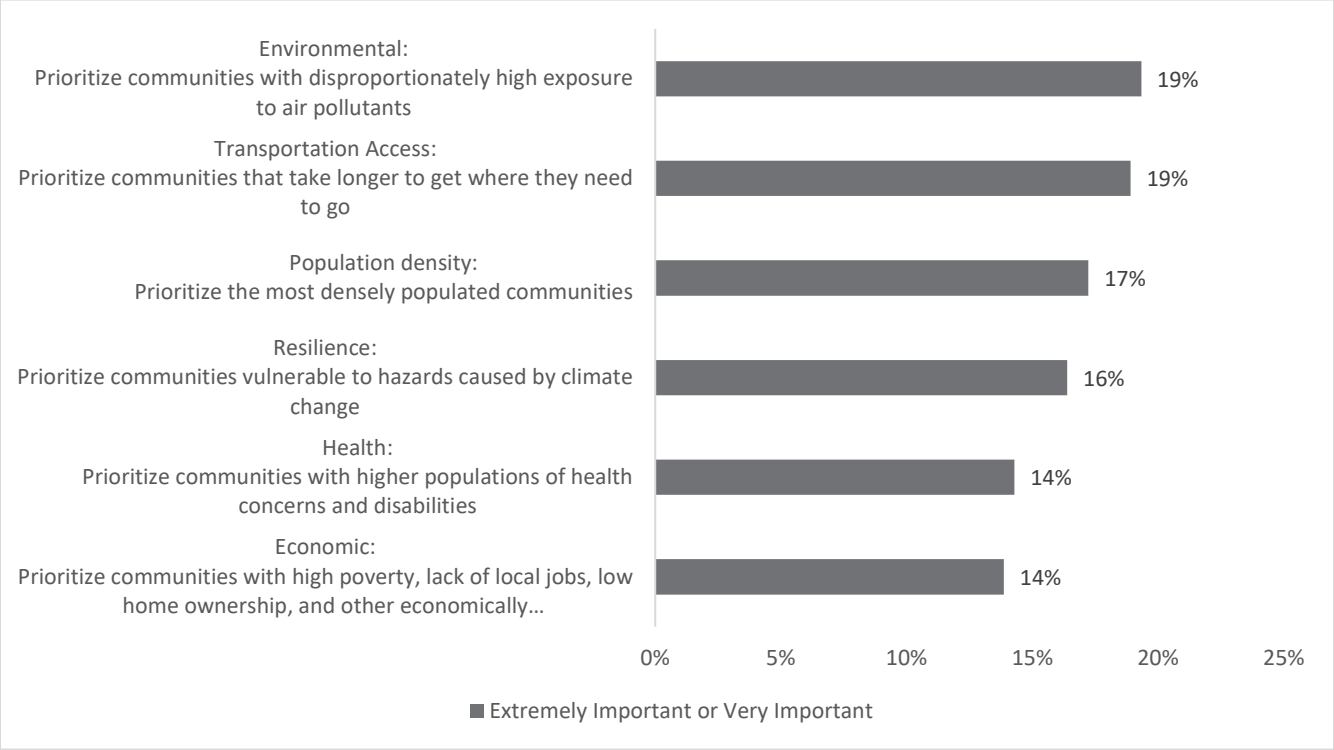


Figure 6: Survey Heatmap of Priority Counties from Public Survey



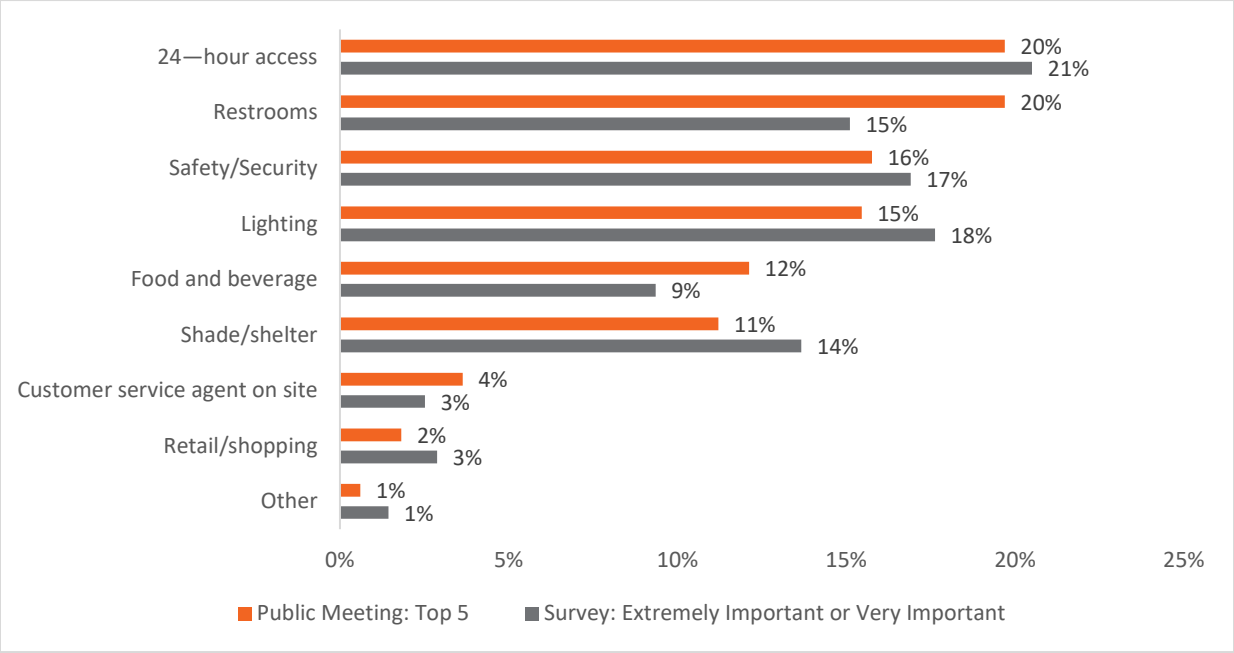
The public survey also asked respondents to identify which kinds of community locations should be prioritized based on variety of characteristics. Responses indicate a fairly even representation among the categories; however, communities with disproportionately high exposure to air pollutants and communities that take longer to get where they need to go received the most "extremely important" or "very important" responses (Figure 7).

Figure 7: Priority Characteristics of Communities Needing EV Charging (from Public Participation)



Both public meeting attendees and survey respondents were asked about amenities that should be included at public charging locations. 24-hour access, restrooms, safety and security, and lighting were the most popular responses among both groups of participants (Figure 8).

Error! Reference source not found. Error! Reference source not found. Figure 8: Priority Amenities for Charging Sites



Public survey respondents suggested other general amenities for charging locations including ensuring ease of access, pull-through spots for trailers or other large vehicles, and proximity to recreational areas. Other feedback related to charging locations included adding 350 kW DC fast chargers and considering equity in location selection.

In addition, public survey respondents expressed concerns, listed below, over the impact of EV chargers on the environment and their communities.

- Environmental Concerns (Habitat Destruction, Heavy Metals, Urban Heat Island, Renewable Energy, Fossil Fuel Based Energy Production)
- Power Grid Reliability
- Renewable Energy (Solar)
- Support Local Economies
- Flood Zones
- Fire Hazards from Transmission Lines
- Funding to Maintain Cleanliness of Charging Stations
- Education
- Affordability
- Lack of Strategy to Reduce VMT (vehicle miles traveled)

Participants in the public meetings and surveys made additional comments, listed below.

- Renewable energy delivered through the grid seems to be the most efficient and cost-effective way to reach the most people
- Plug Share shows more charging stations (free and paid) than AFDC
- Grid upgrades utilizing some kind of cost sharing will be important
- Reliable database of EV charger station status is crucial
- The North Central Regional Transit District is buying electric buses
- EA typically charges more than Tesla per kWh
- High kWh rates disincentive EVs
- "Justice + Equity" rings a little hollow when the cost of electricity to charge is not that much cheaper than gasoline
- Early mistakes will delay EV adoption and disproportionately affect EV owners who don't have at home charging
- Tesla V3 Superchargers have battery storage
- High travel and population areas should be prioritized
- Charging issues when Interstates are closed
- Locations (Las Cruces, I-25 S of ABQ, Carlsbad to Toas, Farmington, rural areas, I-70)
- Lack of support for hybrid vehicles
- Unpaved state highways that are scenic routes
- Paring EV charging with other AFC refueling
- Electricity pricing
- Consider medium & heavy-duty vehicles
- Safety concerns
- Lack of government EV incentives
- Level 2 chargers at workplaces, retail areas, hotel, areas with longer dwell times
- Ensuring contracted companies are competent
- EVTIP is important
- Lack of end-of-life plan for EVs

The following section was updated and submitted August 1, 2023, as an update to the original plan:

COMMUNITY ENGAGEMENT

May 2023

On May 5th – 7th, 2023, NMDOT partnered with PNM in an Electric Vehicle “Ride and Drive” Event, at Domingo Fiesta Park in Albuquerque, NM, that featured a wide variety of electric cars including a Ford F-150 Lighting, a Tesla Model 3 and other popular electric cars from various manufactures. Facility managers, fleet managers, interested persons, and citizens were encouraged to attend the event as electric car test drive/rides were offered. Electric vehicle owners were also on-site to answer questions

and provide information about what it's really like to live with an EV. There were also educational representatives at the event that were available to discuss methods of charging EV's at home, work and in public.

June 2023

On June 9, 2023, NMDOT partnered with the Rio Grande Mustang Club as they hosted a Mustang Club of America (MCA) National Show at the Balloon Fiesta Park in Albuquerque. NMDOT had a booth at the event and was able to answer questions regarding Electric Vehicles and we also directed consumers to the NEVI website via distribution of the QR Code to our website.

July 2023

On July 3, 2023, Governor Michelle Lujan Grisham announced that the state will move to adopt some of the nation's strongest vehicle emissions rules aimed at improving New Mexicans choices on all makes and models of zero emission vehicles while furthering the state's ambitious climate goals and decreasing air pollution.

"These rules will speed up much-needed investment in New Mexico's electric vehicle and clean hydrogen fueling infrastructure, create new job opportunities and, most importantly, result in cleaner and healthier air for all New Mexicans to breathe," said Governor Lujan Grisham.

These rules, known as Advanced Clean Cars and Advanced Clean Trucks, set annual targets for the sale of new zero emission cars and trucks in New Mexico over time. The rules would require vehicle manufacturers to deliver cleaner vehicles to New Mexicans and drastically cut smog-forming nitrogen oxides (NOx) and particulate matter emissions (PM) from conventional gas and diesel engines, resulting in reductions of over 50,200 tons of NOx and 615 tons of PM when fully implemented. The rules will collectively reduce over 76 million metric tons of carbon dioxide emissions when fully implemented. These rules are a critical piece of the state's overall strategy to reduce pollution from the transportation sector and will complement future legislative strategies.

The rules only apply to automakers, not auto dealers or consumers. The rules do not prohibit the sale or ownership of new or used gasoline-powered vehicles. By adopting these rules, New Mexicans will be first in line to receive zero emissions cars and trucks from auto manufacturers. The clean vehicle rules complement the existing Clean Cars rule adopted by the Environmental Improvement Board and the Albuquerque-Bernalillo Air Quality Control Board in 2022.

"These new rules will ensure that all New Mexicans have access to a greater number of new zero and low-emission vehicle models, while hastening the transition away from polluting diesel and gasoline-powered cars and trucks," said Environment Department Cabinet Secretary James Kenney. "We look forward to engaging with all New Mexicans on these proposed rules in the coming months."

Since the beginning of the Lujan Grisham administration, New Mexico has already established itself as a national leader in equitable, sustainable transportation. Accomplishments include:

- Awarding over $12 million in Volkswagen settlement funds reducing over 110,000 pounds of pollution annually.
- Investing $38 million annually for five (5) years to build out electric vehicle charging stations and infrastructure and New Mexico is ranked 16th in the nation for access to charging stations.
- Applying for $1.25B in grant funding from the U.S. Department of Energy to establish New Mexico as a clean hydrogen hub for power generation and transportation.
- Offering free certificate programs, free associate degrees, and free bachelor's degrees through the opportunity scholarship.
- Adopting clean car rules in 2022.

September 2023:

September 30, 2023

NMDOT will be partnering with PNM and AVANGRID who will be hosting an Electric Vehicle Car Show on the Santa Fe Plaza. The is open to the public and PNM is encouraging residents to show case their EVs, and there will be many electric vehicles (EVs) showcased from PNM, the City of Santa Fe, and other organizations. Attendees will hear from organizations such as PNM, the City of Santa Fe, and NM Department of Transportation about plans to incentive and accelerate the installation of EV chargers and electrify their fleets. There will also be organizations such as car dealerships and e-bike representatives that can provide more information and answer questions citizens may have in regard to EVs.

"This is going to be a special event," said Alaric Babej, Manager of Customer Energy Solutions for PNM. "PNM takes a lot of pride in moving forward when it comes to EVs. We are excited to show folks some new additions that we've made in our fleet while also giving other organizations an opportunity to do the same. This is a great chance for New Mexicans to learn about EVs while also seeing some cool cars at the same time."

October 2023

October 16, 2023

NM is very excited to announce Governor Michelle Lujan Grisham's Symposium on the Future of Transportation in New Mexico. This Symposium will connect the auto industry, electric vehicle charging infrastructure hardware and software providers, government, electric utilities, testing facilities and policymakers to provide a forum for electric vehicle interoperability testing, speakers, networking, and demonstrations. The Symposium will bring all relative stakeholders together in mid October to ensure over the next few years that everyone working on EVs are moving in collaboration with all potential EV opportunities. It is an extension of the Charging and Fueling Infrastructure work that was done in conjunction with local entities that NMDOT coordinated with. The meeting will include state and federal agencies, as well as representatives from utilities and private-sector partners to share EV infrastructure

planning and deployment models, hear the latest guidance from federal partners, engage in discussions with state working groups as well as private-sector partners such as EV Service Providers, utilities, broadband and equipment manufacturers. We will work towards identifying EV infrastructure planning and implementation needs of future EV deployment.

2024:

Outreach Opportunities:

Phase 1 on NEVI deployment will provide EV charging stations throughout the three (3) AFCs; however, NMDOT recognizes that low-income communities have been disproportionately burdened by transportation policies. Tribes are a key group of historically overburdened and underserved state residents that would potentially benefit from this project. Several charging and fueling infrastructure locations have been proposed on or near (within 1 mile of) tribal land.

NMDOT and its project partners will use a variety of tactics to continue to raise awareness of these new community resources, including virtual group meetings or electronic correspondence with various groups of targeted stakeholders.

NMDOT plans on partnering with the NM Environment Department, the NM Energy, Minerals and Natural Resources Department along with other state agencies in hosting a series of Community Engagement Workshops throughout 2024. This workshops will be hosting in different areas across the state and will focus on hearing from New Mexico citizens about their experiences, concerns and thoughts related to the Future of Transportation in NM. Agency staff from different state agencies will listen, hear from community members and provide information where appropriate. Majority of these workshops will be in-person, with some held virtually, to prioritize disproportionately impacted communities while ensuring geographic diversity.

New Mexico recognizes that communities of low-income, tribal and Spanish speaking communities are impacted by climate change and pollution and we will encourage members of the impacted communities to share their perspectives. Spanish/Tribal interpretation will be available to ensure everyone's voice is heard. By collaborating with these state agencies, this will ensure that NMDOT reaches out to these communities to request their support in the widespread adoption of electric motor vehicles, investments being made in the transportation infrastructure, and to inform communities about incentives that the acquisition and use of EVs and electric alternatives to motor vehicles will bring forth to all New Mexicans.

Transportation Infrastructure Revenue Subcommittee

NMDOT plans on working directly with Representative Day Hachan-Vigil, Legislative Chair of the Transportation Infrastructure Revenue Subcommittee in target public engagement, condition analysis, designated AFCs and Equity Considerations for rural and Justice 40 communities. Verify that NMDOT receiving additional funding opportunity to assist in support the future transportation needs throughout New Mexico, especially in rural, tribal and low income areas.

UTILITY ENGAGEMENT

The following section was updated and submitted August 1, 2023, as an update to the original plan:

To ensure that environmental and social contexts are integrated into station design, NMDOT has continual, meaningful engagement with utility companies when planning for implementing the EV charging station network.

Ongoing outreach and communication efforts uniquely tailored to the needs of each community will help refine the planned projects. Developing partnerships with local community-based organizations will be an important component of NMDOT's outreach strategy. NMDOT has established a great relationship with not only the large utility companies throughout the state, but will continue to build strong relationships with the rural co-ops. NMDOT plans on developing and outreach network to establish to share both challenges and success with the co-ops to support and improve on the numerous challenges facing the utility cooperatives.

SITE SPECIFIC ENGAGEMENT

The following section was updated and submitted August 1, 2023, as an update to the original plan:

Since some communities have more limited awareness of EV technologies, educational and training programs such as including sustainable transportation in the K-12 curriculum, providing vocational training and apprenticeships, and organizing ride and drive events will help expose disadvantaged communities to clean technologies.

PLAN VISION, GOALS, AND TARGETS

VISION

NMDOT shares the federal government's vision to establish **an interconnected network of publicly accessible EV charging stations that provides drivers with a convenient, reliable, affordable, accessible, and equitable charging experience.** Such a network is a critical component of NMDOT's mission to provide a safe and efficient transportation system for the traveling public, while promoting economic development and preserving the environment of New Mexico.

The following section was updated and submitted August 1, 2023, as an update to the original plan:

Promote Local Inclusive Economic Development

NMDOT is committed to supporting disadvantaged communities through contracting and procurement opportunities. NMDOT's Small business Training and Resources (STAR) aims to provide Disadvantaged Business Enterprise (DBE) firms certified in the NMDOT DBE program with access to resources, educational programs and business skills, networking opportunities, and other tools and resources to support their businesses.

Urban/Suburban Area Charging and Fueling Solutions Some of the proposed locations are in urbanized areas and would strengthen the network of charging infrastructure. These stations will provide critical

facilities for people living in these urban and suburban areas, but do not have a garage or ready access to an at-home charging location.

Project Supports Multi-Purpose Use to Offer Rural Areas Charging and Fueling Solutions

New Mexico is leading the fight against climate change. With the passage of the 2019 Energy Transition Act and the 2022 Clean Car Rule, New Mexico has shown its commitment to a greener future. Deploying electric vehicle charging infrastructure is an important component of reducing emissions in the transportation sector. In 2022, New Mexico was the first state to submit its NEVI Plan for Federal approval. In the past year, New Mexico has made rapid progress in deploying charging stations. While progress has been made, there are still gaps in the network, especially in rural and disadvantaged areas. The projects included in this application will help fill those gaps and make EVs accessible for all. As a rural state with one of the largest Native American populations in the country, these projects will greatly benefit the state's most vulnerable communities.

GOALS

NMDOT staff and key members of the NEVI plan Steering Committee held a goal-setting workshop on June 17, 2022. The workshop used a facilitated consensus-building process to develop the following goals for deployment of EV charging infrastructure in New Mexico.

1. **Plan for the right charger in the right place for a comprehensive, sustainable network.** This goal promotes the deployment of convenient, publicly accessible EV charging infrastructure in all appropriate locations across the state, including rural areas, remote highway corridors, recreation sites, Pueblos and Tribal lands, and elsewhere. A comprehensive network also includes the deployment of EV charging in multi-family residential buildings to help incentivize EV ownership.
2. **Optimize a positive, safe, and consistent user access and experience.** This goal includes considerations such as standard requirements, appropriate amenities, IT network connectivity, wayfinding, data collection, affordability, safety and security, speed of charging, and station availability.
3. **Create an affordable, equitable, and accessible network.** This goal focuses on affordability for users to ensure equitable and inclusive outcomes.
4. **Incorporate requirements for long term reliability and uptime.** This goal aims to ensure reliability and uptime over the five-year timeframe of the NEVI program and beyond through proper planning, design, maintenance, and operations.
5. **Streamline process to expedite rollout.** This goal supports the use of statewide procurement processes, regulations, and purchasing power to remove barriers, increase efficiencies, and simplify contracting and implementation efforts for all potential contributors.
6. **Engage and facilitate local and tribal participation.** This goal commits to meaningful local and tribal participation when EV charging stations are planned and constructed, and during ongoing operations and maintenance. This will help to ensure local environmental and social contexts are reflected in station design and help drive economic development.

7. **Prioritize public outreach and education.** This goal promotes the dissemination of accurate, timely, and relevant information about EVs and EV charging for branding, marketing, education, and regional alignment purposes.
8. **Drive long term economic development and job creation.** This goal aims to leverage federal government investments and other funding programs to promote sustained economic development and job creation in New Mexico.
9. **Promote low carbon and resilient transportation and energy systems.** This goal supports low carbon transportation technologies and modes as well as resilient, reliable, and renewable electrical grid infrastructure to reduce dependency on fossil fuels.

The following section was updated and submitted August 1, 2023, as an update to the original plan:

10. **USDOT Goals.** This project will help make progress on several USDOT priorities, such as geographic equity and good-paying jobs for underrepresented groups. In New Mexico, EV ownership is concentrated in its largest cities. This project helps increase the density of EV charging infrastructure, which will ease a barrier to EV adoption. Residents in New Mexico's rural areas, where access to charging stations is more limited, would also benefit from this project. Charging stations will be located in rural areas and fill critical gaps.

    New Mexico's Energy Transition Act requires 50 percent renewable energy by 2030. This presents a potential for expansion and economic development opportunities in the clean energy sector. In 2022, electricians and electrical power-line installers and repairers in New Mexico earned an average of $58,350 and $65,820 respectively, higher than annual mean wage of $54,400. In addition, a study conducted by the Department of Workforce Solutions shows that workers in the clean energy industry receive a higher average annual wage compared to the average wage for all workers. Since New Mexico already has a structure for green workforce training and certification, career pathways in the EV industry – especially in these underserved areas – can build on these existing programs.

TARGETS

Target 1: The state of New Mexico will optimize efficiencies to fully build out NEVI-compliant EV charging along its Interstate corridors by the end of Year 2 (Fall 2024) and maximize remaining NEVI funds.

Target 2: In Years 3-5, following the Interstate build-out, the state of New Mexico will use remaining NEVI funds to maximize equity, economic development, EV adoption, and local air quality by deploying EV charging in community and corridor locations that best meet the needs of EV drivers around the state.[i]

CONTRACTING

[i] See later section "Future Plans for AFC Designations" for more information about New Mexico's plans to de-designate the non-Interstate portions of its Alternative Fuel Corridor network.

NMDOT is working closely with the New Mexico GSD, State Purchasing Division, to obtain best value, cost-effective products and services through competitive, open, and transparent purchases. Acquisitions must comply with the New Mexico procurement code and all applicable federal regulations and guidelines.

The State Purchasing Division will assist NMDOT to maximize federal funds by incorporating all applicable federal regulations and guidelines through an EV charging station statewide procurement for use by all agencies and local public bodies while simultaneously standardizing EV charging stations, installations, their functions, and the user experience.

NMDOT plans to contract with one or more private sector entities on a competitive basis for the acquisition, installation, and operation and maintenance of publicly accessible EV charging infrastructure across the state of New Mexico. A solicitation with standards and expectations will be developed to collect, evaluate, and award contracts. Contracting language will include all federal requirements and guidelines.

The selected vendor(s) will work with NMDOT to identify specific installation sites within the identified deployment areas and work with property owners, utilities, and municipalities to complete the installation. The vendor(s) will be responsible for all federal requirements and guidelines.

Language will be added to the contract to outline five years of operations and maintenance as needed per location. Language will also be added to handle ownership/operations issues after the five-year operation and maintenance assistance ends. This will ensure continuous operation to keep station operational, open, and accessible to the public.

The following section was updated and submitted August 1, 2023, as an update to the original plan:

The NMDOT will issue a Solicitation for Applications (SFA) from Applicants, who intend to respond to the SFA for the EV Charging Station Program. This SFA will solicit applications from Applicants who will plan, deploy, own, operate, maintain and manage, for a five (5) year period, direct current fast charging (DCFC) electric vehicle supply equipment (EVSE) stations in alignment with all applicable Federal NEVI Formula Standards and Regulations and the FHWA Buy America Plan. Phase One will include the main AFCs, I-25, I-40 and I-10, for a total of 997 interstate miles. Please be advised that a separate SFA will be publicized in the future for upcoming EVSE station implementation on other highways and roadways throughout New Mexico. To support the continued growth of EVs and the crucial need for expanded public fast charging stations, this SFA will focus only on Phase One, I-25, I-40 and I-10.

The Awarded Applicant for the SFA will be required to implement a reliable program which will enable the public to utilize charging stations on a 24-hour/365 days per year (24/365) basis, with sufficient resources and personnel to successfully support, maintain and sustain the NEVI Formula for a five (5) year period. This SFA, and its contents, are subject to change prior to the issuance of the final award.

STATUS OF CONTRACTING PROCESS

NMDOT's NEVI Plan is in process of deploying the solicitation for applications for the planning, deployment, operation, maintenance and management of Direct Current Fast Charging (DCFC) Electric

Vehicle Supply Equipment Stations (EVSE) throughout the State of NM, in alignment with all applicable Federal NEVI Formula Standards and Regulations and the FHWA Buy America Plan, at locations across the 997 miles of 1-25, I-40, and I-10. The target date for deployment of the competitive grant solicitation is September 30, 2023, and will be open for applications for 60 days. Competitive applicants are asked to solicit for one (1) or more Sites within a Corridor group. The Awarded Applicant will be required to implement a reliable program which will enable the public to utilize charging stations on a 24-hour, 365 days per year basis, with sufficient resources and personnel to successfully support, maintain and sustain the Program. More information regarding the competitive grant solicitation can be found at https://www.dot.nm.gov/nevi

To be considered, Applicants shall propose at least one (1) location across the 997 miles of I-25, I-40, & I-10. Applicants may propose more than one (1) location for each corridor-group or multiple locations in multiple corridor-groups. However, NMDOT may award more than one (1) location and/or corridor-group to the same Applicant if NMDOT determines that the resultant award provides the best value and alignment of the vision and goals of the NEVI Plan. The NMDOT may also award a subset of the location across the 997 miles of I-25, I-40, & I-10 considered by an Applicant.

The NMDOT intends to award applications that demonstrate an Applicant's intent to design, install, operate and maintain EVSE stations at a location across the 997 miles of I-25, I-40, & I-10 pursuant to the requirements of this SFA, the NEVI Plan, and existing and future NEVI Formula requirements. See **Section 4** for more details as to these requirements. NMDOT will evaluate and award Applicant's projects located at specific location(s) in accordance with the process described in **Section 7.** Applicants shall prepare applications in accordance with **Section 7**.

The Selection Process Schedule is provided in the Table below. Note that these dates are subject to change.

Selection Process Schedule Table

Activity	**Date**
SFA Release	09/30/2023
SFA Q & A / Comments Due	11/06/2023
Applications Due	11/15/2023
Notice of Intent to Award	11/29/2023

Project Contract Execution	12/31/2023

AWARD CONTRACTS

Applications will be evaluated and awarded according to a two-part evaluation process: (1) Pass/fail, relative to meeting all required criteria in this SFA, and (2) score based on various specific criteria. More details about evaluation criteria and scoring can be found in Section 7. As stated above, applications will be evaluated against others in the same corridor-group. Applicants may submit multiple locations across the 997 miles of I-25, I-40, & I-10 that would work together to contribute to the effective and efficient build-out of NM's AFC network.

The applicant is expected to review this SFA, all terms and conditions, as well as, all supplemental provisions. Exceptions will not be granted. Applicants agree to abide by the requirements of this SFA.

The NMDOT Special Projects staff and/or management may conduct a final review of the evaluation and scoring of finalist(s).

In this final review, NMDOT Special Projects may consider past or current performance of any of the NMDOT's contracting by a finalist(s), and any experience of the NMDOT in working with a finalist(s) under any past or current project contact with the NMDOT Special Projects.

Including so, the NMDOT Special Projects management shall be guided, but not bound by the scores assigned by the evaluators. The NMDOT Special Projects management and/or staff shall determine which applications reviewed during this final selection process best meet the needs of the State of New Mexico and specifically, the needs of the NMDOT Special Projects.

The NMDOT Special Projects management staff will notify the Awarded Applicant of their location(s) selection in writing upon completion of the evaluation process. Individuals or firms' whole applications were not selected for further negotiation or award will be notified separately.

The determination of the Awarded Applicant shall be determined for each responsible Applicant whose application is most advantageous to the State of New Mexico and the NMDOT, taking into consideration the evaluations of each corridor-group. All applications considered "responsive" from responsible Applicants that submit a contemplated location(s) across the 997 miles of I-25, I-40, and I-10 will be considered. The Applicants with the highest scores within the Phase One Corridor-Groups will be selected as the Awarded Applicants.

Responses to this SFA will not be opened publicly.

Subsequent to identification of an Awarded Applicant for a corridor-group, the NMDOT will notify the applicable Awarded Applicant of the selection and proceed to negotiate a contract for the applicable project location, subject to the conditions precedent outlined in **Section 4.2.**

If a particular entity is identified as an Awarded Applicant for more than one (1) corridor-group, the NMDOT may elect to enter into a single contract with such entity covering multiple projects/locations. The NMDOT does not intend to negotiate material terms set forth in the SFA. Instead, the negotiation should be largely administrative in nature to include information specific to the Applicant and project(s)/location(s) involved.

The foregoing is subject to the NMDOT's discretion to make final decisions on awarded applications after taking into account all of the applications received and the NMDOT's objective to achieve EV network build-out in compliance with NEVI Formula Requirements. These considerations may result in the NMDOT awarding applications that did not receive the highest score within a corridor-group in favor of an application for a location that better optimizes the EV network build-out, as per NEVI Formula Requirements. Note that the NMDOT has organized the corridor-groups to reduce the likelihood of this scenario to the extent possible.

SCORING METHODOGIES UTILIZED

EVALUATION AND SCORING

The evaluation shall be based on the evaluation factors and the relative weights set forth in this SFA. The rating system shall be as follows: Applications must score at least 125 points to be considered for an award to be funded. The NMDOT reserves the right to award the contracts to the Applicant whose applications are deemed to be in the best interest of the NMDOT and the State of New Mexico.

As part of the final funding decisions, the NMDOT will also consider other factors such as: geography, cultural and linguistic diversity of communities, and types of activities contemplated to ensure a diversity of approaches are funded through the multiple grants available under this program.

VOLUME OF WORK CURRENTLY BEING PERFORMED

Applicants shall be scored on any project that has been previously awarded and is, on the date of the submission, less than 75% complete. Information on the status of past project awards shall be included in the "Project Listing Form" (see Attachment 7) as a requirement of this SFA. The following formula on fees for projects awarded that are less than 75% complete shall be utilized in assessing scores:

*Contract Balance Amount	
$ Less than - $800,000	minus 0 point
$ $800,001 - $1,334,000	minus 1 point
$1,334,001 - $2,668,000	minus 2 points
$2,668,001- $4,000,000	minus 3 points
$4,000,001- over	minus 4 points maximum**

***Contract Balance Amount is defined as:**

1. Single Phase Contracts: Amount of contract including supplemental agreements that have been negotiated and that are covered under a signed contract, minus all paid invoices, if any (per project).

2. Multi-Phase Contracts: Amount of contract including all subsequent phases and supplemental agreements that have been negotiated and that are covered under a signed contract, minus all paid invoices, if any (per project). On multi-phase contracts over $1,334,000.00, a minimum one (1) point deduction will be carried on initial and subsequent phases (except final phase) regardless of percent complete.

** The maximum total point deduction by Phase (sum of all ongoing contracts) will be four (4) points. Deduction points will be calculated on the date the Applications are due. The Applicant must invoice against ongoing contracts not less than five (5) business days prior to Application due date to allow sufficient time for posting to Deduction Point listing.

For each application, the Applicant's score will be calculated as follows:

Total Application Score = Administrative Application Score + Management Application Score + Technical Application Score + Financial Application Score

Total Available Points

Scoring Category	Available Points
Administrative Application	50
Management Application	50
Technical Application	50
Financial Application	50
TOTAL	200

FINAL DETERMINATION OF SUCCESSFUL APPLICANTS

The NMDOT staff and/or management may conduct a final review of the evaluation and scoring of finalist(s).

In this final review, the NMDOT may consider past or current performance of any NMDOT and/or any State of New Mexico contracts by a finalist(s), and any experience of the NMDOT and/or the State of New Mexico in working with the finalist(s) under any past or current contract with the NMDOT and/or the State of New Mexico.

The NMDOT shall determine which application(s) best meet the needs and terms for the State of New Mexico and specifically, the needs of the NMDOT.

PLAN FOR COMPLIANCE WITH FEDERAL REQUIREMENTS

The following section was updated and submitted August 1, 2023, as an update to the original plan:

Federal Highway Administration: National Electric Vehicle Infrastructure Program

The Bipartisan Infrastructure Law (BIL) establishes a National Electric Vehicle Infrastructure Formula Program to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

Federal Highway Administration (FHWA) Requirements

Any published material shall acknowledge the financial participation of the NMDOT. Published materials include any non-internal documents, reports, maps, photographs, computer software, or like materials that are intended to be viewed by those outside of NMDOT.

Buy America

All statutory and regulatory requirements that are applicable to funds apportioned under Chapter 1 of Title 23, United States Code , and the requirements of 2 CFR part 200 apply (**https://www.govinfo.gov/link/uscode/23/101**). This includes the applicable requirements of 23, United States Code, and Title 23, Code of Federal Regulations , such as the applicable Buy America requirements at 23 USC 313 (**https://www.govinfo.gov/link/uscode/23/313**) and Build America, Buy America Act (Pub. L. No 117-58, div. G sections 70901-70927).

Award recipients of NEVI funds must also be able to certify compliance with the Buy America Act, based on a process to be defined by Federal and State authorities, from all relevant vendors and equipment suppliers for equipment made from iron or steel.

FHWA will apply a waiver of Buy America requirements under 23 U.S.C. 313 and § 70914 of Build America Buy America to EV chargers and all components of EV chargers. This phase applies only to EV chargers that are manufactured during this period and for which recipients begin installation by October 1, 2024. The FHWA is establishing a temporary public interest waiver to waive Buy America requirements for steel, iron, manufactured products, and construction materials in EV chargers. This short-term, temporary waiver enables EV charger acquisition and installation to immediately proceed while also ensuring the application of Buy America to EV chargers by the phasing out of the waiver over time. On the effective date of this waiver, it will apply to all EV chargers manufactured by July 1, 2024, whose final assembly occurs in the United States, and whose installation has begun by October 1, 2024. Beginning with EV

chargers manufactured on July 1, 2024, FHWA will phase out coverage under this waiver for those previously covered EV chargers where the cost of components manufactured in the United States does not exceed 55 percent of the cost of all components. This second phase will therefore apply to all EV chargers that are manufactured on or after July 1, 2024, whose final assembly occurs in the United States, and for which the cost of components manufactured in the United States is at least 55 percent of the cost of all components. For all phases, EV charger housing components that are predominantly steel and iron are excluded from the waiver and must meet current FHWA Buy America requirements. Buy America requirements and certifications will not apply to projects receiving funding from the Community Access Enterprise.

