



New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

# NEW MEXICO EV INFRASTRUCTURE DEPLOYMENT PLAN

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JULY 13, 2022



*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.*

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## 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
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
GSD	General Services Department
HDV	Heavy-duty Vehicle
HUB	Historically Underutilized Business
IBEW	International Brotherhood of Electrical Workers
ICE	Internal Combustion Engine
IIJA	Infrastructure Investment and Jobs Act
IP	Ingress Protection
ITS	Intelligent Transportation System

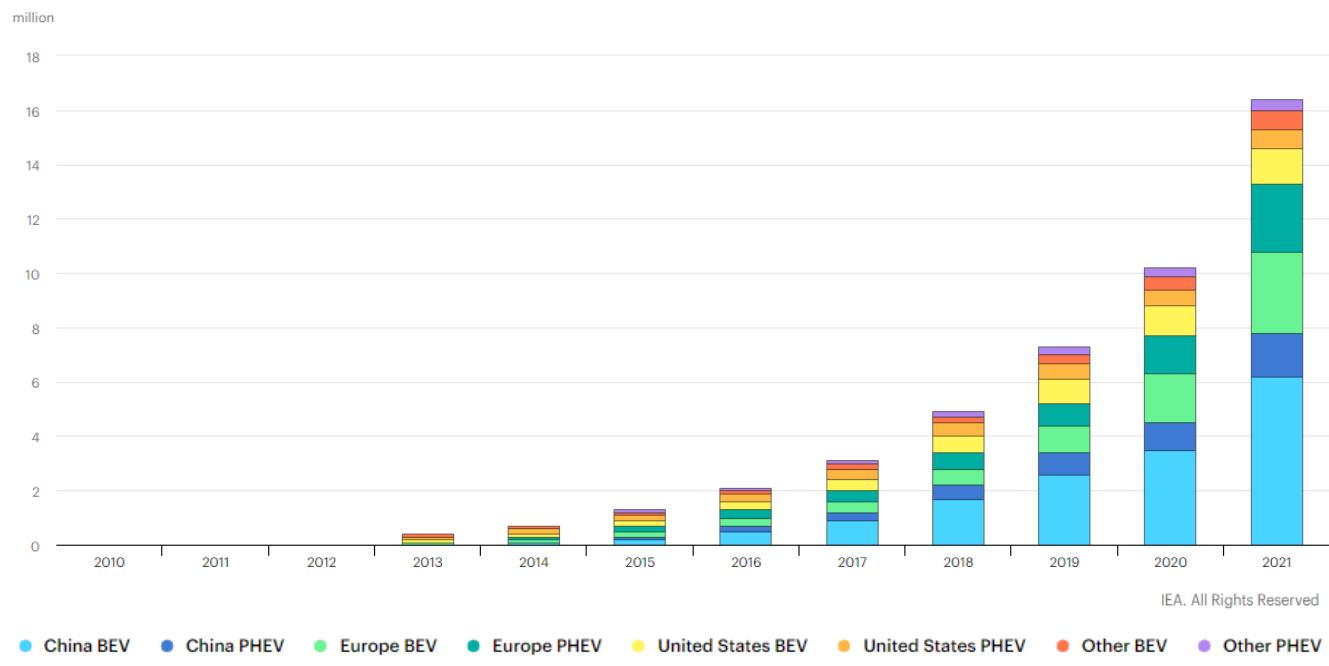
JATC	Joint Apprenticeship and Training Committee
kW	Kilowatt
LANL	Los Alamos National Laboratory
LDV	Light-duty Vehicle
LEP	Limited English Proficiency
LEV	Low Emission Vehicle Program
Low-No	Low and No Emissions Vehicle Program
MDV	Medium-duty Vehicle
MOU	Memorandum of Understanding
MUTCD	Manual on 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
NMED	New Mexico Environment Department
NMEDD	New Mexico Economic Development District
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
VW	Volkswagen
ZCTA	Zip-Code Area
ZEV	Zero Emission Vehicle

## INTRODUCTION

### 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<sup>1</sup>. 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.

Figure 1: Global Electric Car Stock, 2010-2021



Source: IEA<sup>1</sup>

### 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.



## New Mexico EV Infrastructure Deployment Plan

July 13, 2022

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.

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

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.<sup>2</sup>

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

This 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	Paul Montoya	Program Director

Organization	Name	Role
NMDOT	Joseph DeLaRosa	Employee Relations & Public Service
NMDOT	Leonard Manzanares	Program Coordinator
NMDOT	Richard Chavez	General Services Bureau Chief
NMDOT	Marisa Maez	Director of Communications
New Mexico Energy, Minerals, and Natural Resources Department (EMNRD)	Nedra Murphy	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 at GSD.

## 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 Public Participation section). 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 and 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

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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 way 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 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 a 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

proprietary 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 approximately 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 retailer 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

### 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

### 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 as well as 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.

**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.

## 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.

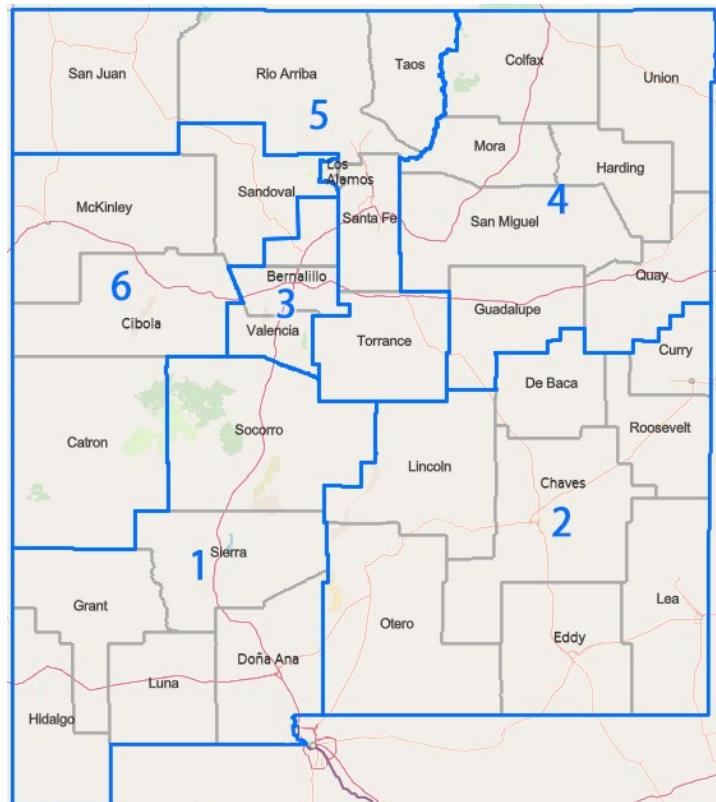
## PARTICIPATION CHANNELS

### PUBLIC MEETINGS

Six virtual public meetings were held in coordination with each of the six NMDOT District Offices (Figure 2). Over a hundred individuals attended the public meetings in total, with each meeting having from five 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 2: 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 5:30 pm 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 3).

NMOT 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 3: Engagement Options Provided for Public Meetings in English and Spanish

**The chat can be accessed by clicking on the "Chat" icon**

Se puede acceder al chat haciendo clic en el ícono "Chat"

**Polls will take place throughout the meeting and will be shown automatically, but can also be accessed via the "Polls" icon**

Se llevarán a cabo encuestas a lo largo de la reunión y se mostrarán automáticamente, pero también se puede acceder a ellas a través del ícono "Polls"

**Questions can be submitted using the Q&A**

Las preguntas se pueden enviar mediante la sección de preguntas y respuestas "Q&A"

**Spanish translation is available by clicking the "Closed Caption" or "Interpretation" icon**

La traducción al español está disponible haciendo clic en el ícono "CC" y la interpretación simultánea al español en "●"



Public Engagement Meeting: District 2  
May 26, 2022  
Reunión Pública de Participación: Distrito 2  
26 de mayo de 2022

Join Audio

Chat Polls Q&A Closed Caption Interpretation Leave

2

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

- Accommodations for larger vehicles (semi-trucks)
- AFCs
- 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 and 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

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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 that 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, 76 responses were gathered from the online public survey. Responses were obtained from 18 counties across New Mexico. Most respondents had a university-level education (and those with master's degrees outnumbered 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 were 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 Considerations 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

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The project website URL is <https://www.dot.nm.gov/nevi/> and the landing page is shown in Figure 4. 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 4: NMDOT NEVI Website

Home Road Conditions Active Projects Public Involvement About the Department | f t l g

TRAVEL INFORMATION ▾ BUSINESS SUPPORT ▾ PROJECTS ▾ CONTACT US ▾

# National Electric Vehicle Infrastructure

Home > National Electric Vehicle Infrastructure

**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

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**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

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**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 Vehículos Eléctricos

**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.NEVplan@state.nm.us](mailto:NMDOT.NEVplan@state.nm.us)). These enquiries varied in nature, from sharing concerns about charging to suggestions of possible charging locations. A NMDOT staff person responded to all enquiries and shared pertinent information with team members for consideration as the plan was being written.

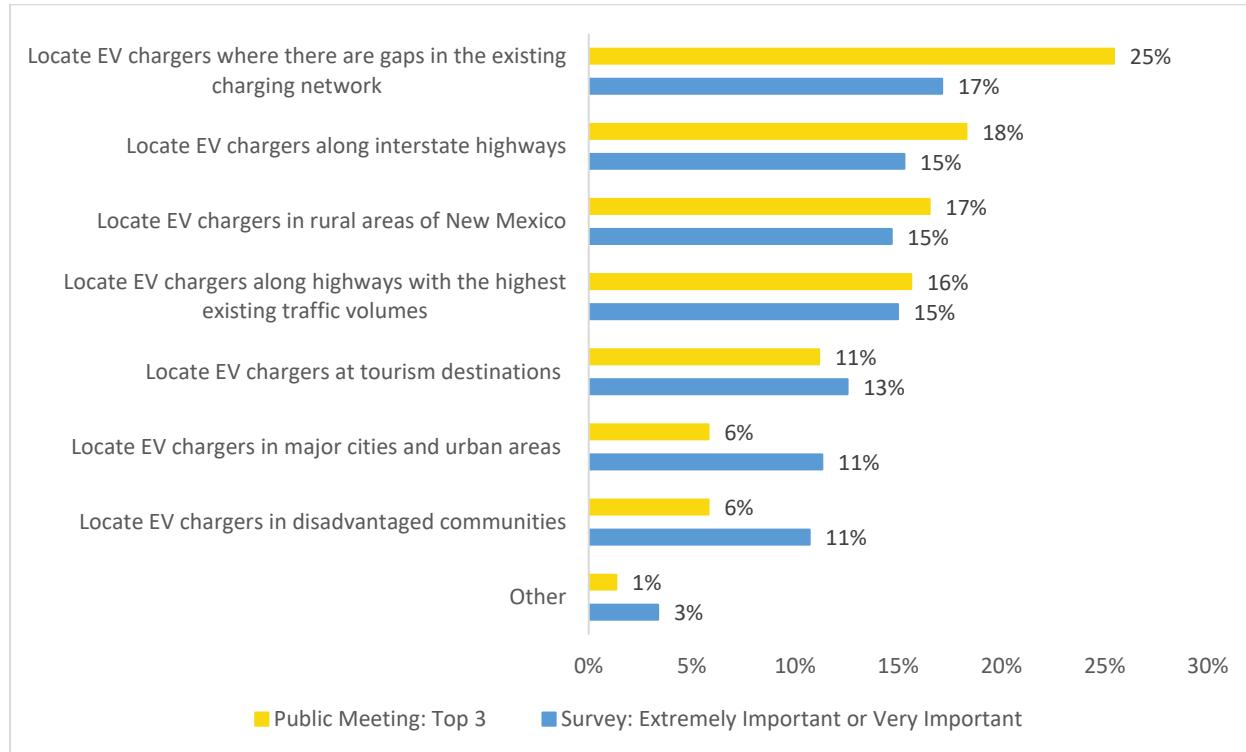
## KEY TAKEAWAYS FROM PUBLIC PARTICIPATION

Feedback from the six virtual public meetings (gathered 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 5).

Figure 5: 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:

- Corridors: I-25 Las Cruces to Albuquerque; I-40 Albuquerque to Gallup; US-285 Carlsbad to Chama; US-550 Rio Rancho to Aztec; US-70 Clovis to Las Cruces; US-180 North of Deming; US-62
- Cities and towns: Akela Flats, Alamogordo, Albuquerque, Artesia, Carlsbad, Carrizozo, Chaparral, Clovis, Columbus, Cuba, Deming, Farmington, Gallup, Hatch, Hobbs, Las Cruces, Las Vegas, Lordsburg, Moriarty, Raton, Reserve, Roswell, Ruidoso, Santa Fe, Silver City, Socorro, Taos, Truth or Consequences
- Doña Ana County
- Tourist destinations (lakes, Cloudcroft, State Parks, National Parks, hotels, Pueblos, Mimbres, Glenwood, rest areas, welcome centers)
- Northwest and Southeast New Mexico
- Major cities
- Smaller towns and villages to support local businesses
- Rural communities
- Outdoor recreational areas
- Unpaved state highways that are scenic routes
- Colleges
- State of NM government buildings
- Tribal locations (government buildings, truck stops, convenience stores, casinos, hotels, travel centers)
- Areas with major employers and demographics that are interested in EVs
- Shopping areas
- Dining and retail areas
- Hospitals
- Multi-family housing
- Gaps in EV charger network
- Level 2 chargers in locations with longer dwell times

Survey respondents also 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 of priority corridors are illustrated in Figure 6 and results of priority counties are shown in Figure 7.