Please review the references links below for more detail(s):

U.S.C. Title 23 - HIGHWAYS (govinfo.gov)

Buy American | Department of Energy

Federal Register :: Federal Acquisition Regulation: Amendments to the FAR Buy American Act Requirements

Davis-Bacon Act

Projects to install EV chargers are treated as if the project is located on a Federal-aid highway. As a project located on a Federal-aid highway, Section 113 of title 23, United States Code, applies and Davis Bacon Federal wage rate requirements included at subchapter IV of chapter 31 of title 40, U.S.C., must be paid for any project funded with NEVI Formula Program funds.

The Davis-Bacon and Related Acts (40 USC §276a; 29 CFR Parts 1, 3, 5, 6 and 7) (DBRA) apply to the Contractors and Subcontractors performing on federally funded or assisted contracts in excess of $2,000 for the construction, alteration, or repair (including painting and decorating) of public buildings or public works. The Contractor shall ensure that the requirements of the DBRA, to the extent applicable to the Work being performed, are implemented on all Subcontracts throughout the Project.

The Contractor shall ensure that all employees performing work subject to DBRA classifications and rates working during the Project shall receive the minimum compensation required in accordance with DBRA and other Laws. For all activities subject to DBRA, the Contractor shall submit weekly certified payrolls. Davis-Bacon wage rate requirements and the associated reporting will not apply to projects receiving funding from the Community Access Enterprise.

Except as modified, the State of New Mexico SFA and the Supplemental Federal Provisions (Required Contract Provisions - Federal-Aid Construction Contracts (dot.gov) for federally funded contracts, grants, SFAs and purchase orders, subject to the Federal Funding Accounting and Transparency Act of 2006, included in this SFA, shall govern this procurement and are hereby incorporated by reference.. Please note this SFA lists the State's required legal provisions but does not include the specific Scope of Work and requirements for this SFA. Scope of Services will be developed based on awarded applications. Likewise, the State of New Mexico Supplemental Federal Provisions requires that Awardees possess an active

Unique Entity ID (UEI) number before receiving any grant awarded funds. The UEI number must also be registered within the System for Award Management (SAM) database at SAM.gov | Home. Applicants should include this information within the Application Submittal Form.

Sam.gov Unique Entity Identifier (UEI)

A W-9, Taxpayer Identification form provided by the State is required to be completed and submitted by the Applicant, shown in **Attachment 6,** Request for Taxpayer Identification Number and Certification (W-9).

Additional Federal requirements:

- All applicable Federal statutory and regulatory requirements apply to the EV charger projects. These requirements include, but are not limited to the following:

Must be registered with SAM.gov Debarment and Suspension (Executive Orders 12549 and 12689 and 2 CFR Part 180) which prohibit the contracting with any party listed on the "System for Award Management" (SAM), formerly identified as the "Excluded Parties List System" (EPLS.gov), which identifies all parties that have active exclusions (i.e., suspensions, debarments) imposed by a federal agency.

- The American with Disabilities Act of 1990 (ADA), and implementing regulations, apply to EV charging stations by prohibiting discrimination on the basis of disability by public and private entities. EV charging stations must comply with applicable accessibility standards adopted by the US Department of Transportation (USDOT) into its ADA regulations (49 CFR part 37) (https://www.ecfr.gov/current/title-49/part-37) in 2006, and adopted by the US Department of Justice into its ADA regulations (28 CFR parts 35 and 36) in 2010.

(https://www.ecfr.gov/current/title-28/part-35); and(https://www.ecfr.gov/current/title-28/part-36).

- Title VI of the Civil Rights Act of 1964, and implementing regulations, apply to this program to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

- All applicable requirements of Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), and implementing regulations, apply to this program.

- The USDOT issued a final rule applicable to the Disadvantaged Business Enterprise (DBE) program. The regulations can be found in 49 CFR Part 26.

- The Uniform Relocation Assistance and Real Property Acquisition Act, and implementing regulations, apply to this program by establishing minimum standards for federally funded programs and projects that involve the acquisition of real property (real estate) or the displacement or relocation of persons from their homes, businesses, or farms.

- The National Environmental Policy Act of 1969 (NEPA https://www.energy.gov/nepa/articles/national-environmental-policy-act-1969), the Council on Environmental Quality's NEPA implementing regulations, and applicable agency NEPA procedures apply to this program by establishing procedural requirements to ensure that Federal agencies consider the consequences of their proposed actions on the human environment and inform the public about their decision making for major Federal actions significantly affecting the quality of the human environment

- **Equal Employment Opportunity**, including Executive Order 11246 which was further amended by Executive Order 11375, which requires equal opportunity for all persons, without regard to race, color, religion, sex or national origin, employed or seeking employment with government contractors or with contractors performing under federally assisted construction contracts.

- **Contract Work hours and Safety Standards Act** which prohibits certain unsanitary, hazardous or dangerous working conditions and requires that wages of every mechanic or laborer to be on the basis of a standard work week of forty hours with any work in excess of forty hours per week to be compensated at a rate of not less than one and one-half times the basic rate of pay.

- All contracts, subcontracts and sub-grants in excess of $150,000 must contain provisions which require compliance with all applicable standards, orders or regulations issued pursuant to the **Clean Air Act** and the **Federal Water Pollution Control Act.**

- **Byrd Anti-Lobbying Prohibition (31 U.S.C. 1352)** prohibits the use of federal funds to pay any person or organization for influencing or attempting in influence anyone with any federal contract, grant or other award covered by 31 U.S.C. 1352 and also requires that contractors that apply or bid for an award exceeding $100,000 where federal funds are used must file the required certification stating that the parties will not and have not used federal funds to pay any person or organization for influencing or attempting to influence anyone with any federal contract, grant, or other award covered by 31 U.S.C. 1352.

- **Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment** wherein 2 CFR Part 200.216 prohibits use of federal grant or loan funds to procure or obtain equipment, services, or systems that uses covered telecommunications equipment or services as a substantial or essential component of any system. As described in Public Law 115-232, section 880=9, covered telecommunications equipment is telecommunications equipment produced by Huawei Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities.

- Domestic Preferences for Procurements for when federal funds are utilized, and where appropriate and to the extent consistent with other laws and regulations, 2 CFR Part 200.322 allows a federal award to provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products).

- **Procurement of Recovered Materials** as required by 2 CFR Part 200.323 which requires procurements in excess of $10,000 to contain the highest percentage of recovered materials practicable while consistent with maintaining a satisfactory level of competition.

- **Age Discrimination Act of 1975** which prohibits discrimination based on age in programs or activities receiving federal financial assistance.

- **Section 504 of the Rehabilitation Act of 1973,** if specifically required by the federal agency, which prohibits the exclusion of an otherwise qualified individual because of a disability in programs receiving federal financial assistance including program accessibility, accessible new construction and alterations, reasonable accommodations and effective communication with hearing and visually disabled (this requirement may vary with each federal agency). For all construction or repair contracts, **Copeland "Anti-Kickback" Act** which requires all contracts and sub-grants for construction or repair to contain a provision that prohibits a contractor or sub-contractor from inducing, by any means, any person employed in the construction, completion or repairs of public work to give up any part of the compensation to which he is otherwise entitled.

- **National Environmental Policy Act and National Historic Preservation Act** which prohibit any activities that will have an adverse impact on the environment and regulate activity on property or structures that are deemed historic.

- **Energy Policy and Conservation Act** which require the contractors to comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan.

- **Reporting Provision** requires that all contracts should include a requirement that the Subrecipient assist the State, when applicable, with any awarding agency requirements and regulations pertaining to reporting.

- **Record Retention Provision** requires that any contract executed must include a provision that all required records will be maintained by the contractor/firm for a minimum period of three (3) years after the State formally closes out each federal program (State and Subrecipient grant managers should verify the three (3) year record retention period with each respective grant agency to ensure that a longer period is not required).

- **2013 National Defense Authorization Act (41 United States Code (U.S.C.) 4712, Pilot Program for Enhancement of Recipient and Subrecipient Employee Whistleblower Protection)** subjects any subawards and contracts over the federal simplified acquisition threshold to the provisions of the above act regarding rights and remedies for employee whistleblower protections.

- **National Flood Insurance Act of 1968 and Flood Disaster Protection Act of 1973** which require recipients of federal grants that are acquiring, constructing or repairing property in a special flood hazard area, and with an estimated cost in excess of $10,000, to purchase flood insurance.

- **Wild and Scenic Rivers Act of 1968** which protects components or potential components of the national wild and scenic rivers system.

- **Resource Conservation and Recovery Act** which requires proper handling and disposal of solid waste.

- **Toxic Substance Control Act** which places restrictions on chemicals that pose unreasonable risks, such as surfaces that could be covered with lead-based paint.

- **Federal Agency Seal(s), Logos, Crests, or Reproductions of Flags or Likeness of Federal Agency Officials** are prohibited from being utilized without specific federal agency pre-approval.

- **False Claims Act and 32 U.S.C. Chapter 38 (Administrative Remedies)** which prohibits the submission of false or fraudulent claims for payment to the federal government identifying administrative remedies for false claims and statements made which the contractor herein acknowledges.

- **Section 603 Title VI of the Social Security Act** which establishes the Coronavirus State and Local Fiscal Recovery Fund and identifies eligible and ineligible uses for the Fund monies.The NMDOT has issued this SFA to solicit sealed applications from Applicants, who intend to respond to this SFA for the EV Charging Station Program. This SFA will solicit applications from Applicants who will plan, deploy, own, operate, maintain and manage, for a five (5) year period, direct current fast charging (DCFC) electric vehicle supply equipment (EVSE) stations in alignment with all applicable Federal NEVI Formula Standards and Regulations and the FHWA Buy America Plan. Phase One will include the main AFCs, I-25, I-40 and I-10, for a total of 997 interstate miles. Please be advised that a separate SFA will be publicized in the future for upcoming EVSE station implementation on other highways and roadways throughout New Mexico. To support the continued growth of EVs and the crucial need for expanded public fast charging stations, this SFA will focus only on Phase One, I-25, I-40 and I-10.

EXISTING AND FUTURE CONDITIONS ANALYSIS

GEOGRAPHY, TERRAIN, AND LAND USE

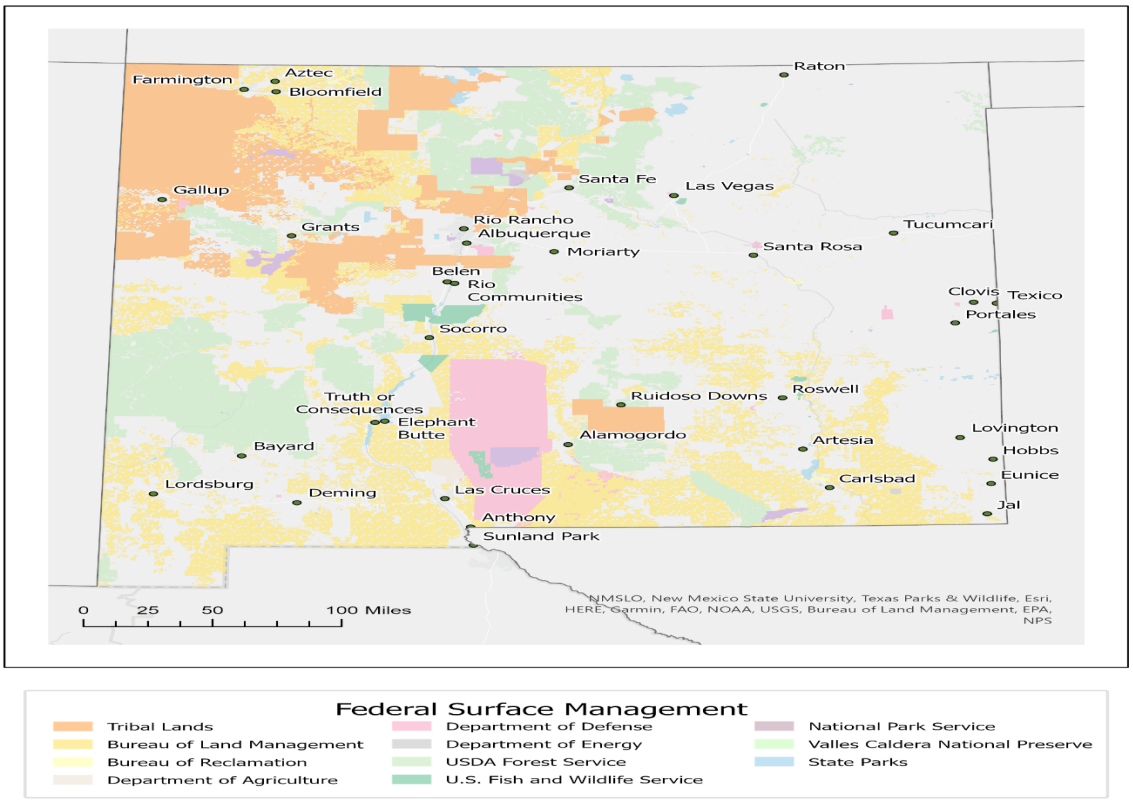
New Mexico is located in the southwestern United States. It is bordered by Arizona to the west, Utah to the northwest, Colorado to the north, the Oklahoma panhandle to the northeast, Texas to the east and south, as well as Mexico to the southwest. New Mexico is entirely landbound and covers a land area of over 121,000 square miles (nearly 78 million acres), making it the fifth-largest state in the nation.

Known as the Land of Enchantment, New Mexico's terrain is diverse, including forest mountains and grasslands as well as large deserts. This diverse terrain is formed by elevations that range from 2,817 feet in the southern Rio Grande Valley to 13,161 feet on Wheeler Peak in north-central New Mexico. While New Mexico is home to numerous mountain ranges, plains cover the largest percentage of the state's topography.

New Mexico's land use is largely rural with a population density of 17.5 people per square mile - one of the lowest in the nation following Alaska (1.3), Wyoming (5.9), Montana (7.4), North Dakota (11.3), and South Dakota (11.7).[3] Nearly a third (32.2%) of the state's 2.1 million population is located in Bernalillo County, home to Albuquerque. Albuquerque sits slightly north of the center of the state and is New Mexico's largest urban area (Core Based Statistical Area (CBSA) population of 916,528). Other larger population centers include Las Cruces (population: 219,561) in southern New Mexico just slightly north of El Paso, Santa Fe (population: 154,823) northeast of Albuquerque, and Farmington (population: 121,661) in the northwest near the four corners of Utah, Colorado, Arizona, and New Mexico.[4]

Outside of these urban areas, New Mexico features small towns, rural landscapes, as well as public land, Pueblos, and Tribal Nations (Figure 9). Nearly one-third of the state is comprised of federal land including 13.5 million acres managed by the Bureau of Land Management (BLM), 5.76 million U.S. Forest Service acres, and 1.1 million acres of U.S. Department of Defense (DOD) land.[5] Tribal reservations represent another 10.5 percent of total state acreage. There are 23 Native American communities located in New Mexico including 19 Pueblos, three Apache tribes (the Fort Sill Apache Tribe, Jicarilla Apache Nation, and Mescalero Apache Tribe), and the Navajo Nation.[6] Tribal land can be found across the state with a larger concentration in the northwest corner of the state Figure 9.

Figure 9: Federal and Tribal Land in New Mexico

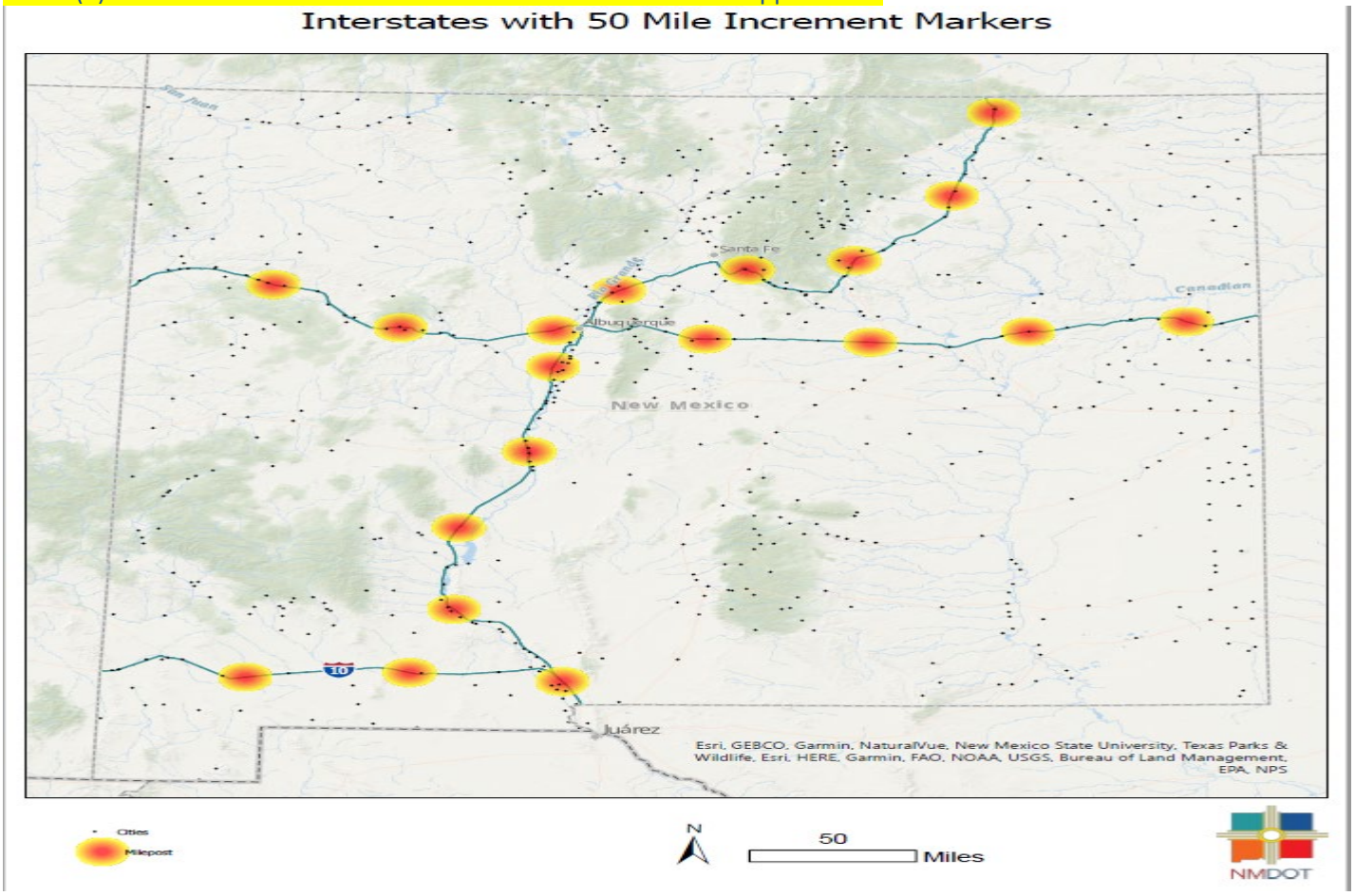


ALTERNATIVE FUEL CORRIDOR (AFC) DESIGNATIONS

For the purposes of the NEVI Solicitation for Applications (SFA), NMDOT has identified three (3) main AFCs: I-25, I-40 and I-10, for a total of 997 interstate miles where EV charging stations must be located. Please see the map below in Figure 1 that identifies the three (3) corridors related to this SFA. Please be advised that a separate SFA will be publicized in the future for upcoming EV charging station implementation on other highways and roadways throughout New Mexico. Applicants can submit one (1) application for multiple locations within the respective AFCs.

NMDOT aims to provide the traveling public a positive experience and reliable and safe access to EVSE stations throughout New Mexico. NMDOT prioritizes appropriate spacing from existing and potential site locations, as well as the amenities available near the interchange. The proposed location, every 50 miles along the three (3) respective corridors (997 total miles) will help to fill the considerable gaps in the existing charging network.

Three (3) Alternative Fuel Corridors related to the Solicitation for Applications:



Above, please find a map that identifies 50-mile markers along the AFCs for the Phase One build out of I-40, I-25 and I-10.

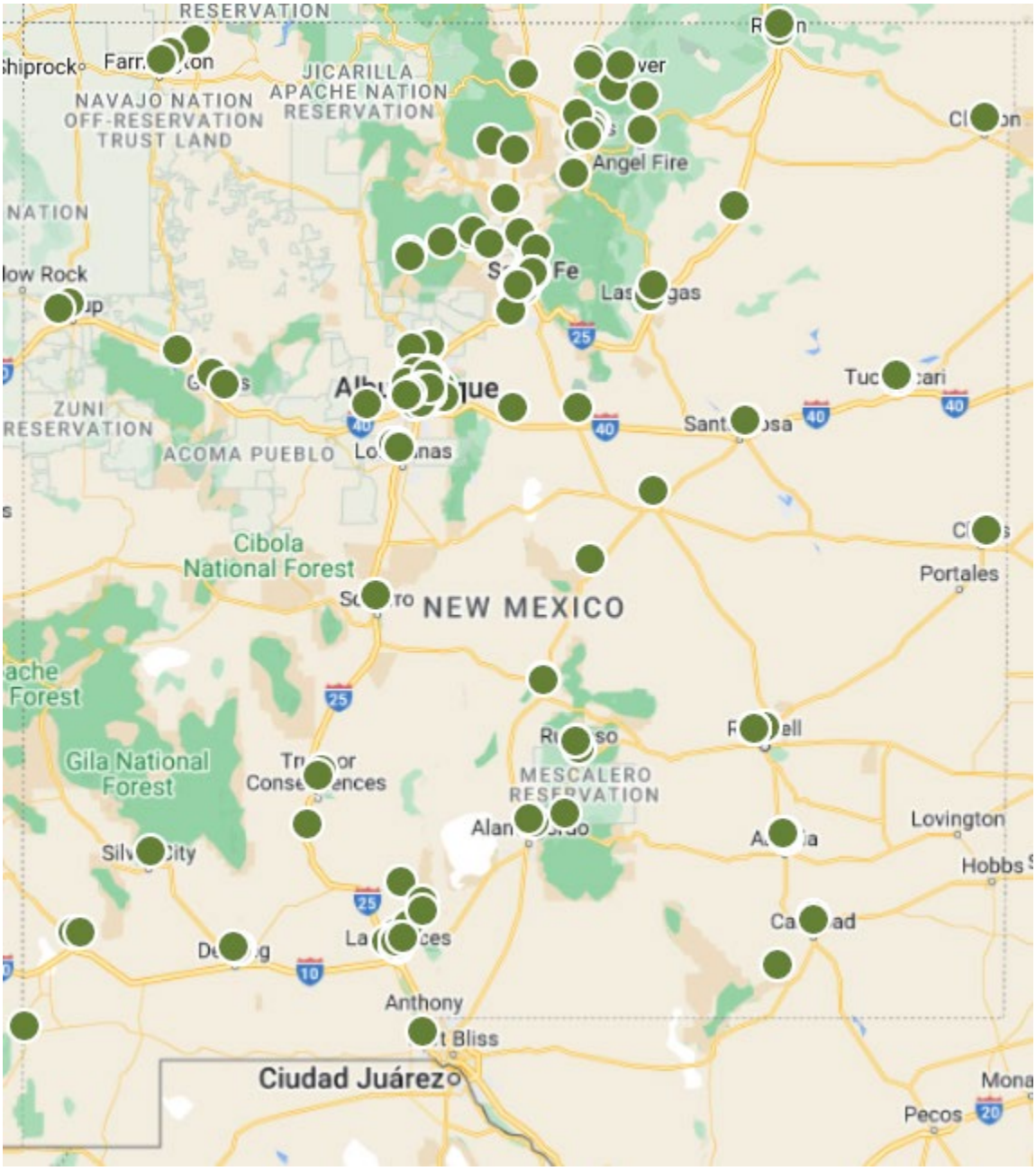
NMDOT desires to build out the AFC network in the Corridor-Groups (I-40, I-25, and I-10) in the most efficient manner possible.

EXISTING CHARING STATIONS

INSERT TABLE

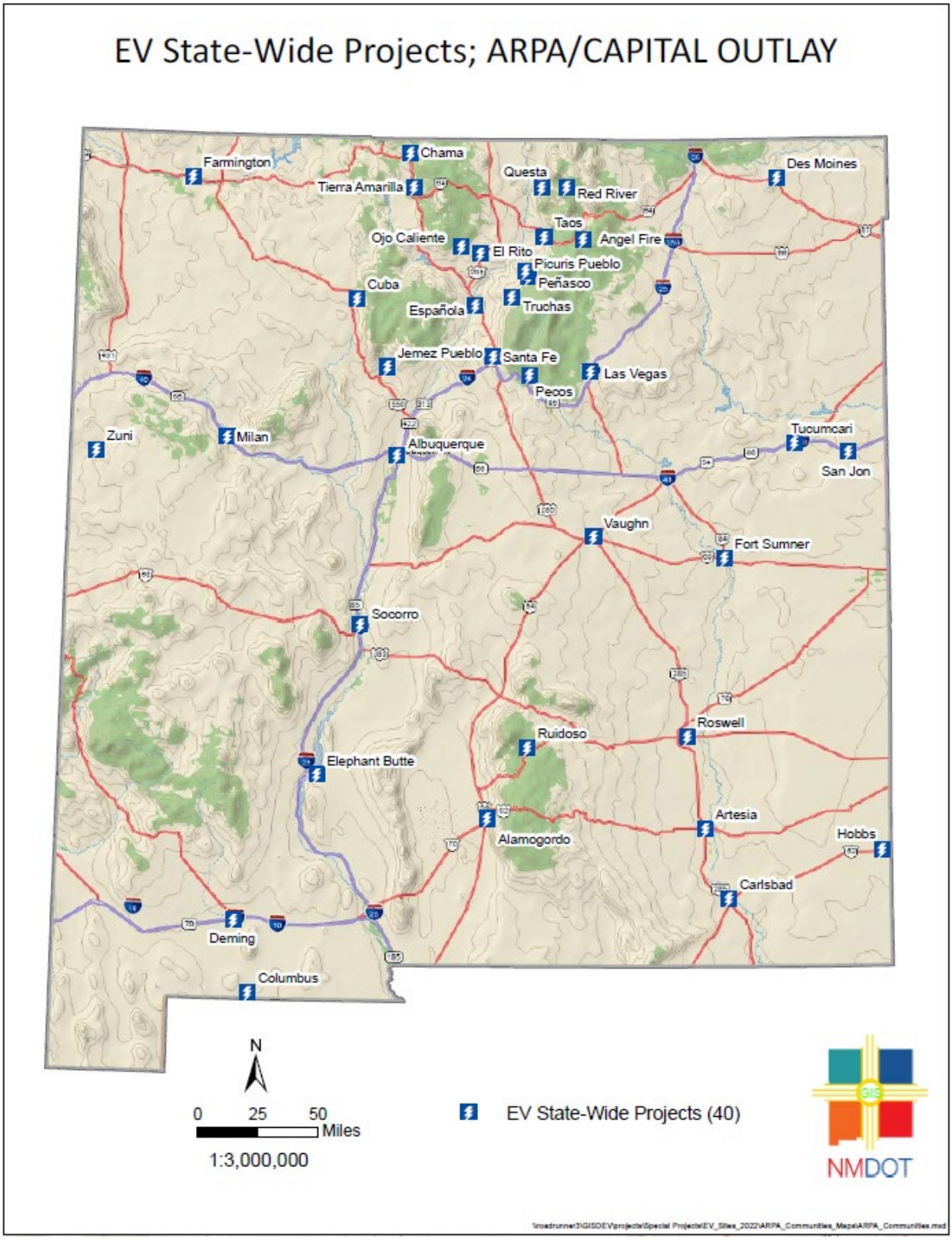
State EV Charging Location Unique ID*	Charger Level (DCFC, L2)	Route	Location (street address)	Number of Charging Ports	EV Network (if known)	Meets all relevant requirements in 23 CFR 680?	Intent to count towards Fully Built Out determination?

<INSERT MAP O STATE WITH AFC & EXISTING PUBLIC DCFCLOCATIONS>



The following section was updated and submitted August 1, 2023, as an update to the original plan:

STATIONS UNDER CONSTRUCTION



PLANNED LOCATIONS

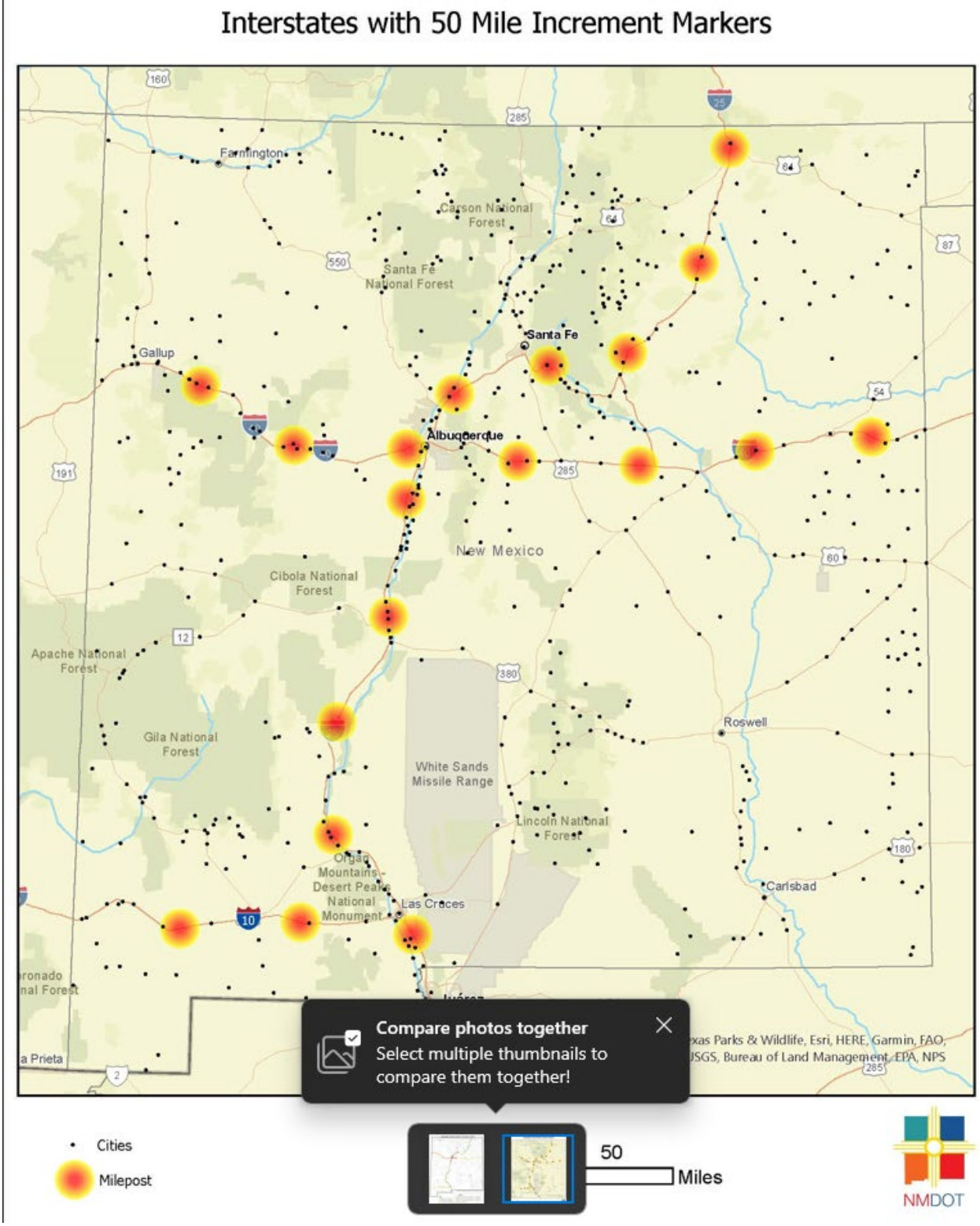
NMDOT desires to build out the AFC network in the Corridor-Groups (I-40, I-25, and I-10) in the most efficient manner possible. To accomplish this objective, applicants are encouraged to propose sites that take into consideration the following principles and determine the appropriate exits at the terminus points of each corridor-group:

1. Sites that serve multiple AFCs are beneficial for achieving build-out on more than one (1) AFC. This includes sites in areas where AFC's are concurrent. It also includes sites located near the intersection of two (2) AFC's. Sites must always be within one (1) mile of both such AFCs for it to be considered as serving both AFCs.
2. Sites are needed on each AFC within approximately fifty (50) miles of existing NEVI Formula compliant charging stations (NEVI Formula stations) on the same AFC. This includes NEVI Formula stations within NM, as well as those in adjacent states but near the NM border and on the same AFC.
3. Sites should not be too close to existing NEVI Formula stations to extend the range between stations.
4. Sites are needed within 25 miles of state borders where there is not a NEVI Formula station already located within 25 miles on the other side of the NM state line.
5. Sites near an AFC terminus should be no more than approximately fifty (50) miles from the AFC terminus. This applies to AFCs that end when they intersect another AFC or AFC endpoints that do not connect to another currently designated AFC. If the entire AFC length is less than one hundred (100) miles, then it is possible to build-out the entire AFC with one (1) EVSE station located near the middle of the corridor.
6. Site selection should take into consideration the entire network of AFCs and NM's objective of efficiently building out the EV network. Applicants may submit multiple sites that would work together to contribute to the efficient build-out of NM's AFC network.
7. Any application(s) that identify areas outside of the Phase One Corridor Group (I-40, I-25, and I-10) will not be accepted.

State EV Charging Location Unique ID	Route (note if AFC)	Location (street address, if known)	Number of Ports	Estimated Year Operational	Estimated Cost	NEVI Funding Sources (Choose No NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+)	New Location or Upgrade?
TBD	I-10	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-10	TBD	4	2025	$75,000 - $1M	NEVI FY TBD	New
TBD	I-10	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-25	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-25	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-25	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-25	TBD	4	2025	$75,000 - $1M	NEVI	New

TBD	I-25	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-25	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-25	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-25	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-25	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-40	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-40	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-40	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-40	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-40	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-40	TBD	4	2025	$75,000 - $1M	NEVI	New
TBD	I-40	TBD	4	2025	$75,000 - $1M	NEVI	New

Map of planned Charging Stations below:


Interstates with 50 Mile Increment Markers
Farmington
Carson National Forest
Santa Fe National Forest
Santa Fe
Gallup
Albuquerque
New Mexico
Cibola National Forest
Apache National Forest
Gila National Forest
White Sands Missile Range
Lincoln National Forest
Roswell
Carlsbad
Las Cruces
Compare photos together
Select multiple thumbnails to compare them together!
Cities
Milepost
50
Miles
NMDOT

CLIMATE

New Mexico's climate today is generally dry with temperatures ranging widely across the state due to elevation changes. According to the National Oceanic and Atmospheric Administration (NOAA), New Mexico's monthly average temperatures (1991-2020) in the northern mountains regions range from the low 20s in January to around 60 Fahrenheit in July, while lower elevations in the south experience average temperatures ranging from mid-40s in January to low 80s in July. Precipitation has historically been highly variable with decade-long periods of unusually wet or dry conditions that result in large swings in reservoir supplies. For example, current water levels remain low from a 2011-2014 drought even though the following years saw higher than normal precipitation (2015) or normal precipitation (2016-2019).[7]

The North American Monsoon season is critically important to the state's precipitation, sometimes accounting for half of annual rainfall in the span of a few months. Monsoon season starts as early as mid-June and extends into September with July and August as the wettest month for the state. The 2020 monsoon season was the second driest on record (after 1956) but the start of the 2022 monsoon season arrived with near record-setting precipitation.[8]

Although New Mexico is not susceptible to many extreme weather events, a semiarid climate combined with variable and seasonal rain patterns puts New Mexico at risk for wildfires, floods, dust storms, and drought. As of June 2022, the state was actively battling two of the largest wildfires in New Mexico's history fueled by a dry and warm winter.[9] Meanwhile, the U.S. Drought Monitor from the National Integrated Drought Information System placed 52 percent of the state in category four: exceptional drought – the highest category – and 90 percent of the state in category three: extreme drought.[10] The same dry conditions make New Mexico susceptible to destructive flooding during the highly beneficial monsoon season. For example, a single very wet week in September 2013 causes major flooding across the central and western portions of the state.[11]

Climate change is expected to exacerbate New Mexico's extreme weather challenges. Under emissions scenarios modeled by the NOAA, New Mexico will experience unprecedented warming with an increase in intensely warm days. Long-term precipitation projections are uncertain given the variable precipitation history, but spring precipitation is expected to decrease across the state. As stated in the NOAA New Mexico 2022 State Climate Summary, *"the combination of decreased spring precipitation and warmer temperatures would have profoundly negative impacts on the mountain snowpack that feeds water supply reservoirs, reducing water flow to the river basins that rely on the snowpack for summer water supplies*." Drought conditions are also expected to become more intense as higher temperatures reduce streamflow and soil moisture, putting the state at risk for more frequent and more severe wildfires and dust storms.

Project Incorporates Evidence-based Climate Resilience Measures or Features

Flooding can damage charging infrastructure and render it unusable. According to the US Drought Monitor, approximately a third (1/3) of the state is in drought. The dry conditions place New Mexico at a higher risk of more destructive flooding during the monsoon season. To prepare for these risks, charging

stations will have a rating of IP66 or better under the Ingress Protection rating system. This measures how effective the enclosure is against dust, water, and other foreign materials. The National Electrical Code also provides guidelines for electrical installation in or near bodies of water.

NMDOT will reference the numerous climate-related maps available from EMNRD via the New Mexico Climate Risk Map when identifying specific potential site locations.

DISADVANTAGED COMMUNITIES

Equity is a critical topic for New Mexico. As a rural state with diverse populations, NMDOT recognizes the role it plays in providing safe mobility options for all while promoting economic development and preserving the environment of New Mexico.

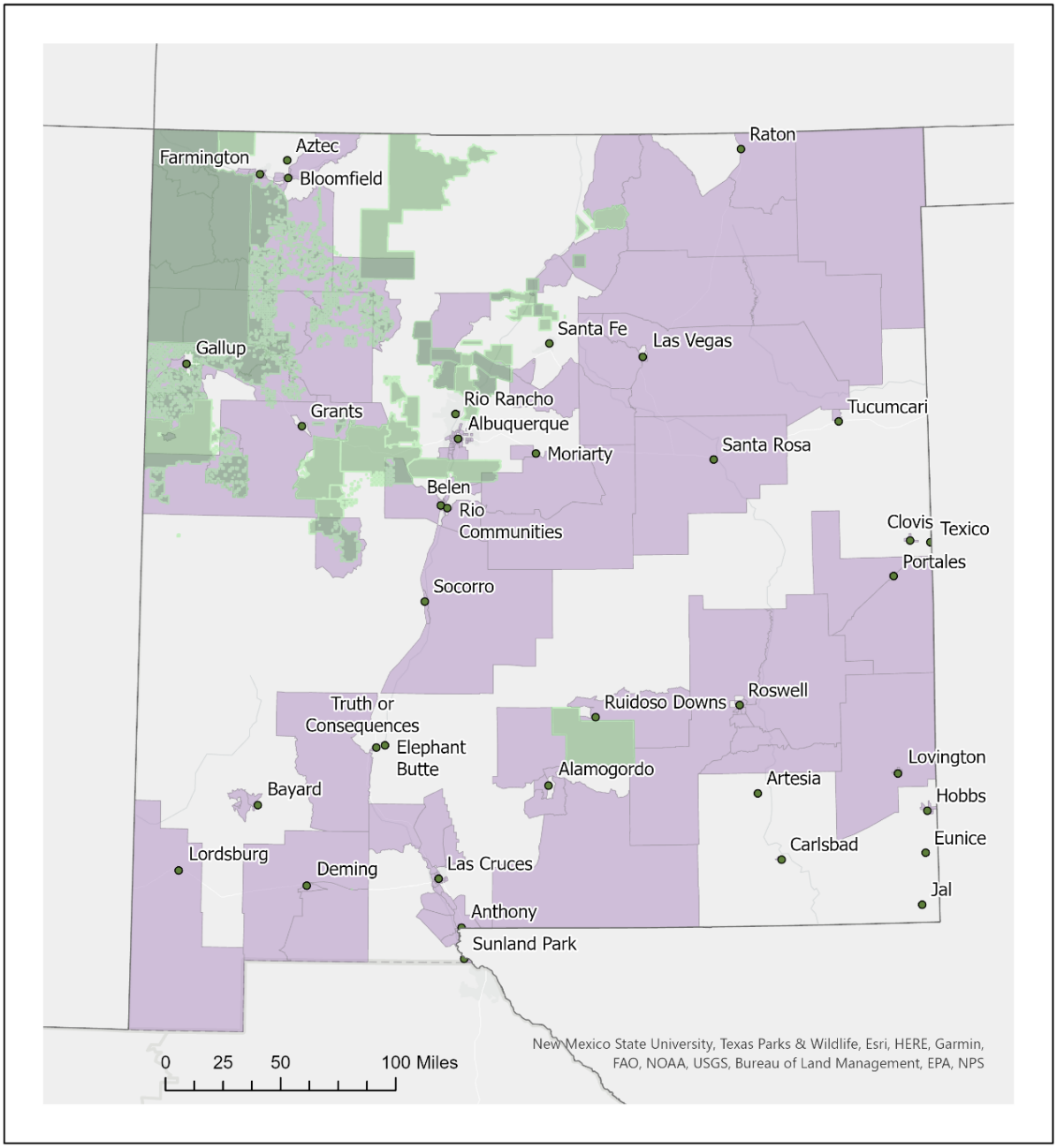
Many historic burdens of transportation systems have been shouldered by disadvantaged communities (DACs) while benefits have not been equally distributed. To identify the vulnerable communities that should be considered in the deployment of NEVI funding, NMDOT is utilizing interim definitions from the U.S. Department of Transportation (DOT) and the U.S. Department of Energy (DOE). These interim definitions were drafted to support DOT and DOE work in implementing the Justice40 Initiative established in January 2021 by Presidential Executive Order 14008 on Tackling the Climate Crisis at Home and Abroad. The DOT and DOE use different methodologies to identify DACs but similarly use robust data across a variety of factors.

The DOE interim definition considers 36 indicators across four categories of fossil dependence, energy burden, environmental and climate hazards, and vulnerability. Scores were assigned to each census tract in the nation for these 36 indicators and the top 20 percent of census tracts in each state were selected by DOE as DACs.[12] As a result, 99 (19.9%) of New Mexico's 499 census tracts are identified as DACs using the DOE interim definition.

The DOT interim definition considers six disadvantaged categories using numerous existing, publicly available data sets: transportation access, health, environmental, economic, resilience, and equity. A census tract is identified as a DAC if it exceeds the 50th percentile (75th for resilience) across at least four of the six disadvantaged indicators.[13] Using the DOE definition, 166 (33.3%) of New Mexico census tracts are DACs. Nearly all these DACs were considered disadvantaged in the DOT's health, economic, and equity indicators (162, 160, and 162 census tracts respectively).

Overlaying the DOT and DOE definitions, 75 census tracts meet both the DOE and DOT definitions. An additional 115 census tracts meet either the DOT or DOE definition (91 meet the DOT definition only, 24 meet only the DOE definition). Following the guidance from the Argonne National Laboratory, NMDOT is using both definitions for the NEVI program resulting in 190 unique DAC census tracts in New Mexico (Figure 10Figure 10).

Figure 10: New Mexico DACs



Representing 38% of New Mexico's census tracts, DACs cover a significant portion of the state and numerous DACs are located along New Mexico's AFCs. Using data from the U.S. Census Bureau's 2019 American Community Survey (the most recent year of availability across all census tracts), New Mexico's DAC population represents more than 823,000 residents. These communities are diverse (Figure 11Figure

11) and largely low-income (Figure 12Figure 12). Across educational attainment, 21 percent of DACs have less than a high school education, 30 percent are high school graduates, and 48 percent have some post-high school education (30 percent with some college or an associate's degree, 11 percent with a bachelor's degree, and 7 percent with a professional or graduate degree).[14]

NMDOT is committed to engaging these DACs in the planning and buildout of a robust statewide EV network. The Equity Considerations section of this plan provides more details on how the NEVI process engages and benefits New Mexico's DACs.

Figure 11: Race and Hispanic or Latino Origin of New Mexico's DACs

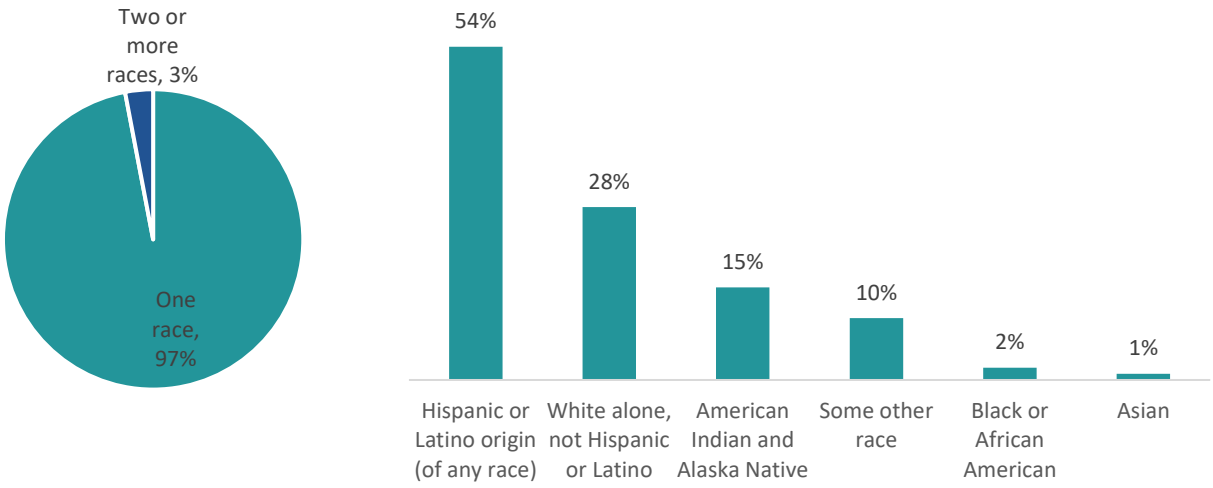
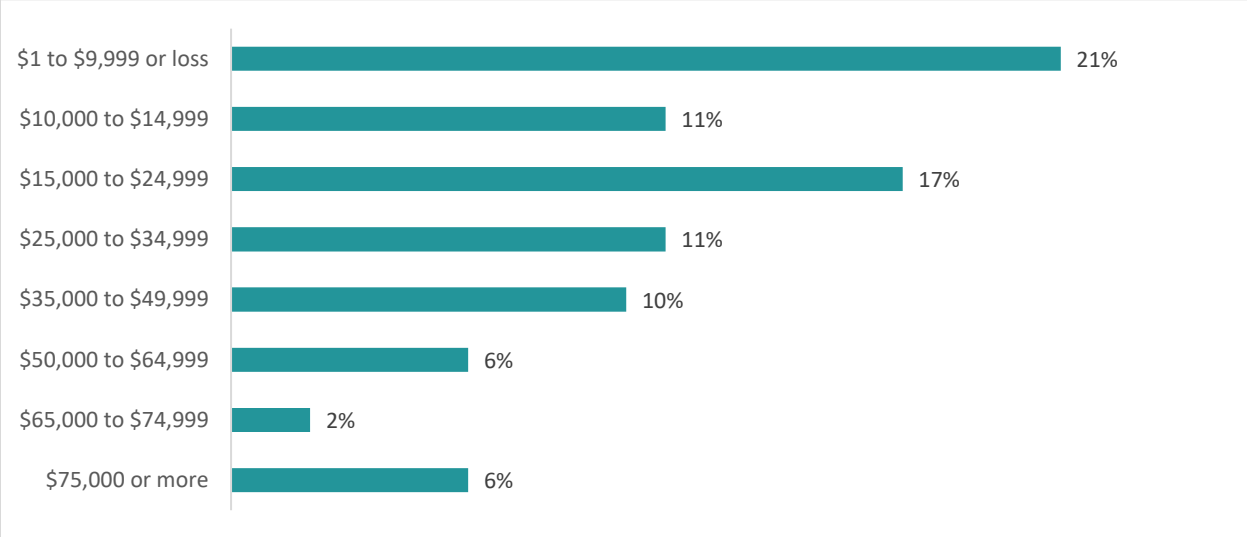


Figure 12: Income Distribution of New Mexico DAC Residents



The following section was updated and submitted August 1, 2023, as an update to the original plan:

Methods to Define "Disadvantaged" Census Tracts for the NEVI Formula Program Guidance

Justice40 is a whole of government initiative, and it is expected that the Council on Environmental Quality (CEQ), the National Climate Advisor, and the Office of Management and Budget (OMB) will release a BETA geospatial Climate and Economic Justice Screening Tool in 2022 to assist Federal agencies with targeting investments to disadvantaged communities. In the interim, federal agencies, as per Justice40 Interim Guidance, have developed interim definitions of disadvantaged communities. The Justice40 Interim Guidance suggests agencies consider using existing data sources and indicators, e.g., poverty, high energy/housing/transportation burden and others to define disadvantaged communities in the context of their programs.

The Justice40 Interim Guidance defines a *community* as either:

- a group of individuals living in geographic proximity (such as census tract),
- or a geographically dispersed set of individuals (such as migrant workers or Native Americans), where either type of group experiences common conditions.

For the NEVI guidance, NMDOT combine their two (2) distinct interim definitions of disadvantaged communities, which highlight energy and transportation-burdened communities, communities facing high rates of environmental pollution, those whose economies are highly dependent on fossil energy sources, and those with high rates of social vulnerability. Recognizing historical injustices perpetrated on indigenous communities, regardless of the current indicators in the underlying data, federally-recognized Tribal Nations and the U.S. Territories are also included as disadvantaged communities for the purposes of the NEVI program. The factors/definitions listed below will be considered then identifying dis-advantaged communities:

- **Transportation access disadvantage** identifies communities and places that spend more, and take longer to get where they need to go.
- **Health disadvantage** identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures.
- **Environmental disadvantage** identifies communities with disproportionately high levels of certain air pollutants and high potential presence of lead-based paint in housing units.
- **Economic disadvantage** identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality.
- **Resilience disadvantage** identifies communities vulnerable to hazards caused by climate change.
- **Social disadvantage** identifies communities with a shared history of discrimination, racism, or other forms of disadvantage that warrant consideration along with each/any of the above measures.

The list below identifies underlying indicators and sources in NMDOT's definition of disadvantaged communities:

Variable	Description
No Vehicle	Percent of total population with no vehicle(s) available
>30 minute commute	Percent of total population with a drive time to employment greater than or equal to 30 minutes
Walkability	A composite index of economic and built environment characteristics representing the extent to which the location is not supportive to walking
Transportation Burden	Transportation Costs % Income for the Regional Typical household
Population over 65 and older	Percent of total population over age 64
Uninsured	Percent of population without health insurance
Disability	Percent of the non-institutionalized population with any disability
Homes Built before 1960	Percent of housing unties built before 1960 (lead paint indicator)
Less HS Education	Percent of total population, age 25 and older, whose reported education is short of a high school diploma
Renters	Proportion of occupied housing units not occupied by property owners
Unemployment	Percent of civilian labor force reported as unemployed

GINI Index	Endemic inequality
Low Income	Percent of total population reported at or below area median income
Poverty	Percent of population below Federal Poverty Level
Housing Costs	Housing Costs % Income for the Regional Typical Household
Single Parent	Proportion of family household with children under age 18 with only one parent
Mobile Home	Percent of total population in mobile homes
Non-grid-connected heating fuel	Percent of households that use a fuel other then grid-connected gas or electricity or solar energy as their main heat source
Food Desert	Share of neighborhood without access to affordable or good-quality fresh food (Percentage who live within ½ mile (urban) or 10 miles (rural) of supermarket
Linguistic Isolation	Percent of household (interpreted as individuals) in linguistic isolation
Internet Access	Percent of Households with No Internet Access
Homelessness	Representative of homeless population; calculated using total number of Sheltered and Unsheltered Population per sq. mile
Energy Burden	Annual average energy burden based on average annual housing energy costs divided by the average annual household income.

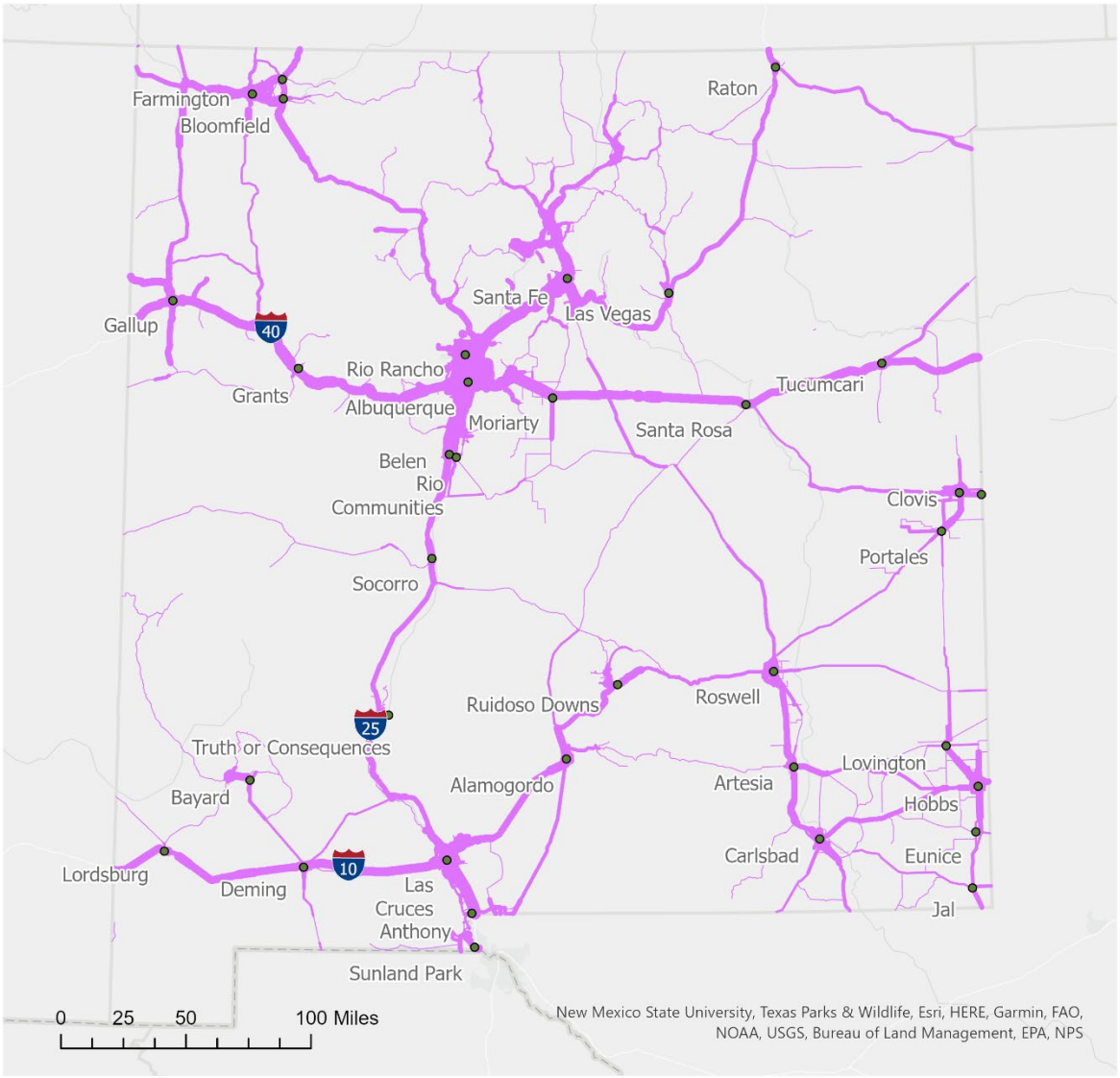
Outage Events	Number of outage events that occurred for all census tracts in each county from 2019-2022
Climate Hazards	Expected annual loss of life, building value, and agricultural value from climate hazards

TRAVEL PATTERNS

HIGHWAY TRAVEL

The Average Annual Daily Traffic (AADT) on the National Highway System (NHS) in New Mexico ranges from fewer than 400 to over 220,000 vehicles per day. New Mexico's Interstates have the highest AADT in the state and are also among NMDOT's designated AFCs, with the most-traveled highways including I-25 between Albuquerque and Santa Fe, followed by the east-west I-40 corridor connecting Texas to Arizona. I-25 from the Mexican border at Santa Teresa to Las Cruces also has high traffic volumes and connects to I-10 which continues west into Arizona. Other non-Interstate NHS routes with more than 10,000 vehicles per day include 285 between Roswell and Carlsbad, and 550, 64 and 491 near Farmington in northwest New Mexico, 84 between Santa Fe and Hernandez, and 502 approaching Los Alamos, also north of Santa Fe (Figure 13Figure 13Figure 13). NMDOT considered the AADT of NHS roads that intersect its Interstate AFCs in identifying promising locations for future NEVI chargers, prioritizing areas with higher AADT to allow more travelers access to EV charging (see "EV Charging Infrastructure Deployment" section for details).

Figure 13: New Mexico AADT (2018)



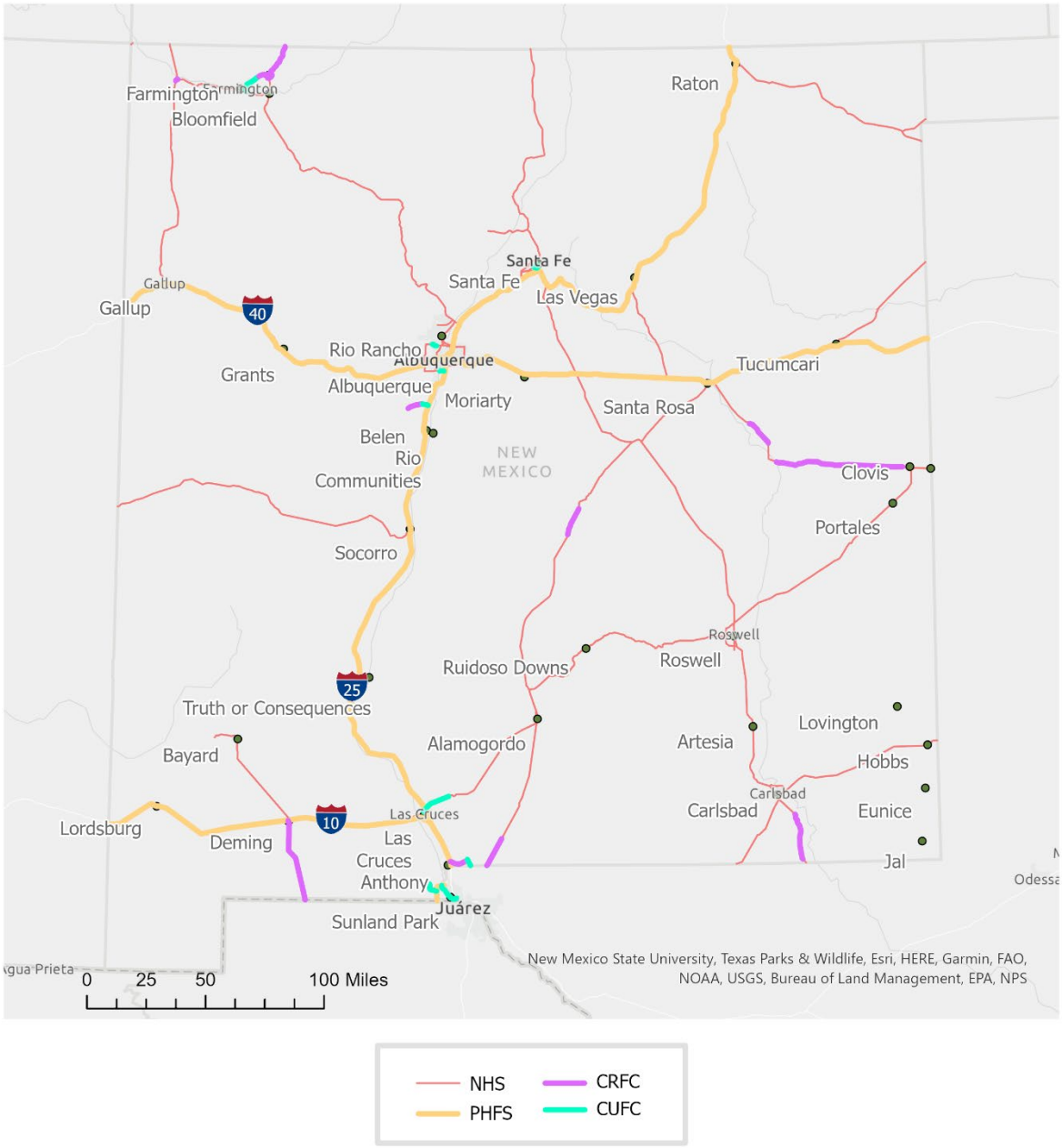
FREIGHT ROUTES

The Fixing America's Surface Transportation Act (FAST Act, 2015) established the "National Highway Freight Network" (NHFN), and the 2021 IIJA expanded the eligible mileage for both Critical Urban and

Rural Freight Corridors. As of June 2022, in New Mexico the NHFN consists primarily of the Interstates and the following critical urban and rural freight corridor facility designations, mapped in Figure 14Figure 14:

- **Primary Highway Freight System (PHFS):** the most critical portions of highway for the US freight transportation system, including Interstate and a limited number of non-Interstate facilities.
    - *New Mexico Miles: 1,011 (2021)*
- **Critical Rural Freight Corridors (CRFCs):** public roads in non-urbanized areas that provide access and connection to the PHFS and Interstates.
    - *New Mexico Miles: 189.9 (2021)*
- **Critical Urban Freight Corridors (CUFCs):** public roads in urbanized areas that provide access and connection to the PHFS and Interstates.
    - *New Mexico Miles: 50.7 (2021)*

Figure 14: New Mexico Freight Routes



PUBLIC TRANSPORTATION SERVICES

New Mexico's network of local and regional transit systems serves New Mexicans across the state and, over time, has seen various swings in ridership growth and decline. In FY 2021, public transit in New Mexico provided 5.58 million trips, a significant decrease from previous years as the state responded to the coronavirus pandemic.[15] Pre-pandemic, New Mexico transit provided 13.6 million trips in 2019 and 14.2 million trips in 2018. [16] While ridership has been decreasing in recent years, transit ridership saw a

peak between 2012 and 2014 with over 18 million annual trips, presumably at least partially driven by a nationwide spike in gas prices.

LOCAL TRANSIT AGENCIES

New Mexico's local transit agencies serve both rural and urban areas. New Mexico's largest urban provider is ABQ RIDE operated by the City of Albuquerque Transit Department. Four other urban providers and two regional transit districts serve El Paso, Farmington, Las Cruces, Los Lunas, and Santa Fe. A collection of over 20 providers offers critical rural fixed route and demand response services to smaller communities throughout the state.

Vehicle electrification across New Mexico transit providers has been facilitated by the Federal Transit Administration's (FTA) Low and No Emissions Vehicle Program (Low-No). To date, New Mexico transit agencies have received five Low-No grants through the competitive funding program (Table 2).[17]

Table 2: New Mexico Low and No Emissions Vehicle Program Grant Awards

Year	Agency	Amount	Use
2021	NMDOT for the North Central Regional Transit District (NCRTD)	$4,998,580	Purchase new electric buses and charging infrastructure and also support charging equipment and workforce training, will improve service reliability and address air quality, improving environmental justice in the Taos Pueblo community
2020	NMDOT for North Central Regional Transit District (NCRTD)	$2,920,000	Purchase of electric buses to replace aging vehicles along with dedicated charging stations for the Española area and to provide maintenance and first responder training for the new technology.
2019	City of Albuquerque for ABQ RIDE	$2,786,875	To purchase battery-electric buses to replace buses that have exceeded their useful life, along with depot chargers and installation.
2018	NMDOT for Atomic City Transit in Los Alamos	$1,485,000	To purchase electric buses and charging systems.
2017	The City of Las Cruces for Roadrunner Transit	$1,450,000	To purchase zero-emission buses that will replace aging diesel buses and expand their service area.

Source: FTA

These funds have supported the purchase and infrastructure preparation of numerous battery-electric buses. Recent fleet additions include the delivery of five Proterra electric buses for ABQ RIDE in June 2022[18] and the purchase of five 35-foot BYD electric buses for Las Cruces' Roadrunner Transit which are expected to arrive in late 2022.[19]

Other New Mexico transit services are also considering fleet transitions. The South Central Regional Transit District (SCRTD), for example, adopted a Zero Emission Fleet Transition Plan in June 2022.

INTERCITY BUS AND RAIL

Intercity bus and rail service is provided across several services that help New Mexico residents reach destinations across the state. The NMDOT Park and Ride service is an intercity bus service in northern New Mexico and the Las Cruces region. In normal operations, NMDOT Park and Ride service has seven fixed routes and three shuttle routes. While the service has experienced increasing ridership in the years before the coronavirus pandemic, NMDOT Park and Ride provided 53,000 rides in FY2021, down 70 percent from 2020. NMDOT also operates a vanpooling program that provides transportation to groups of people traveling to work through a voluntary commuter ridesharing arrangement using vans or small buses. The service supplements existing urban transit and can play an important role in filling service gaps. The vanpooling service started in December 2018 with the ability to serve Farmington, Las Cruces, Los Lunas, and Santa Fe, and quickly gained popularity.

The New Mexico Rail Runner Express provides passenger rail service in New Mexico between Belen and Santa Fe. Owned by the state and operated by Rio Metro Regional Transit District, Rail Runner ridership peaked in the fiscal year 2010 at 1.24 million trips. Amtrak also operates two long-distance trains through New Mexico, the *Southwest Chief*, and the combined *Sunset Limited/Texas Eagle* train. The Southwest Chief operates daily in each direction linking Chicago, Kansas City, Albuquerque, and Los Angeles while the Sunset Limited links New Orleans, Houston, San Antonio, El Paso, Tucson, and Los Angeles and the Texas Eagle connects to Chicago, St. Louis, Fort Worth, and San Antonio.

ELECTRIC UTILITIES AND GRID CAPACITY

In 2020, New Mexico's electric grid had a net capacity of 9,098 megawatts (MW).[20] Based on the engagement conducted during plan development, electric utilities are generally confident in the grid's capacity to support near-term EV charging station deployment, but capacity will become a concern in future years as charging infrastructure and EVs become more ubiquitous. As long as the maximum anticipated electricity demand on the grid stays at or below total net capacity, the grid should be able to support new charging infrastructure.

The primary short-term concern related to capacity is supply chain delays. Specifically, the staff of electric utilities are reporting long lead times for transformers, meters, and other components necessary for infrastructure builds. These delays may slow or prevent infrastructure construction in some areas. NMDOT will work with utilities to identify areas that may be more sensitive to supply chain disruption than others and develop procurement plans that incorporate these delays while achieving NEVI deployment goals.

Similarly, regardless of when capacity becomes a concern for wider New Mexico, financing of and regulatory approval for capacity upgrades are concerns for utilities. As capacity upgrades become necessary, utilities should collaborate with NMDOT as appropriate to determine appropriate contracting, cost-share, and cost recovery methods. A potential source of financial support is through the New Mexico Public Regulatory Commission (PRC). The PRC is considering a grant program to support the development

of grid capacity and reliability related to NEVI charging stations. However, before capacity upgrades can occur, each utility needs to receive regulatory approval to proceed. The state should work to encourage and facilitate regulatory approval for grid-related capacity upgrades to minimize construction and deployment delays.

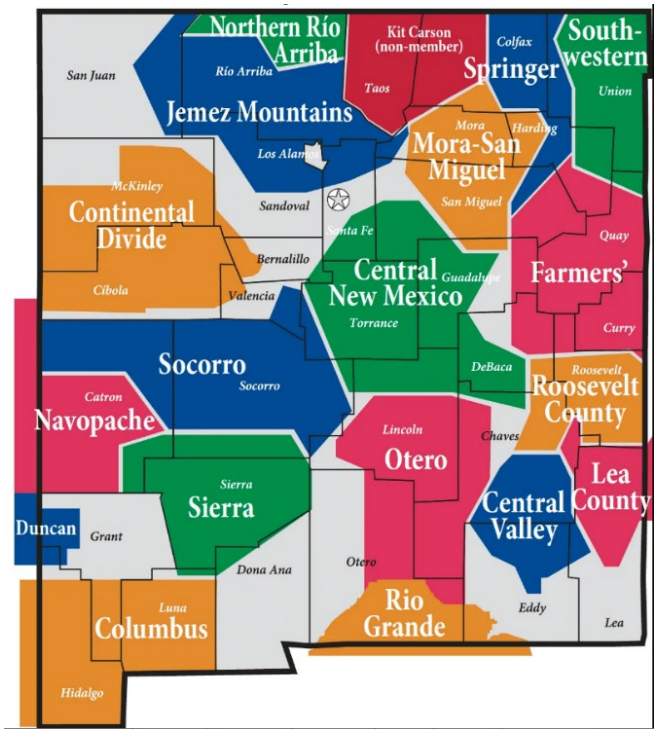
Rural and disadvantaged communities will likely experience capacity issues before other areas in New Mexico as infrastructure in these locations has likely not been updated recently or as frequently as other areas. For short- and long-term deployments, utility staff will be engaged to confirm the appropriate infrastructure and upgrades are available in time for EV charging station installation. Otherwise, there may be delays in station construction and availability. For historically underserved and low-income communities, receiving capacity upgrades in a timely manner will help support equitable access for New Mexico residents.