Figure 6: Survey Heatmap of Priority Corridors from Public Survey

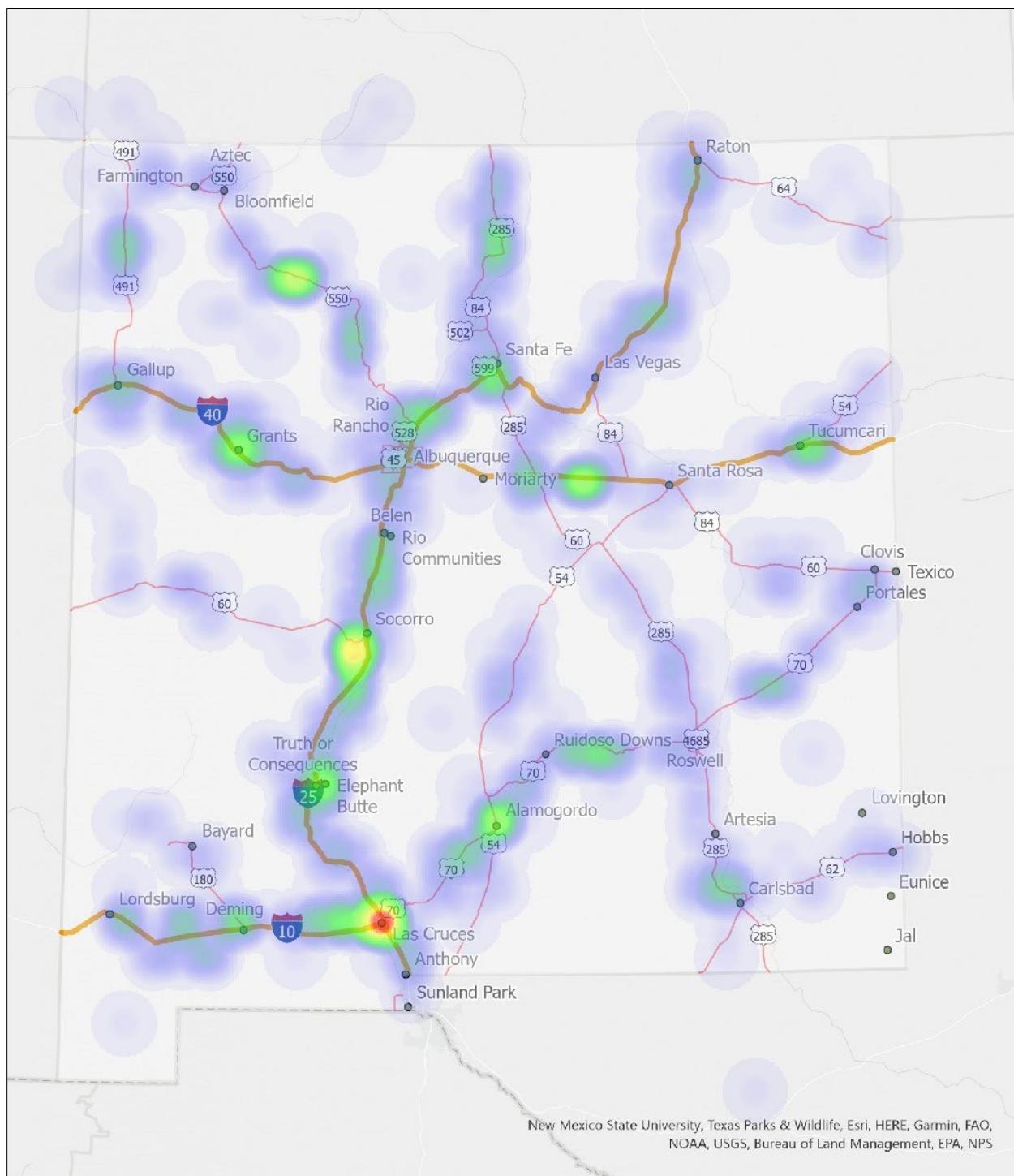
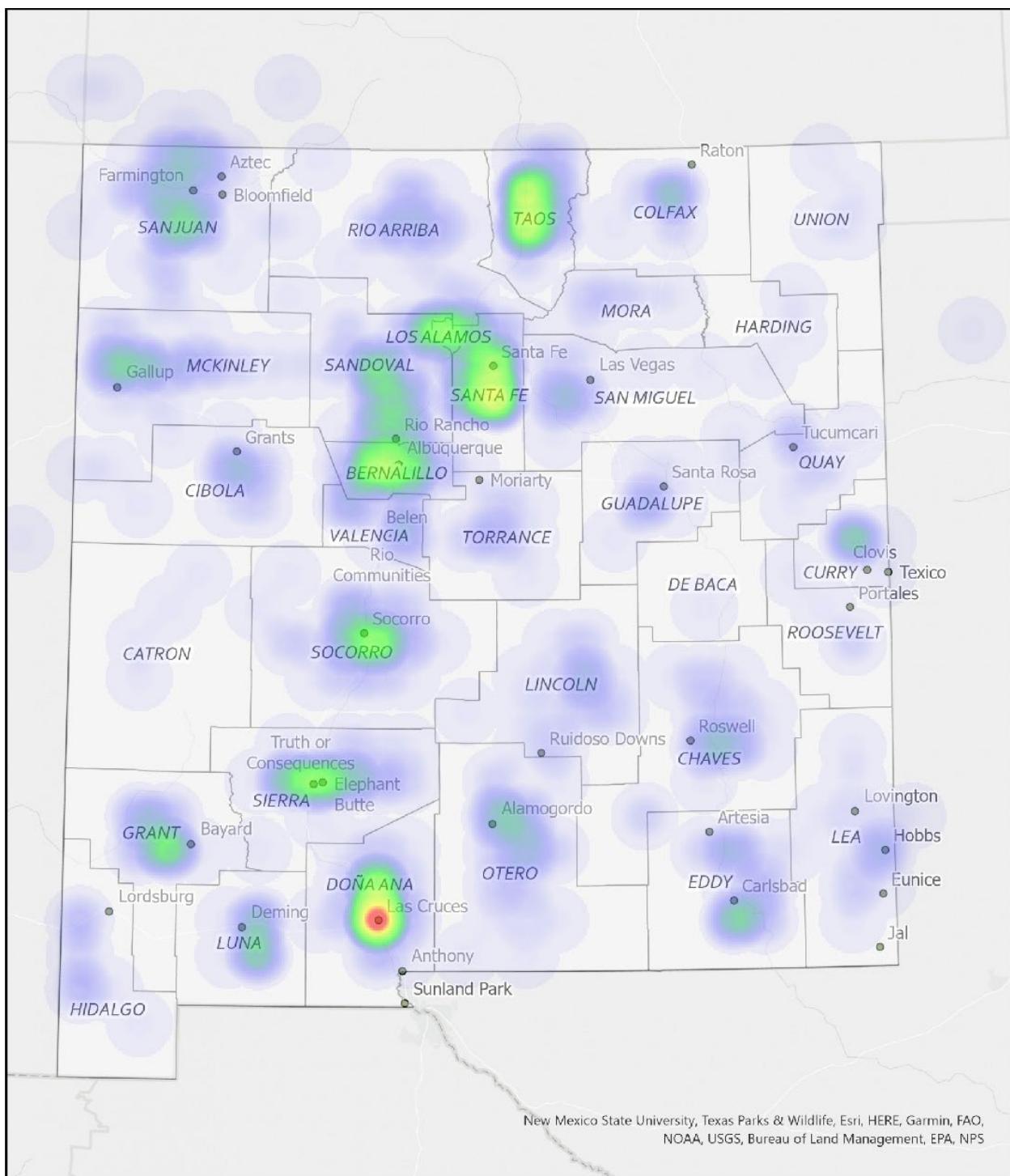
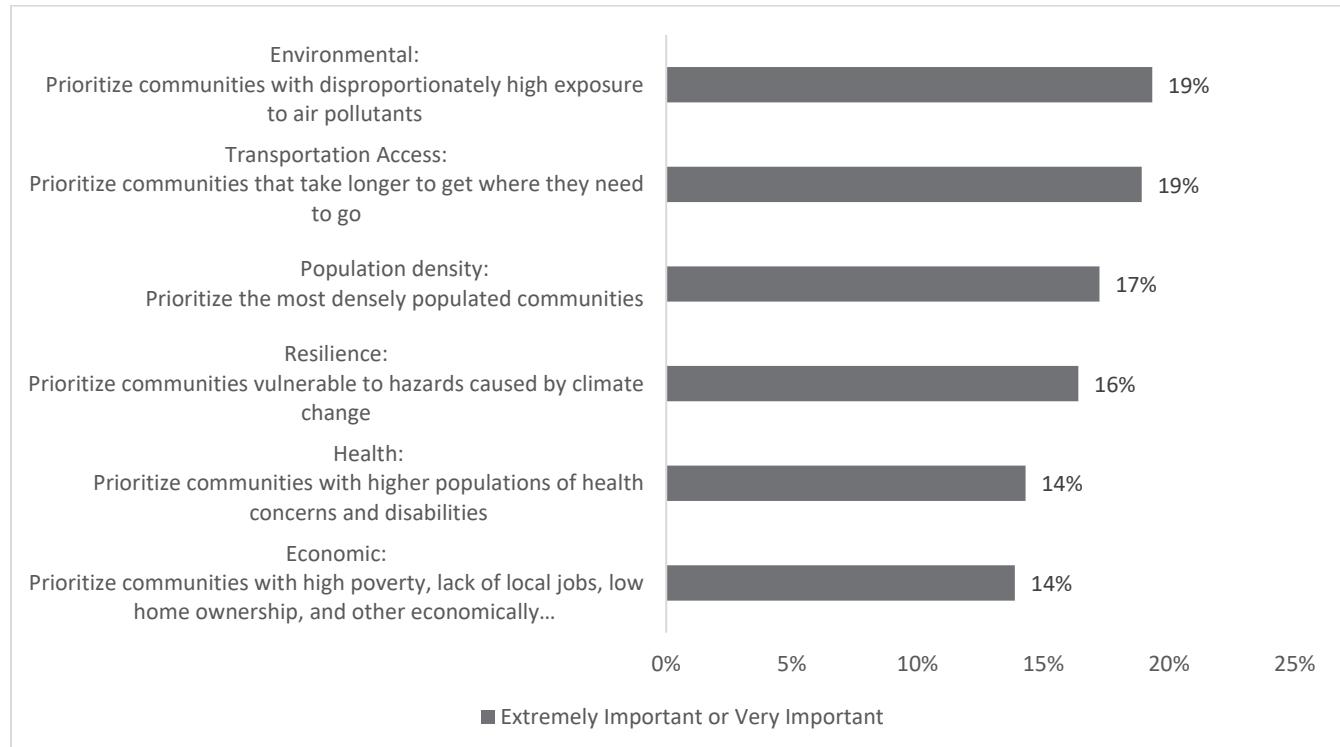


Figure 7: Survey Heatmap of Priority Counties from Public Survey



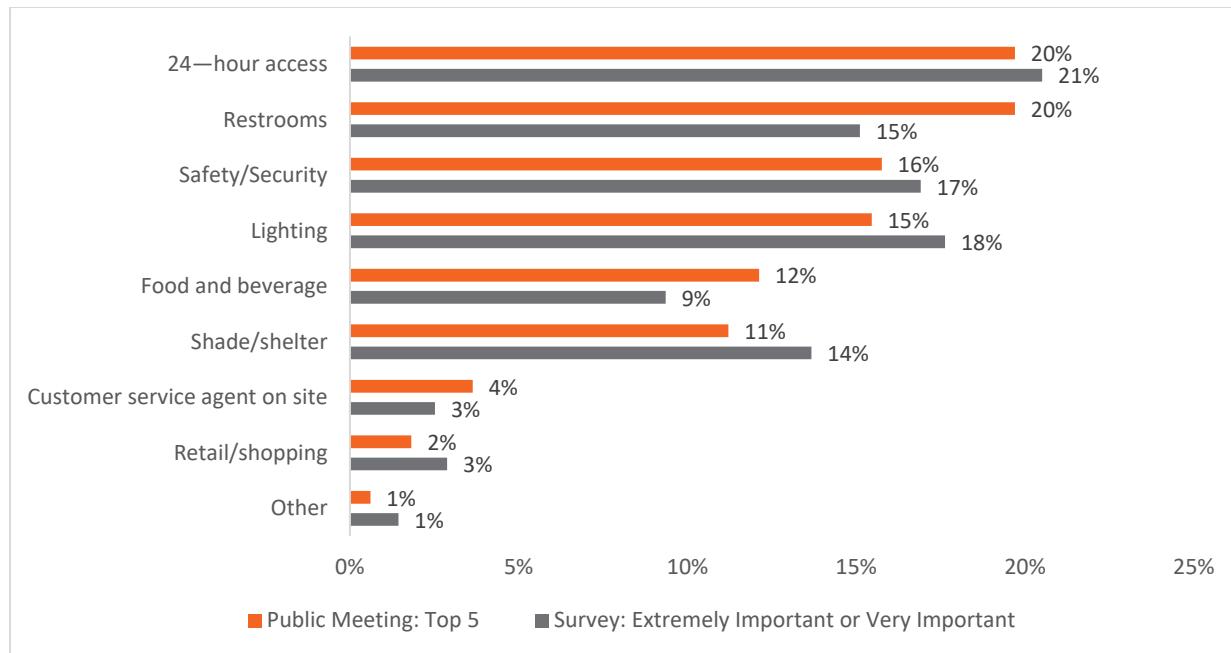
The public survey also asked respondents to identify which kinds of community locations should be prioritized based on variety of characteristics. Responses indicate a fairly even representation among the categories; however, communities with disproportionately high exposure to air pollutants and communities that take longer to get where they need to go received the most “extremely important” or “very important” responses (Figure 8).

**Figure 8: 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. Twenty-four-hour access, restrooms, safety and security, and lighting were the most popular responses among both groups of participants (Figure 9).

Figure 9: Priority Amenities for Charging Sites



Public survey respondents suggested other general amenities for charging locations, which included 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, which are listed below.

- Renewable energy delivered through the grid seems to be the most efficient and cost-effective way to reach the most people
- PlugShare shows more charging stations (free and paid) than Alternative Fuels Data Center (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
- Electrify America typically charges more than Tesla per kWh
- High kWh rates disincentivize 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
- Charging issues when Interstates are closed
- Lack of support for hybrid vehicles
- Paring EV charging with other AFC refueling
- Electricity pricing
- Consider medium and 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

## 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.

## 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 as well as 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.

## 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.<sup>i</sup>

## CONTRACTING

NMDOT is working closely with 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.