Similarly, gaps in charging infrastructure, or locations where there is no capacity to support EV charging stations need to be identified so NMDOT can work with utilities to install the necessary grid infrastructure. Gaps in the grid are also more common in rural and disadvantaged communities. Utilities were asked to provide information on service gap locations during the utility outreach meeting, but participating utilities did not identify any areas of concern related to grid capacity or gaps in the grid.

Investor-owned utilities are currently conducting outreach and planning sessions for general capacity planning and integrated resource plans. EVs and EV charging stations are part of this planning process but only generally. There are currently no site-specific recommendations or considerations for grid capacity upgrades for EV charging, but utilities encourage early collaboration for all EV charging station siting plans. The earlier utilities know about EV charging station siting plans, the earlier they can confirm or upgrade capacity. NMDOT will continue working with the utilities to identify and address capacity issues.

Figure 15 and Figure 16 show the service territories of rural electric cooperatives and Powering New Mexico.

Figure 15: Rural Electric Cooperatives Service Territories



Source: New Mexico Rural Electric Cooperative Association (NMRECA) [21]

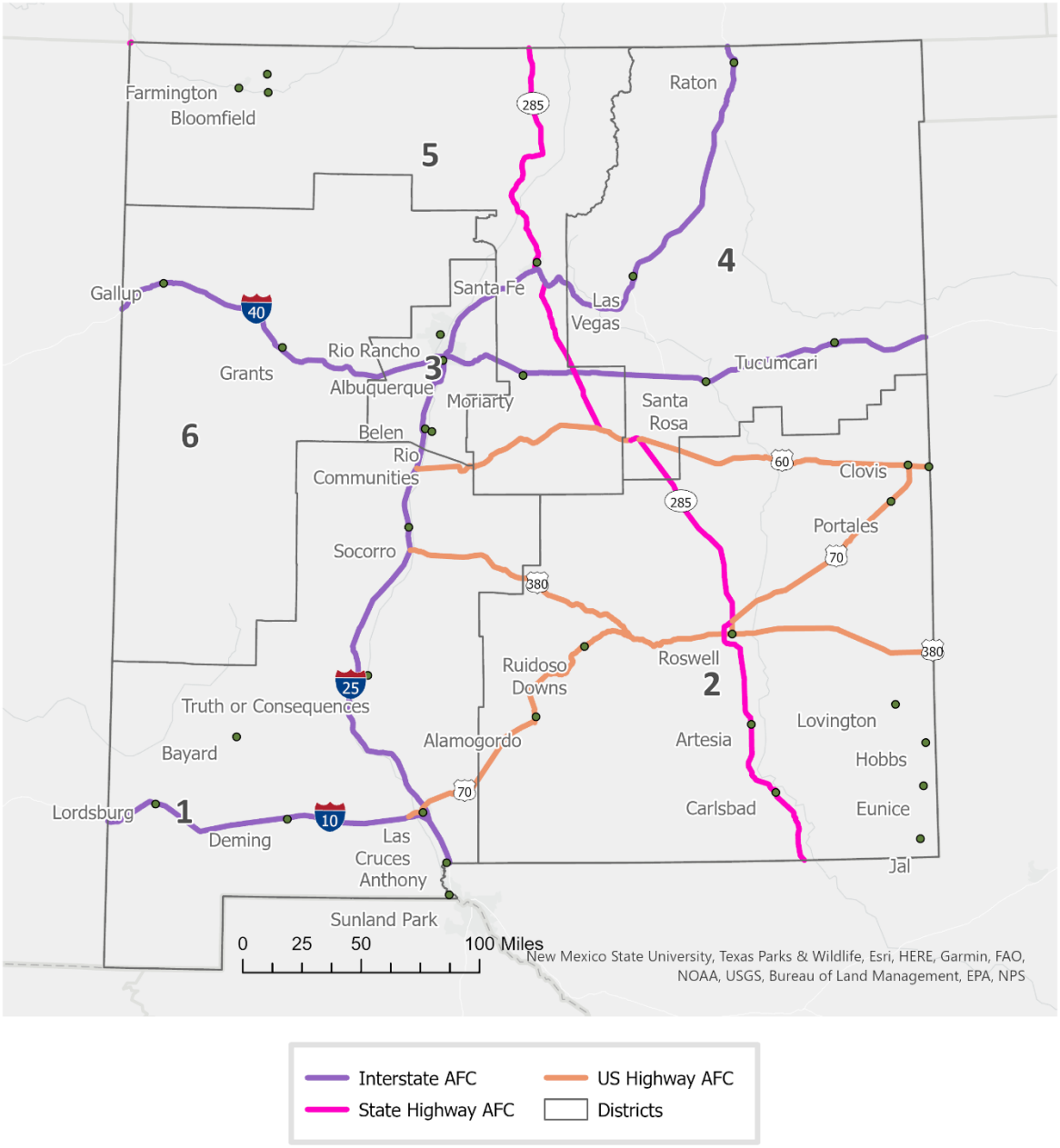
Figure 16: PNM Service Territory

Source: PNM[22]

EXISTING ALTERNATIVE FUEL CORRIDORS

In Rounds 1-6 of the AFC designation process, New Mexico designated eight AFCs including the state's three Interstates: I-10, I-40, and I-25; and five additional US highways: US-60, US-70, US-160, US-285, and US-380 (Figure 17).

Figure 17: New Mexico Alternative Fueling Corridors (Rounds 1 - 6)

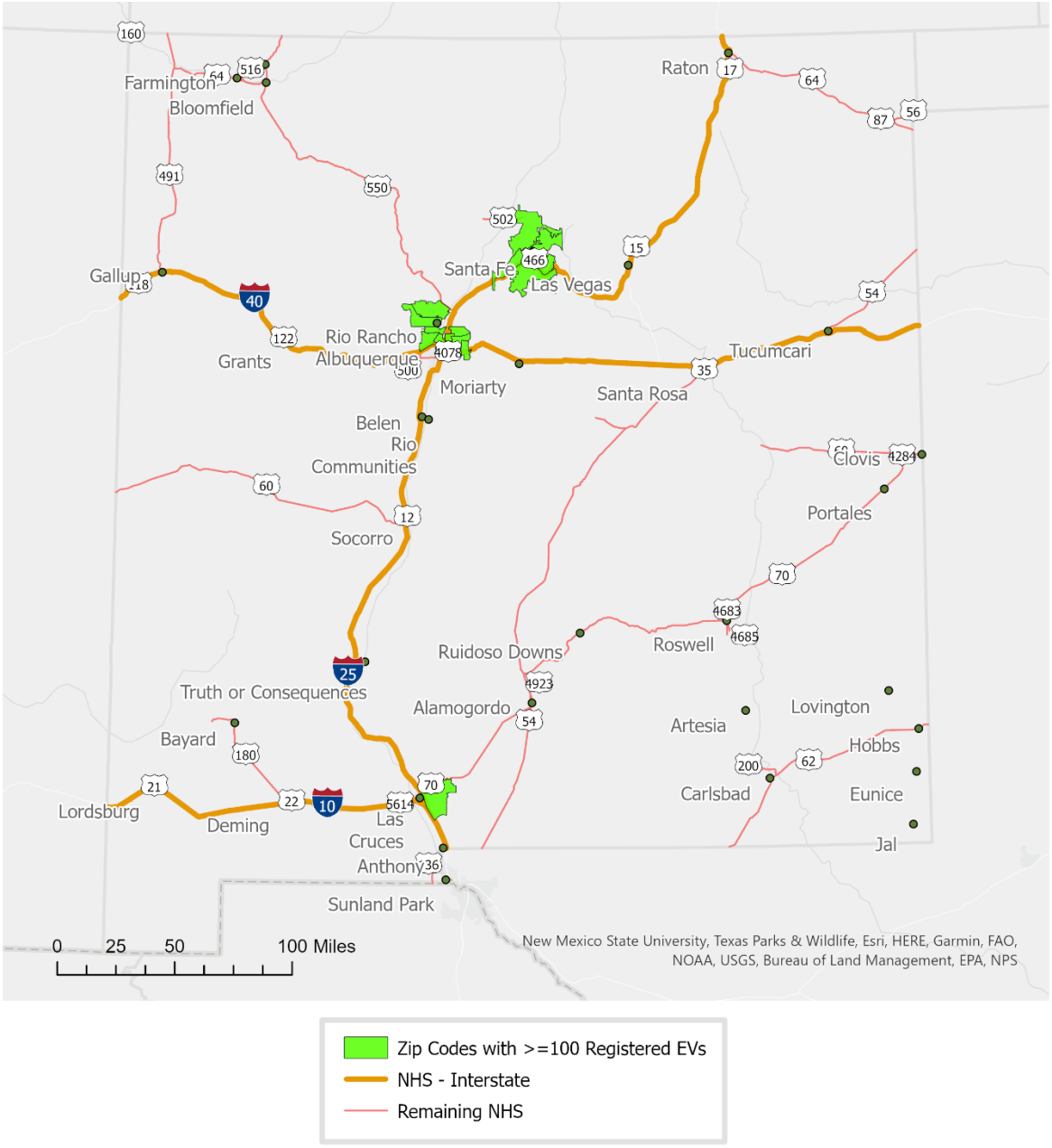


EXISTING EV CONDITIONS

CURRENT EV OWNERSHIP

As of spring 2022, there were just over 5,000 EVs registered in New Mexico in 204 zip codes areas (ZCTAs). Of those 204 zip codes, 144 had fewer than 10 registered EVs. The ZCTAs with more than 100 registered EVs represent New Mexico's largest cities: Albuquerque, Santa Fe, and Las Cruces (Figure 18). While EVs make up a small percentage of all light-duty vehicles (LDVs) registered in New Mexico (less than 0.3 percent), the number of registered EVs has nearly quintupled since the end of 2016.

Figure 18: Zip Codes with 100 or More EV Registrations



PROJECTED EV OWNERSHIP

Future EV ownership in the state of New Mexico will undoubtedly be impacted by recent and ongoing policy and planning efforts, including this plan as well as the recent adoption of a Clean Car Standard. As a result, New Mexico needs to plan for various potential futures.

The New Mexico Greenhouse Gas Emissions Inventory and Forecast, prepared for the New Mexico Interagency Climate Change Task Force, uses baseline, reference, and mitigation scenarios for emissions modeling. Each of these projections includes assumptions regarding EV adoption. The baseline projection sets LDV zero-emission vehicle (ZEV) sales share consistent with the U.S. Energy Information Administration's (EIA) 2019 Annual Energy Outlook (AEO). This baseline scenario would see the statewide LDV ZEV proportion rise to 6 percent by 2030 and 12 percent by 2050. The reference scenario sets sales to be consistent with a low emission vehicle program (LEV) resulting in LDV ZEVs accounting for 22 percent by 2030.[ii] The final and most aggressive projection represents the scale of effort necessary to achieve New Mexico's 2030 carbon target.[23] As stated in the inventory report:

> *"This scenario includes electrification of most space and water heating within buildings, as well as electrifying most light-duty vehicles. The modeling also includes increased adoption of electric and hydrogen vehicles in medium-duty vehicles (MDVs) and heavy-duty vehicles (HDVs), and industrial electrification of feasible industrial processes. This scenario is not meant to reflect a specific action plan for the state, but rather representative pathways that highlight the scale of transformation necessary to reach decarbonization goals."*
>
> - New Mexico Greenhouse Gas Emissions Inventory and Forecast, page 24)[24]

The mitigation pathway sets LDV ZEV adoption at 70 percent by 2030 and 100 percent by 2045, and MDV/HDV adoption at 40 percent by 2030 and 100 percent by 2040. While EV adoption is only one component of the emissions scenario, the baseline and reference projections do not meet New Mexico's carbon reduction goals.[25]

Another set of projections comes from the Transportation Electrification Plans (TEPs) developed by investor-owned utilities to support electric-vehicle infrastructure in their service areas. For example, PNM used a projection that supports a long-term climate goal, as established in a 2020 EV cost-benefit analysis.[26] The M.J. Bradley and Associates 2020 Plug-in Electric Vehicle Cost-Benefit Analysis: New Mexico estimates a scenario needed to reduce 80 percent of greenhouse gas emissions (as compared to 2005 levels) by 2050. Results showed these emission reductions could be achieved with carbon-free electricity and 90 percent adoption in LDVs (approximately 2.0 million EVs statewide)[27], a portion of which PNM then estimated in their service area.

A summary of these projections is shown in Table 3.

[ii] New Mexico passed a LEV standard in May 2022.

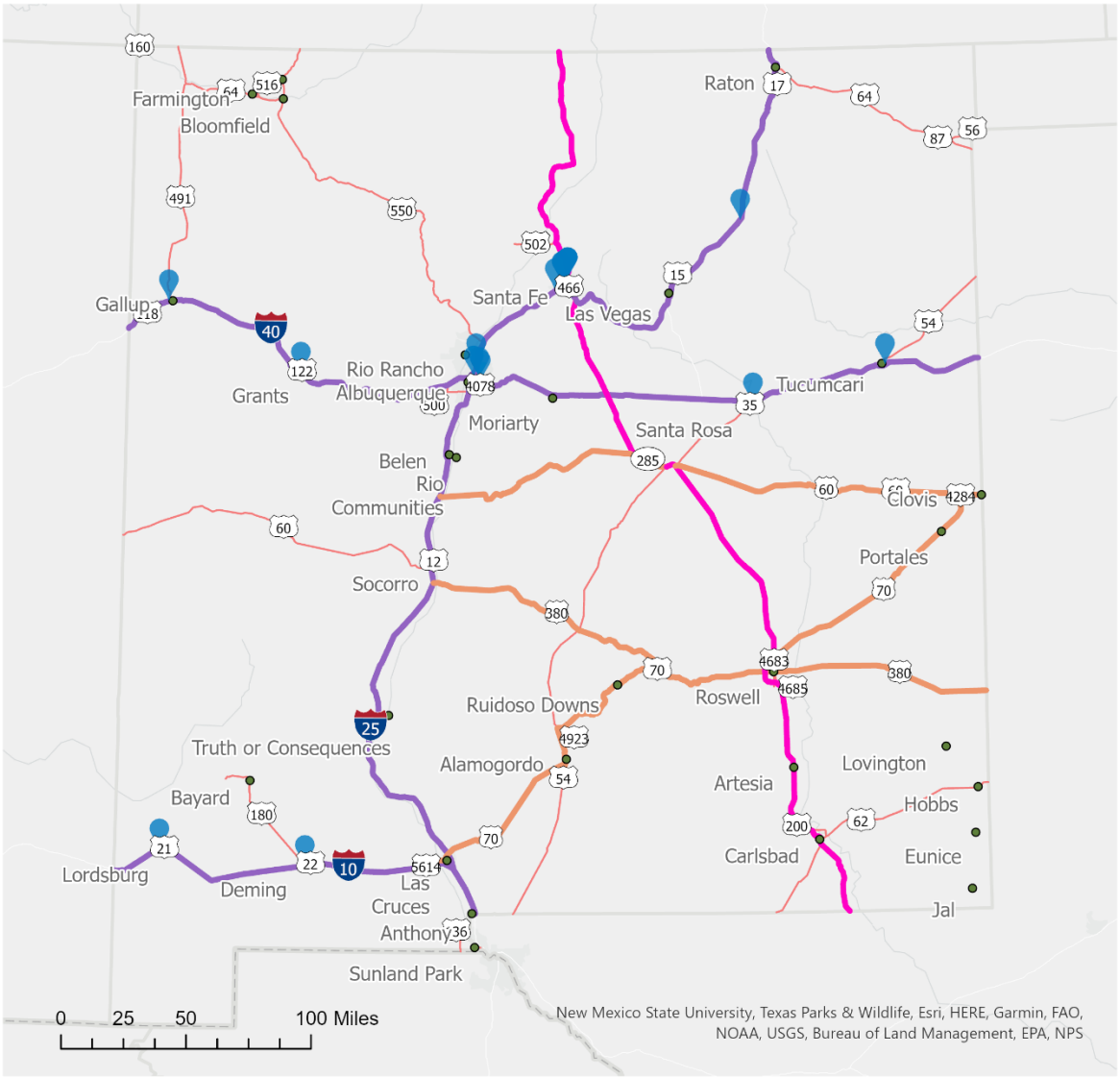
Table 3: New Mexico EV Ownership Projections

Source	Target Year	Projection
Baseline Scenario for the New Mexico GHG Emissions Inventory and Forecast	2030	6% of LDV fleet
	2050	12% of LDV fleet
Reference Scenario for the New Mexico GHG Emissions Inventory and Forecast	2030	22% of LDV fleet
Mitigation Scenario for the New Mexico GHG Emissions Inventory and Forecast	2030	70% of LDV, 40% of MDV/HDV
	2035	100% of LDV fleet
	2040	100% of MDV/HDV fleet
PNM TEP and 2020 Plug-in Electric Vehicle Cost-Benefit Analysis: New Mexico's 80x50 Scenario	2030	25% of LDV fleet
	2040	58% of LDV fleet
	2050	90% of LDV fleet

EXISTING EV CHARGING INFRASTRUCTURE

New Mexicans who drive EVs have a variety of options for charging, including at-home charging, workplace charging locations or other private chargers, and publicly available charging locations. The Alternative Fuels Data Center (AFDC) regularly validates the locations and specifications of publicly available charging locations and its data confirms that the number of public charging locations in New Mexico has been increasing over the past several years. As of June 2022, New Mexico had 189 public EV charging locations (Levels 1, 2, and DC fast charger) verified by the AFDC (Figure 19) with 456 available ports, about three times as many as the state had in 2017 (61 locations and 167 ports).

Figure 19: AFDC Verified Publicly Available EV Chargers (June 2022)

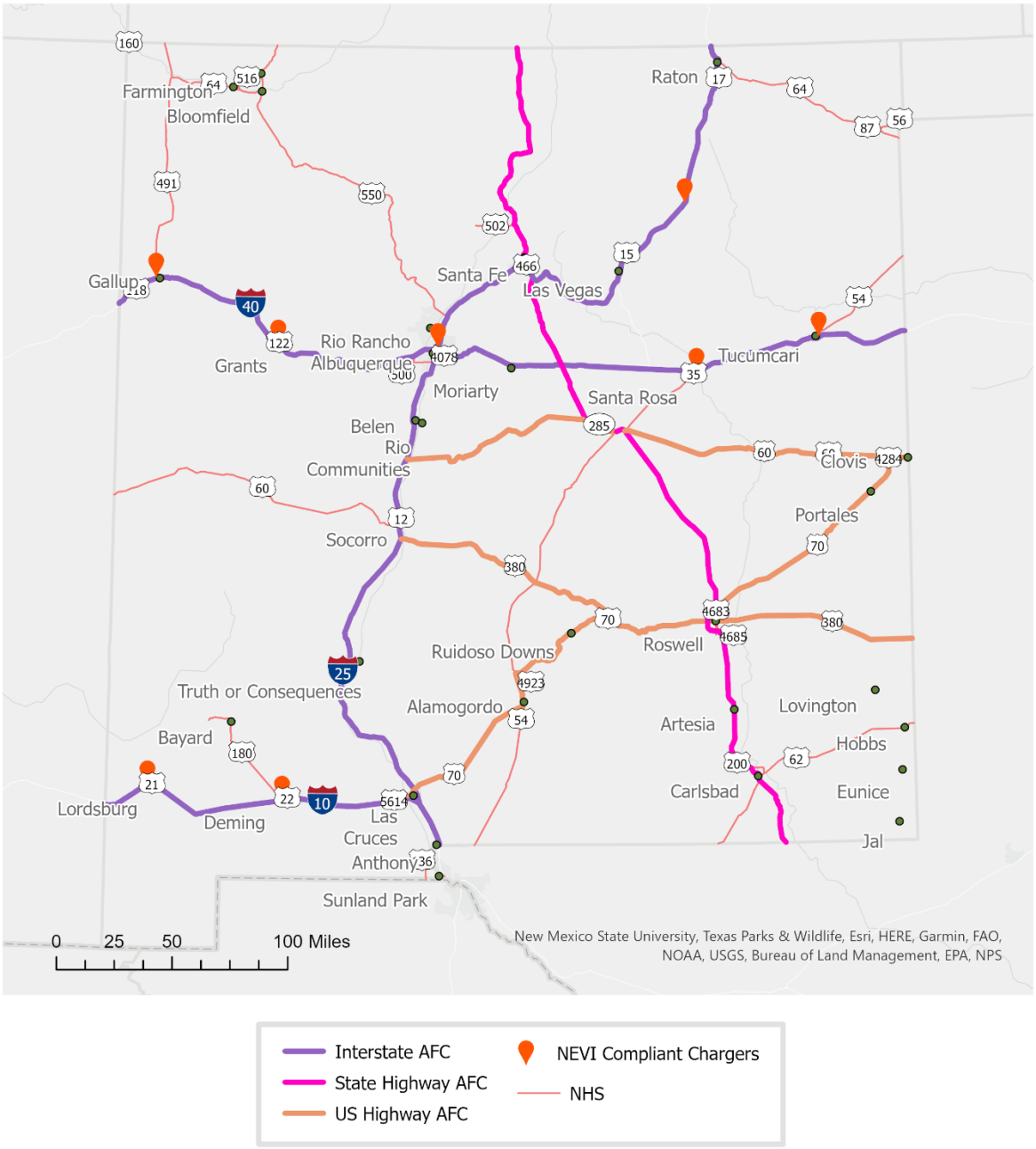


In addition to these public chargers which are available to anyone, New Mexicans also charge EVs at home or at private locations such as workplaces. While home and private or workplace charging are important parts of many EV owners' charging routines, they are not included in this plan's discussion or analysis.

EXISTING NEVI-COMPLIANT EV CHARGERS

Of the 189 publicly available charging locations in New Mexico, only eight meet all the basic requirements of the NEVI program (i.e., within 1 driving mile of the Interstate and with four or more DC fast charger CCS connections). They are in or near Gallup, Grants, Albuquerque, Santa Rosa, and Tucumcari on I-40, near Lordsburg and Deming on I-10, and near Wagon Mound on I-25 (Figure 20). (See Appendix A: Detailed Information on Existing EV Charging Infrastructure),

Figure 20: NEVI Compliant EV Chargers

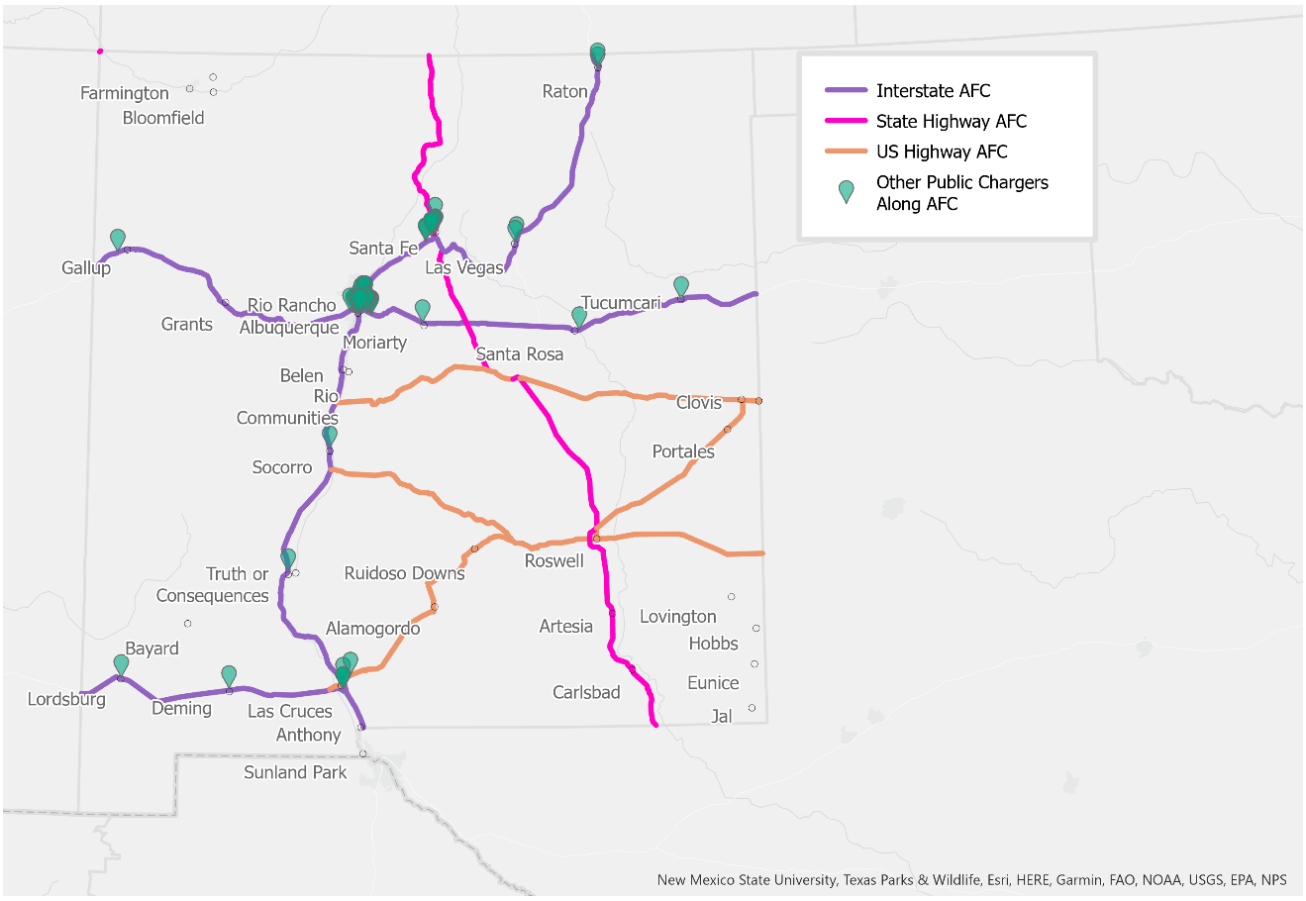


EXISTING PUBLICLY ACCESSIBLE EV CHARGERS ALONG INTERSTATE AFCS

In addition to the eight locations along Interstates that comply with the basic NEVI requirements as of Spring 2022, there are 82 EV charging locations with 200 charging ports located within a 1-mile radius of an Interstate interchange/exit that could potentially be upgraded or expanded to meet NEVI requirements, pending detailed analysis of travel distance from each AFC exit.

117 of the existing ports are Level 2 (primarily provided through the ChargePoint Network) and 82 ports are DC fast charger, 72 of which are Tesla. There is only one publicly available Level 1 port within 1 mile of an AFC exit. Most of these charging ports (95 out of 200) are located along I-25; 60 ports are along I-40. Most of the charging locations are near or in Albuquerque (Figure 21).

Figure 21: Non-NEVI Compliant Chargers along Interstate AFCs (1 mile estimated)

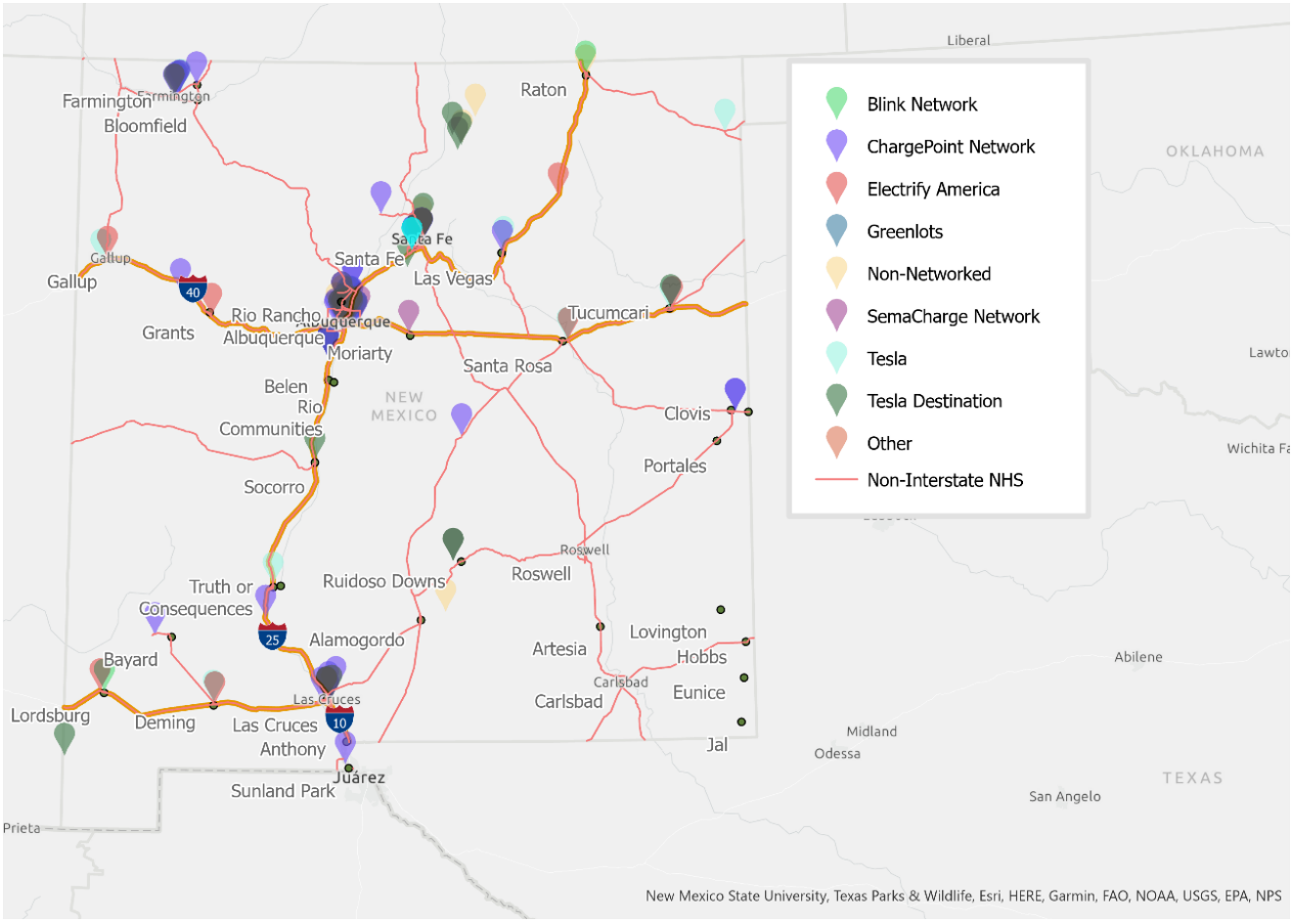


ALL OTHER EXISTING PUBLICLY ACCESSIBLE CHARGERS

Beyond its NEVI compliant chargers, New Mexico has a total of 181 publicly available charging locations (418 ports) throughout the state verified by AFDC. Most existing publicly available charging locations are in and around Albuquerque and Santa Fe. Taos, Farmington, and Las Cruces also have relatively high charger density, and the remaining charging locations are mostly along New Mexico's Interstate corridors (Figure 22). About 75 percent of the non-NEVI compliant existing charger ports are Level 2, 24 percent are DC fast charger, and less than 1 percent are Level 1.

Existing public charging locations generally align with expected existing demand for EV charging (i.e., in areas with the most registered EVs, population centers, and along corridors with the highest AADT). Rural corridors in the southeast corner of New Mexico and along I-25 between Albuquerque and Las Cruces have fewer EV charging locations.

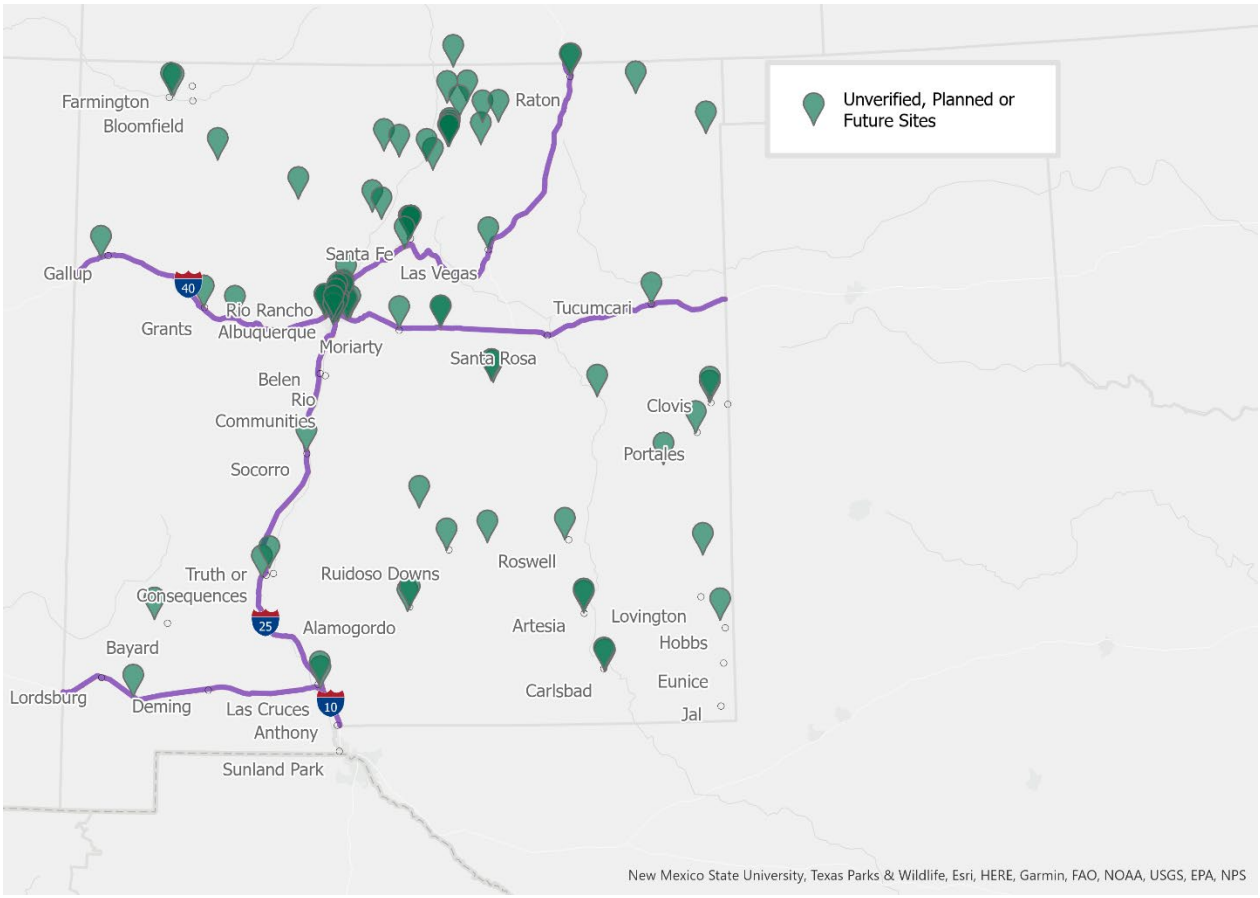
Figure 22: Existing Publicly Available EV Charging Locations



ADDITIONAL PUBLICLY ACCESSIBLE CHARGERS – UNVERIFIED, IN DEVELOPMENT, OR PLANNED FOR FUTURE DEPLOYMENT

In addition to the charging locations verified by the AFDC, there are several locations in New Mexico that are unverified, planned, in development, or otherwise being assessed for EV charging. NMDOT will continue to monitor these stations as and if they come online and identify how they impact NEVI program implementation (Figure 23).

Figure 23: Planned or Future EV Charging Locations



RISKS AND CHALLENGES

NMDOT identified known risks and challenges associated with the NEVI Formula Program and its deployment in New Mexico (including environmental, social, and logistical issues) as a first step to mitigate those risks and plan for their impact.

One set of challenges pertains to the **environmental conditions** in which the EV charging infrastructure will be deployed. Rising temperatures, dust storms, wildfires, and flash floods may increase in severity and frequency, presenting a higher risk to negatively impact EVs and EV charging station utilization and long-term operation. Operating an EV in extreme temperatures of any kind can have negative impacts on battery range and additional wear and tear to the vehicle. Charging an EV heats up the battery quickly,

this in addition to external temperatures may at first improve battery efficiency, but ultimately degrade the battery and result in a premature battery replacement. Intentional design of EV charging stations to incorporate shade (e.g., shade canopies, solar photovoltaic canopies, and tree/vegetation) and passive cooling can help lower temperatures during charging. Shaded parking can also reduce the internal temperature of the parked car and save battery power needed to cool down the interior when resuming driving.

Flooding can disrupt charging infrastructure by rendering individual charging stations impaired or inoperable due to water damage. Additionally, even if individual charging stations remain operable due to appropriate design or siting, they may still be unusable due to flooding of access roads, especially in urban areas where siting requirements (e.g., base flood elevation) do not account for stormwater or pluvial flooding. In addition to flooding, dust storms are also of concern when considering foreign materials entering the EV charging station and components and damaging the equipment. To prepare, EV charging station components must comply with the Ingress Protection (IP) rating system of IP66 or better, indicating an item that is totally sealed against dust entering and is protected from water projected in powerful jets in any direction. State and local officials should also be aware of the National Electrical Code, published by the National Fire Protection Association, and the requirements for electrical installation in and adjacent to bodies of water, whether natural or artificially made, as well as the bonding and grounding requirements.

A second set of challenges is associated with the **public and stakeholder awareness and response** to the NEVI program coupled with the business model for deploying infrastructure. Site hosts' willingness to participate in the deployment of EV charging stations will depend on their awareness of the benefits and challenges of hosting EV charging infrastructure and calculation of the future benefits and opportunity costs. At the program's inception, EV charging station supply will be following demand and utilization rates may not be high enough to provide a return on investment for EV charging service providers. Furthermore, execution risk may be higher in less-developed areas where there are fewer eligible sites, and in underserved communities where economic conditions may lead to site hosts to be disproportionally impacted by a failure to receive a return on their investment. To address this, public funding and NEVI funding could be utilized to cover the inevitable sunk costs from deploying charging infrastructure in the anticipation of an increase in EV-use in the state and country. Funding could also be used to cover the costs of regularly scheduled EV charging station service and maintenance for site hosts that are not receiving a return on investment through charging station use alone. EV Charging Station host education and outreach may also include guidance to include additional amenities and services that may provide revenue for the site host.

A third set of challenges consists of the **availability of materials, equipment, and other resources** necessary for a strategic and swift deployment of EV charging stations. In all likelihood, an increase in the demand of charging infrastructure nationwide with the utilization of NEVI funding will strain the supply chain and will delay the production and delivery of necessary charging station components. Utilities have already felt the strain of a depleted and delayed supply of necessary equipment (e.g., meters, transformers) and these conditions may be enhanced with the increase in national utility-based development in response to NEVI Program. There is no way around this delay other than ordering critical

components promptly and staying in touch with the supplier. Ordering and purchasing equipment as soon as possible will also decrease the likelihood of inflated costs impacting project plans and budgets. Coincidentally, this anticipated delay may serve as an opportunity to expedite the required permitting from local governments and result in 'shovel ready' projects. To ensure this and mitigate the risk of longer installation timelines due to permitting, all cities and counties in New Mexico may streamline permitting processes for EV charging stations and/or limit project review to health and safety requirements in an expedited timeframe. Service utilities may also use the anticipated supply chain delays to address utility interconnection challenges. EV charging station providers Electrify America and EVgo have identified utility interconnection costs and timelines as a barrier to DC fast charger deployment and noted bottlenecks in interconnections to have delayed projects from six months to a year.

Fourth, as EV charging stations are deployed, owners and operators need to ensure that equipment will not become a **stranded asset**, or an asset that is no longer usable. Stranded assets cause customer confusion and frustration and consume the valuable resources needed to buildout a statewide EV charging network. There are several reasons a station may become stranded. Poor station maintenance can lead to stations being perpetually broken and unusable, particularly in rural or hard to access locations. If an EV charging station is built in an area without electrical capacity and infrastructure to support its use, it will be unusable until the appropriate upgrades are installed. Additionally, if a site host decides to switch charging networks or the existing network no longer offers services, charging stations may not be equipped with hardware needed to work with or upgrade to a new network and the EV charging station will no longer be usable. As NMDOT works with site hosts, they should incorporate these considerations in the contract design process to prevent EV charging stations from becoming stranded assets.

Lastly, **labor shortages**, particularly regarding skilled laborers required to install charging stations, may delay charging infrastructure deployment. NEVI requires that, except for apprentices, all electricians installing, maintaining, and operating EV charging stations be certified through the EVITP. EVITP is a training and certification program that is currently available online and on-demand with EVITP examinations occurring in person. EVITP publishes a list of contractors that meet certain conditions for EVITP certification of their electricians. As of June 2022, much of the state served by AFC-designated highways are without local contractors on the EVITP published list. This challenge presents the opportunity to invest in and expand the trained and certified workforce necessary to install and service EV charging stations. This demand in skilled EV charging station installers may lead to the workforce development opportunity to establish or enhance partnerships with technical school districts and community colleges to increase EVITP training and examinations.

EV CHARGING INFRASTRUCTURE DEPLOYMENT

NMDOT will prioritize building out its Interstate AFC corridors by deploying and installing NEVI-compliant chargers at least every 50 miles, within one travel mile of the Interstate exit. Using criteria based on public and stakeholder input, NMDOT has identified promising areas which could be well-suited for EV chargers, and which would fill existing gaps in its charger network. Through its implementation plan in Years 1 and 2 of the NEVI program, NMDOT will work with the private sector to optimize the locations of new and

upgraded or expanded chargers to provide a seamless customer experience and ensure the efficient use of funds.

In subsequent program years, as funds allow, NMDOT will focus on providing community-level chargers to ensure an equitable distribution of access to EV charging. See the Plan Vision, Goals, and Targets section for additional details.

SPECIFICATIONS

Chargers installed using NEVI funding will meet or exceed the NEVI program's minimum specifications:

- Every 50 miles along New Mexico's portion of the Interstate Highway System within 1 travel mile of the Interstate;
- At least four 150kW DC fast chargers with CCS ports capable of simultaneously DC charging four EVs; [28]
- Compliant with ADA and Section 504 requirements, specifically ensuring adequate space for exiting and entering the vehicle, unobstructed access to the EV charging stations, free movement around the EV charging station and connection point on the vehicle, and clear paths and close proximity to any building entrances;[29]
- Available 24 hours a day.

In addition, where appropriate and fiscally prudent, NMDOT may also seek to meet additional REV West standards:

- REV West Minimum Standards
  - Access to drinking fountains, bathrooms, and food or vending;
  - Security cameras, adequate lighting, and an emergency shelter;
  - Within walking distance of full-service amenities such as local restaurants, retail shopping, or tourist attractions;
  - Dual protocol chargers (CHAdeMO fast charger in addition to CCS);
  - Third-party certified;
  - Connected to a network;
  - Cell service or free wi-fi available to customers;
  - Support multiple payment options.
- REV West Stretch Standards
  - Uptime requirement of at least 97%;
  - Customer support services available 24/7 (either onsite or toll-free telephone) capable of dispatching service;
  - Proactive station health monitoring;
  - Larger/additional utility equipment to avoid future construction and conduit costs; Sufficient real estate for the addition of future DC fast charger stations and future expansion. [30]

In addition, NMDOT may consider co-installation of different connector types to expand the number of EV drivers who can use them (for example, some CHAdeMO or Tesla converters).

FUNDING SOURCES

NMDOT intends to maximize available funding sources and meet the needs of communities across New Mexico. This plan applies NEVI formula funding to meet infrastructure requirements that support continuous Interstate travel by electric vehicle. However, NMDOT hopes that meeting these requirements will allow the state to then focus attention and funding to also deploy EV charging flexibly to communities and locations off Interstate corridors, as appropriate (see next section, Future Plans for AFC Designations). Given New Mexico's rural and diverse landscape, delivering charging that meets the needs of New Mexicans is a priority.

NMDOT will rely on third parties to fund the non-federal cost share of the NEVI Formula Program, using procurement processes to match third-party interests and incentivize cost-sharing while meeting NEVI siting and network needs. NMDOT may provide cost-share or operations and maintenance support as needed, especially in locations important to DACs, to enable economic development opportunities for tribes and pueblos, or for addressing network gaps.

New Mexico plans to deploy a range of other funding sources, especially to support local and community network access. Funding sources for use in the statewide network include but are not limited to: later rounds of NEVI formula funding, federal discretionary grant funds, funds from the Carbon Reduction Program, American Rescue Plan Act funding, and funds from the 2017 Volkswagen (VW) settlement.

Authorization Levels

Pursuant to the NEVI standards and requirements, the final rule establishes a requirement for the number of ports at a charging station. Any time charging stations are installed there is a required minimum of four (4) ports, notwithstanding the type of port (Direct Current Fast Charger (DCFC) or alternating current (AC) Level 2 or a combination of DCFC and AC Level 2). Additionally, in all instances when a DCFC charging station is installed along and designed to serve users of designated AFCs, there must be at least four (4) network-connected DCFC charging ports.

Upon award of the competitive grant solicitation for the NEVI project, NMDOT will ensure abidance with NEVI requirements and awardees must install a minimum of four (4) ports for all DCFC and/or AC Level 2 chargers. NMDOT will work with the private sector to optimize the locations of new and upgraded or expanded chargers to provide a seamless customer experience and ensure the efficient use of funds. In subsequent program years, as funds allow, NMDOT will focus on providing community-level chargers to ensure an equitable distribution of access to EV charging. See the Plan Vision, Goals, and Targets section for additional details.

Federal Share and State/Local Match Requirements

NMDOT NEVI grant program is a reimbursement grant program. Awardees are required to provide a minimum 20 percent (20%) match of the eligible costs from non-federal sources. Applicants may apply for

up to 80 percent (80%) federal cost share of the eligible costs, with a minimum required match of 20 percent (20%) from non-federal sources. When costs are submitted for reimbursement, they will be reviewed for eligibility by NMDOT to ensure conformance with FHWA guidance per 2 CFR 200 and NEVI Program guidance.

Specific Funding Requirements

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FUTURE PLANS FOR AFC DESIGNATIONS

The state of New Mexico did not designate additional AFCs during the sixth round of Request for Nominations that occurred in May 2022. As tentatively discussed with the Joint Office, New Mexico plans to de-designate its non-Interstate AFCs in round seven, which will likely occur in 2023. The goal of this de-designation is twofold: (1) to focus NEVI resources on building out EV charging along Interstate corridors to meet the vision of establishing an interconnected network of publicly accessible EV charging stations that provides drivers with a convenient, reliable, affordable, accessible, and equitable charging experience; and (2) to ensure any leftover NEVI funds can be leveraged alongside other funding resources and used flexibly in later years for community or corridor charging to best meet the needs of EV drivers around the state.

EV CHARGING INFRASTRUCTURE DEPLOYMENT – YEARS 1 AND 2

PLANNED LOCATIONS

In the initial two years of the NEVI program, NMDOT will prioritize filling in the gaps on its Interstate AFCs (I-25, I-40, and I-10) that are not currently within 50 miles of one or more existing NEVI-compliant charging locations. NMDOT has performed preliminary assessments of each interchange on the AFC Interstates to identify which might be most suitable for new or upgraded EV charging locations, based on the criteria in Table 4.

Table 4: EV Site Assessment Criteria

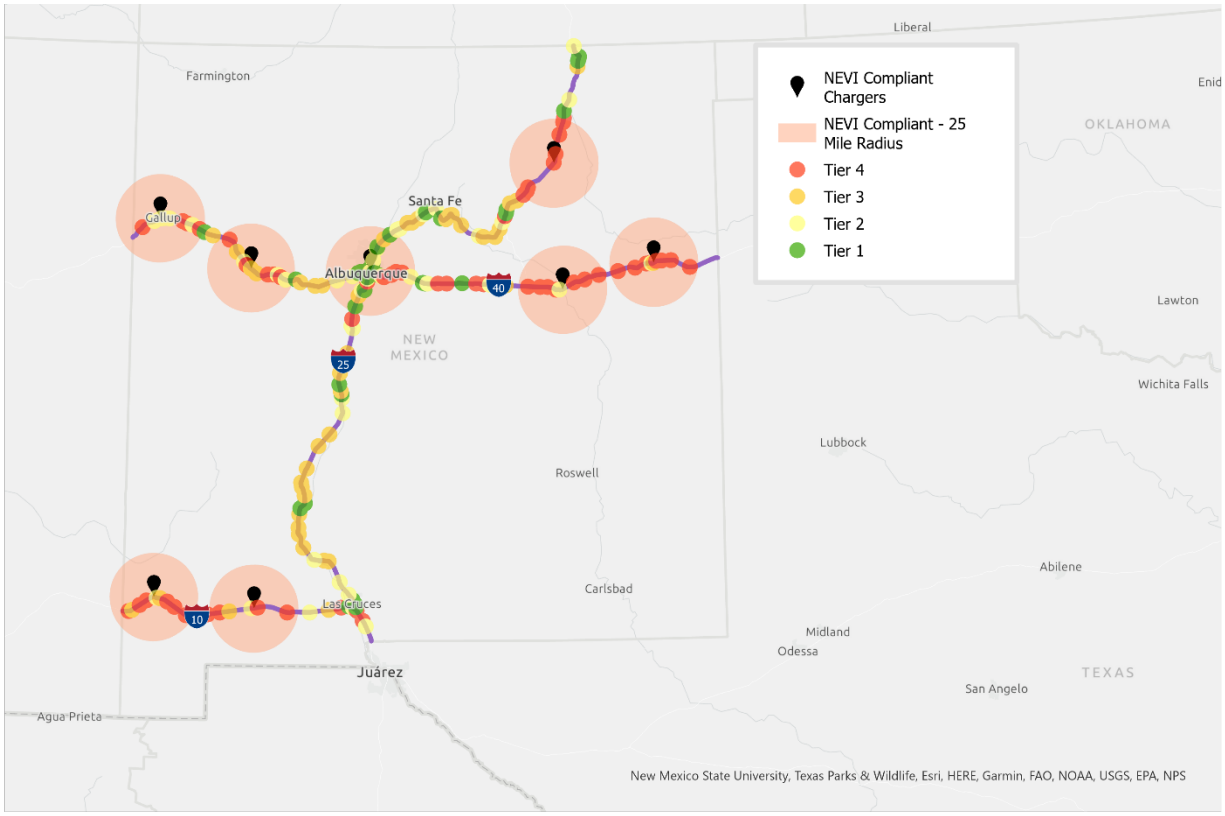
Criteria	Purpose
Whether the interchange is in a dense/urban area	Indicate where multiple amenities and/or potential site locations may exist
AADT of the non-Interstate crossing roadway	Maximize the availability of EV chargers for travelers on higher volume non-Interstate highways as well as the Interstate AFCs
Amenities available near the interchange	Identify gas station, food, and/or retail establishments
Existing EV chargers (not NEVI-compliant) near the interchange	Reflect potential for upgrading, adapting, or expanding existing EV charging locations
Planned or studied EV sites near the interchange	Consider the future EV network. Data pulled from other studies, funding sources, etc. known at the time of this writing. Not comprehensive.
Whether the location was mentioned in public or stakeholder engagement	Reflect planning input

Interchanges already within 50 miles of an existing NEVI-compliant charging location were given lower priority.

For the purposes of initial analysis, NMDOT assessed areas within approximately one mile of interchanges based on the criteria outlined above. The resulting list was divided into four tiers based on quartiles, with Tier 1 being the most promising for a new or upgraded EV charging location and Tier 4 being the least promising (Figure 24Figure 24).

As noted in the Implementation discussion, NMDOT anticipates that this information will be shared during the procurement process and that final and specific siting and location decisions will be made in collaboration with the private sector; however, the preliminary analysis may help guide location priorities and ensure that AFC gaps are efficiently filled.

Figure 24: Interchanges Preliminary Assessment for NEVI Suitability

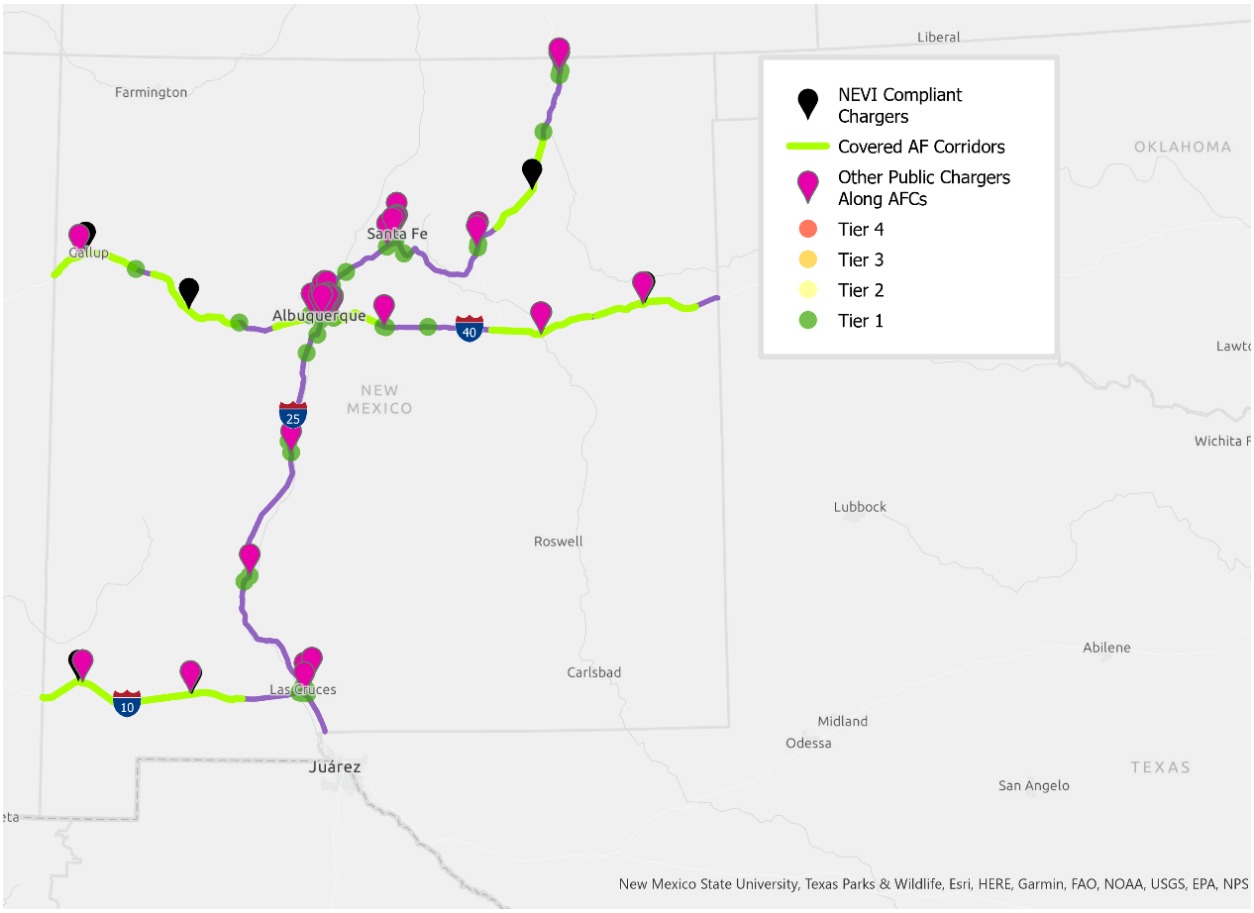


Many interchanges in and around Albuquerque, Las Cruces, and Santa Fe fall into Tier 1 because they are urban, have relatively high AADT on intersecting roads, have existing chargers nearby, and were suggested by the public and stakeholders; any number of these interchange locations could be selected to fill gaps in the existing AFCs around those cities.

Rural Tier 1 locations are well-placed to fill existing gaps in New Mexico's EV charging network; these locations generally rise to the top because they have existing, non-NEVI compliant charging infrastructure that could potentially be upgraded, adapted, or expanded to meet the program's requirements (See Appendix A: Detailed Information on Existing EV Charging Infrastructure) or studies or plans are already underway to install charging infrastructure.

Placing NEVI-compliant EV chargers near selected Interstate interchanges in Tier 1 would cover most of the existing gaps in New Mexico's AFC network in both rural and urban areas (Figure 25**).** These general locations may be selected for prioritized charger installation during the first years of the NEVI program, pending input from the private sector, utilities, and local engagement.

Figure 25: Initial Location Assessment and Existing AFC Chargers



However, using only Tier 1 sites would leave approximately five small gaps more than 50 miles from a NEVI-compliant charger; sections of I-25 (between Las Cruces and Truth or Consequences, and between Truth or Consequences and Socorro) would still require additional NEVI-compliant charging locations to serve all of I-25. In addition, Tier 1 locations leave small gaps on I-40 east of Albuquerque and close to the Texas border.

In these instances, NMDOT has assessed the next best locations to fill the five gaps, again pending collaboration with the private sector, utilities, and local engagement. In general, these five locations have no or minimal traffic on a crossing roadway, no or minimal amenities, or are otherwise not currently aligned with NMDOT's criteria for location development. However, conditions may change as the program progresses and more amenities are installed. Depending on the exact locations of Year 1 and 2 chargers, NMDOT may need to apply for discretionary exceptions at one or more locations.

Figure 26Figure 26 and Table 5 illustrate the proposed locations to complete New Mexico's Interstate AFC EV charging network (charging available every 50 miles). These locations represent areas for exploration rather than specific sites. NMDOT and its private sector partners will complete further detailed analysis of all potential locations to efficiently fill the gaps in New Mexico's existing Interstate AFC charging network.

Figure 26: General Proposed EV Charging Locations

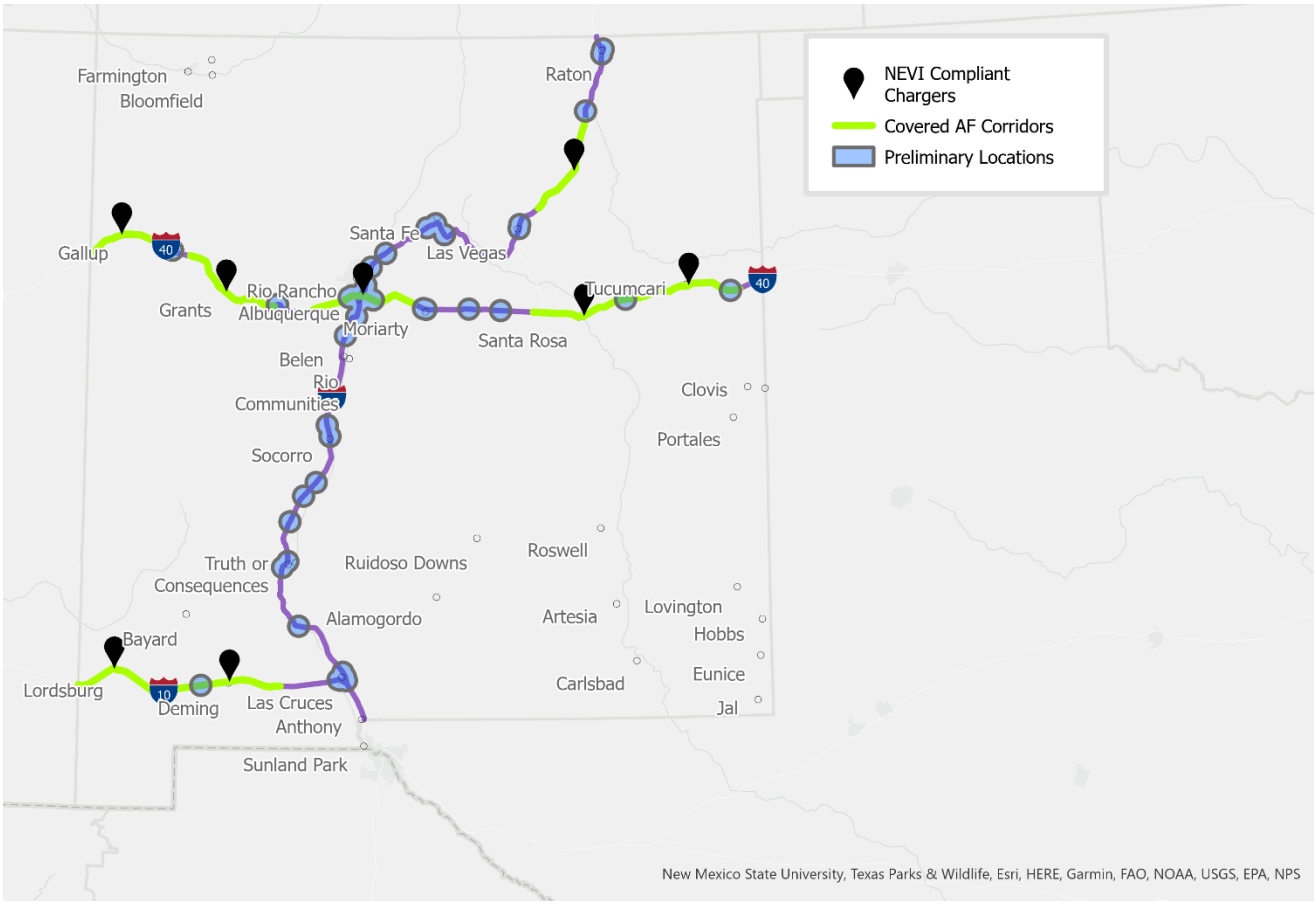


Table 5: General Proposed EV Charging Locations

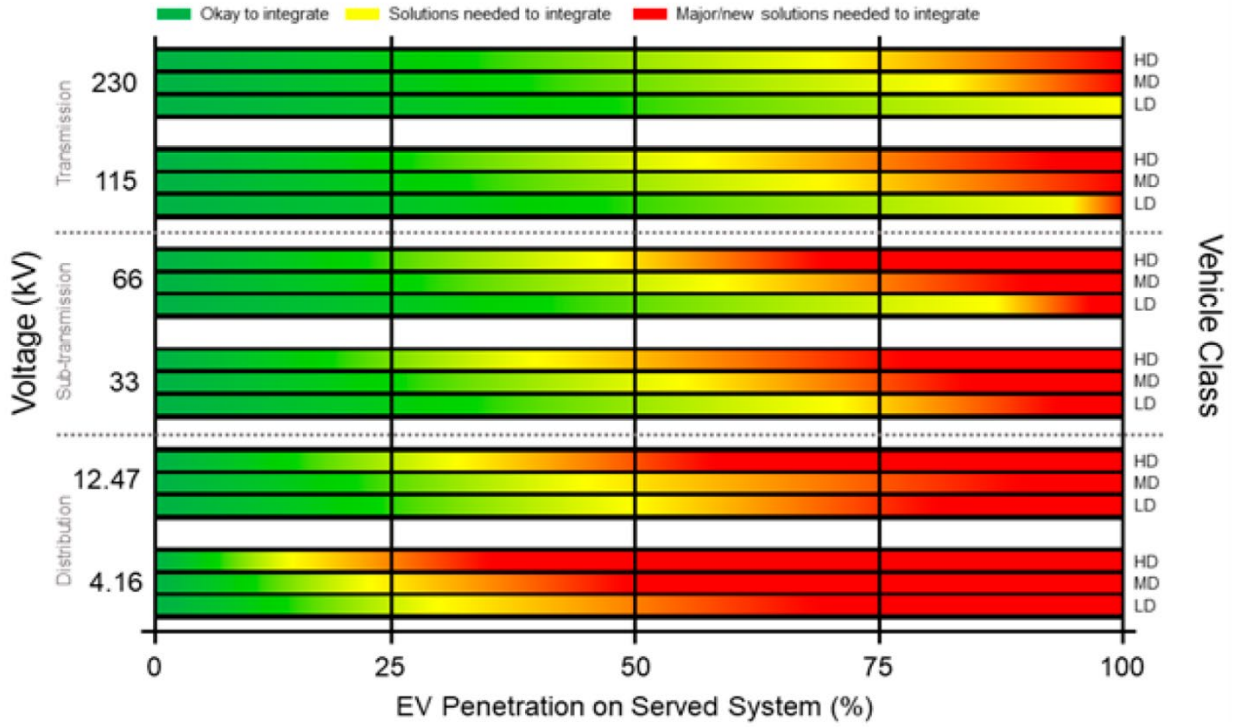
AFC Corridor	General Location	Existing EV Charger(s) Network	Utility Service Area[31]	Tier
I-10	Deming area		PNM	Tier 3
	Las Cruces area		El Paso Electric Company	Tier 1
I-25	Albuquerque to Santa Fe		PNM	Tier 1
	Albuquerque area	ChargePoint	PNM	Tier 1
	Cimarron area		Mora-San Miguel Electric	Tier 1
	Hatch area		Sierra Electric	Tier 2
	Las Cruces area	ChargePoint	El Paso Electric Company	Tier 1
	Las Vegas area	ChargePoint; Tesla	PNM	Tier 1
	Los Lunas area		PNM	Tier 1

AFC Corridor	General Location	Existing EV Charger(s) Network	Utility Service Area[31]	Tier
	Raton area	Non-Networked; Blink Network	Colfax	Tier 1
	Santa Fe area	Non-Networked	PNM	Tier 1
	Socorro area	Tesla	Socorro Electric	Tier 1
	Red Rock area		Sierra Electric	Tier 3
	Truth or Consequences area	Tesla	Sierra Electric	Tier 1
I-40	Albuquerque area	ChargePoint; Tesla; Non-Networked	PNM	Tier 1
	Clines Corners/US285		Central New Mexico Electric Cooperative	Tier 1
	Continental Divide		Continental Divide Electric	Tier 1
	Laguna area		Continental Divide Electric	Tier 1
	Moriarty area	SemaCharge	Central New Mexico Electric Cooperative	Tier 1
	Newkirk area		Farmers' Electric	Tier 4
	San Jon area		Farmers' Electric	Tier 4

ANTICIPATED USAGE RATES AND PEAK DEMAND

In New Mexico, the transportation system has played a small role in the design and operation of the electrical system. As the transportation electrification becomes widespread in New Mexico, the state's utilities and grid will need to adapt to changing usage rates, load patterns, and demand. Figure 27 highlights how growing EV adoption may impact the grid transmission lines at various voltages.[32] While the grid can handle some adoption of EVs, especially conservative EV adoption estimates and in locations with high voltage infrastructure, growing EV adoption and EV charger installation as a result of NEVI plan implementation will burdensome subsections of the grid and increasingly strain the entire electric system.