## 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.

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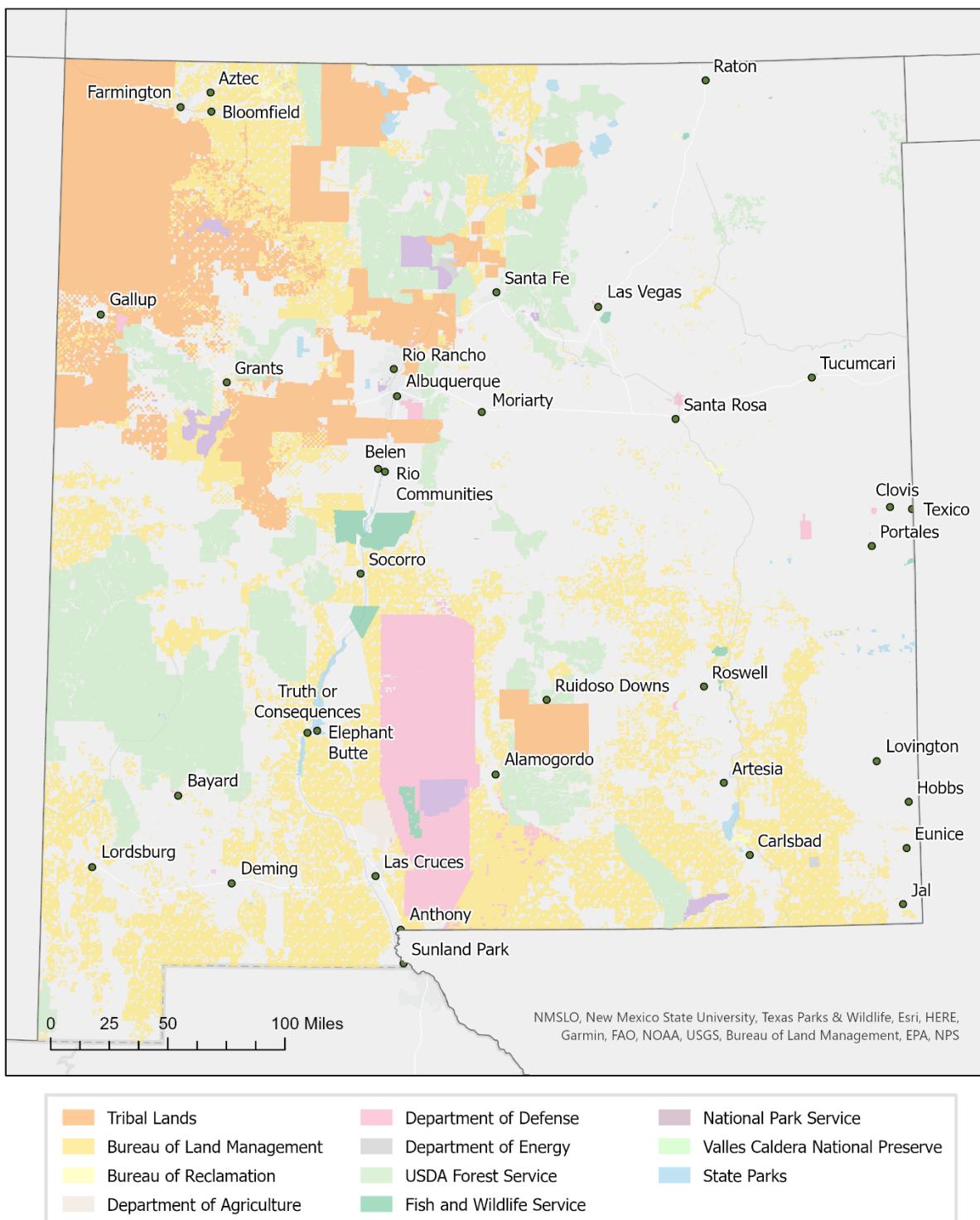
<sup>i</sup> See later section “Future Plans for AFC Designations” for more information about New Mexico’s plans to de-designate the non-Interstate portions of its Alternative Fuel Corridor network.

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).<sup>3</sup> Nearly one-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.<sup>4</sup>

Outside of these urban areas, New Mexico features small towns, rural landscapes, as well as public land, Pueblos, and Tribal Nations (Figure 10). 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.<sup>5</sup> 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.<sup>6</sup> Tribal land can be found across the state with a larger concentration in the northwest corner of the state.

Figure 10: Federal and Tribal Land in New Mexico



## 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 mountains of North Central New Mexico range from the low-20s in January to around 60 degrees Fahrenheit in July, while lower elevations in southern regions experience average temperatures ranging from the mid-40s in January to the low-80 degrees Fahrenheit 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).<sup>7</sup>

The North American Monsoon season is critically important to the state's precipitation, sometimes accounting for half of the 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 months 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.<sup>8</sup>

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.<sup>9</sup> 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.<sup>10</sup> 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.<sup>11</sup>

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.

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.

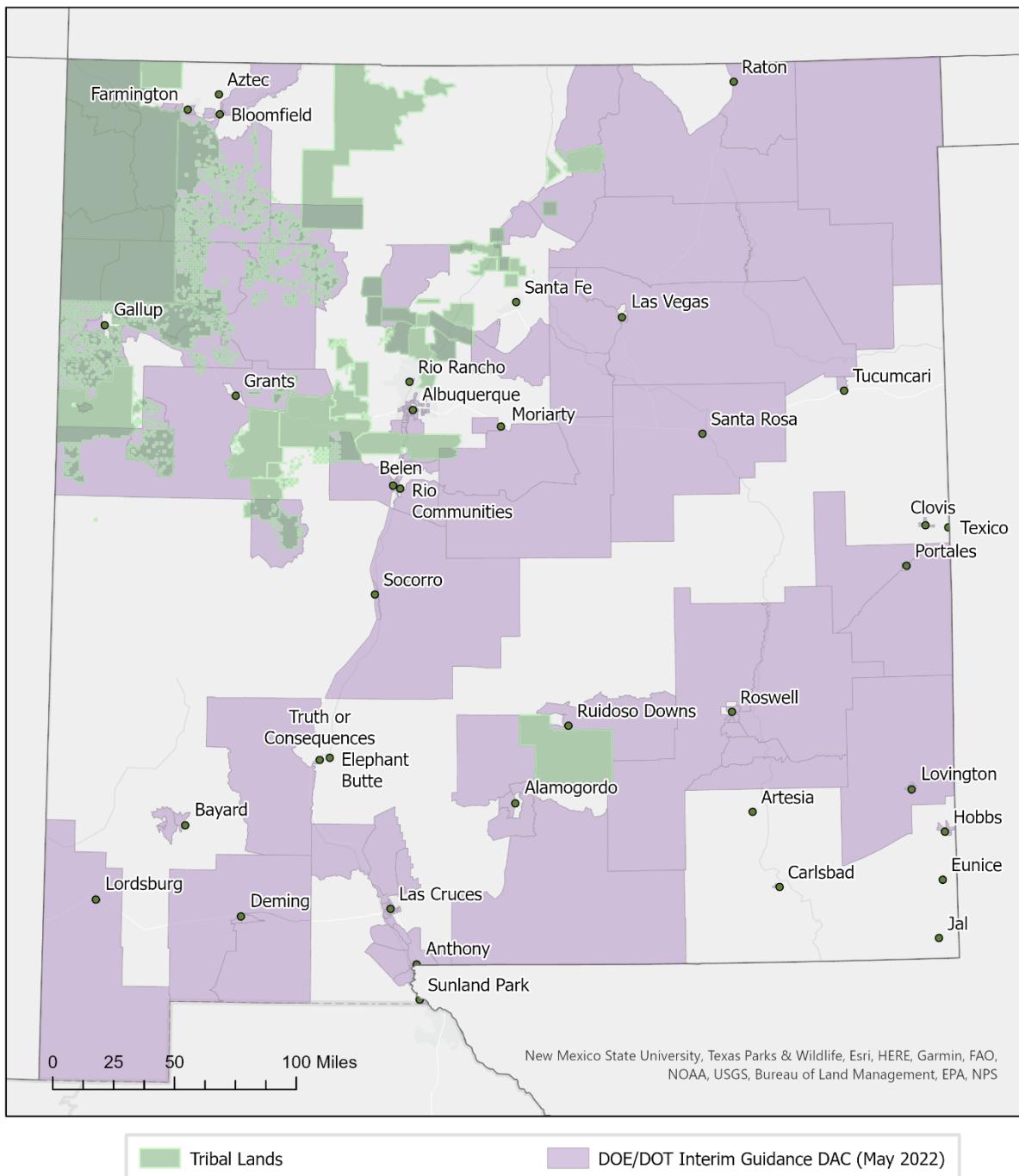
Many historic burdens of transportation systems have been shouldered by disadvantaged communities (DACs) while benefits have not been equally distributed. To identify the vulnerable communities that should be considered in the deployment of NEVI funding, NMDOT is utilizing interim definitions from the U.S. Department of Transportation (DOT) and the U.S. Department of Energy (DOE). These interim definitions were drafted to support implementation of 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.<sup>12</sup> 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 50<sup>th</sup> percentile (75<sup>th</sup> for resilience) across at least four of the six disadvantaged indicators.<sup>13</sup> 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 11).

Figure 11: 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 12) and largely low-income (Figure 13). 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 degree, 11 percent with a bachelor's degree, and 7 percent with a professional or graduate degree).<sup>14</sup>

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

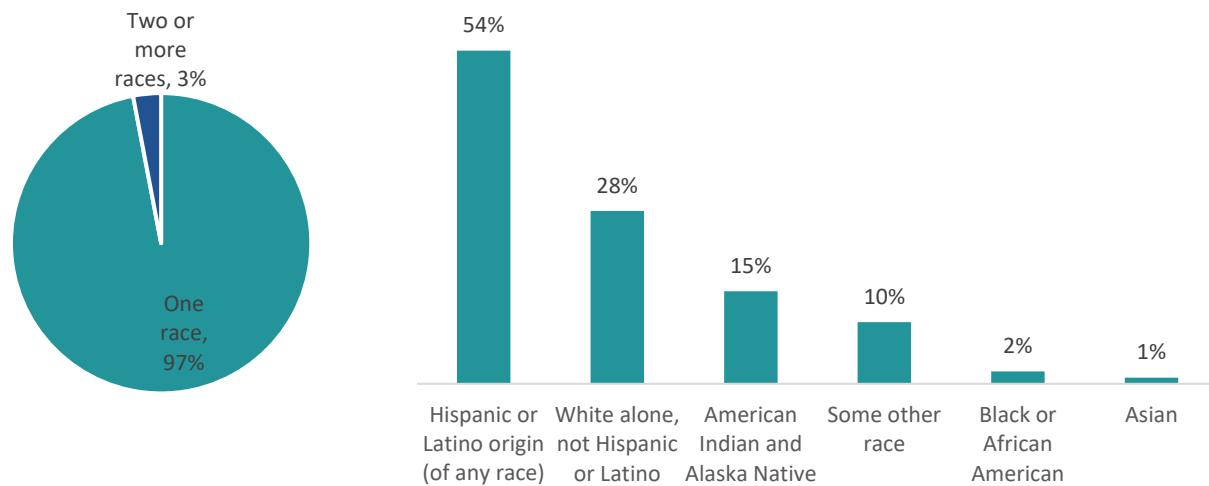
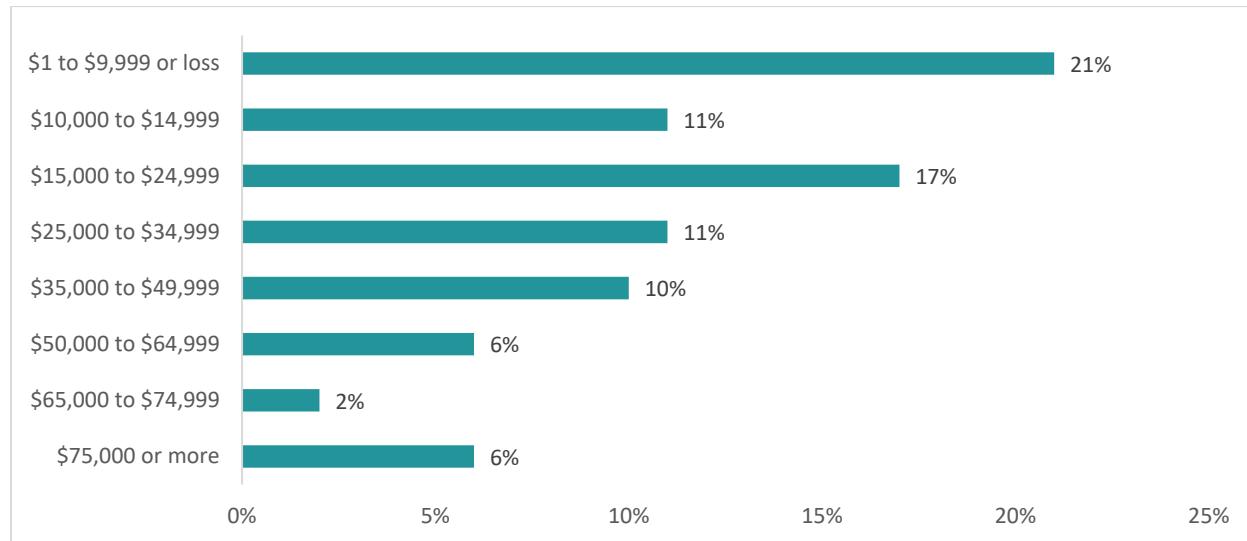