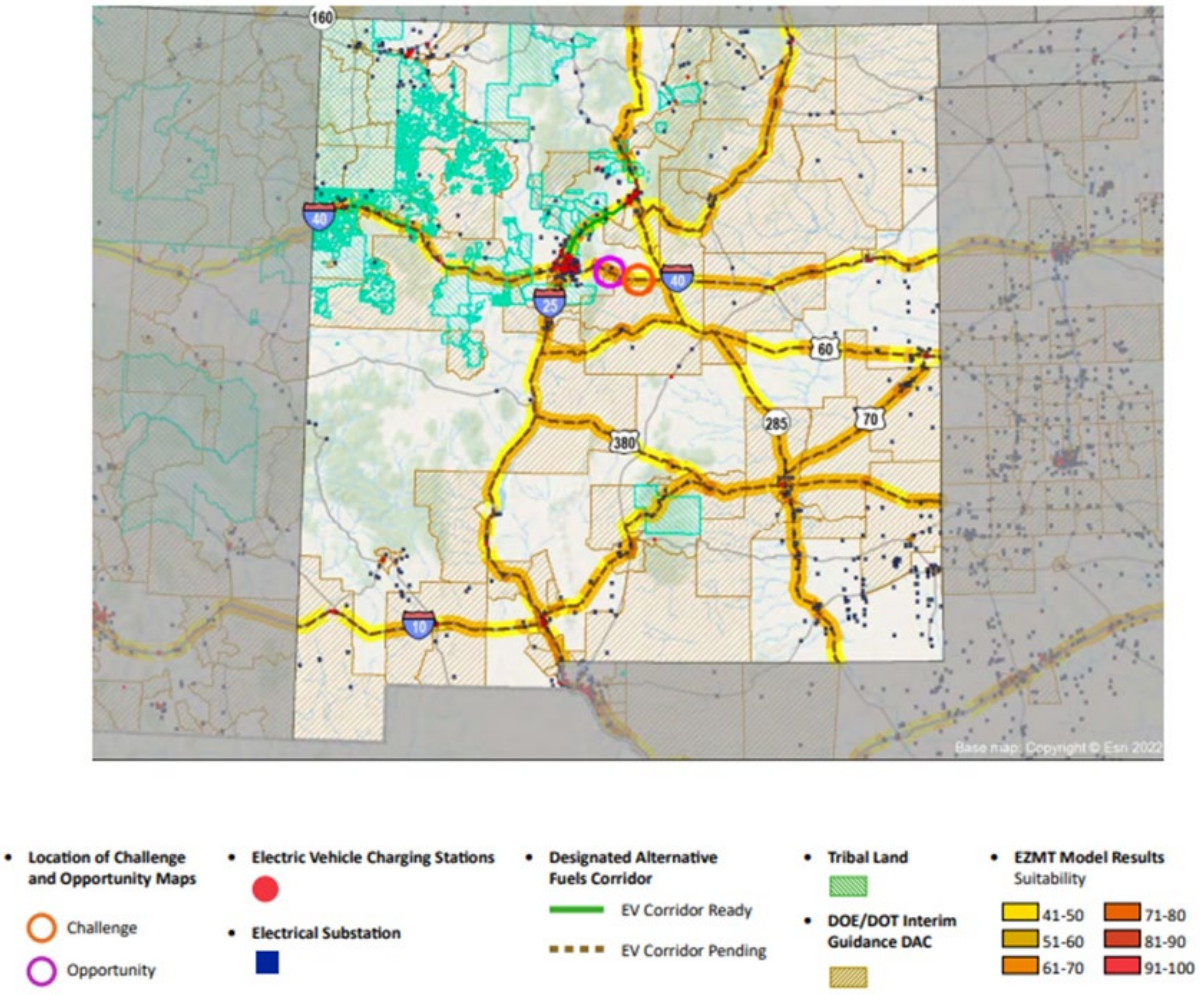
Figure 27: Notional Impacts of EV Penetration for Different Voltage Levels



Source: U.S. DOE Office of Electricity, 2022

To meet these changing demands over the long term, utilities will need to grow the amount of power available to the system and establish the infrastructure needed to provide electricity—this includes transmission lines, substations, conductors, low-voltage feeders, service upgrades, etc. Some areas that have been flagged as proposed locations for EV charging station deployment may not need any service upgrades to support installation of EV charging stations during Year 1 and 2 deployments. However, systems that have not been upgraded to high voltage are more likely to experience operational issues and peak demand charges. This is especially true in low-income or underserved communities, including tribal lands, that may not have had their portions of the grid upgraded in decades.[33] As Figure 27 indicates above, locations with lower voltage systems will begin to be severely impacted at much lower levels of EV adoption than locations with upgraded, high-voltage systems. Similarly, utilities have indicated that grid capacity may not be the primary concern for EV charging station deployment in Year 1-2, but that transformers need to be built or upgraded to satisfy minimum NEVI power requirements. To meet NEVI requirements, each site location must, at a minimum, be equipped with a minimum power capability of 600 kW and a 480-volt, three phase power, electrical service. The U.S. DOE Office of Electricity developed a corridor charging scenario map, Figure 28, that highlights FHWA-designated corridors near transmission-level substations but far from existing EV charging stations, disadvantaged communities and tribal areas, and population density.[34] This siting analysis can help guide EV charging station deployment where the necessary infrastructure is available and ready.

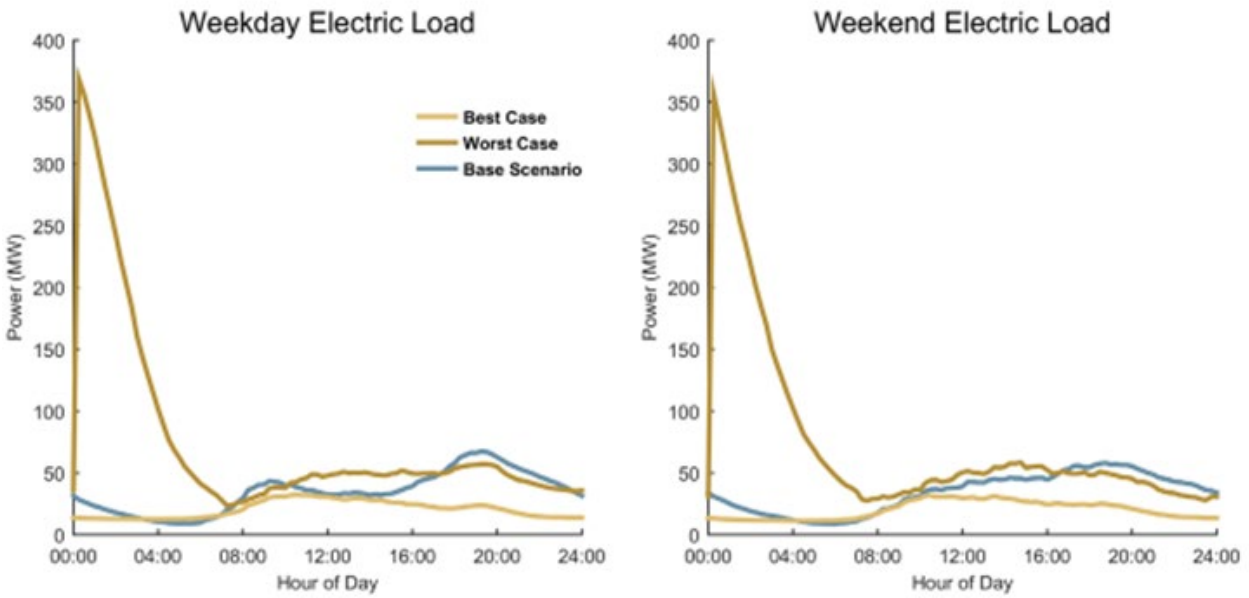
Figure 28: U.S. DOE Office of Electricity Corridor Charging Scenario



Source: U.S. DOE Office of Electricity, 2022

Regardless of what actual usage rates and demand are, utilities should anticipate worst-case charging scenarios to guarantee the grid will not experience load beyond capacity. Worst-case scenario planning should assume every new DC fast charger plug deployed is in use at the same time, charging simultaneously, during a peak demand period. While unlikely to occur, this stress test will prepare the grid for EV charging station deployment and help prevent throttling and brownouts. For example, the U.S. DOE Office of Electricity estimates that a hypothetical worst-case scenario in the Albuquerque urban area could result in a load 5-times the peak load of base electricity use, as illustrated in Figure 29.[35]

Figure 29: Worst-Case Charging Scenarios for Albuquerque Urban Area



Source: U.S. DOE Office of Electricity, 2022

In addition to minimum power requirements at each site, utilities need to prepare for actual use of the EV charging station and how usage and demand will influence total load in New Mexico. NMDOT anticipates that usage and demand patterns for NEVI charging stations will be different than existing EV charging stations at shopping centers, residences, and workplaces. Since NEVI charging stations will be located along highways and use will be more strongly correlated with travel, demand is expected to occur more during peak hours, the opposite of at-home charging. In the first year of deployment, NEVI charging station use may be heavily influenced by tourist patterns, with consistent daily use being less reliable than passthrough use, before EV adoption is more widespread in the state. Higher rates of daily use can be anticipated along common commuter highway routes, closer to urban areas where residents may not have access to at-home charging or workplace charging. Tourist use can also be expected in those areas but will also likely make up a larger percentage of charging in rural areas closer to sight-seeing and outdoor attractions. Some through-travel by tourists may be deterred if surrounding states do not have EV charging stations readily available close to the New Mexico border.

As EV charging stations are deployed, NMDOT will work with utilities to understand, plan for, and ensure appropriate electrical infrastructure is in place for worst-case, peak demand charging scenarios. NMDOT and utilities cannot perfectly predict EV charging station use and peak demand will occur in NEVI compliant locations, but once the first batch of stations is constructed in Year 1, NMDOT will be able to collect and share data on how EV charging stations are being used to inform infrastructure deployments in future years.

INCREASES OF CAPACITY/REDUNDANCY ALONG EXISTING AFC

New or upgraded NEVI-compliant chargers at the identified locations would fill the gaps in New Mexico's compliant EV charging network on its AFCs; more than double the compliant EV charging capacity density (stations/mile) on I-10 and I-40; and increase the charging density on I-25 thirteen-fold (Table 6).

Table 6: EV Charging Density

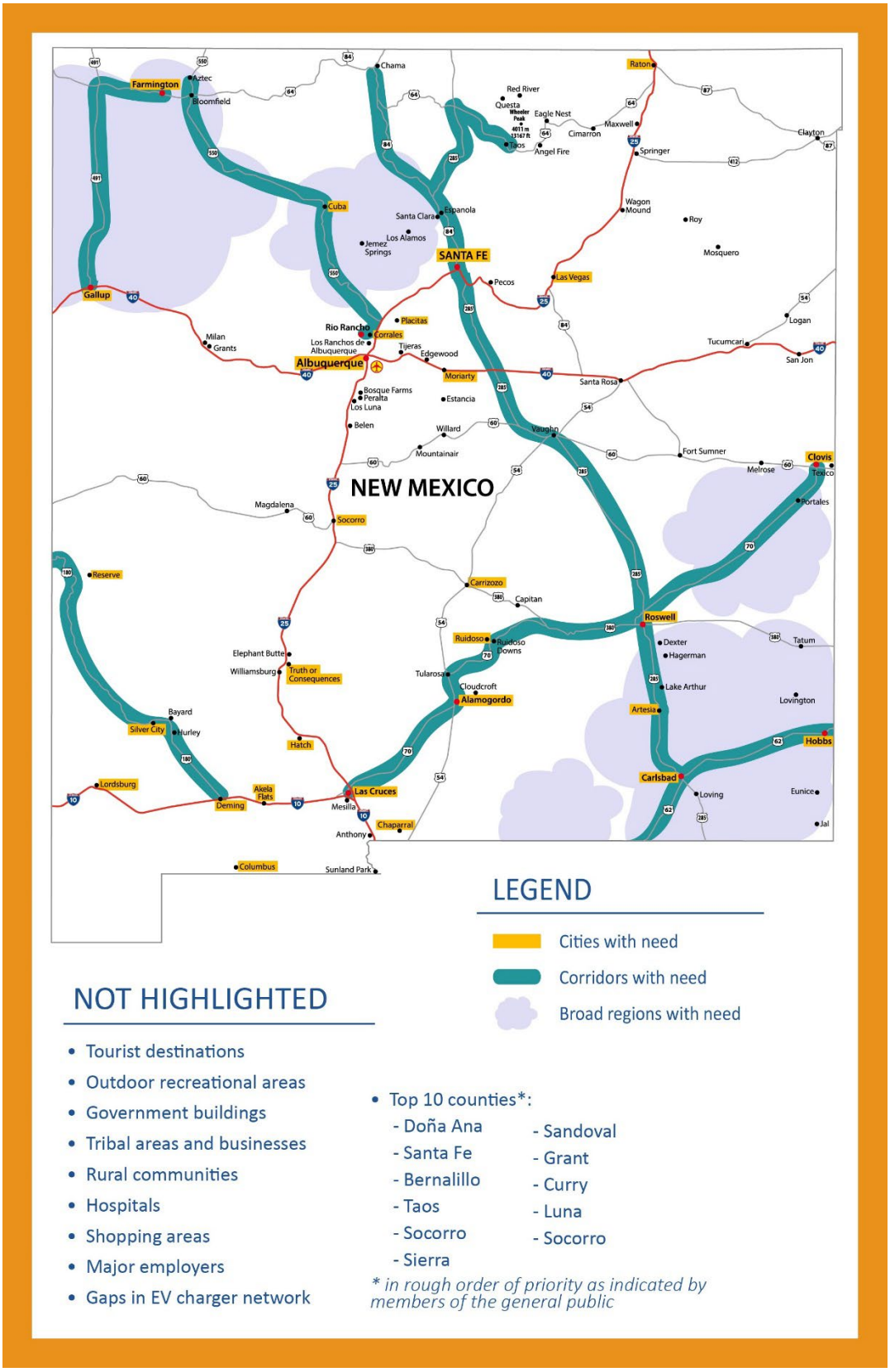
AFC	Approximate Miles	Current Density (NEVI chargers/mile)	Proposed Density (NEVI chargers/mile)
I-10	164	2/164 = .012	4/164 = .024
I-25	462	1/462 = .002	12/462 = .026
I-40	374	5/374 = .013	11/374 = .029

EV CHARGING INFRASTRUCTURE DEPLOYMENT – YEAR 3 AND BEYOND

PLANNED LOCATIONS

After the New Mexico Interstate AFCs are completely built out, NMDOT will rely on public and stakeholder input to identify community and corridor charging locations for subsequent program years. Public and stakeholder input gathered in this planning process (see the Stakeholder Engagement and Public Participation sections for details) indicate that New Mexicans currently would prioritize charging locations in the locations shown in Figure 30.

Figure 30: Communities and Corridors to be Considered for EV Charging in Year 3 and Beyond



STATE, REGIONAL, AND LOCAL POLICY CONSIDERATIONS

As identified in the introductory planning context text, New Mexico is actively working across sectors to respond to climate change and meet the goals identified in EO 2019-003. In the last three years, the state has made great strides in support of these goals which will add support for transportation decarbonization. Some recent, relevant legislative actions include:

- New Mexico Statutes Chapter 62-8-12 (2019): New Mexico added the requirement that public utilities must apply to the PRC to expand transportation electrification. Applications may include, but are not limited to, incentives to facilitate the installation of EV charging infrastructure, electrification of public fleet vehicles, EV charging rates, and customer outreach and education programs.
- Senate Bill 489, Energy Transition Action (2019): Sets new renewable energy targets for the power sector; established funds for communities and workforces shifting to alternate power supplies. Sets goals that no later than January 1, 2045, zero-carbon resources shall supply one hundred percent of all retail sales of electricity in New Mexico.
- House Bill 233, Energy Grid Modernization Roadmap (2020): Directs EMNRD to develop a strategic plan for energy grid modernization and establishes a competitive grant program to implement eligible grid modernization projects.
- Senate Bill 112. Sustainable Economy Task Force (2021): Establishes a task force from select state cabinet departments and agencies to create a strategic plan for a just transition to a sustainable economy away from reliance on natural resource extraction. The task force is advised by a Sustainable Economy Advisory Board.
- Part 91, Chapter 2, Title 20 of New Mexico Administrative Code and New Mexico Administrative Code 20.22.104. New Mexico Vehicle Emissions Standards (2022): The Clean Car Rule is adopted by the New Mexico Environmental Improvement Board and Albuquerque Bernalillo County Air Quality Control Board. Using standards set by California's low-emission vehicle (LEV)/zero-emission vehicle (ZEV) regulations, the ruling requires manufacturers to offer for sale a minimum number of new, low- and zero-tailpipe emission vehicles (battery-electric vehicles, plug-in hybrid electric vehicles, and hydrogen-fuel-cell vehicles) as a percentage of all new vehicles for sale in the state.

A full list of ongoing efforts is outlined by the Climate Change Task Force in the New Mexico Climate Strategy 2021.

ADDITIONAL CONSIDERATIONS

REGIONAL COORDINATION WITH NEIGHBORING STATES

In 2017, New Mexico signed the REV West memorandum of understanding (MOU) to work with other states to create an Intermountain West EV Corridor that will facilitate seamless EV travel across major intermountain transportation corridors. Other signatories include Arizona, Colorado, Idaho, Montana, Nevada, Utah, and Wyoming. Alaska, Kansas, and Oklahoma also serve as observer states. REV West

provides a dedicated and established space for coordination that will be valuable for NEVI deployment in the region.

In 2019, New Mexico and other REV West members developed and signed a new MOU to recommit to coordination, education, and use of the REV West Voluntary Minimum Standards, among other goals.

New Mexico has considered these regional goals when developing this plan and intends to continue regional coordination through REV West in addition to direct coordination with neighboring states.

FREIGHT CONSIDERATIONS

New Mexico's Interstate AFCs carry the majority of the state's commercial truck traffic. NMDOT is monitoring trends in freight electrification through its Freight Advisory Committee and 2045 Freight Plan update and will consider future opportunities to support freight EV charging as they become available.

PUBLIC TRANSPORTATION CONSIDERATIONS

Electrification of public transit provides cost savings for transit agencies, reduces greenhouse gas emissions, and brings in-demand technology to many residents who may otherwise not be able to afford access to electric vehicles. For these reasons, NMDOT supports the electrification of transit vehicles. However, electrification of public transit fleets requires ongoing consideration given the large electric demands and electricity delivery these large fleets require.

The FTA National Transit Database indicates the transit agencies in New Mexico had 704 active revenue vehicles and 134 active service vehicles in 2020. The majority of these are owned and operated by urban providers in Albuquerque (ABQ RIDE and Rio Metro Regional Transit District) own a combined 461 revenue and nonrevenue vehicles). The largest category of revenue vehicles is a cutaway bus with 338 cutaways across the state. Cutaways are a smaller shuttle-like bus that typically seat 15 or more passengers, may accommodate some standing passengers, and are also commonly used in rural services. The second-largest category of revenue service vehicles is buses (194) followed by minivans (59). New Mexico transit providers also have 51 service automobiles and 83 service trucks/other vehicles.[36] Some of these vehicle types (minivans, service trucks and other service vehicles) may not have readily available electric vehicle replacements that meet transit requirements while others (cutaways, buses, non-revenue automobiles) could be transitioned to electric more easily. Before large scale electrification, many transit agencies will require staff training for EV maintenance or access to certified EV maintenance services, facility preparations to allow charging, and/or route planning to align battery range and route length. As described in the Existing and Future Conditions Analysis section, New Mexico transit agencies to date have received five FTA Low-No grants for the purchase of battery electric buses.

It is anticipated that some smaller transit vehicles, including cutaways, will be able to utilize NEVI compliant charging stations. In subsequent NEVI deployment planning efforts, engagements with transit agencies will be pursued to incorporate plans for electrification, route locations and potential fleet charging use, especially as AFC conditions are met.

EV Charging Infrastructure Deployment [REQUIRED - Updated 6/2/23]

<Insert updates to overview here. This section should discuss the overarching strategy for EV charging infrastructure installations and associated policies to meet the vision and goals of the Plan. This section should include a discussion on the sources of funding for the non-federal share to match the NEVI Formula Program funds, as well as other funding sources used for EV supply equipment (EVSE) deployment in the State. This section should also discuss policy considerations/coordination to include zoning, permitting, or education policy.>

Planned Charging Stations [REQUIRED - Updated 6/2/23]

<Include a discussion of how the State intends to use their NEVI funding for deployment of EVSE. This discussion should include details about both stations under construction and future stations. Information about stations under construction should identify characteristics of those stations under construction at the time of Plan update approval. Information provided about future stations should illustrate characteristics about those stations that are anticipated to go under construction after Plan update approval. Tables and maps should be used to illustrate characteristics describing each station. These station characteristics should include, at a minimum: the general anticipated location of the charging stations, the anticipated number of ports at each charging station, and the anticipated year that each station will be operational.>

Stations Under Construction

State EV Charging Location Unique ID	Route (note if AFC)	Location (street address, if known)	Number of Ports	Estimated Year Operational	Estimated Cost	NEVI Funding Sources (Choose No NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+)	New Location or Upgrade?

Planned Stations

State EV Charging Location Unique ID	Route (note if AFC)	Location (street address, if known)	Number of Ports	Estimated Year Operational	Estimated Cost	NEVI Funding Sources (Choose No NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+)	New Location or Upgrade?

< INSERT MAP(S) OF FY22'S EVSE DEPLOYMENTS/UPGRADES SHOWING:

(1) Approximate locations of planned EV charging infrastructure;
(2) Approximate locations of existing EV charging infrastructure along those corridors, specifically noting existing EV charging infrastructure targeted for upgrade or improvement to meet the requirements of the NEVI programs:>

Planning Towards a Fully Built Out Determination [REQUIRED - Updated 6/2/23]

< Insert a discussion describing the State's strategy towards reaching a fully built out determination (see Section V-C of the NEVI Formula Program Guidance). This section should indicate how many additional stations (those stations that are not operational at the time of plan approval) the State estimates are needed to reach fully built out status. This section should also indicate the estimated timeframe when a State anticipates it will reach fully built out status.>

IMPLEMENTATION

NMDOT's implementation strategy is based on the Plan's goals and targets and builds on lessons learned in plan development. By documenting implementation requirements, NMDOT can deploy NEVI-funded infrastructure that meets all state and federal requirements while also meeting management and operation needs (internal) as well as driver and stakeholder needs (external). Through plan implementation, NMDOT aims to enable a broad shift to electric vehicles in New Mexico's fleet while also supporting long-term infrastructure operations and sustainability.

Implementation [Updated 6/2/23]

<Insert updates to discussion here. This section should include a discussion of the overall strategy to ensure ongoing operations and maintenance of EV charging infrastructure and data collection and sharing requirements. This section should identify installation, maintenance, and ownership responsibilities for the charging infrastructure. This section should also demonstrate how the implementation will promote strong labor, safety, training, and installation standards as well as opportunities for the participation of small businesses. This section should also address emergency and evacuation needs, snow removal and seasonal needs, and ways for EV charging to support those needs and describe strategies for resilience for operation during emergencies and extreme weather. States should indicate changes in implementation considerations outlined in Plans from prior fiscal years, including changes to address compliance with minimum standards for EV charging infrastructure under 23 CFR 680.>

STRATEGIES FOR IDENTIFYING EV CHARGER SERVICE PROVIDERS AND STATION OWNERS

NMDOT is working closely with the New Mexico GSD, State Purchasing Division, to obtain best value, cost-effective products and services through competitive, open, and transparent purchases. NMDOT began the process of identifying EV charger service providers and station owners early in the plan development. A NEVI website was developed for public and stakeholder input as well as an online survey. A contact list for identified charger providers and station owners was developed based on FHWA best practices. The

distribution list was used for email correspondence and notifications on stakeholder webinars and meetings.

For NEVI plan development, a sample of EV charger service providers and station operators were interviewed. These providers were also identified by FHWA best practices for stakeholders by category. Stakeholders were then directed to NMDOT's NEVI and Procurement Services websites for education on NEVI and the NMDOT procurement process. All stakeholders interested in future procurement(s) were directed to the NMDOT Office of Procurement Services.

NMDOT will continue to educate all stakeholders and provide updates to strategies and deployment timelines on the NEVI website. Additionally, all service providers and station owners will continue to be directed to NMDOT's Office of Procurement Services for timely information on solicitations.

STRATEGIES FOR OPERATIONS AND MAINTENANCE

Stakeholders ranked operations and maintenance as critical priority during NEVI engagement. Awardee contracts will also specify language for five years of operations and maintenance as needed per location. Language will also be added to handle ownership and operations issues after the five-year operation and maintenance assistance ends. This will ensure continuous operation to keep station working, open, and accessible to the public. NMDOT will consider applying NEVI funding to help cover O&M costs for site hosts that are not receiving a return on investment through charging station use alone.

Post-implementation O&M should remain consistent with FHWA and U.S. DOE best practices for assessing on-going costs and activities. The U.S. DOE AFDC provides a detailed discussion of O&M costs for planning purposes. DC fast charger stations require ongoing maintenance (e.g., general inspections, repairs, cleaning equipment, securely storing charging cables). Additionally, ongoing IT support is required either internally or externally to manage the secure and trusted network backbone of all infrastructure and any management software. This may be considered an ongoing Intelligent Transportation System (ITS) expense for an operational network with software maintenance and licenses specified in the awardee contract.

There may be additional O&M strategies and costs associated with ADA compliance, signage compatible with the Manual on Uniform Traffic Control Devices (MUTCD), interoperability requirements, minimum reliability standards, and minimum time-of-day accessibility requirements among other O&M priorities. These will be estimated by NMDOT and contracted accordingly, with specifications detailed in awardee contracts.

Awardee contracts will also comply with all federal guidance related to the installation, operation, and maintenance of NEVI-funded EV infrastructure and related technician qualifications of the NEVI Formula Program projects. In terms of standards for the installation, operation, and maintenance of EV charging stations, service providers and station owners will be required to provide a minimum number and type of chargers capable of supplying electrical charge through prescribed standard charging ports. NEVI infrastructure in NM will comply with minimum density of chargers, payment methods, and requirements for customer support services and with up-time requirements of 97 percent minimum. Per federal

standards, a charging port is considered "up" when its hardware and software are both online and available for use, or in use, and the charging port successfully dispenses electricity as expected.

The following section was updated and submitted August 1, 2023, as an update to the original plan:

Equipment Ownership

Upon completion of construction and installation and Notice of Acceptance by NMDOT of fully operational EVSE (including power and data service) the Awarded Applicant shall own or lease the EVSE equipment.

Awardees shall ensure there is a separate and distinct utility-grade meter for the EVSE system.

Five-Year Operations and Maintenance Obligation

The Awardee shall be required to ensure the operations and maintenance of the EVSE at the location(s) across the 997 miles of I-25, I-40, & I-10 for a period of at least five (5) years from the date identified on the Notice of Acceptance letter. Compliance with the 97 percent (97%) uptime requirement throughout the Period of Performance is essential, and Awarded Applicants may satisfy this requirement one of two ways:

- **Option 1—Full-Coverage Service Contract:** The Awardee shall comply with a five-year maintenance and operation plan and a five-year networking plan. The Awardee shall have a five-year service contract providing 100 percent (100%) coverage of labor, parts, and materials as well as emergency maintenance service. This contract shall include comprehensive preventive maintenance for the covered equipment and systems and repair and replacement coverage (sometimes called a “breakdown” insurance policy) for the covered equipment.

- **Option 2—In-House Operations and Maintenance:** NMDOT will not fund in-house operation and maintenance programs with NEVI program grant funds and thus Awardees will have to use other funding sources. In-house operation and maintenance programs will comply with the Awardee’s Operations and Maintenance Plan. If the Awardee is not providing comprehensive preventive maintenance or system repair or replacement, NMDOT will have the right to enter the property to inspect. See the Uptime Requirement subsection below for more information.

Performance Period

If the Awardee decides to retain and operate the equipment following the Period of Performance, the Awardee will be responsible for management, receipt, and disbursement of fees charged. If the Awardee is unable to fulfill the five-year obligation, the Awardee must work with NMDOT to assign a new operator at the at Site(s) across the 997 miles of I-25, I-40, & I-10 for the portion of the remaining five (5) years.

Emergency Incident Reporting Requirement

During the Period of Performance, NMDOT must be notified within 24 hours after the Awardee becomes aware of any of the following critical events by emailing Special.Projects@dot.nm.gov:

- One or more charging plugs are inoperable for more than 24 hours.
- All publicly available DC fast charging plugs at the location(s) across the 997 miles of I-25, I-40, & I-10 are inoperable for more than 15 minutes.
- One or more pieces of equipment essential to the operation of the charging units/station experience a system failure.
- Other incidents related to charging electric vehicles such as:
    - Damage to an electric vehicle as a result of connecting to or receiving electricity from the station,
    - Any other safety related incident, such as an accident or fire, at or near the charging station, or
    - Any time emergency responder personnel are dispatched to or near the charging station.

Proposed Modifications to System Specifications

This SFA includes EVSE Specifications that are compliant with the NEVI Formula program. Should the Applicant seek to use EVSE that deviates from the SFA minimum requirements, the Applicant shall fully explain the deviation from the requirements as part of the Application for NMDOT review. NMDOT will review the request, evaluate compliance with program requirements, and approve or reject the proposed modifications.

STRATEGIES FOR DATA COLLECTION AND SHARING

NMDOT will comply with all federal quarterly and annual data submittal requirements that are applicable to projects funded under the NEVI Formula Program. These data may include quarterly data to identify charging station use, reliability (uptime), O&M activities, costs, and metrics that support Justice 40 goals; and annual data to identify information about organizations operating, maintaining, or installing EV equipment and annual data on certifications of these entities.

For management and operations of all NEVI infrastructure, contract provisions will stipulate the mandatory data collection and sharing requirements, which may include but are not limited to: real-time data sharing protocols, publicly available location, station information sharing, and other data that NMDOT will use for oversight and reporting. NMDOT will likely require direct access to these data, specifically data on physical EV infrastructure assets and the operation and location of these assets as well as network assets used to collect and disseminate real-time and archived data. Considerations for data collection and sharing related to the needs of NMDOT and its stakeholders will include:

- The different management planes for NEVI infrastructure and the data to be collected and shared on each plane (e.g., web portals, dashboards, etc.);
- The operations data that NMDOT staff will need to manage charging infrastructure; and
- The functional data to be collected and shared with the public.

All data collection and sharing strategies will be consistent with NMDOT's cyber security strategy as summarized in the Cybersecurity section. NMDOT will consider the needs of a trusted data network that will address standards meant to allow for secure remote monitoring, diagnostics, control, and updates of EV assets.

STRATEGIES TO ADDRESS RESILIENCE, EMERGENCY EVACUATION, SNOW REMOVAL/SEASONAL NEEDS

Many extreme events have cascading impacts across infrastructure systems. As a result, a resilient EV charging network must begin with resilient infrastructure and include collaboration between rule-makers, utilities, state agencies as well as the planners, designers, and operators of EV charging stations. To build resiliency into the EV charging network, New Mexico will consider the long-term use, maintenance, and reliability of charging sites as well as the infrastructure systems that support them. In anticipation of disruptive events, future phases of planning will consider where power redundancies and other infrastructure interventions may be possible and valuable to the traveling public.

Inherently the siting goals developed for the New Mexico EV Infrastructure Deployment Plan support resiliency by targeting sheltered, accessible, connected, and populated locations when available. Locating charging along high-volume corridors will also ensure response resources such as snow removal or wildfire response are more readily available. NMDOT will also consider the utilization of communication tools to warn potential users of emerging risks and safety protocols.

Finally, it is anticipated that some environmental risks can be mitigated through the siting of charging infrastructure and ongoing maintenance processes of charging equipment and sites. Some anticipated risks and strategies to address those risks are identified in Table 7.

Table 7: Resiliency Risks and Strategies

Risk/Event	Example Strategies
High Winds and Dust storms	Consider wind directions and shelter opportunities when sitting. Require appropriate equipment standards (i.e., IP rating system of IP66 or better).
Flooding, Flash Flooding	Avoid known flood areas, avoid locations where connecting road washouts are common and review site stormwater management practices.
Excessive Heat	Consider equipment standards and shading or shelter in design.
Wildfire	Plan for redundant power and communications technology, especially in areas of higher risk.
Snowstorm	Identify responsibilities and response priorities for operations and maintenance in times of winter weather events.
Rockfall	Avoid locations close to potential rockfalls, seek protected areas during siting.
Power Outages (often a secondary event resulting form the risks above)	Strategically build power redundancies across the charging network. Consider locations with frequent weather events or power lost.

STRATEGIES TO PROMOTE STRONG LABOR, SAFETY, TRAINING, AND INSTALLATION STANDARDS

NMDOT will comply with all FHWA guidance for EV infrastructure, labor, safety, training, and installation. In terms of technician qualifications, the FHWA will provide – and NMDOT will meet – all minimum skill, training, and certification standards for technicians installing, operating, and maintaining EV infrastructure. This will help to ensure consistency for quality and safety across the network.

NMDOT conduct an evaluation of available labor, technical competencies, and training needs to gather information and identify needed strategies to address potential challenges. For example, identifying how many EVITP-certified electricians exist in New Mexico and their geographic distribution will help inform where and how NMDOT can support training programs to facilitate EV charging infrastructure deployment.

When addressing labor, workforce, and training issues, NMDOT will coordinate with the New Mexico Department of Workforce Solutions. As part of its mission, the Department of Workforce Solutions strives to be a leader in improving employment and poverty rates through workforce development, enhanced services for employers, and ensuring fair labor practices and workforce protections for New Mexicans. NMDOT and its partner agency the New Mexico Department of Workforce Solutions will consider developing tailored education to support the knowledge, skills, and abilities necessary for EV infrastructure workforce development. This will be done in collaboration with the EVITP.

Pursuant to 23 CFR 680, NEVI Standards and Requirements, the NMDOT will require that all Awardees ensure that the workforce installing, maintaining and the operating chargers has the appropriate licenses, certifications and training to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers. These standards will be set forth in the contract, between NMDOT and the Awarded Applicant(s). Additionally, please review the following requirements:

Qualified Technician:

- NMDOT will require that all electricians installing, operating, or maintaining EVSE must meet one (1) of the following requirements:
    - Certification from the Electrical Vehicle Infrastructure Training Program EVITP; or
    - Graduation or a continuing education certification from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of the national guideline standard approved by the US Department of Labor (USDOL) in consultation with the US Department of Transportation (USDOT).

- For projects requiring more than one (1) electrician, at least one (1) electrician must meet the requirements above, and at least one (1) electrician must be enrolled in an electrical registered apprenticeship program.

- All other onsite, non-electrical workers directly involved in the installation, operation and maintenance of Chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the State of New Mexico.

CIVIL RIGHTS

Title VI of the Civil Rights Act of 1964 prohibits discrimination on basis of race, color, national origin, sex, age, and disability in connection to programs receiving federal funding. NEVI projects will be implemented utilizing federal funding and therefore will be pursuant to all federal, state, and local regulations and statutes to ensure compliance with Title II of the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act of 1973 and Title VI. As stated in the NMDOT Title VI Plan, NMDOT ensures that no person shall, on the grounds of race, color, national origin, gender, age, or disability, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any NMDOT program, activity, or service. To comply with the U.S. Department of Transportation Title VI Program Order 1000.12C (June 11, 2021) an equity analysis will be prepared to ensure the programs do not have a disparate impact on persons or communities on the basis of race, color, or national origin (including limited English proficiency).

To ensure nondiscrimination, all public involvement that is part of NMDOT planning activities must provide “early, continuous, and extensive outreach” to all potentially affected communities and stakeholders.” In addition, project selection must not subject “minority, low-income, disabled and elderly populations to disproportionately high and adverse effects.” Adherence to Title VI requirements also entails ensuring that public involvement materials are free of discriminatory language and that “every effort” is made to provide “meaningful access” to public involvement activities for Limited English Proficiency (LEP) individuals. As documented in previous sections, NMDOT has adhered to all regulations and policies to include all populations in the development of this plan. This is demonstrated by the number of meetings, requiring all meeting materials were provided in both English and Spanish, and direct outreach to Tribal and Pueblos. As this plan advances to implementation activities, NMDOT will continue to follow all guidelines related to civil rights.

EV chargers will be available for use by the public and must be accessible to individuals with disabilities. NMDOT may consider code revisions to address a minimum number of van and standard accessible spaces required at EV charging stations. In addition, NMDOT may develop building codes to specify the requirements for an accessible path to travel to and from the charger, configurations for parking spaces, and EV charger requirements. At a minimum, charging cords must comply with reach range and operable parts requirements. Implementing codes to address ADA standards will provide guidance to those who want to do business with NMDOT and ensure the needs of all are met when charging stations are constructed.

All proposed planned guidelines and recommendations for the deployment of EV charging stations will be created pursuant to all federal, state, and local laws, regulations, and statutes to ensure compliance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964 (Title VI). The ADA prohibits discrimination against persons with qualified disabilities regarding the usability and/or participation of all programs, services, activities, or benefits offered by the NMDOT.

Title VI prohibits discrimination on the basis of race, color, or national origin. Recipients may not deny any individual service, financial aid, or benefits on the basis of race, color, or national origin; Provide any service, financial aid, or benefit that is different from that provided to others Subject an individual to segregation or separate treatment.; Restrict an individual in the enjoyment of any advantage or privilege enjoyed by others; Treat individuals differently in terms of whether they satisfy admission, eligibility, or membership; Deny an individual the opportunity to participate in the provision of services; Deny a person the opportunity to participate as a member of a planning or advisory body. NMDOT ensures that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity.

To comply with ADA requirements;

• NMDOT will develop EV charging stations in accordance with ADA standards related to accessible parking spaces, including but not limited to Public Right-ofWay Accessibility Guidelines (PROWAG)

• NMDOT's solicitation process will ensure that NEVI-funded chargers can accommodate EV drivers and passengers with various levels of physical abilities and individuals using a wheelchair on an accessible path in accordance with federal guidelines 46

To comply with Title VI Requirements:

• Develop and complete an environmental checklist to identify and address any potential Title VI requirements and to meet Environmental Justice requirements.

• Educate low-income, minority and limited English proficient communities regarding the availability of EV charging stations

• Conduct inclusive public outreach events to foster the engagement of traditionally underrepresented communities and provide translation and interpretation services when requested

Civil Rights [Updated 6/2/23]

<Insert updates to discussion here about how the State will ensure compliance with State and Federal civil rights laws, including Title VI of the Civil Rights Act and accompanying USDOT regulations, the American with Disabilities Act, and Section 504 of the Rehabilitation Act. States should indicate changes in civil rights compliance considerations outlined in Plans from prior fiscal years, including changes to address compliance with minimum standards for EV charging infrastructure under 23 CFR 680>

EQUITY CONSIDERATIONS

Executive Order 14008, Tackling the Climate Crisis at Home and Abroad, initiated Justice40 – a government effort to deliver at least 40 percent of the overall benefits from federal investments in climate and clean energy to disadvantaged communities. The following indicators are currently used to define disadvantaged communities:

- Community – Agencies should define community as "either a group of individuals living in geographic proximity to one another, or a geographically dispersed set of individuals (such as migrant workers or Native Americans), where either type of group experiences common conditions."
- Disadvantaged – Agencies should consider appropriate data, indices, and screening tools to determine whether a specific community is disadvantaged based on a combination of variables that may include, but are not limited to, the following:
    - Low income, high and/or persistent poverty o High unemployment and underemployment
    - Racial and ethnic residential segregation, particularly where the segregation stems from discrimination by government entities
    - Linguistic isolation
    - High housing cost burden and substandard housing
    - Distressed neighborhoods
    - High transportation cost burden and/or low transportation access
    - Disproportionate environmental stressor burden and high cumulative impacts
    - Limited water and sanitation access and affordability
    - Disproportionate impacts from climate change
    - High energy cost burden and low energy access
    - Jobs lost through the energy transition
    - Access to healthcare

The NMDOT EV plan will provide benefits to many disadvantaged communities by initially investing in the statewide deployment of EV charging stations. Implementing the NEVI Program will offer opportunities for entrepreneurial and workforce initiatives in these communities. The program will give special consideration to private sector efforts directed to these communities.

The initial EV growth in the State may occur predominantly in more urban areas and neighborhoods of affluence due to the current higher initial cost of EVs and the need to charge them at home or convenient locations. The plan assumes that as the EV industry grows and prices decrease, we can expect more affordability and access to passenger and light truck vehicles through direct ownership of new, used, or shared vehicle services.

As the state equitably plans for EV deployment, NMDOT recognizes that some communities may not have sufficient resources or experience with EVs. Therefore, NMDOT and its project partners will engage RTPOs, MPOs, Pueblos, and Tribes to collaborate with their communities and identify local needs that acknowledge existing infrastructure and focus on needs in underserved communities.

Outreach will be essential and NMDOT will involve local leaders and stakeholders in urban and rural communities. This outreach will continue to inform the plan and allow for adjustments based on what is learned in the process. Communication and meeting methods will be given special attention to ensure NMDOT is reaching all individuals in the state.

Finally, as projects are awarded, NMDOT will require the vendors to review, evaluate, and select locations that comply with the approved NEVI Plan as well as with federal requirements and guidelines made available by the Joint Office.

IDENTIFICATION AND OUTREACH TO DISADVANTAGES COMMUNITIES (DACS) IN THE STATE

Equity Considerations [REQUIRED - Updated 6/2/23]

<Include updates to a discussion of how the State is adhering to the goal outlined in the Justice40 Initiative as a part of Executive Order 14008 in the use of the NEVI Formula Program. Discuss how the plan complies with the White House Interim Guidance on Justice40. (See Section III-B of the NEVI Formula Program Guidance, Equity Considerations for example benefits)>

Identification and Outreach to Disadvantaged Communities (DACs) in the State [REQUIRED - Updated 6/2/23]

<Insert discussion here.>

Process to Identify, Quantify, and Measure Benefits to DACs [REQUIRED - Updated 6/2/23]

<Insert discussion of which benefits will be measured, what metric will be used to measure those benefits, and the data sources and analysis methods used to track metrics. Also describe how a baseline and goals may be set for each benefit area, and how communities will be engaged to validate the receipt of benefits. Refer to White House Interim Guidance on Justice40 for examples on measuring benefits to DACs. For mapping benefits to DACs, refer to Argonne National Laboratory's page Electric Vehicle Charging Equity Considerations and the Electric Vehicle Charging Justice40 Map tool.>

IDENTIFICATION AND OUTREACH TO DISADVANTAGED COMMUNITIES (DACS) IN THE STATE

As part of this effort, NMDOT has considered the unique conditions of New Mexico's DACs that may face unique burdens, such as remote nature of the community, poverty and unemployment, failing infrastructure, low organizational capacity, and more. Future NEVI efforts must continue to creatively engage DACs using outreach better suited to the context of low-income, minority, and rural communities.

Census microdata (census blocks or zip codes) and geographic information system (GIS) data were used and will continue to be used to identify DAC's and their proximity to NEVI opportunities. This can be done using available online tools and data sets, such as and the U.S. DOT and DOE interim definitions referenced in the Disadvantaged Communities section and well as future evolutions of the Climate and Economic Justice Screening Tool.

Cultural differences, language barriers, and a lack of access to common outreach channels can leave disadvantaged communities isolated from technology deployment efforts and existing resources. As each individual municipality faces its own unique regional challenges and considerations, one-size-fits-all methods to outreach and engagement may not be effective to reach disadvantaged communities. In many cases, lack of reliable internet service in remote or low-income communities make tribal communities and rural areas hard to reach in outreach plans and education efforts.

To address the barriers listed above, effective outreach should be multi-lingual, targeted to relevant needs, presented in a relevant and familiar fashion, and not overly reliant on technology or virtual engagement. Long-term partnerships with local Community-Based Organizations (CBOs) are considered a successful outreach strategy because CBOs represent valuable contact points for members of the local region.

Another effective outreach effort is to leverage resources across various energy-related programs to make effective use of limited outreach resources, through the development of regional one-stop-shops that provide disadvantaged communities with access to multiple clean energy, transportation, and energy efficiency and renewable generation projects in communities of concern.

New Mexico can also engage disadvantaged communities in clean transportation technologies through educational and training programs. This could include providing educational curricula for K-12 students on sustainable transportation modes and technologies. Improving access to vocational training and apprenticeships for vehicle production, maintenance, and infrastructure deployment is an excellent opportunity to bring the benefits of EV technology to disadvantaged communities and also promote sustained economic development and job creation in New Mexico.

A unique outreach tool to give communities hands-on experience with EVs in their own backyard is the “ride and drive” event. These events bring in local dealerships and advocacy groups to provide EV test drives, while also including contextual information on the technology, charging infrastructure, and available incentive programs. These elements can even be incorporated into existing community events to ensure strong community turnout. Supporting the electrification of public transit will also help New Mexico DACs gain access to EV technology where costs may otherwise exclude their participation.

Insert Here

PROCESS TO IDENTIFY, QUANTIFY, AND MEASURE BENEFITS TO DACS

NMDOT will measure the direct and indirect benefits of this plan to disadvantaged communities per national standards as established by the Joint Office and FHWA. Some of the measurable benefits of EV deployment include health impacts triggered by air pollution reduction (reduction of exposure to harmful transportation-related emissions), job creation, economic development, and workforce growth.

Processes to quantify benefits will follow guidance from FHWA and the Joint Office and utilize NMDOT’s experienced data and performance management teams. To measure benefits to DACs, NMDOT may use

data obtained from different agencies such as the Energy Information Administration (EIA), The National Institutes of Health (NIH), Environmental Protection Agency (EPA), Department of Labor (DOL), and EV registration data. Possible measures are presented in Table 8.

Table 8: Potential Measure for DAC Benefit

Benefit to Measure	Potential Measures
Air Quality	DAC Air Quality Indicators • Potentially measured by the U.S. Environmental Protection Agencies EJSCREEN
Greenhouse Gas Emission Reductions	Percent change in annual tailpipe CO2 emissions on the NHS attributed to DACs, compared to the reference year • Potentially measured alongside the proposed national performance management GHG measure
Workforce Impact	Investment-generated jobs • Potentially measured as number of jobs created (number by job type), or participation of low-income residents in the energy efficiency and renewable workforce (number of local workers trained and number placed into energy efficiency and renewable energy jobs)
Funding Distribution	Percent NEVI funds distributed to DACs • To be measured through program administration

The following section was updated and submitted August 1, 2023, as an update to the original plan:

Benefits Category (examples)	Strategy for Tracking Benefits (Metrics, Baseline, Goals, Data Collection & Analysis Approach, Community Validation)
Improve clean transportation access through the location of chargers;	
Decrease the transportation energy cost burden by enabling reliable access to affordable charging;	
Reduce environmental exposures to transportation emissions;	

Increase parity in clean energy technology access and adoption;	
Increase access to low-cost capital to increase equitable adoption of more costly, clean energy technologies like EVs and EV chargers;	
Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities; Increase energy resilience;	
Provide charging infrastructure for transit and shared-ride vehicles;	
Increase equitable access to the electric grid; and	
Minimize gentrification-induced displacement result from new EV charging infrastructure.	
Others	

BENEFITS TO DACS THROUGH THIS PLAN

In accordance with the Justice40 Initiative, NMDOT will ensure at least 40 percent of the benefits of this plan will support DACs. Given the high number of DACs in New Mexico and the larger population they present, it is anticipated that NMDOT will well exceed this target. NMDOT anticipates benefits to include the following, which may evolve as methodologies for measuring benefits are established:

- NMDOT will seek to use the installation of charging stations to increase access to locally owned businesses, tourist destinations, cities, towns, Pueblos and Tribes, and rural areas. Travelers

generate economic activity in these communities while they charge their vehicles, offering opportunities for additional income that will create growth and will catalyze economic development.

- Through EV promotion, NMDOT can connect DACs with information and resources to expand the use of EVs in DACs, providing a bridge to the lower cost of ownership and operation of EVs over internal combustion engine (ICE) counterparts. These cost savings support the many DACs that were ranked as economically disadvantaged on the DOT interim definition.
- Reducing and/or eliminating greenhouse gases emissions and criteria pollutants. Other benefits include the health impacts triggered by air pollution reduction (reduction of exposure to harmful transportation-related emissions) which can have great benefit to many New Mexico DACs that score low in health disadvantages in the DOT interim definition.
- NMDOT also intends to support DACs through contracting and procurement processes where available. For example, NEVI investment will generate contacts with Disadvantaged Business Enterprises (DBEs), Small Business Enterprises (SBEs) and Historically Underutilized Businesses (HUBs).

LABOR AND WORKFORCE CONSIDERATIONS

The following section was updated and submitted August 1, 2023, as an update to the original plan:

"In compliance with 23 CFR 680.106(j) to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining Electric Vehicle Supply Equipment must receive certification from the Electric Vehicle Infrastructure Training Program (EVITP) or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation, if and when such programs are approved."

The training, experience level, and diversity of the workforce tasked with building, installing and maintaining EV charging infrastructure are critical to the success of NEVI implementation. NMDOT recognizes the importance of a skilled workforce and acknowledges that their development is integral to the quality and reliability of EV charging infrastructure and the impacts this deployment will have on local economies. As noted in the Implementation section of the Plan, NMDOT, in collaboration with the New Mexico Department of Workforce Solutions, will rely on national standards developed under NEVI rules to establish training programs for New Mexicans in installation, maintenance, and operation of EV infrastructure. These standards will increase the safety and reliability of charging station function and use, and create good-paying, highly-skilled jobs in the state for manufacturing workers, electricians, and non-electrical maintenance workers. Strategies to meet NEVI workforce requirements will address education, apprenticeships, licenses, and diversity qualifications among other needs to ensure NMDOT has the labor support necessary for the successful deployment of statewide EV charging infrastructure.

Like many jobs in the clean energy sector, workforce needs related to EV charging infrastructure installation and maintenance are likely extensions of existing employment sectors, and many skills are

transferable between similar clean energy and non-clean energy jobs. Workers in New Mexico are already applying the foundational skill sets and required training from the broader electrical industry to the EV sector. The New Mexico Department of Workforce Development has implemented coalitions and developed recommendations to address current and future EV workforce considerations, for example:

- A key coalition in the state is the New Mexico Established Program to Stimulate Competitive Research (NM EPSCoR), which aims to develop the STEM-focused workforce of the future. NM EPSCoR is a multi-year project funded by the National Science Foundation and includes New Mexico's research universities, national laboratories, PNM, and other organizations.
- Within NM EPSCoR lies the New Mexico MICROGrid Center. This is an interdisciplinary project that is pursuing research and workforce training for next-generation electric power production and delivery, including power delivery via EV infrastructure.
- A third initiative is the Center for Emerging Energy Technologies (CEET), which is centered at the University of New Mexico and is part of a statewide effort to modernize electrical power, to integrate the renewable energy sources of the future, and to train practitioners to support this industry.

NMDOT will continue to collaborate with these entities and partnerships to identify on-going labor and workforce needs.

In addition to existing workforce development initiatives, there are several workforce related policies that NMDOT is evaluating for integration in EV charging station contracts and deployment beyond the requirements outlined by the Joint Office. These policies include:

- Prioritizing Buy America qualified EV chargers to support and develop domestic manufacturing jobs and employee and community benefits;
- Requiring EVITP certification for electricians that install, maintain, and operate EV chargers;[iii]
- Requiring or encouraging apprenticeships for contractors and their employees that are deploying NEVI-funded EV chargers to bolster the develop of New Mexico's workforce;
- Requiring or prioritizing contractors that employ non-electrical maintenance workers for software and physical charger maintenance;
- Requiring or encouraging contractors to prepare a workforce impact assessment for workers both in and out of DACs across the state; and,
- Collaborating with organizations that specialize in workforce development, particularly in DACs.

Labor and Workforce Considerations [REQUIRED - Updated 6/2/23]

<Insert updates to discussion of how the State will approach training, experience level, and diversity of the workforce installing and maintaining EV charging infrastructure. At a minimum, this should include a discussion of how the State will ensure that the workforce installing, maintaining, and operating chargers has appropriate licenses, certifications and trainings in compliance with 23 CFR 680.106(j). Plans should also discuss how these qualified workforce requirements are enforced through the State's NEVI

[iii] The recent notice of proposed rulemaking from the Joint Office makes EVITP certification a requirement.

contracting and procurement strategies.>

The following section was updated and submitted August 1, 2023, as an update to the original plan:

Pursuant to 23 CFR 680, NEVI Standards and Requirements, the NMDOT will require that all Awardees ensure that the workforce installing, maintaining and the operating chargers has the appropriate licenses, certifications and training to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers. These standards will be set forth in the contract, between NMDOT and the Awarded Applicant(s). Additionally, please review the following requirements:

Qualified Technician:

- NMDOT will require that all electricians installing, operating, or maintaining EVSE must meet one (1) of the following requirements:
    - Certification from the Electrical Vehicle Infrastructure Training Program EVITP; or
    - Graduation or a continuing education certification from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of the national guideline standard approved by the US Department of Labor (USDOL) in consultation with the US Department of Transportation (USDOT).
- For projects requiring more than one (1) electrician, at least one (1) electrician must meet the requirements above, and at least one (1) electrician must be enrolled in an electrical registered apprenticeship program.
- All other onsite, non-electrical workers directly involved in the installation, operation and maintenance of Chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the State of New Mexico.

Labor and Equitable Workforce Considerations

The global auto manufacturing industry is undergoing a rapid transition from reliance on internal combustion engines (ICEs) to battery electric vehicles (EVs). This shift is essential for cutting greenhouse gas emissions to avoid the most catastrophic impacts of climate change and presents a major opportunity for the U.S. auto manufacturing industry. However, U.S. public and private sector investment in EVs lags behind that of other countries, especially China, threatening both the United States' ability to reach climate goals and the long-term competitiveness of the domestic auto industry, which has long been a source of high-quality, unionized jobs that support a strong middle class. We must invest in EVs and charging infrastructure now to support good domestic jobs and cut emissions in the long term. This will assist to help mitigate the climate crisis, deliver a win for American workers, and ensure national competitiveness in key areas of economic growth, decarbonization, and technological innovation.

We need to build competitive domestic supply chains in industries that are at the frontier of technological change. The transition to EVs is already underway globally, and decisions made today will determine where and how EVs, batteries, and charging infrastructure are built. NMDOT will support NM workers by making rapid investments in expanding the infrastructure to assist in the overall domestic EV and components manufacturing across the US.

Accelerating the production of EVs, parts, and related technology in the United States must also be matched by efforts to spur consumer adoption of EVs. This should include consumer purchase incentives—which will boost total automotive production levels—as well as major investments in a nationwide network of EV charging infrastructure. NMDOT strongly supports the collaboration efforts in expanding the EV charging infrastructure nationwide. This will create new jobs throughout NM in the installation, maintenance, and operations of EVs.

Significant expansion of EV usage across NM and all cities and rural markets, households and workplaces, and for purposes of long-range travel or the long-distance movement of goods, including trucking, will be within reach and will support the infrastructure investment. Every community within NM deserves access to charging infrastructure; the public health benefits of a zero-emission transportation system; and the job opportunities that building EV infrastructure, components, and vehicles will create.

Support for industry and charging infrastructure growth will require private sector recipients to invest in domestic jobs and consistently apply job quality standards for all workers in these sectors. NMDOT construction workers, who will build out the nation's EV infrastructure, will continue to expand and can enjoy access to registered apprenticeship programs with career pathways that lead to high wages and benefits. NM policies to accelerate EV charging infrastructure deployment must be structured to support high-quality jobs in a fair and safe environment that are accessible to all New Mexicans from all walks of life. Policies to accelerate investment in EVs and support high-quality jobs across NM are more important. Without government interventions to spur consumer demand for EVs, high unemployment rates and low gas prices could skew the short-term calculus on whether to buy an EV or invest in new manufacturing capacity. Smart investments will also ensure that NM meets climate goals. By supporting high-quality jobs, NM will ensure that workers earn decent wages thus spend their earnings in their communities.

NM's forward-thinking leaders seek to move NM toward a 100 percent (100%) clean future. Investing in a successful EV infrastructure will strengthen and expand pathways into the middle class for New Mexicans from all walks of life while also promising clean air, healthy communities, and a stable climate.

Workforce Development, Job Quality, and Wealth Creation

Create Good-Paying Jobs

Recognizing the importance of a skilled workforce in deploying EV charging infrastructure, NMDOT is engaging local unions to develop capacity for EV charger installation and service. The International Brotherhood of Electrical Workers (IBEW) Local 611 union is a state and Department of Labor (DOL) registered Joint Apprenticeship and Training Committee (JATC) that has instructors trained under the

Electric Vehicle Infrastructure Training Program (EVITP). Following FHWA guidance, all electrical workers supporting this project will be certified through the EVITP.

As shown in the Table below, all areas in the state except for the Santa Fe metropolitan area enjoy a wage premium for electricians.

Table 9: Wage Premium for Electricians

Metro Area	Electricians	All Workers	Wage Premium
Albuquerque	$27.76	$27.18	2.1%
Farmington	$33.43	$24.24	37.9%
Las Cruces	$25.44	$23.50	8.3%
Santa Fe	$23.43	$25.86	-9.4%
Non-Metro	$28.45	$25.25	12.7%

Source: Bureau of Labor Statistics

Promote Investments in High-Quality Workforce Development Programs

NMDOT recognizes skilled EV charging station installers are critical to the success of EV charging infrastructure deployment. Together with New Mexico's Department of Workforce Development, NMDOT has developed initiatives to address the increased demand for EV workforce. Through partnerships with New Mexico Established Program to Stimulate Competitive Research (NM EPSCoR) and the Center for Emerging energy Technologies at the University of New Mexico, NMDOT is developing a STEM-focused workforce and training practitioners to support the industry.

In addition to these initiatives, NMDOT is considering a range of strategies to promote workforce development including requiring Buy America EV chargers to revitalize the domestic industry, requiring EVITP certifications, encouraging apprenticeships, encouraging contractors to prepare a workforce impact assessment, and working with organizations that focus on developing the workforce in underrepresented communities.

Promote the Entry and Retention of Underrepresented Populations in the Workforce

NMDOT works with several partners to promote workforce development. In addition to workforce development programs, NMDOT partnered with the University of New Mexico (UNM) for its Local Technical Assistance Program (LTAP) Center, which provides local and tribal agencies with different trainings and resources to support workforce development as they work towards addressing their transportation needs. NMDOT On-the-Job Training Program developed apprenticeship programs focused

on women, minorities, and disadvantaged individuals to ensure a competent workforce while addressing underrepresentation.

CYBERSECURITY

NMDOT will implement cybersecurity policies and practices consistent with NEVI rules, which may include network connectivity requirements for charger-to-charger network communication; charging network-to-charging network communication; and charging network-to-grid communication. NMDOT understands that proposed network connectivity requirements under NEVI will also specifically require chargers to be capable of smart charge management and Plug and Charge capabilities by requiring the ability to communicate through Open Charge Point Protocol (OCPP) in tandem with ISO 15118.

NMDOT is already working to document and combat potential threat vectors in EV infrastructure; these rules support the policy direction of NMDOT cybersecurity efforts. EV charging infrastructure can introduce technologies and communications which may present new threat vectors for malicious actors to sabotage and disrupt statewide infrastructure, economics, physical safety, and trust. EV infrastructure data includes such details as state of charge, charging duration, payment information, electricity price, and load controls among other data referenced in other sections of the plan.

NMDOT has six important objectives to achieve a better EV charging infrastructure network: physical access management, identity and access management, network visibility, network segmentation, secure remote access, and cyber threat response. The specific actions in each category will be tailored to the operational network that will connect the state's EV charging infrastructure.

It is important to note that third-party service providers may also install and facilitate the payment card transaction services. Third-party services will be addressed separately in awardee contracts. These technologies are operated on a cellular connection independent of the network infrastructure which NMDOT works under. This air gap ensures that there is a much higher likelihood for threat actors to not laterally move into NMDOT government networks and expand their threat activity. NMDOT management will need to work with internal staff to ensure governance of data management, identity management, and physical and network monitoring. NMDOT will require awardee contracts to demonstrate the cybersecurity posture and responsibilities of the service providers and the respective coordination with the State.

The following section was updated and submitted August 1, 2023, as an update to the original plan:

NMDOT is committed to ensuring that critical infrastructure transportation technologies of the future, including the EV charging networks, do not pose a cybersecurity or personal property risk to State of New Mexico or the United States. Third parties will own, operate, protect and maintain the EV charging stations as well as the data produced. They will be required to provide NMDOT anonymized data on a recurring basis. Third parties will also be required to publish station location, power ratings, and cost(s) to the various tracking sites for the EV charging stations location(s), including the US Department of Energy Alternative Fuel Data Center.

As part of the contract, prior to issuance of the award or other funding, the third party will be required to provide a cybersecurity plan that demonstrates the cybersecurity maturity of the recipient and its compliance with applicable Federal and NM regulatory cybersecurity requirements. The plan must also demonstrate how the recipient will maintain and improve cybersecurity throughout the life of the solution. This will include requirements to maintain compliance with current and future cybersecurity requirements as well as alerting NMDOT and the Cybersecurity and Infrastructure Security Agency (CISA) of any known or suspected network or system compromises. At the end of the project, the third party must provide evidence that the cybersecurity plan was properly implemented.

The Final Rule requires states to implement appropriate physical strategies for the location of the Charging Station and cybersecurity strategies to protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid. FHWA considered public comments on specific cybersecurity standards and decided to leave cybersecurity provisions in this Final Rule as areas of consideration by states to allow for evolution of state NEVI cybersecurity plans outside the regulatory process.

The industry standards listed below are referenced in the FHWA Final Rules, state NEVI plans or other guidance as best practices for addressing privacy and cybersecurity concerns when considering EV Charging Statio NMDOT is committed to ensuring that critical infrastructure transportation technologies of the future, including the EV charging networks, do not pose a cybersecurity or personal property risk to State of New Mexico or the United States. Third parties will own, operate, protect and maintain the EV charging stations as well as the data produced. They will be required to provide NMDOT anonymized data on a recurring basis. Third parties will also be required to publish station location, power ratings, and cost(s) to the various tracking sites for the EV charging stations location(s), including the US Department of Energy Alternative Fuel Data Center.

As part of the contract, prior to issuance of the award or other funding, the third party will be required to provide a cybersecurity plan that demonstrates the cybersecurity maturity of the recipient and its compliance with applicable Federal and NM regulatory cybersecurity requirements. The plan must also demonstrate how the recipient will maintain and improve cybersecurity throughout the life of the solution. This will include requirements to maintain compliance with current and future cybersecurity requirements as well as alerting NMDOT and the Cybersecurity and Infrastructure Security Agency (CISA) of any known or suspected network or system compromises. At the end of the project, the third party must provide evidence that the cybersecurity plan was properly implemented.

The Final Rule requires states to implement appropriate physical strategies for the location of the Charging Station and cybersecurity strategies to protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid. FHWA considered public comments on specific cybersecurity standards and decided to leave cybersecurity provisions in this Final Rule as areas of consideration by states to allow for evolution of state NEVI cybersecurity plans outside the regulatory process.

The industry standards listed below are referenced in the FHWA Final Rules, state NEVI plans or other guidance as best practices for addressing privacy and cybersecurity concerns when considering EV Charging Stations.

Open Charge Point Protocol

Open Charge Point Protocol (OCPP) is an application protocol that allows for communication between an EV Charging Station and the charging station management system. This protocol enables the charging unit and the central management system to communicate across different EV chargers (referred to as Electric Vehicle Supply Equipment or EVSE). The OCPP's security framework addresses three (3) common security issues: communications, authentication of the server and authentication of the client.

ISO 15118

ISO 15118 is an international standard for the communications protocol between an EV and the Charging Station. Through this protocol's plug and charge feature, EV drivers can obtain instant authorization at linked charging stations by plugging the vehicle into the charging point. Charging Stations must ensure encryption of messages with the EV and authentication processes to maintain compliance with ISO 15118. These standards have been endorsed by FHWA's Final Rules.

ISO 27001

The ISO/IEC 27001 is a comprehensive set of guidelines created by the International Standard Organization (ISO). These standards provide guidance for global businesses to maintain and regulate their information security systems and properly store business data. Specifically, these standards seek to achieve information security through confidentiality, integrity and availability. Although these ISO standards were not specifically developed for electric vehicles or their charging infrastructure, it has been widely adopted in various industries. As a result, Charging Station operators may consider using it as a guide when building and configuring the hardware and software of their Charging Stations.

National Institute of Standard Technology Standards

The National Institute of Standard and Technology (NIST) provides non-binding guidelines for technologies and processes. NIST is currently developing a guidance document to provide networks for evaluating EVSEs with commercially available test instrumentation. NIST has previously released a tentative code regarding the operating requirements and transaction capabilities of EVSEs. This tentative code included the recommendation to administer repeated tests for accuracy and consistency. A published guidance document from NIST will have clearer standards for EVSEs and a safe, reliable and interconnected national network.

https://www.federalregister.gov/documents/2023/05/03/2023-08929/incentives-for-advanced-cybersecurity-investment

PROGRAM EVALUATION

NMDOT will monitor and evaluate the NEVI program against the vision, goals, and targets presented earlier in this plan. Specifically, NMDOT will monitor progress towards fully building out NEVI-compliant EV charging along its Interstate corridors by the end of Year 2 (Fall 2024) and the funding amounts expended to do so. In Years 3-5, NMDOT will monitor progress towards deploying EV charging in community and corridor locations that best meet the needs of EV drivers around the state. In both cases, progress will be tracked against the nine goals outlined earlier in this plan.

Following installation of EV chargers, ongoing program evaluation activities throughout the life of the 5-year program will include quarterly and annual data collection from station owners and network operators. More information on the types of data that station owners and network operators will be required to provide is included in the "Strategies for Data Collection and Sharing" section.

Program Evaluation [REQUIRED - Updated 6/2/23]

<Include updates to a summary of how the State will monitor and report progress of the overall statewide Electric Vehicle AFC network and update this plan annually to address opportunities for improvement. If applicable, this section should provide a summary and assessment of the performance of EV chargers based on data submitted to the Joint Office in compliance with 23 CFR 680.112 (see Section V-B in the NEVI Formula Program Guidance for more information).>

DISCRETIONARY EXCEPTIONS

As detailed earlier in the plan, in Years 1 and 2 of implementation NMDOT will prioritize filling in the gaps on its Interstate AFCs that are not currently within 50 miles of one or more existing NEVI-compliant charging locations. NMDOT has performed preliminary assessments of each interchange on the AFC Interstates to identify which might be most suitable for new or upgraded EV charging locations. NMDOT anticipates that this information will be shared with private sector partners during the procurement process and that final and specific siting and location decisions will be made in collaboration with the private sector. Therefore, NMDOT does not currently possess sufficiently detailed information to submit a request for discretionary exception(s).

However, based on the preliminary assessments, NMDOT can determine the following:

- Any discretionary exception(s) that are submitted will likely be for an exception to the 50-mile criteria, and likely for a small additional distance beyond the 50-mile requirement.
- The likely reason for any discretionary exception(s) will be grid capacity, geography, or extraordinary cost.
- Only a limited number of discretionary exceptions, if any, are anticipated.

NMDOT will submit any request(s) for discretionary exception(s) once specific siting decisions have been made and NMDOT is in possession of the requisite locational information. NMDOT believes that it will be beneficial for the Joint Office to accommodate requests for discretionary exceptions at any time during the NEVI program rather than only during annual plan updates. Approving discretionary exceptions on a rolling basis will allow state DOTs additional flexibility in working with their private sector partners to identify final EV charging locations and result in more rapid deployment of the nationwide network.

Discretionary Exceptions [if any]

<Identify and support the need for any requested exceptions, if applicable, from the geographic requirements that charging infrastructure is installed every 50 miles along that State's designated electric vehicle alternative fueling corridors and within 1 travel mile of the corridor.>

VI. TECHNICAL ASSISTANCE/TOOLS

TECHNICAL ASSISTANCE/TOOLS

Additional coordination with personnel from New Mexico state government outside of the steering committee also occurred on an as-needed basis during plan development. Examples include Martin Chavez, Governor's Infrastructure Advisor; Mary Jane Parks, Solar Innovator, Grid Modernization and Transportation Electrification at the New Mexico Public Regulation Commission (PRC); and Anna Silva, the State Purchasing Director.

Relevant Network and Environmental Data

Project Incorporates and Supports Integrated Land Use and Economic Development

Building a comprehensive charging infrastructure network will open New Mexico to additional tourism and bring more money into local economies. According to New Mexico Tourism Department's 2021 Annual Report, driving trips in New Mexico accounted for over 75 percent of all visits, with a significant share of visits from domestic travelers and visitors driving from surrounding states. In 2021, the tourism sector contributed $10 billion to the New Mexico economy. Through the Rural Economic Opportunities Task Force (REOTF), established in 2022, New Mexico continues to identify new opportunities for rural development and economic growth.

Project Considers Climate Change, Resilience, and Environmental Justice

Due to climate change, New Mexico is increasingly susceptible to rising temperatures, wildfires, and flooding. The increased environmental risks can adversely impact EV deployment and operation. External temperatures, for example, can impact battery range and accelerate battery degradation. To mitigate these risks, NMDOT has considered a broad range of strategies such as providing shaded EV charging stations to regulate temperatures. Anticipated risks and strategies are provided below:

▪ Risk/Event	▪ Example Strategies
▪ High Winds and Dust Storms	▪ Consider wind directions and shelter opportunities when siting. Require appropriate equipment standards (such as an IP rating system of IP 66 or better).
▪ Flooding, Flash Flooding	▪ Avoid known flood areas, avoid locations where connecting road washouts are

Risk/Event	Example Strategies
	common and review site stormwater management practices.
Excessive Heat	Consider equipment standards and shading or shelter in design.
Wildfire	Plan for redundant power and communications technology, especially in areas of higher risk.
Snowstorm	Identify responsibilities and response priorities for operations and maintenance in times of winter weather events.
Rockfall	Avoid locations close to potential rockfalls, seek protected areas during siting.
Power Outages (often a secondary event resulting from the risks above)	Strategically build power redundancies across the charging network. Consider locations with frequent weather events or power lost.

Project Avoids Adverse Environmental Impacts

New Mexico has several robust programs that focus on restoring and protecting the environment and its natural resources. Each NMDOT district evaluates the environmental impact of each project on wetlands and state-listed species and their habitats. NMDOT has a dedicated team that considers wildlife crossings in its projects. Together with the Federal Highway Administration and the US Army Corps of Engineers,

NMDOT is also preparing a wetland mitigation banking program.

To ensure there are minimal environmental impacts associated with this project, all charging and fueling infrastructure location have been sighted in existing parking lots and NMDOT has put measures in place to ensure that potential adverse environmental impacts are avoided.

To reduce carbon emissions and mitigate climate change impacts, New Mexico's Interagency Climate Task Force prepared a range of strategies and policies that would reduce CO2 emissions by 31 million metric tons by 2030. Decarbonizing the electricity that powers electric vehicles is equally as important in reducing emissions. With the passage of the 2019 Energy Transition Act, New Mexico has made great strides in decarbonizing electricity. From March 2019 to November 2021, renewable generation more than doubled to 1,395 MW. According to the New Mexico Renewable Energy Transmission Authority, the state has the

resources to meet the 2019 Energy Transition Act's requirement of 50% renewable electricity for utilities and rural electric cooperatives by 2030.