Figure 13: Income Distribution of New Mexico DAC Residents



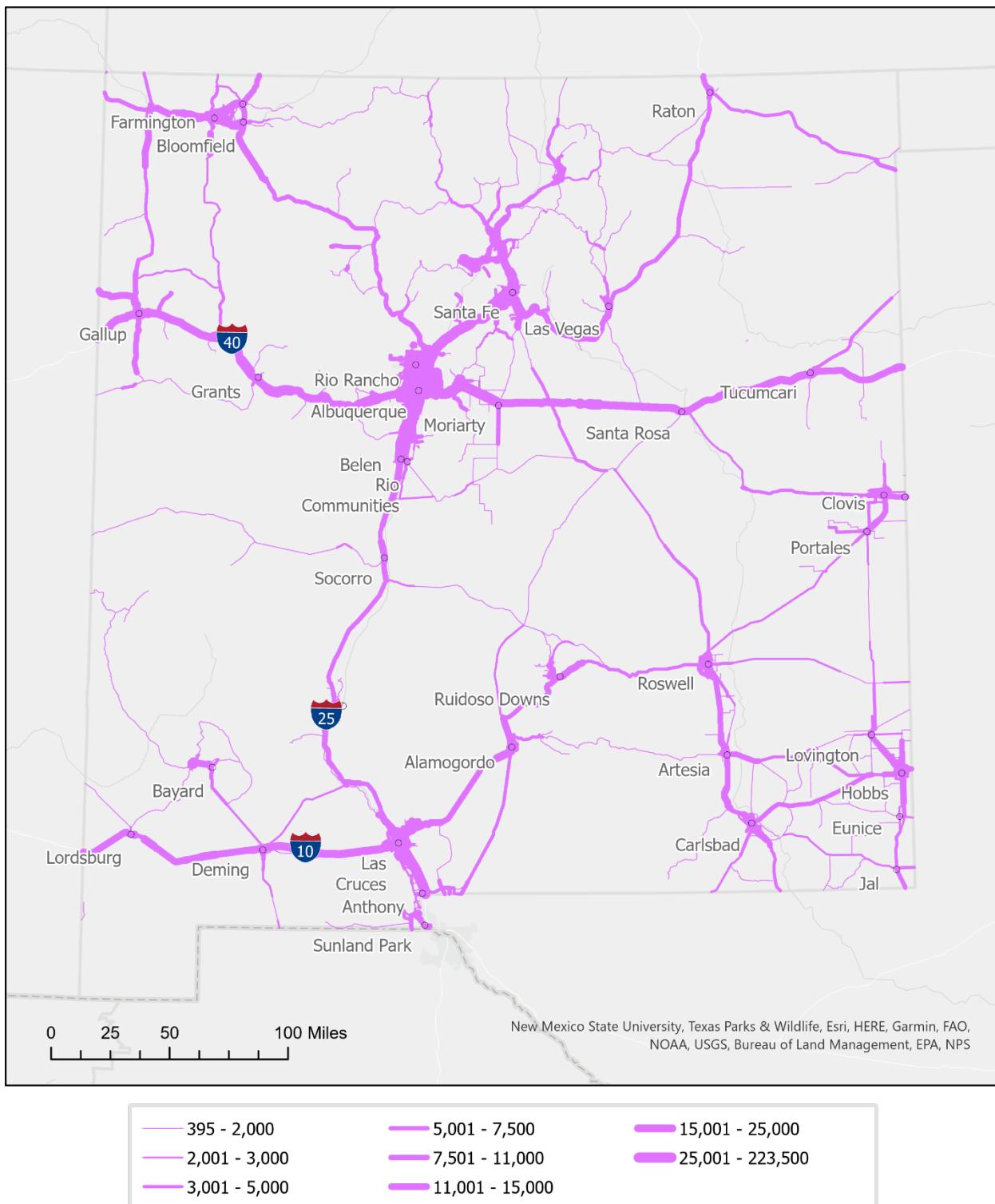
## TRAVEL PATTERNS

### HIGHWAY TRAVEL

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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 14). 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 14: New Mexico AADT (2018)



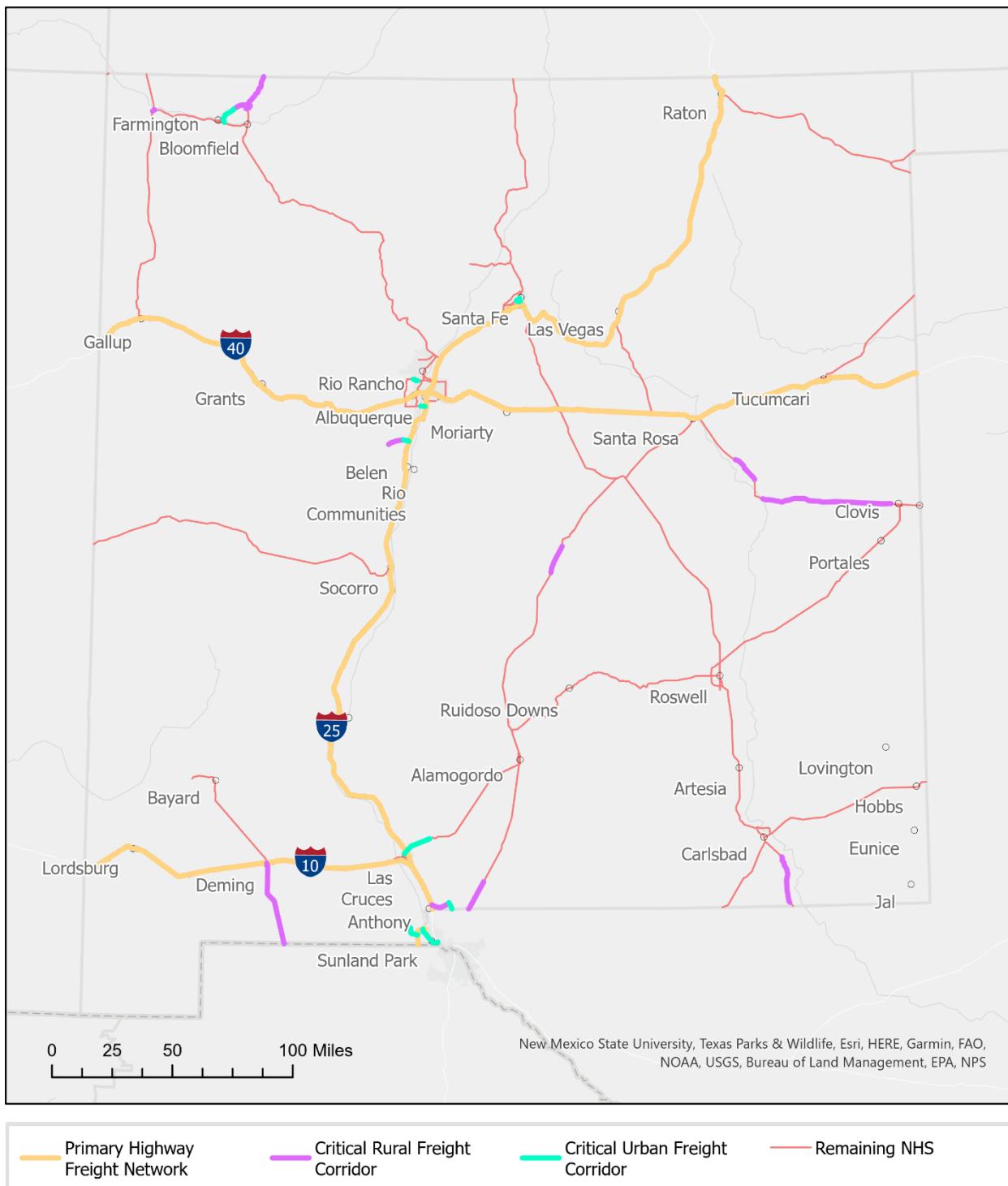
## FREIGHT ROUTES

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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 15:

- **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 15: 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.<sup>15</sup> Pre-pandemic, New Mexico transit provided 13.6 million trips in 2019 and 14.2 million trips in 2018.<sup>16</sup> 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

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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).<sup>17</sup>

**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<sup>18</sup> and the purchase of five 35-foot BYD electric buses for Las Cruces' Roadrunner Transit which are expected to arrive in late 2022.<sup>19</sup>

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. 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).<sup>20</sup> 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.

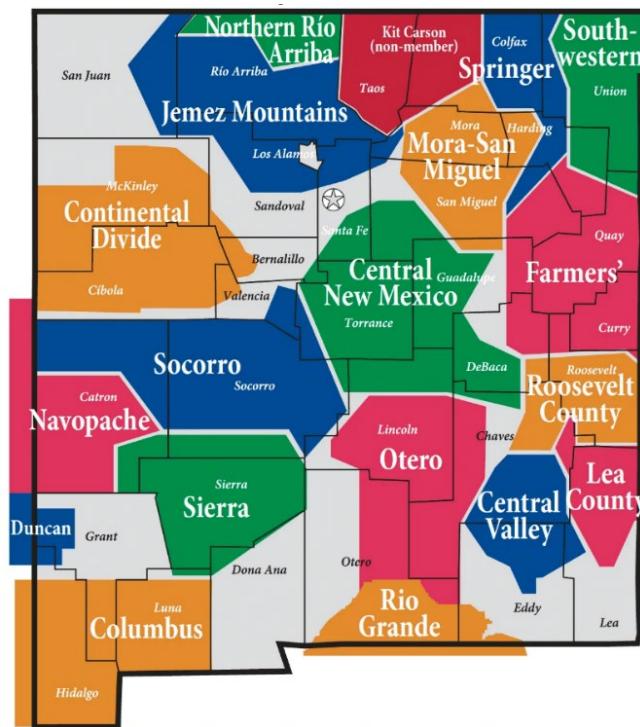
Rural and disadvantaged communities will likely experience capacity issues before other areas in New Mexico, since infrastructure in these locations has likely not been updated recently or as frequently as other areas. For short- and long-term deployments, utility staff will be engaged to confirm the 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 16 and Figure 17 show the service territories of rural electric cooperatives and Powering New Mexico.

Figure 16: Rural Electric Cooperatives Service Territories



Source: New Mexico Rural Electric Cooperative Association (NMRECA)<sup>21</sup>

Figure 17: PNM Service Territory

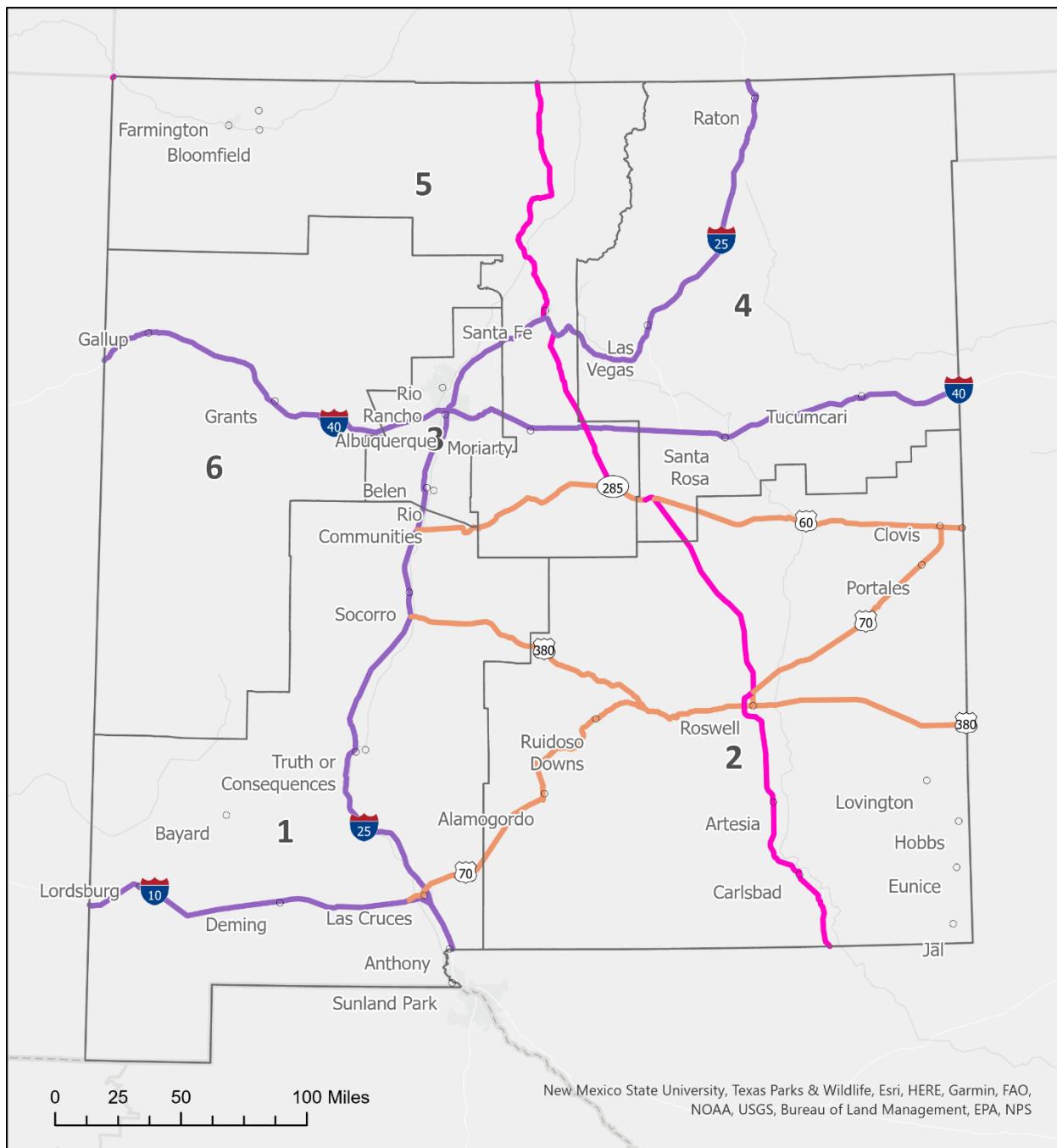


Source: PNM<sup>22</sup>

## 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 18).

Figure 18: New Mexico Alternative Fueling Corridors (Rounds 1 - 6)



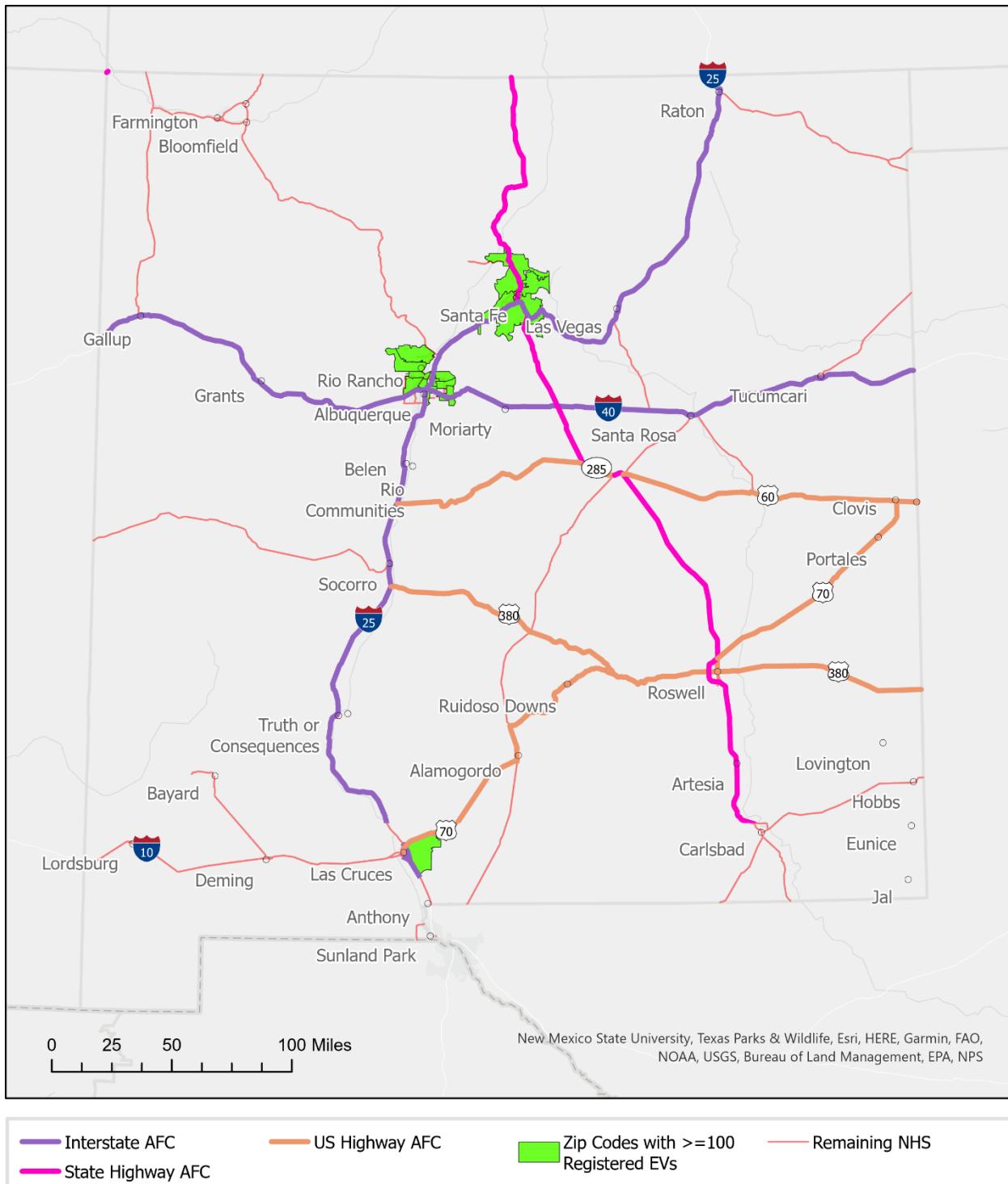
## EXISTING EV CONDITIONS

### CURRENT EV OWNERSHIP

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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 19). 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 19: Zip Codes with 100 or More EV Registrations