Relevant Modeling Tools

In 2019, Governor Michelle Lujan Grisham issued an Executive Order for the State of New Mexico to join the United States Climate Alliance and set an economy-wide greenhouse gas (GHG) emissions target of 45% below 2005 levels by 2030 (EO 2019-003). In this Executive Order, Governor Lujan Grisham also established a Climate Change Task Force to evaluate policies and strategies to achieve the target, including increasing the ambition of the state Renewable Portfolio Standard (RPS), implementing Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) standards, updating building codes, and developing a comprehensive, statewide, enforceable regulatory framework to reduce oil and gas sector methane emissions and prevent waste from new and existing sources.1 In 2019, the Climate Change Task Force published its first report detailing initial recommendations for policies and actions to reduce emissions across the state.

New Mexico Greenhouse Gas Emissions Inventory and Forecast

Alternative Fuel Toolkit

This website contains several tools related to alternative fuel planning and action. The tools vary from factsheets and resource libraries to more involved interactive maps and calculators. The website also contains materials from workshops and webinars on various alternative fuel subjects.

http://altfueltoolkit.org/home/about/

Clean Cities Coalition Network

This toolkit is a collection of materials and best practices for holding a workshop on the implementation of workplace charging. Availability of workplace charging can help encourage employees to adopt electric vehicles. The materials in this toolkit can assist with organizing and holding a workshop on workplace charging.

https://cleancities.energy.gov/technical-assistance/workplace-charging/

Trip Calculator

The Trip Calculator allows users to plan a trip and calculate fuel costs for up to two vehicles. It provides a route map and turn by turn instructions. It allows different routes and associated fuel cost comparisons.

https://www.fueleconomy.gov/trip/

Joint Office of Energy and Transportation Data and Tools

This resource from Joint Office of Energy and Transportation connects stakeholders such as state and local governments with critical data and tools to help them deploy electric vehicle charging infrastructure.

https://driveelectric.gov/resources/

Workplace Charging Employer Workshop Toolkit

Use these best practices for planning, organizing, and executing successful and educational workplace charging events. These materials, which can assist you in promoting workplace charging in your community, are based on lessons learned from more than 20 events held across the United States. For additional information, see the Alternative Fuels Data Center workplace charging page.

Relevant Equity and Climate Impact Tools

APPENDIX A: DETAILED INFORMATION ON EXISTING EV CHARGING INFRASTRUCTURE

Table 10 provides detailed information on existing EV charging infrastructure in New Mexico.

Table 10: Existing Publicly Accessible EV Chargers (June 22, 2022)

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
Existing NEVI-Compliant EV Chargers					
	DCFC	I10	**Walmart 5166 - Deming, NM** 1021 E. Pine St Deming NM 88030	4	Electrify America
	DCFC	I40	**Walmart 2652 - Grants, NM** 1000 Robert Rd Grants NM 87020	4	Electrify America
	DCFC	I25	**Conoco Wagon Mound (Wagon Mound, NM)** 504 Old Highway 85 Wagon Mound NM 87752	4	Electrify America
	DCFC	I40	**Walmart 850 - Albuquerque, NM** 2701 Carlisle Blvd Albuquerque NM 87107	10	Electrify America
	DCFC	I10	**Lordsburg Chevron** 1882 Stagecoach Rd. 88045 Lordsburg NM 88045	4	Electrify America
	DCFC	I40	**Love's 262 (Tucumcari, NM)** 1900 South Mountain Road Tucumcari NM 88401	4	Electrify America
	DCFC	I40	**Love's Travel #285 (Santa Rosa, NM)** 1028 State Hwy 156 Santa Rosa NM 88435	4	Electrify America
	DCFC	I40	**Walmart 906 - Gallup, NM** 1650 W Maloney Ave Gallup NM 87301	4	Electrify America
Existing Publicly Accessible EV Chargers Along AFCs					
#N/A	DCFC	I10P	5R Travel Center - Tesla Supercharger 1695 US-180 Deming NM 88030	8	Tesla
212753	DCFC	I40P	ABQ Uptown - Tesla Supercharger 2200 Louisiana Blvd NE Albuquerque NM 87110	16	Tesla
102302	DCFC	I25P	Applebee's - Tesla Supercharger 2600 Menaul Blvd NE Albuquerque NM 87107	6	Tesla

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
197926	Level 2	I25P	BERNALILLO CO. ALVARADO SQUARE 402 Silver Ave SW Albuquerque NM 87102	2	ChargePoint Network
201767	Level 2	NM423P	BERNALILLO CO. LOS RANCHOS 101 El Pueblo Rd NE Albuquerque NM 87109	2	ChargePoint Network
114819	Level 2	I25P	Best Western Socorro Hotel and Suites - Tesla Destination 1100 N California St Socorro NM 87801	2	Tesla Destination
79002	Level 2	US84P	CHINO WENDELL CHINO 1 1220 S St Francis Dr Santa Fe NM 87505	2	ChargePoint Network
181660	Level 2	I25P	CNM PARKING LOT SB 1 Ash St SE Albuquerque NM 87106	2	ChargePoint Network
168145	Level 2	I25P	CNM PARKING LOT SB 2 Ash St SE Albuquerque NM 87106	2	ChargePoint Network
143247	Level 2	I25P	CNM PARKING LOT UPPER SSC 940 University Blvd SE Albuquerque NM 87106	2	ChargePoint Network
102306	DCFC	I25P	Comfort Inn - Tesla Supercharger 2500 N. Grand Ave. Las Vegas NM 87701	6	Tesla
211968	Level 2	I10P	COURTYARDLC CP STATION 1 456 E University Ave Las Cruces NM 88005	2	ChargePoint Network
170659	Level 2	I25P	DMA2030COMMIT PARKING 1 4505 Montbel Pl NE Albuquerque NM 87107	2	ChargePoint Network
196435	Level 2	I25P	DMD PARKING FAC 3RD&MARQUETTE 1 400 3rd St NW Albuquerque NM 87102	2	ChargePoint Network
196436	Level 2	I25P	DMD PARKING FAC 3RD&MARQUETTE 2 400 3rd St NW Albuquerque NM 87102	2	ChargePoint Network
175237	Level 2	I40P	DMD PARKING FAC BIO A 99999 New York Ave NW Albuquerque NM 87104	2	ChargePoint Network
154047	Level 2	I40P	DMD PARKING FAC BIO B 99999 New York Ave NW Albuquerque NM 87104	2	ChargePoint Network
192627	Level 2	I40P	DMD PARKING FAC LOS ALTOS GOLF 9717 Copper Ave NE Albuquerque NM 87123	2	ChargePoint Network
192626	Level 2	I40P	DMD PARKING FAC MANZANO MESA 501 Elizabeth St SE Albuquerque NM 87123	2	ChargePoint Network

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
192628	Level 2	I40P	DMD PARKING FAC WEST MESA AQUA 6705 Fortuna Rd NW Albuquerque NM 87121	2	ChargePoint Network
102307	DCFC	I25P	Fashion Outlets of Santa Fe - Tesla Supercharger 8380 Cerrillos Rd Santa Fe NM 87507	8	Tesla
213095	Level 2	I40P	FIESTA KIA KIA 1 7300 Lomas Blvd NE Albuquerque NM 87110	2	ChargePoint Network
49915	Level 2DCFC	US84P	Fiesta Nissan 2005 St Michaels Dr Santa Fe NM 87505	2	Non-Networked
194281	DCFC	I40P	FIESTA VW DC WALLBOX 2 8201 Lomas Blvd NE Albuquerque NM 87110	1	ChargePoint Network
200572	Level 2	I25P	GUADALUPE LA LUNA BAKERY 317 5th St SW Albuquerque NM 87102	2	ChargePoint Network
102305	DCFC	I40P	Hampton Inn Gallup - Tesla Supercharger 111 Twin Buttes Rd Gallup NM 87301	8	Tesla
102309	DCFC	I25P	Holiday Inn Express & Suites Truth or Consequences - Tesla Supercharger 2201 F.G. Amin Street Truth or Consequences NM 87901	8	Tesla
102310	DCFC	I40P	Holiday Inn Express & Suites Tucumcari - Tesla Supercharger 2624 S Adams St. Tucumcari NM 88401	6	Tesla
102308	DCFC	I40P	Holiday Inn Express Santa Rosa - Tesla Supercharger 2516 Historic Route 66 Santa Rosa NM 88435	6	Tesla
46893	Level 1	I25P	Inn at Santa Fe 8376 Cerrillos Rd Santa Fe NM 87507	1	Non-Networked
206500	Level 2	US70P	LAS CRUCES LAS CRUCES SAGE 6121 Reynolds Dr Las Cruces NM 88011	2	ChargePoint Network
197622	Level 2	I10P	LAS CRUCES LCCC STATION 1 680E E University Ave Las Cruces NM 88001	2	ChargePoint Network
197675	Level 2	I10P	LAS CRUCES LCCC STATION 2 680E E University Ave Las Cruces NM 88001	2	ChargePoint Network
49920	Level 2	I40P	Melloy Nissan 7707 Lomas Blvd Albuquerque NM 87110	1	Non-Networked
202251	Level 2	I25P	MERCEDES OF AQB PARKING LOT 1 8920 Pan American Fwy Albuquerque NM 87113	2	ChargePoint Network

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
203028	Level 2	I40P	Motel Address 111 Anaya Blvd Moriarty NM 87035	2	SemaCharge Network
117858	DCFC	I25P	NATION STATION DC FAST 01 5010 Alameda Blvd NE Albuquerque NM 87113	1	ChargePoint Network
181977	Level 2	US84P	NM-FMD LUJAN #1 St. Francis @ Alta Vista OB Santa Fe NM 87505	2	ChargePoint Network
170282	Level 2	US84P	NM-FMD LUJAN #2 St. Francis @ Alta Vista OB Santa Fe NM 87505	2	ChargePoint Network
181976	Level 2	US84P	NM-FMD LUJAN #3 St. Francis @ Alta Vista OB Santa Fe NM 87505	2	ChargePoint Network
181978	DCFC	US84P	NM-FMD LUJAN DC FAST St. Francis @ Alta Vista OB Santa Fe NM 87505	1	ChargePoint Network
181974	Level 2	US84P	NM-FMD MONTOYA #1 1100 S St Francis Dr Santa Fe NM 87505	2	ChargePoint Network
170281	Level 2	US84P	NM-FMD MONTOYA #2 1100 S St Francis Dr Santa Fe NM 87505	2	ChargePoint Network
181973	Level 2	US84P	NM-FMD MONTOYA #3 1190 S St Francis Dr Santa Fe NM 87505	2	ChargePoint Network
181972	Level 2	US84P	NM-FMD MONTOYA #4 1190 S St Francis Dr Santa Fe NM 87505	2	ChargePoint Network
170280	Level 2	US84P	NM-FMD MONTOYA #5 1190 S St Francis Dr Santa Fe NM 87505	2	ChargePoint Network
181975	DCFC	US84P	NM-FMD MONTOYA DC FAST 1100 S St Francis Dr Santa Fe NM 87505	1	ChargePoint Network
207344	Level 2	I25P	NMHU CHARGE1 801 University Ave Las Vegas NM 87701	2	ChargePoint Network
168306	Level 2	I25P	Oasis Restaurant and Motel 1445 S 2nd St Raton NM 87740	2	Non-Networked
175569	Level 2	I40P	PREMIER HOTELS HIX ABQ 1 10501 Copper Pointe Way NE Albuquerque NM 87123	2	ChargePoint Network
155527	Level 2	I40P	PREMIER HOTELS HIX ABQ 2 10501 Copper Pointe Way NE Albuquerque NM 87123	2	ChargePoint Network
205425	Level 2	I25P	Raton Multi-Modal Facility 101 N 2nd St Raton NM 87740	4	Blink Network
114802	Level 2	I40P	Sheraton Albuquerque Uptown - Tesla Destination 2600 Louisiana Blvd Albuquerque NM 87110	2	Tesla Destination
99647	Level 2	I25P	SHS ALBUQUERQUE 5910HOLLY STAT1 5910 Holly Ave NE Albuquerque NM 87113	2	ChargePoint Network
202012	Level 2	I10P	Smith Ford 412 East Motel Drive Lordsburg NM 88045	1	Blink Network

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
149516	Level 2	I25P	STAYBRIDGE STES STAYBRIDGE STES 2651 E Northrise Dr Las Cruces NM 88011	2	ChargePoint Network
124977	Level 2	US84P	Tesuque Casino 7 Tesuque Rd Santa Fe NM 87506	4	Non-Networked
183098	DCFC	I25P	THUNDERBIRD HD DCFAST HOG 5000 Alameda Blvd NE Albuquerque NM 87113	1	ChargePoint Network
75367	Level 2	I25P	UNM CORNELL 1 2401 Redondo S Dr Albuquerque NM 87106	2	ChargePoint Network
189141	Level 2	I25P	UNM CORNELL 2 2401 Redondo Dr NE Albuquerque NM 87106	2	ChargePoint Network
213934	Level 2	I25P	UNM M LOT 1 1028 Stanford Dr NE Albuquerque NM 87106	2	ChargePoint Network
189142	Level 2	I25P	UNM RIO LOT 1 1155 Avenida Cesar Chavez SE Albuquerque NM 87106	2	ChargePoint Network
75368	Level 2	I25P	UNM YALE 1 1913 Las Lomas Rd NE Albuquerque NM 87106	2	ChargePoint Network
189139	Level 2	I25P	UNM YALE 2 1913 Las Lomas Rd NE Albuquerque NM 87106	2	ChargePoint Network
221442	Level 2	I25P	UNMH PATS UNMH STATION 1 850 YALE BLVD NE Albuquerque NM 87106	2	ChargePoint Network
221445	Level 2	I25P	UNMH PATS UNMH STATION 2 850 Yale Blvd NE Albuquerque NM 87106	2	ChargePoint Network
221441	Level 2	I25P	UNMH PATS UNMH STATION 3 850 Yale Blvd NE Albuquerque NM 87106	2	ChargePoint Network
221443	Level 2	I25P	UNMH PATS UNMH STATION 4 850 Yale Blvd NE Albuquerque NM 87106	2	ChargePoint Network
221444	Level 2	I25P	UNMH PATS UNMH STATION 5 850 Yale Blvd NE Albuquerque NM 87106	2	ChargePoint Network
221449	Level 2	I25P	UNMH PATS UNMH STATION 6 850 Yale Blvd NE Albuquerque NM 87106	2	ChargePoint Network
221446	Level 2	I25P	UNMH PATS UNMH STATION 7 850 Yale Blvd NE Albuquerque NM 87106	2	ChargePoint Network
221448	Level 2	I25P	UNMH PATS UNMH STATION 8 850 Yale Blvd NE Albuquerque NM 87106	2	ChargePoint Network
122651	DCFC	I25P	Walmart 3423 - Santa Fe, NM 5701 Herrera Dr Santa Fe NM 87507	4	Electrify America

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
99652	Level 2	I40P	WINROCK GARAGE GOODMAN ST1 2100 Louisiana Blvd NE Albuquerque NM 87110	2	ChargePoint Network
All Other Existing Publicly Accessible Chargers					
	Level 2	US-285-P	Adobe & Pines Inn - Bed & Breakfast - Tesla Destination 4107 State Rd 68 Ranchos de Taos NM 87557	3	Tesla Destination
	DCFC	US-56-P	Albertville Premium Outlet Mall 6364 Labeaux Ave NE Albertville NM 55301	2	Greenlots
	Level 2	FL-4035-P	Bella Roma Bed and Breakfast - Tesla Destination 1211 Roma Ave NW Albuquerque NM 87102	1	Tesla Destination
	Level 2	I-25-M	BERNALILLO CO. MONTAÑO 130 Montaño Rd NW Albuquerque NM 87107	2	ChargePoint Network
	Level 2	NM-500-M	BERNALILLO CO. RIO BRAVO 113 Rio Bravo Albuquerque NM 87107	2	ChargePoint Network
	Level 2	NM-556-P	Bridges on Tramway station location 12501 Candelaria Road Northeast Albuquerque NM 87112	2	SemaCharge Network
	Level 2	FL-4357-P	Casa Blanca Inn - Tesla Destination 505 E La Plata St Farmington NM 87401	2	Tesla Destination
	Level 2	NM-516-P	CITY HALL #1 EV STATION 01 2 N Ash St Aztec NM 87410	2	ChargePoint Network
	Level 2	NM-478-P	City of Las Cruces - Downtown Plaza - Tesla Destination 100 N Main St Las Cruces NM 88011	2	Tesla Destination
	Level 2	FL-4727-M	City of Santa Fe - Genoveva Chavez Community Center 3221 W Rodeo Rd Santa Fe NM 87507	1	Non-Networked
	Level 1Level 2	US-84-P	City of Santa Fe - Railyard Parking Garage 503 Camino de la Familia Santa Fe NM 87501	2	Non-Networked
	DCFC	US-87-P	Clayton Ranch Market - Tesla Supercharger 315 S 1st Street Clayton NM 88415	8	Tesla
	Level 2	US-70-M	Comfort Inn Midtown - Tesla Destination 2709 Sudderth Dr Ruidoso NM 88345	2	Tesla Destination
	Level 2	US-54-P	CORONA NM VILLAGEOFCORONA 471 Main St Corona NM 88318	2	ChargePoint Network

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
	Level 2	FL-4070-P	Cutter Aviation Albuquerque - Tesla Destination 2502 Clark-Carr Loop SE Albuquerque NM 87106	2	Tesla Destination
	Level 2	FL-4020-M	DMD PARKING FAC ANDERSON MUSEUM 10451 Amara Vista Ct NW Albuquerque NM 87113	2	ChargePoint Network
	Level 2	NM-45-M	DMD PARKING FAC CENTRAL & UNSER 8081 Central Ave NW Albuquerque NM 87121	2	ChargePoint Network
	Level 2	NM-423-M	DMD PARKING FAC N DOMINGO BACA 7521 Carmel Ave NE Albuquerque NM 87113	2	ChargePoint Network
	Level 2	FL-4078-M	DMD PARKING FAC NOB HILL NORTH 101 Amherst Dr NE Albuquerque NM 87106	2	ChargePoint Network
	Level 2	FL-4078-M	DMD PARKING FAC NOB HILL SOUTH 101 Amherst Dr NE Albuquerque NM 87106	2	ChargePoint Network
	Level 2	FL-4028-P	DMD PARKING FAC ZOO STATION 1 903 10th St SW Albuquerque NM 87102	2	ChargePoint Network
	Level 2	FL-4028-P	DMD PARKING FAC ZOO STATION 2 903 10th St SW Albuquerque NM 87102	2	ChargePoint Network
	Level 2	FL-4028-P	DMD PARKING FAC ZOO STATION 3 903 10th St SW Albuquerque NM 87102	2	ChargePoint Network
	Level 2	US-84-P	Don Gaspar Inn, a Select Registry Property - Tesla Destination 623 Don Gaspar Ave Santa Fe NM 87505	2	Tesla Destination
	Level 2	NM-516-P	FEUS ANIM.VALL. MALL 4601 East Main St Farmington NM 87401	2	ChargePoint Network
	Level 2	FL-4357-P	FEUS BERG PARK 1711 San Juan Blvd Farmington NM 87401	2	ChargePoint Network
	Level 2	FL-4357-P	FEUS DOWNTOWN PRKING 105 N Orchard Ave Farmington NM 87401	2	ChargePoint Network
	Level 2	FL-4357-M	FEUS FARM. LIBRARY 2000 E 20th St Farmington NM 87401	2	ChargePoint Network
	Level 2	NM-516-P	FEUS FARM. MUSEUM 3009 E Main St Farmington NM 87402	2	ChargePoint Network
	Level 2	US-84-P	Four Seasons Resort Rancho Encantado Santa Fe - Tesla Destination 198 State Road 592 Santa Fe NM 87506	3	Tesla Destination

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
	Level 2	FL-4532-P	Green Offices - Tesla Destination 166 S Roadrunner Pkwy Las Cruces NM 88011	4	Tesla Destination
	Level 2	NM-516-M	HI COUNTRY KIA HI C KIA 1 4008 E Main St Farmington NM 87402	1	ChargePoint Network
	Level 2	US-70-M	Hotel Ruidoso - Tesla Destination 110 Chase St Ruidoso NM 88345	2	Tesla Destination
	Level 2	US-285-P	Kit Carson Electric Co-op 118 Cruz Alta Rd Taos NM 87571	2	Tesla Destination
	Level 2	NM-478-P	LAS CRUCES CITY HALL 700 N Main St Las Cruces NM 88001	2	ChargePoint Network
	Level 2	NM-478-P	Las Cruces City Hall - Tesla Destination 700 N Main St Las Cruces NM 88001	2	Tesla Destination
	Level 2	NM-478-P	LAS CRUCES DOWNTOWN PLAZA 101 E Organ Ave Las Cruces NM 88001	2	ChargePoint Network
	Level 2	US-70-P	LAS CRUCES LALLORANA 3479 W Picacho Ave Las Cruces NM 88007	2	ChargePoint Network
	Level 2	NM-478-M	LAS CRUCES MUSEUM 401 N Downtown Mall Las Cruces NM 88001	2	ChargePoint Network
	Level 2	NM-528-M	Latitudes 2401 Highway 528 Rio Rancho NM 87124	2	Non-Networked
	Level 2	NM-528-M	LATITUDES 1 2401 Rio Rancho Blvd SE Rio Rancho NM 87124	1	ChargePoint Network
	Level 2	NM-528-M	LATITUDES 2 2401 Rio Rancho Blvd SE Rio Rancho NM 87124	1	ChargePoint Network
	Level 2	US-84-P	LINOGRAT LUNA 519 Cerrillos Rd Santa Fe NM 87501	2	ChargePoint Network
	Level 2	US-60-M	LODGING BW CANNON AFB 201 Schepps Blvd Clovis NM 88101	2	ChargePoint Network
	Level 2	US-60-M	LODGING SUPER8 CLOVISNM 2912 Mabry Dr Clovis NM 88101	2	ChargePoint Network
	Level 2	I-25-M	LOS LUNAS DC STATION 1 4250 messenger loop Los Lunas NM 87031	2	ChargePoint Network
	Level 2	I-25-M	LOS LUNAS DC STATION 10 4250 Messenger Loop Rd Los Lunas NM 87031	2	ChargePoint Network
	Level 2	I-25-M	LOS LUNAS DC STATION 11 4250 Messenger Loop Rd Los Lunas NM 87031	2	ChargePoint Network
	Level 2	I-25-M	LOS LUNAS DC STATION 2 Unnamed Road Los Lunas NM 87031	2	ChargePoint Network

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
	Level 2	I-25-M	LOS LUNAS DC STATION 3 Unnamed Road Los Lunas NM 87031	2	ChargePoint Network
	Level 2	I-25-M	LOS LUNAS DC STATION 4 Unnamed Road Los Lunas NM 87031	2	ChargePoint Network
	Level 2	I-25-M	LOS LUNAS DC STATION 5 Unnamed Road Los Lunas NM 87031	2	ChargePoint Network
	Level 2	I-25-M	LOS LUNAS DC STATION 6 Unnamed Road Los Lunas NM 87031	2	ChargePoint Network
	Level 2	I-25-M	LOS LUNAS DC STATION 7 4250 messenger loop Los Lunas NM 87031	2	ChargePoint Network
	Level 2	I-25-M	LOS LUNAS DC STATION 8 Unnamed Road Los Lunas NM 87031	2	ChargePoint Network
	Level 2	I-25-M	LOS LUNAS DC STATION 9 4250 Messenger Loop Rd Los Lunas NM 87031	2	ChargePoint Network
	DCFC	NM-516-P	Marriott TownePlace Suites Farmington - Tesla Supercharger 4200 Sierra Vista Drive Farmington NM 87402	4	Tesla
	Level 2	I-40-P	NEW MEX.ST. PKS BLUEWATERLAKE NM-412 Prewitt NM 87045	2	ChargePoint Network
	Level 2	I-25-P	NEW MEX.ST. PKS CABALLO LAKE SP NM-187 Caballo NM 87931	2	ChargePoint Network
	Level 2	NM-14-P	NM-FMD ANAYA #1 2550 Cerrillos Rd Santa Fe NM 87505	2	ChargePoint Network
	Level 2	NM-14-P	NM-FMD ANAYA #2 Unnamed Road Santa Fe NM 87505	2	ChargePoint Network
	Level 2	NM-14-P	NM-FMD ANAYA #3 2550 Cerrillos Rd Santa Fe NM 87505	2	ChargePoint Network
	DCFC	NM-14-P	NM-FMD ANAYA DC FAST 2550 Cerrillos Rd Santa Fe NM 87505	1	ChargePoint Network
	Level 2	US-84-P	NM-FMD APODACA #1 W De Vargas St Santa Fe NM 87501	2	ChargePoint Network
	Level 2	US-84-P	NM-FMD APODACA #2 W De Vargas St Santa Fe NM 87501	2	ChargePoint Network
	DCFC	US-84-P	NM-FMD BATAAN #1 402 Don Gaspar Ave Santa Fe NM 87501	1	ChargePoint Network
	DCFC	US-84-P	NM-FMD BATAAN #2 402 Don Gaspar Ave Santa Fe NM 87501	1	ChargePoint Network
	DCFC	US-84-P	NM-FMD BATAAN #3 102 S Capitol Pl Santa Fe NM 87501	1	ChargePoint Network

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
	Level 2	NM-14-P	NM-FMD CARRUTHERS #1 1209 Camino Carlos Rey Santa Fe NM 87507	2	ChargePoint Network
	Level 2	NM-14-P	NM-FMD CARRUTHERS #2 1209 Camino Carlos Rey Santa Fe NM 87507	2	ChargePoint Network
	DCFC	US-84-P	NM-FMD LAMY CPE250 466 Old Santa Fe Trail Santa Fe NM 87501	1	ChargePoint Network
	Level 2	US-84-P	NM-FMD LAMY CT4000 459 Old Santa Fe Trail Santa Fe NM 87501	2	ChargePoint Network
	Level 2	US-84-P	NM-FMD PERA #1 300 E De Vargas St Santa Fe NM 87501	2	ChargePoint Network
	Level 2	US-84-P	NM-FMD PERA #2 300 E De Vargas St Santa Fe NM 87501	2	ChargePoint Network
	Level 2	US-84-P	NM-FMD PERA #3 301 E De Vargas St Santa Fe NM 87501	2	ChargePoint Network
	Level 2	US-84-P	NM-FMD PERA #4 301 E De Vargas St Santa Fe NM 87501	2	ChargePoint Network
	DCFC	NM-14-P	NM-FMD T-187 DC FAST 2542 Cerrillos Rd Santa Fe NM 87505	1	ChargePoint Network
	Level 2	US-70-P	Otero County Electric Co-op 404 Burro Ave Cloudcroft NM 88317	1	Non-Networked
	Level 2	NM-45-M	Petroglyph National Monument - Visitor Center 6510 Unser Blvd NW Albuquerque NM 87120	4	Non-Networked
	Level 2	US-180-P	PNMR STATION 1 201 N Hudson St Silver City NM 88061	2	ChargePoint Network
	Level 2	FL-4727-M	PNMR STATION 2 3221 Rodeo Rd Santa Fe NM 87507	2	ChargePoint Network
	Level 2	NM-502-M	PONDEROSA PINES STATION 01 3000 Trinity Dr Los Alamos NM 87544	2	ChargePoint Network
	Level 2	I-25-P	Rancho Gallina - Tesla Destination 31 Bonanza Creek Rd Santa Fe NM 87508	2	Tesla Destination
	Level 2	NM-45-P	Reliable Nissan 9951 Coors Blvd NW Albuquerque NM 87114	1	Non-Networked
	Level 2	NM-14-M	Rowley Farmhouse Ales - Tesla Destination 1405 Maclovia St Santa Fe NM 87505	1	Tesla Destination
	Level 2	NM-45-P	Sandia Peak Inn - Tesla Destination 4614 Central Ave Albuquerque NM 87105	2	Tesla Destination
	Level 2	US-550-P	SANTA ANA STAR STATION 1 1016 US-550 Bernalillo NM 87004	2	ChargePoint Network

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
	Level 2	US-550-P	SANTA ANA STAR STATION 2 1016 US-550 Bernalillo NM 87004	2	ChargePoint Network
	Level 2	NM-14-M	SANTA FE BMW STATION 01 2534-2544 Camino Entrada Santa Fe NM 87507	2	ChargePoint Network
	Level 2	US-84-P	SANTA FE COUNTY PUBLIC PARKING1 100 Catron St Santa Fe NM 87501	2	ChargePoint Network
	Level 2	US-84-P	SANTA FE COUNTY PUBLIC PARKING2 100 Catron St Santa Fe NM 87501	2	ChargePoint Network
	Level 2	US-84-M	SANTA FE COUNTY SOLANA CENTER 949 W Alameda St Santa Fe NM 87501	2	ChargePoint Network
	Level 2	US-84-P	SANTA FE COUNTY STREET PARKING 102 Grant Ave Santa Fe NM 87501	2	ChargePoint Network
	Level 2	US-84-P	Santa Fe Motel - Tesla Destination 510 Cerrillos Rd Santa Fe NM 87501	2	Tesla Destination
	Level 2	NM-14-M	SF MINI-MC STATION 1 2544 Camino Edward Ortiz Santa Fe NM 87507	1	ChargePoint Network
	Level 2	I-25-P	SFCC ATC FERRARI 6401 Richards Avenue Santa Fe NM 87508	2	ChargePoint Network
	Level 2	I-25-P	SFCC ATC PORSCHE 6401 Richards Avenue Santa Fe Santa Fe NM 87508	2	ChargePoint Network
	Level 2	NM-136-P	SSL_OFFICE SSL EV CHARGERS 108 Ray Ward Pl Santa Teresa NM 88008	2	ChargePoint Network
	Level 2	US-285-P	Taos Center for the Arts 133 Paseo del Pueblo Norte Taos NM 87571	3	Non-Networked
	Level 2	US-285-P	Taos Mesa Brewing - Tesla Destination 20 ABC Mesa Rd El Prado NM 87529	4	Tesla Destination
	Level 2	US-285-P	Taos Ski Valley Resort 116 Sutton Pl Taos Ski Valley NM 87525	6	Non-Networked
	Level 2	BL-36-M	The Blue Swallow Motel - Tesla Destination 815 E Route 66 Blvd Tucumcari NM 88401	3	Tesla Destination
	Level 2	I-10-P	The Chiricahua Desert Museum - Tesla Destination NM-80 Portal Rd Rodeo NM 88056	3	Tesla Destination

State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
	Level 2	US-84-P	The Inn and Spa at Loretto - Tesla Destination 211 Old Santa Fe Trail Santa Fe NM 87501	2	Tesla Destination
	Level 2	US-84-P	The Inn of The Five Graces - Tesla Destination 150 E De Vargas St Santa Fe NM 87501	2	Tesla Destination

APPENDIX B: DETAILED INFORMATION ON PLANNED EV CHARGING INFRASTRUCTURE DEPLOYMENT

Table 11 provides detailed information on planned EV charging infrastructure deployment in Years 1 and 2 of the NEVI program.

Table 11: Planned Year 1 and 2 EV Charging Infrastructure Deployment

State EV Charging Location Unique ID	Route (Note AFC)	Location /Exit Number	General Location	Anticipated EV Network (if known)	Utility Territories	Anticipated Station Ownership ** (if known)	FY22 Funding Amount	FY23-FY26 Funding Amount (Optional)
	I10P	139	Las Cruces Area					
	I10P	140	Las Cruces Area					
	I10P	68	Deming		PNM			
	I25P	1	Las Cruces Area					
	I25P	100			Sierra Electric			
	I25P	115			Socorro Electric			
	I25P	124			Socorro Electric			
	I25P	150	Socorro Area					
	I25P	156	Socorro Area					
	I25P	203	Los Lunas					
	I25P	215	Albuquerque Area		PNM			
	I25P	222	Albuquerque Area		PNM			
	I25P	223	Albuquerque Area		PNM			
	I25P	224B	Albuquerque Area		PNM			
	I25P	225	Albuquerque Area		PNM			
	I25P	226A-B	Albuquerque Area		PNM			
	I25P	227	Albuquerque Area		PNM			
	I25P	228	Albuquerque Area		PNM			
	I25P	229	Albuquerque Area		PNM			

State EV Charging Location Unique ID	Route (Note AFC)	Location /Exit Number	General Location	Anticipated EV Network (if known)	Utility Territories	Anticipated Station Ownership ** (if known)	FY22 Funding Amount	FY23-FY26 Funding Amount (Optional)
	I25P	230	Albuquerque Area		PNM			
	I25P	231	Albuquerque Area		PNM			
	I25P	232	Albuquerque Area		PNM			
	I25P	233	Albuquerque Area		PNM			
	I25P	242	Abq to SF		PNM			
	I25P	252	Abq to SF		PNM			
	I25P	278	Santa Fe Area		PNM			
	I25P	282	Santa Fe Area		PNM			
	I25P	290	Santa Fe Area		PNM			
	I25P	3	Las Cruces Area					
	I25P	345	Las Vegas Area		PNM			
	I25P	347	Las Vegas Area		PNM			
	I25P	41	Hatch		Sierra Electric			
	I25P	419	Cimarron		Mora-San Miguel Electric			
	I25P	450	Raton Area		Colfax			
	I25P	451	Raton Area		Colfax			
	I25P	452	Raton Area		Colfax			
	I25P	6	Las Cruces Area					
	I25P	75	Truth or Consequences Area		Sierra Electric			
	I25P	79	Truth or Consequences Area		Sierra Electric			
	I40P	114	Laguna Area		Continental Divide Electric			
	I40P	154	Albuquerque Area		PNM			
	I40P	155	Albuquerque Area		PNM			
	I40P	158	Albuquerque Area		PNM			

State EV Charging Location Unique ID	Route (Note AFC)	Location /Exit Number	General Location	Anticipated EV Network (if known)	Utility Territories	Anticipated Station Ownership ** (if known)	FY22 Funding Amount	FY23-FY26 Funding Amount (Optional)
	I40P	162	Albuquerque Area		PNM			
	I40P	164	Albuquerque Area		PNM			
	I40P	165	Albuquerque Area		PNM			
	I40P	166	Albuquerque Area		PNM			
	I40P	194	Moriarty Area		Central New Mexico Electric Cooperative			
	I40P	196	Moriarty Area		Central New Mexico Electric Cooperative			
	I40P	218	Clines Corners/ US285		Central New Mexico Electric Cooperative			
	I40P	234			Central New Mexico Electric Cooperative			
	I40P	300	Newkirk Area		Farmers' Electric			
	I40P	356	San Jon Area		Farmers' Electric			
	I40P	47	Continental Divide		Continental Divide Electric			

**Federal Government Owned (FG), Jointly Owned (J), Local/Municipal Government Owned (LG), Privately Owned (P), State/Provincial Government Owned (SG), or Utility Owned (T)

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