## PROJECTED EV OWNERSHIP

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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.<sup>ii</sup> The final and most aggressive projection represents the scale of effort necessary to achieve New Mexico's 2030 carbon target.<sup>23</sup> 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)<sup>24</sup>

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.<sup>25</sup>

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.<sup>26</sup> 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)<sup>27</sup>, a portion of which PNM then estimated in their service area.

A summary of these projections is shown in Table 3.

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<sup>ii</sup> 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

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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. 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.

The 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. The following sections provided detailed information on the following publicly accessible EV charging infrastructure:

- Existing NEVI-compliant EV chargers
- Other existing publicly accessible EV chargers along Interstate AFCs
- All other existing publicly accessible EV chargers
- Unverified, in development, or planned EV chargers

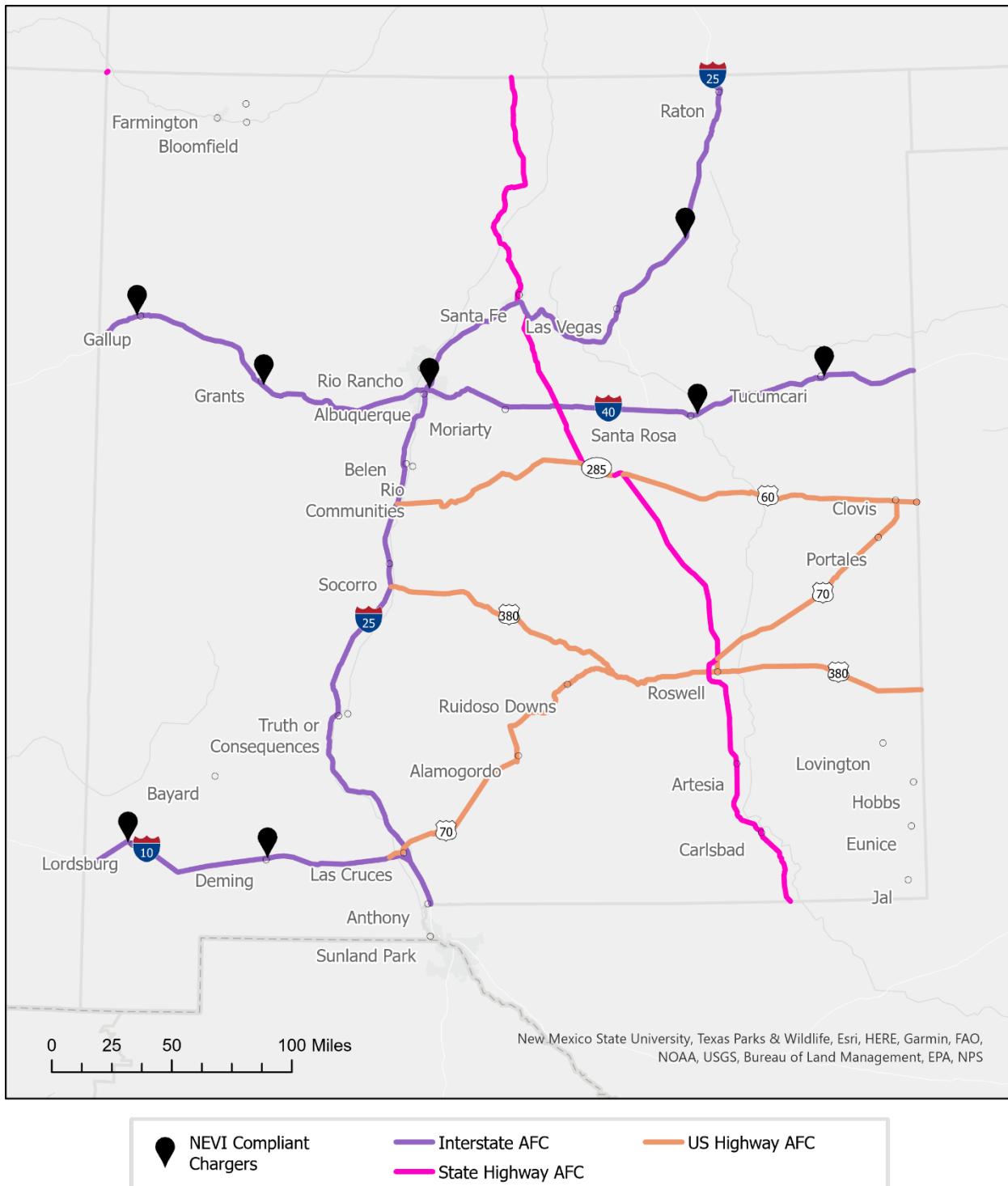
Detailed information on existing publicly accessible EV chargers is provided in Appendix A: Detailed Information on Existing EV Charging Infrastructure.

## EXISTING NEVI-COMPLIANT EV CHARGERS

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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).

Figure 20: NEVI Compliant EV Chargers



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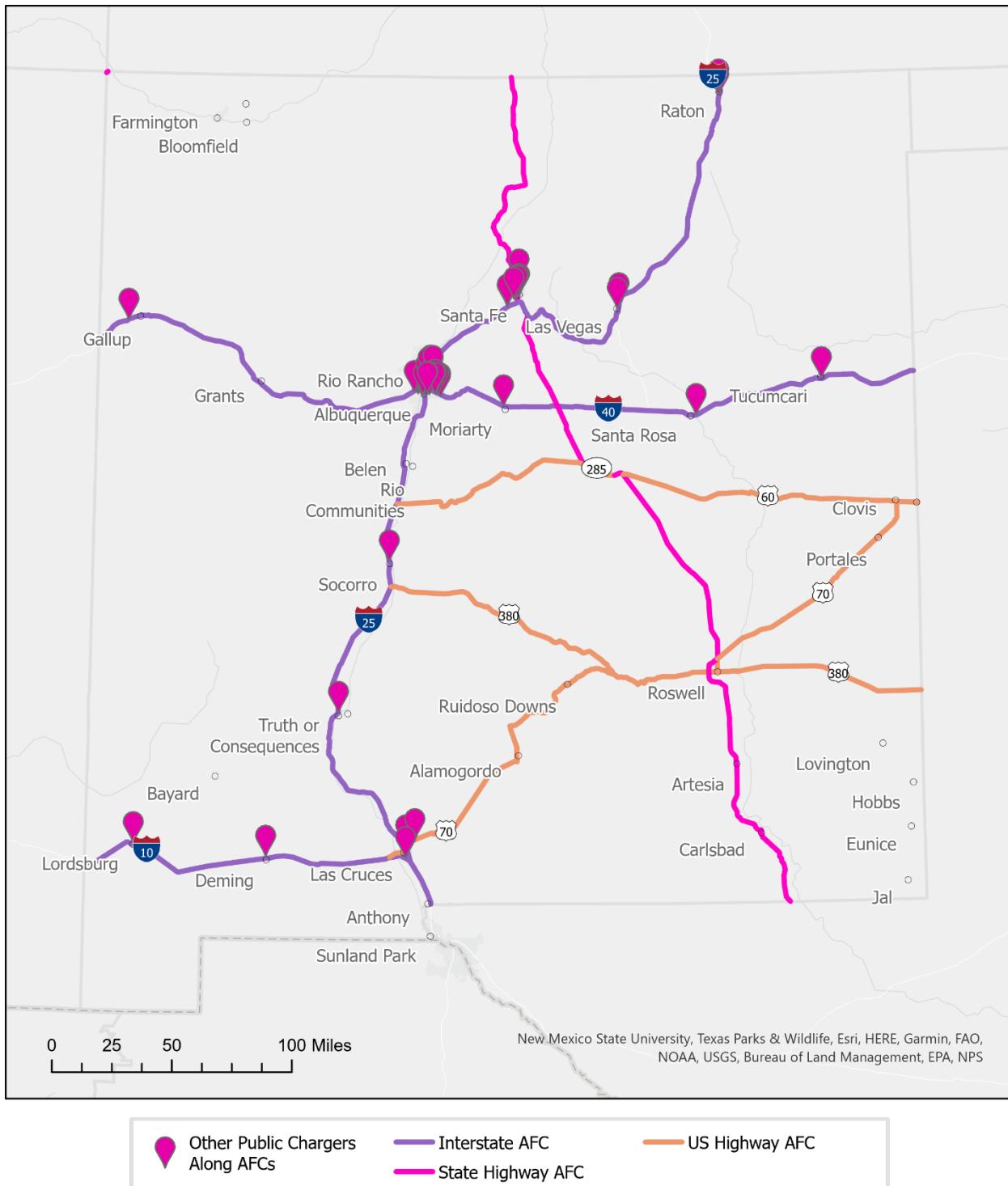
#### OTHER EXISTING PUBLICLY ACCESSIBLE EV CHARGERS ALONG INTERSTATE AFCS

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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.

Exactly 117 of the existing ports are Level 2 (primarily provided through the ChargePoint Network), and 82 ports are DC fast chargers, 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)



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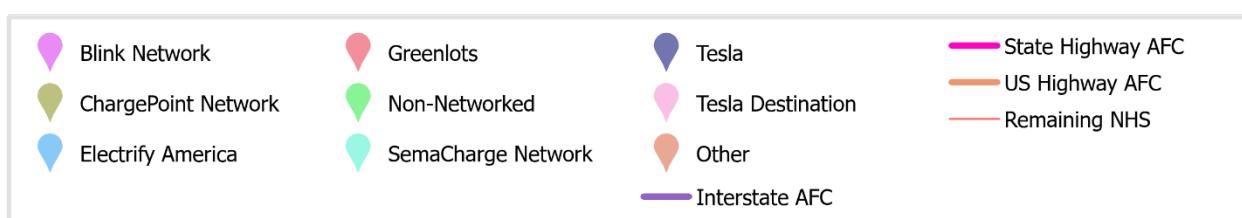
#### ALL OTHER EXISTING PUBLICLY ACCESSIBLE EV CHARGERS

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Beyond its eight NEVI compliant chargers, New Mexico has another 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





## New Mexico EV Infrastructure Deployment Plan

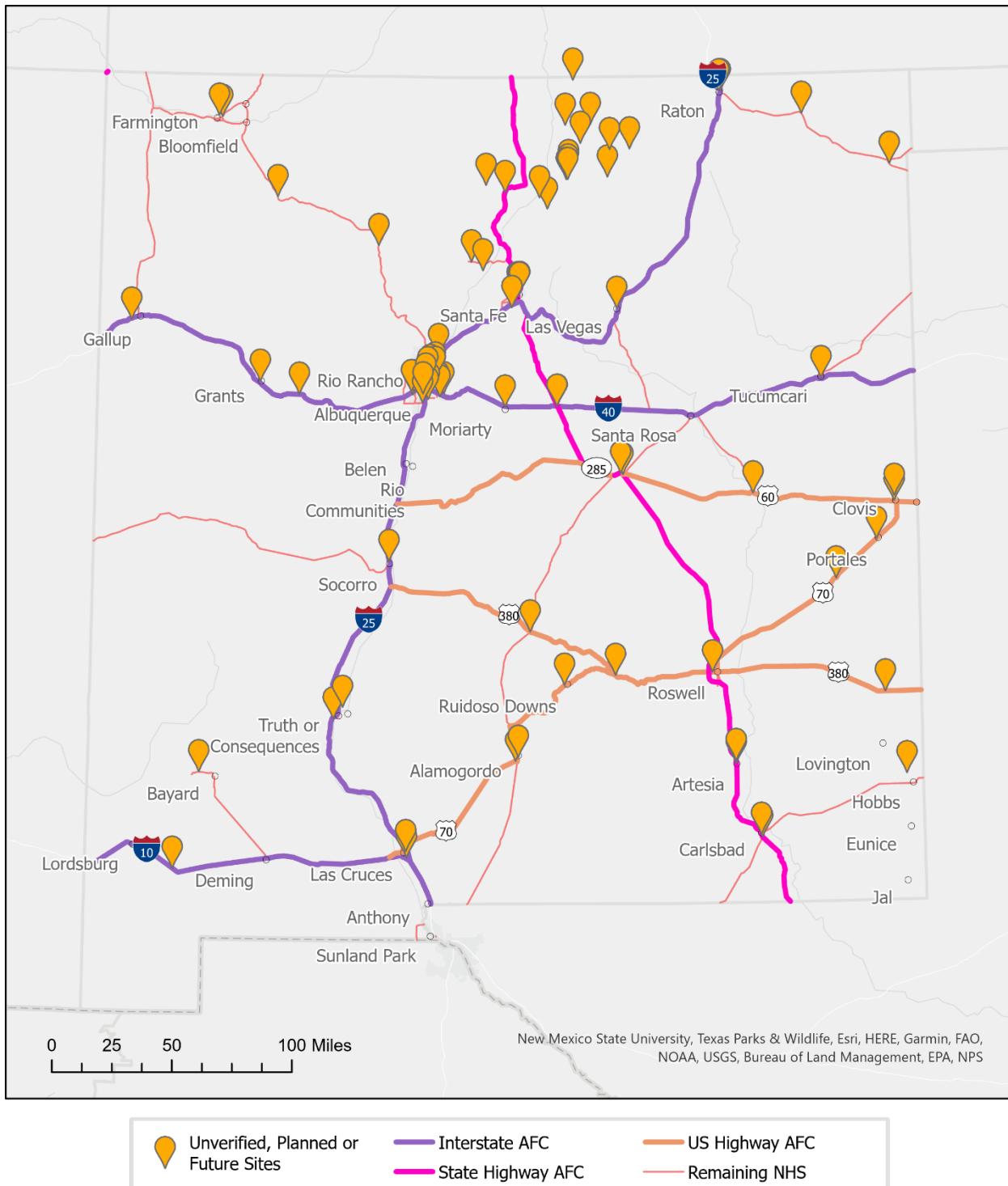
July 13, 2022

### UNVERIFIED, IN DEVELOPMENT, OR PLANNED EV CHARGERS

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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 publicly accessible EV charging (Figure 23). NMDOT will continue to monitor these stations as, and if, they come online to identify how they impact NEVI program implementation.

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 disproportionately 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 build out 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 a 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. Because federal law currently prohibits commercialization of the right-of-way, including Interstate rest areas, NMDOT has focused planning efforts on state-owned land and private properties that may be suitable sites for EV charging infrastructure. The state of New Mexico encourages the federal government to revisit current restrictions on commercial activities on the Interstate right-of-way so that rest areas may be considered as possible EV charging locations.

Using criteria based on public and stakeholder input, NMDOT 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<sup>28</sup>
- 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<sup>29</sup>
- 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 percent
  - 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<sup>30</sup>

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.

## 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 remaining 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, and stakeholder input at the time of writing and may not be comprehensive)
Whether the location was mentioned in public or stakeholder engagement	Reflect planning input

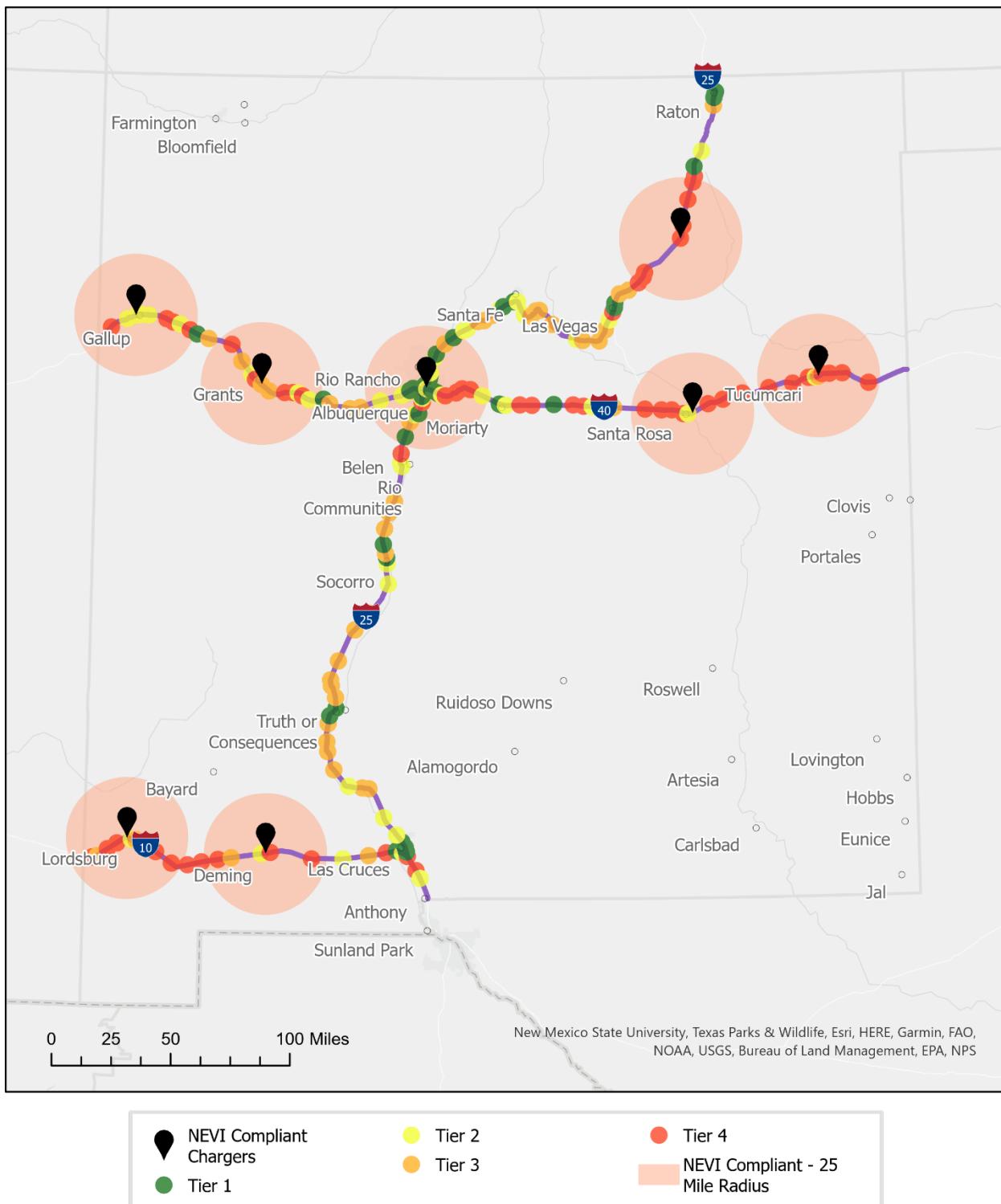
For the purposes of initial analysis, NMDOT assessed areas within approximately one mile of interchanges based on the criteria outlined above. The resulting list was divided into four tiers based on quartiles, with Tier 1 being the most promising for a new or upgraded EV charging location and Tier 4 being the least promising (Figure 24). Interchanges already within 50 miles of an existing NEVI-compliant charging location were given lower priority.

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.

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.

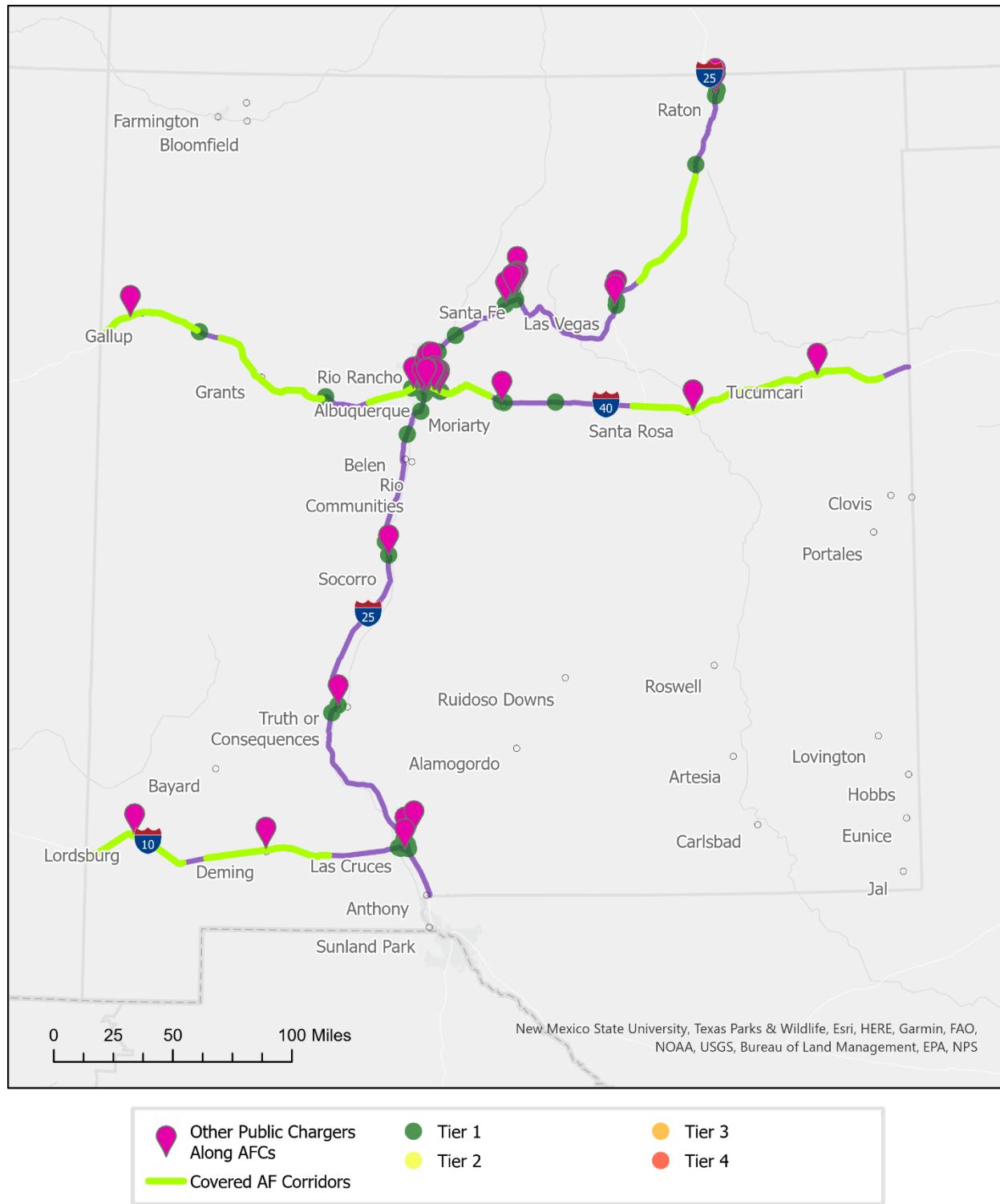
Rural Tier 1 locations are well-placed to fill existing gaps in New Mexico's EV charging network; these locations generally rise to the top because they have existing, non-NEVI compliant charging infrastructure that could potentially be upgraded, adapted, or expanded to meet the program's requirements,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

Figure 24: Interchanges Preliminary Assessment for NEVI Suitability



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 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. Additional detail on planned EV charging infrastructure deployment in Years 1 and 2 of the NEVI program is provided in Appendix B.

Figure 26: General Proposed EV Charging Locations



● NEVI Compliant Chargers

■ Preliminary Locations  
— Covered AF Corridors

Table 5: General Proposed EV Charging Locations

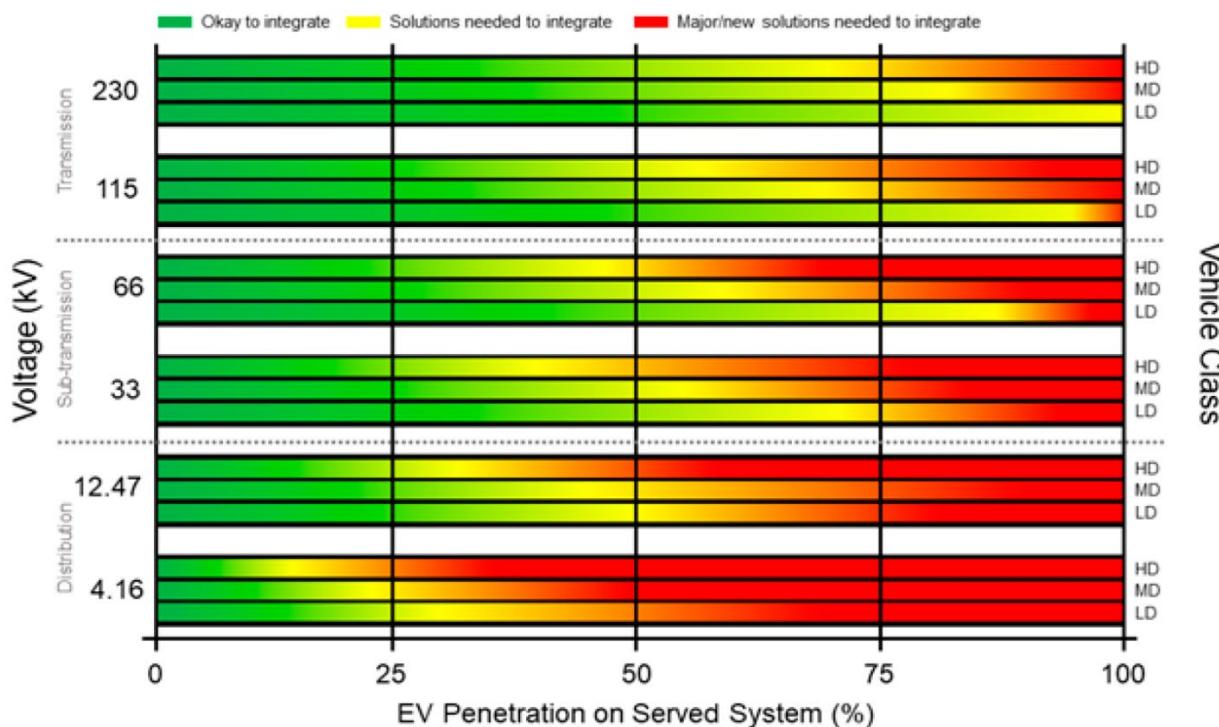
AFC Corridor	General Location	Existing EV Charger(s) Network	Utility Service Area <sup>31</sup>	Tier
I-10	Deming area		PNM	Tier 3
	Las Cruces area		El Paso Electric Company	Tier 1
I-25	Albuquerque to Santa Fe		PNM	Tier 1
	Albuquerque area	ChargePoint	PNM	Tier 1
	Cimarron area		Mora-San Miguel Electric	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
	Raton area	Non-Networked; Blink Network	Colfax	Tier 1
	Santa Fe area	Non-Networked	PNM	Tier 1
	Socorro area	Tesla	Socorro Electric	Tier 1
I-40	Red Rock area		Sierra Electric	Tier 3
	Truth or Consequences area	Tesla	Sierra Electric	Tier 1
	Albuquerque area	ChargePoint; Tesla; Non-Networked	PNM	Tier 1
	Clines Corners/US-285		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.<sup>32</sup> 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

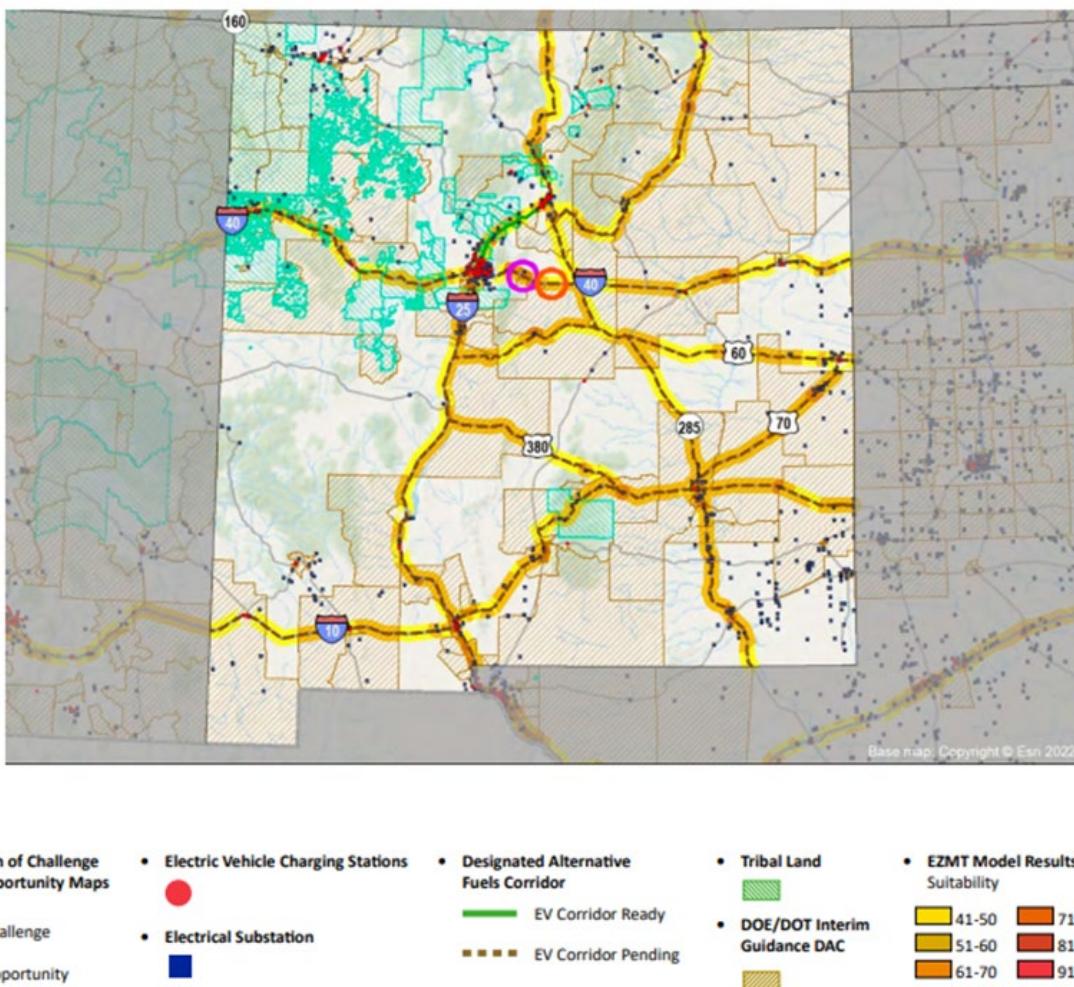


Source: U.S. DOE Office of Electricity, 2022

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.<sup>33</sup> 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 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.<sup>34</sup> This siting analysis can help guide EV charging station deployment where the necessary infrastructure is available and ready.

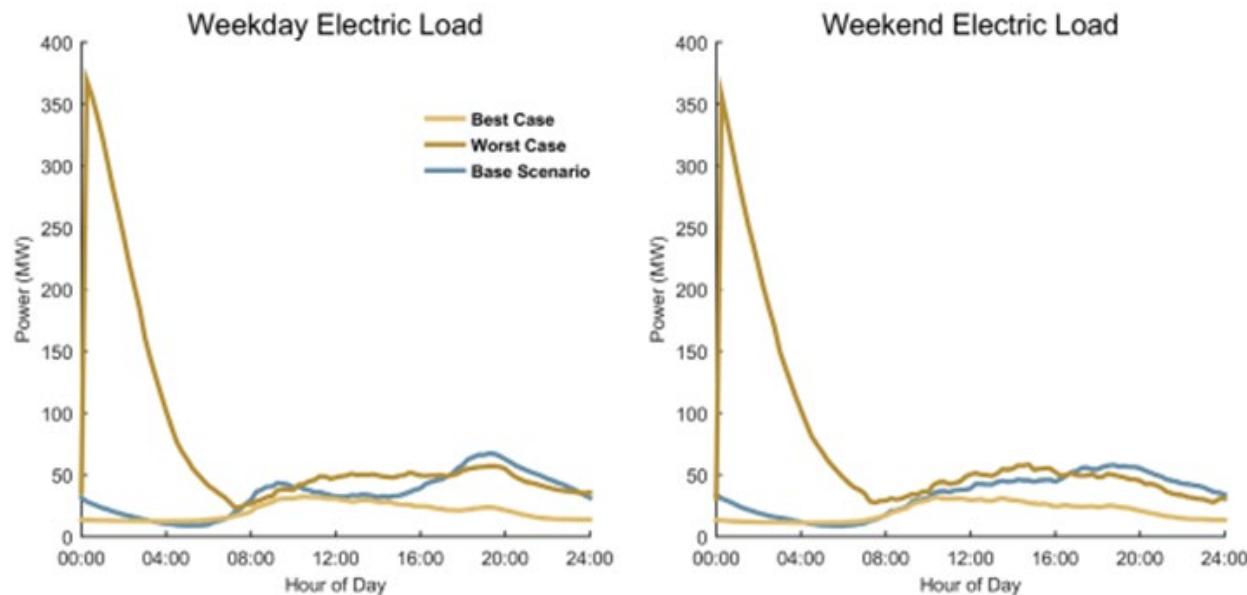
Figure 28: U.S. DOE Office of Electricity Corridor Charging Scenario



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.<sup>35</sup>

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 sightseeing 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 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



### NOT HIGHLIGHTED

- |  |  |  |
|--|--|--|
| <ul style="list-style-type: none"> <li>Tourist destinations</li> <li>Outdoor recreational areas</li> <li>Government buildings</li> <li>Tribal areas and businesses</li> <li>Rural communities</li> </ul> | <ul style="list-style-type: none"> <li>Hospitals</li> <li>Shopping areas</li> <li>Major employers</li> <li>Gaps in EV charger network</li> </ul> | <ul style="list-style-type: none"> <li>Top counties*:</li> </ul> <ul style="list-style-type: none"> <li>- Taos</li> <li>- Grant</li> <li>- Doña Ana</li> <li>- Socorro</li> <li>- Santa Fe</li> <li>- Los Alamos</li> <li>- Bernalillo</li> <li>- Sierra</li> </ul> <ul style="list-style-type: none"> <li>- Luna</li> </ul> |
|--|--|--|

\* in rough order of priority as indicated by members of the general public

## 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

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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

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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.<sup>36</sup> 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.

## 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.

### 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.

## 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
- 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 siting. 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 from 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. NMDOT is engaging in outreach efforts to the public and relevant stakeholders, including organized labor. 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 EVITP-trained instructors ready and available to meet federal requirements. EVITP is a federally recognized, non-profit, comprehensive training program for the construction and installation of EV charging infrastructure. NMDOT will prioritize and require EVITP certification of contractors to install and maintain EV charging infrastructure funded by the NEVI program. Except for apprentices, all electricians installing, maintaining, and operating EV charging infrastructure will be certified through EVITP.

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 will 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. NMDOT will also pursue other electrical industry training centers or community college training programs that may include certification specific to EV charging infrastructure to meet the demand of certified EVITP-certified electricians. NMDOT will work towards ensuring there is a sufficient technically competent workforce to meet the needs of the installation, maintenance, and operation of the EV infrastructure, and of the public.

## 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.

## 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 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.

## 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), U.S. 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	<p>DAC Air Quality Indicators</p> <ul style="list-style-type: none"> <li>Potentially measured by the U.S. Environmental Protection Agencies EJSCREEN</li> </ul>
Greenhouse Gas Emission Reductions	<p>Percent change in annual tailpipe CO2 emissions on the NHS attributed to DACs, compared to the reference year</p> <ul style="list-style-type: none"> <li>Potentially measured alongside the proposed national performance management GHG measure</li> </ul>
Workforce Impact	<p>Investment-generated jobs</p> <ul style="list-style-type: none"> <li>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)</li> </ul>
Funding Distribution	<p>Percent NEVI funds distributed to DACs</p> <ul style="list-style-type: none"> <li>To be measured through program administration</li> </ul>
Economic Impact	<p>Number of Disadvantaged Business Enterprises (DBEs), Small Business Enterprises (SBEs) and Historically Underutilized Businesses (HUBs)</p> <ul style="list-style-type: none"> <li>Potentially measured through NMDOT contract management systems</li> </ul> <p>Number and utilization of DAC charging stations</p> <ul style="list-style-type: none"> <li>Potentially measured through station use data</li> </ul>

## 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 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<sup>iii</sup>
- Requiring or encouraging apprenticeships for contractors and their employees that are deploying NEVI-funded EV chargers to bolster the development 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
- Collaborating with organizations that specialize in workforce development, particularly in DACs

## 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

<sup>iii</sup> The recent notice of proposed rulemaking from the Joint Office makes EVITP certification a requirement.

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.

## 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.

## 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



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sector partners to identify final EV charging locations and result in more rapid deployment of the nationwide network.

## APPENDIX A: DETAILED INFORMATION ON EXISTING EV CHARGING INFRASTRUCTURE

Table 9 provides detailed information on existing EV charging infrastructure in New Mexico.

Table 9: 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)
<b>Existing NEVI-Compliant EV Chargers</b>					
121835	DCFC	I10	<b>Walmart 5166 - Deming, NM</b> 1021 E. Pine St Deming NM 88030	4	Electrify America
123052	DCFC	I40	<b>Walmart 2652 - Grants, NM</b> 1000 Robert Rd Grants NM 87020	4	Electrify America
124242	DCFC	I25	<b>Conoco Wagon Mound (Wagon Mound, NM)</b> 504 Old Highway 85 Wagon Mound NM 87752	4	Electrify America
129330	DCFC	I40	<b>Walmart 850 - Albuquerque, NM</b> 2701 Carlisle Blvd Albuquerque NM 87107	10	Electrify America
147649	DCFC	I10	<b>Lordsburg Chevron</b> 1882 Stagecoach Rd. 88045 Lordsburg NM 88045	4	Electrify America
158538	DCFC	I40	<b>Love's 262 (Tucumcari, NM)</b> 1900 South Mountain Road Tucumcari NM 88401	4	Electrify America
164544	DCFC	I40	<b>Love's Travel #285 (Santa Rosa, NM)</b> 1028 State Hwy 156 Santa Rosa NM 88435	4	Electrify America
165115	DCFC	I40	<b>Walmart 906 - Gallup, NM</b> 1650 W Maloney Ave Gallup NM 87301	4	Electrify America
<b>Existing Publicly Accessible EV Chargers Along AFCs</b>					
122243	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



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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 PI 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



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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



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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



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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
<b>All Other Existing Publicly Accessible Chargers</b>					
122468	Level 2	US-285-P	Adobe & Pines Inn - Bed & Breakfast - Tesla Destination 4107 State Rd 68 Ranchos de Taos NM 87557	3	Tesla Destination
99193	DCFC	US-56-P	Albertville Premium Outlet Mall 6364 Labeaux Ave NE Albertville NM 55301	2	Greenlots
114800	Level 2	FL-4035-P	Bella Roma Bed and Breakfast - Tesla Destination 1211 Roma Ave NW Albuquerque NM 87102	1	Tesla Destination
201595	Level 2	I-25-M	BERNALILLO CO. MONTAÑO 130 Montaño Rd NW Albuquerque NM 87107	2	ChargePoint Network
202966	Level 2	NM-500-M	BERNALILLO CO. RIO BRAVO 113 Rio Bravo Albuquerque NM 87107	2	ChargePoint Network
187134	Level 2	NM-556-P	Bridges on Tramway station location 12501 Candelaria Road Northeast Albuquerque NM 87112	2	SemaCharge Network
114805	Level 2	FL-4357-P	Casa Blanca Inn - Tesla Destination 505 E La Plata St Farmington NM 87401	2	Tesla Destination
100384	Level 2	NM-516-P	CITY HALL #1 EV STATION 01 2 N Ash St Aztec NM 87410	2	ChargePoint Network
114807	Level 2	NM-478-P	City of Las Cruces - Downtown Plaza - Tesla Destination 100 N Main St Las Cruces NM 88011	2	Tesla Destination
69878	Level 2	FL-4727-M	City of Santa Fe - Genoveva Chavez Community Center 3221 W Rodeo Rd Santa Fe NM 87507	1	Non-Networked
48864	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
187277	DCFC	US-87-P	Clayton Ranch Market - Tesla Supercharger 315 S 1st Street Clayton NM 88415	8	Tesla
114811	Level 2	US-70-M	Comfort Inn Midtown - Tesla Destination 2709 Sudderth Dr Ruidoso NM 88345	2	Tesla Destination
195891	Level 2	US-54-P	CORONA NM VILLAGEOFCORONA 471 Main St Corona NM 88318	2	ChargePoint Network



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State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
114801	Level 2	FL-4070-P	Cutter Aviation Albuquerque - Tesla Destination 2502 Clark-Carr Loop SE Albuquerque NM 87106	2	Tesla Destination
190799	Level 2	FL-4020-M	DMD PARKING FAC ANDERSON MUSEUM 10451 Amara Vista Ct NW Albuquerque NM 87113	2	ChargePoint Network
192629	Level 2	NM-45-M	DMD PARKING FAC CENTRAL & UNSER 8081 Central Ave NW Albuquerque NM 87121	2	ChargePoint Network
194323	Level 2	NM-423-M	DMD PARKING FAC N DOMINGO BACA 7521 Carmel Ave NE Albuquerque NM 87113	2	ChargePoint Network
190798	Level 2	FL-4078-M	DMD PARKING FAC NOB HILL NORTH 101 Amherst Dr NE Albuquerque NM 87106	2	ChargePoint Network
190797	Level 2	FL-4078-M	DMD PARKING FAC NOB HILL SOUTH 101 Amherst Dr NE Albuquerque NM 87106	2	ChargePoint Network
180756	Level 2	FL-4028-P	DMD PARKING FAC ZOO STATION 1 903 10th St SW Albuquerque NM 87102	2	ChargePoint Network
180757	Level 2	FL-4028-P	DMD PARKING FAC ZOO STATION 2 903 10th St SW Albuquerque NM 87102	2	ChargePoint Network
164076	Level 2	FL-4028-P	DMD PARKING FAC ZOO STATION 3 903 10th St SW Albuquerque NM 87102	2	ChargePoint Network
114818	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
196438	Level 2	NM-516-P	FEUS ANIM.VALL. MALL 4601 East Main St Farmington NM 87401	2	ChargePoint Network
165830	Level 2	FL-4357-P	FEUS BERG PARK 1711 San Juan Blvd Farmington NM 87401	2	ChargePoint Network
165831	Level 2	FL-4357-P	FEUS DOWNTOWN PRKING 105 N Orchard Ave Farmington NM 87401	2	ChargePoint Network
165832	Level 2	FL-4357-M	FEUS FARM. LIBRARY 2000 E 20th St Farmington NM 87401	2	ChargePoint Network
165833	Level 2	NM-516-P	FEUS FARM. MUSEUM 3009 E Main St Farmington NM 87402	2	ChargePoint Network
114814	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)
114808	Level 2	FL-4532-P	Green Offices - Tesla Destination 166 S Roadrunner Pkwy Las Cruces NM 88011	4	Tesla Destination
205860	Level 2	NM-516-M	HI COUNTRY KIA HI C KIA 1 4008 E Main St Farmington NM 87402	1	ChargePoint Network
114810	Level 2	US-70-M	Hotel Ruidoso - Tesla Destination 110 Chase St Ruidoso NM 88345	2	Tesla Destination
124565	Level 2	US-285-P	Kit Carson Electric Co-op 118 Cruz Alta Rd Taos NM 87571	2	Tesla Destination
195928	Level 2	NM-478-P	LAS CRUCES CITY HALL 700 N Main St Las Cruces NM 88001	2	ChargePoint Network
114806	Level 2	NM-478-P	Las Cruces City Hall - Tesla Destination 700 N Main St Las Cruces NM 88001	2	Tesla Destination
195279	Level 2	NM-478-P	LAS CRUCES DOWNTOWN PLAZA 101 E Organ Ave Las Cruces NM 88001	2	ChargePoint Network
206445	Level 2	US-70-P	LAS CRUCES LALLORANA 3479 W Picacho Ave Las Cruces NM 88007	2	ChargePoint Network
206501	Level 2	NM-478-M	LAS CRUCES MUSEUM 401 N Downtown Mall Las Cruces NM 88001	2	ChargePoint Network
50083	Level 2	NM-528-M	Latitudes 2401 Highway 528 Rio Rancho NM 87124	2	Non-Networked
180860	Level 2	NM-528-M	LATITUDES 1 2401 Rio Rancho Blvd SE Rio Rancho NM 87124	1	ChargePoint Network
164332	Level 2	NM-528-M	LATITUDES 2 2401 Rio Rancho Blvd SE Rio Rancho NM 87124	1	ChargePoint Network
155492	Level 2	US-84-P	LINOGRAT LUNA 519 Cerrillos Rd Santa Fe NM 87501	2	ChargePoint Network
186840	Level 2	US-60-M	LODGING BW CANNON AFB 201 Schepps Blvd Clovis NM 88101	2	ChargePoint Network
186829	Level 2	US-60-M	LODGING SUPER8 CLOVISNM 2912 Mabry Dr Clovis NM 88101	2	ChargePoint Network
175065	Level 2	I-25-M	LOS LUNAS DC STATION 1 4250 messenger loop Los Lunas NM 87031	2	ChargePoint Network
193438	Level 2	I-25-M	LOS LUNAS DC STATION 10 4250 Messenger Loop Rd Los Lunas NM 87031	2	ChargePoint Network
193439	Level 2	I-25-M	LOS LUNAS DC STATION 11 4250 Messenger Loop Rd Los Lunas NM 87031	2	ChargePoint Network
175066	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)
175067	Level 2	I-25-M	LOS LUNAS DC STATION 3 Unnamed Road Los Lunas NM 87031	2	ChargePoint Network
175068	Level 2	I-25-M	LOS LUNAS DC STATION 4 Unnamed Road Los Lunas NM 87031	2	ChargePoint Network
175069	Level 2	I-25-M	LOS LUNAS DC STATION 5 Unnamed Road Los Lunas NM 87031	2	ChargePoint Network
175070	Level 2	I-25-M	LOS LUNAS DC STATION 6 Unnamed Road Los Lunas NM 87031	2	ChargePoint Network
153183	Level 2	I-25-M	LOS LUNAS DC STATION 7 4250 messenger loop Los Lunas NM 87031	2	ChargePoint Network
153184	Level 2	I-25-M	LOS LUNAS DC STATION 8 Unnamed Road Los Lunas NM 87031	2	ChargePoint Network
193437	Level 2	I-25-M	LOS LUNAS DC STATION 9 4250 Messenger Loop Rd Los Lunas NM 87031	2	ChargePoint Network
102304	DCFC	NM-516-P	Marriott TownePlace Suites Farmington - Tesla Supercharger 4200 Sierra Vista Drive Farmington NM 87402	4	Tesla
99822	Level 2	I-40-P	NEW MEX.ST. PKS BLUEWATERLAKE NM-412 Prewitt NM 87045	2	ChargePoint Network
185188	Level 2	I-25-P	NEW MEX.ST. PKS CABALLO LAKE SP NM-187 Caballo NM 87931	2	ChargePoint Network
181981	Level 2	NM-14-P	NM-FMD ANAYA #1 2550 Cerrillos Rd Santa Fe NM 87505	2	ChargePoint Network
170287	Level 2	NM-14-P	NM-FMD ANAYA #2 Unnamed Road Santa Fe NM 87505	2	ChargePoint Network
181980	Level 2	NM-14-P	NM-FMD ANAYA #3 2550 Cerrillos Rd Santa Fe NM 87505	2	ChargePoint Network
170286	DCFC	NM-14-P	NM-FMD ANAYA DC FAST 2550 Cerrillos Rd Santa Fe NM 87505	1	ChargePoint Network
181985	Level 2	US-84-P	NM-FMD APODACA #1 W De Vargas St Santa Fe NM 87501	2	ChargePoint Network
170291	Level 2	US-84-P	NM-FMD APODACA #2 W De Vargas St Santa Fe NM 87501	2	ChargePoint Network
181984	DCFC	US-84-P	NM-FMD BATAAN #1 402 Don Gaspar Ave Santa Fe NM 87501	1	ChargePoint Network
170290	DCFC	US-84-P	NM-FMD BATAAN #2 402 Don Gaspar Ave Santa Fe NM 87501	1	ChargePoint Network
170292	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)
181979	Level 2	NM-14-P	NM-FMD CARRUTHERS #1 1209 Camino Carlos Rey Santa Fe NM 87507	2	ChargePoint Network
170285	Level 2	NM-14-P	NM-FMD CARRUTHERS #2 1209 Camino Carlos Rey Santa Fe NM 87507	2	ChargePoint Network
170283	DCFC	US-84-P	NM-FMD LAMY CPE250 466 Old Santa Fe Trail Santa Fe NM 87501	1	ChargePoint Network
170284	Level 2	US-84-P	NM-FMD LAMY CT4000 459 Old Santa Fe Trail Santa Fe NM 87501	2	ChargePoint Network
170289	Level 2	US-84-P	NM-FMD PERA #1 300 E De Vargas St Santa Fe NM 87501	2	ChargePoint Network
181983	Level 2	US-84-P	NM-FMD PERA #2 300 E De Vargas St Santa Fe NM 87501	2	ChargePoint Network
181982	Level 2	US-84-P	NM-FMD PERA #3 301 E De Vargas St Santa Fe NM 87501	2	ChargePoint Network
170288	Level 2	US-84-P	NM-FMD PERA #4 301 E De Vargas St Santa Fe NM 87501	2	ChargePoint Network
170279	DCFC	NM-14-P	NM-FMD T-187 DC FAST 2542 Cerrillos Rd Santa Fe NM 87505	1	ChargePoint Network
99953	Level 2	US-70-P	Otero County Electric Co-op 404 Burro Ave Cloudcroft NM 88317	1	Non-Networked
82342	Level 2	NM-45-M	Petroglyph National Monument - Visitor Center 6510 Unser Blvd NW Albuquerque NM 87120	4	Non-Networked
202288	Level 2	US-180-P	PNMR STATION 1 201 N Hudson St Silver City NM 88061	2	ChargePoint Network
88724	Level 2	FL-4727-M	PNMR STATION 2 3221 Rodeo Rd Santa Fe NM 87507	2	ChargePoint Network
145391	Level 2	NM-502-M	PONDEROSA PINES STATION 01 3000 Trinity Dr Los Alamos NM 87544	2	ChargePoint Network
114816	Level 2	I-25-P	Rancho Gallina - Tesla Destination 31 Bonanza Creek Rd Santa Fe NM 87508	2	Tesla Destination
49922	Level 2	NM-45-P	Reliable Nissan 9951 Coors Blvd NW Albuquerque NM 87114	1	Non-Networked
114812	Level 2	NM-14-M	Rowley Farmhouse Ales - Tesla Destination 1405 Maclovia St Santa Fe NM 87505	1	Tesla Destination
114803	Level 2	NM-45-P	Sandia Peak Inn - Tesla Destination 4614 Central Ave Albuquerque NM 87105	2	Tesla Destination
204714	Level 2	US-550-P	SANTA ANA STAR STATION 1 1016 US-550 Bernalillo NM 87004	2	ChargePoint Network



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State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
204715	Level 2	US-550-P	SANTA ANA STAR STATION 2 1016 US-550 Bernalillo NM 87004	2	ChargePoint Network
60473	Level 2	NM-14-M	SANTA FE BMW STATION 01 2534-2544 Camino Entrada Santa Fe NM 87507	2	ChargePoint Network
174697	Level 2	US-84-P	SANTA FE COUNTY PUBLIC PARKING1 100 Catron St Santa Fe NM 87501	2	ChargePoint Network
149276	Level 2	US-84-P	SANTA FE COUNTY PUBLIC PARKING2 100 Catron St Santa Fe NM 87501	2	ChargePoint Network
191234	Level 2	US-84-M	SANTA FE COUNTY SOLANA CENTER 949 W Alameda St Santa Fe NM 87501	2	ChargePoint Network
167254	Level 2	US-84-P	SANTA FE COUNTY STREET PARKING 102 Grant Ave Santa Fe NM 87501	2	ChargePoint Network
114817	Level 2	US-84-P	Santa Fe Motel - Tesla Destination 510 Cerrillos Rd Santa Fe NM 87501	2	Tesla Destination
96819	Level 2	NM-14-M	SF MINI-MC STATION 1 2544 Camino Edward Ortiz Santa Fe NM 87507	1	ChargePoint Network
198070	Level 2	I-25-P	SFCC ATC FERRARI 6401 Richards Avenue Santa Fe NM 87508	2	ChargePoint Network
194768	Level 2	I-25-P	SFCC ATC PORSCHE 6401 Richards Avenue Santa Fe Santa Fe NM 87508	2	ChargePoint Network
186570	Level 2	NM-136-P	SSL_OFFICE SSL EV CHARGERS 108 Ray Ward Pl Santa Teresa NM 88008	2	ChargePoint Network
145241	Level 2	US-285-P	Taos Center for the Arts 133 Paseo del Pueblo Norte Taos NM 87571	3	Non-Networked
114804	Level 2	US-285-P	Taos Mesa Brewing - Tesla Destination 20 ABC Mesa Rd El Prado NM 87529	4	Tesla Destination
135490	Level 2	US-285-P	Taos Ski Valley Resort 116 Sutton Pl Taos Ski Valley NM 87525	6	Non-Networked
114820	Level 2	BL-36-M	The Blue Swallow Motel - Tesla Destination 815 E Route 66 Blvd Tucumcari NM 88401	3	Tesla Destination
114809	Level 2	I-10-P	The Chiricahua Desert Museum - Tesla Destination NM-80 Portal Rd Rodeo NM 88056	3	Tesla Destination



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State EV Charging Location Unique ID	Charger Level (DCFC, L2)	Route	Location	Number of EV Connectors	EV Network (if known)
114815	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
114813	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 10 provides detailed information on planned EV charging infrastructure deployment in Years 1 and 2 of the NEVI program. In some instances, multiple exit numbers could serve the same general location.

Table 10: 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		El Paso Electric Company			
	I10P	140	Las Cruces Area		El Paso Electric Company			
	I10P	68	Deming		PNM			
	I25P	1	Las Cruces Area		El Paso Electric Company			
	I25P	100	Between Truth or Consequences and Socorro		Sierra Electric			
	I25P	115	Between Truth or Consequences and Socorro		Socorro Electric			
	I25P	124	Between Truth or Consequences and Socorro		Socorro Electric			
	I25P	150	Socorro Area		Socorro Electric			
	I25P	156	Socorro Area		Socorro Electric			
	I25P	203	Los Lunas		PNM			
	I25P	215	Albuquerque Area		PNM			
	I25P	222	Albuquerque Area		PNM			
	I25P	223	Albuquerque Area		PNM			



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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	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			
	I25P	230	Albuquerque Area		PNM			
	I25P	231	Albuquerque Area		PNM			
	I25P	232	Albuquerque Area		PNM			
	I25P	233	Albuquerque Area		PNM			
	I25P	242	Albuquerque to Santa Fe		PNM			
	I25P	252	Albuquerque to Santa Fe		PNM			
	I25P	278	Santa Fe Area		PNM			
	I25P	282	Santa Fe Area		PNM			
	I25P	290	Santa Fe Area		PNM			
	I25P	3	Las Cruces Area		El Paso Electric Company			
	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		El Paso Electric Company			



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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	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			
	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	Between Moriarty and Santa Rosa		Central New Mexico Electric Cooperative			
	I40P	300	Newkirk Area		Farmers' Electric			
	I40P	356	San Jon Area		Farmers' Electric			



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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	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)

## APPENDIX C: REFERENCES

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- <sup>12</sup>DOE Office of Economic Impact and Diversity. "Justice40 Initiative.". Energy.gov. 2022. <https://www.energy.gov/diversity/justice40-initiative>.
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- <sup>16</sup>Federal Transit Administration. "Service Data and Operating Expenses Time-Series by System." National Transit Database. 2021. Table TS2.2. <https://www.transit.dot.gov/ntd>.
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