

NEW MEXICO STATE PLAN FOR ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

National Electric Vehicle Infrastructure (NEVI) Formula Program

Version for FFY 2026 (SUBMITTED SEPTEMBER 2025)

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.

Table of Contents

Background.....	2
Plan Overview.....	3
Funding Opportunity Information	4
Corridor Connections Focus Area	10
State Charging Program	11
Critical Investments Focus Area.....	11
Community Engagement.....	12
State Agency Coordination.....	16
Planning Partner Coordination.....	16
Public Engagement.....	17
Keeping New Mexico Informed: NEVI Program Website.....	17
Physical Security and Safety	20
Cybersecurity and Safety	21
List of Appendixes Tables	
Appendix A. Acronyms.....	25
Appendix B. Definitions	26

NEW MEXICO'S NEVI FORMULA PROGRAM UPDATE

New Mexico's updated Electric Vehicle Infrastructure Deployment Plan aligns with the Federal Highway Administration's (FHWA) revised National Electric Vehicle Infrastructure (NEVI) Guidance issued on August 13, 2025. This update reaffirms the New Mexico Department of Transportation's (NMDOT) previously approved NEVI State Plans for Fiscal Years (FY) 2022–2025.

On July 2, 2025, FHWA formally restored NMDOT's NEVI State Plans for FY 2022–2025. The most recent Plan Update received FHWA approval on November 15, 2024.

NMDOT remains steadfast in its commitment to expanding electric vehicle infrastructure across New Mexico, ensuring that residents and travelers alike benefit from a reliable, accessible, and equitable charging network throughout the country.

To view New Mexico's approved NEVI State Plans for FY 2022–2025, visit:

<https://www.dot.nm.gov/electrifying-new-mexico/?ev=nevi>.

INTRODUCTION

BACKGROUND-

This 2026 New Mexico NEVI Plan addresses the three (3) required sections of the NEVI Formula Program Guidance, published in the Federal Register on August 13, 2025, which are as follows:

A description of how the State intends to use NEVI Program funds for each fiscal year. The Plan should cover all unobligated funding for federal fiscal years 2022–2026.

- A Community Engagement Outcome Report, per 23 CFR 680.112(d).
- A description of physical and cybersecurity strategies, per 23 CFR 680.106(h).

As of the publication of the 2026 New Mexico NEVI Plan, the state has successfully launched eight (8) NEVI-funded electric vehicle (EV) charging stations across New Mexico. These installations represent a total investment of \$7,281,974, including more than \$5.47 million in federal funding. To date, these operational stations have facilitated over 4,000 successful charging sessions and dispensed more than 177,000 kilowatt-hours (kWh) of electricity—marking a significant milestone in New Mexico's transition to a cleaner, more connected transportation future.

To date, the New Mexico Department of Transportation (NMDOT) has obligated a total of \$23,840,588, including \$18,335,495 in federal funds from the \$38.4 million allocated to New Mexico through the National Electric Vehicle Infrastructure (NEVI) program. NMDOT remains committed to fully obligating all available NEVI funds provided under the Infrastructure Investment and Jobs Act (IIJA), in alignment with the strategic framework outlined in this Plan.

Additional information on New Mexico's NEVI Program can be found on the following NMDOT webpages:

- NMDOT NEVI Homepageⁱ
- NEVI Interactive Mapⁱⁱ
- NM NEVI State Plansⁱⁱⁱ

ⁱ <https://www.dot.nm.gov/electrifying-new-mexico/?ev=nevi>

ⁱⁱ <https://www.dot.nm.gov/electrifying-new-mexico/?ev=nevi>

ⁱⁱⁱ <https://api.realfile.rtsclients.com/PublicFiles/f260a66b364d453e91ff9b3fedd494dc/b2753484-135f-43d6-bb71-129f3084dc2b/NM%20NEVI%20Plan%20Final%20-%20revised%207-14-2022.pdf>
<https://api.realfile.rtsclients.com/PublicFiles/f260a66b364d453e91ff9b3fedd494dc/d5b4d437-7c40-483a-a24d-6b22aefe07e2/NEW%20MEXICO%202024%20ELECTRIC%20VEHICLE%20INFRASTRUCTURE%20DEPLOYMENT%20PLAN%20UPDATE%2009-01-24.pdf>

- NEVI AFC Funding Rounds^{iv}
- NEVI Resources^v
- EV Resources^{vi}

PLAN OVERVIEW

The 2026 New Mexico NEVI Plan update outlines the state's final allotment of formula funds for federal fiscal year (FFY) 2026. A detailed breakdown of funding across all federal fiscal years is provided below.

This version of the Plan facilitates the allocation of unobligated federal funds for all federal fiscal years of program funding (FFY 2022 - FFY 2026), and incorporates all prior plans found at <https://www.dot.nm.gov/electrifying-new-mexico/?ev=nevi>.

FFY 2022-2026 FUNDING FOR THE NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM UNDER THE INFRASTRUCTURE INVESTMENT AND JOBS ACT

State	Actual FY 2022	Estimated FY 2023	Estimated FY 2024	Estimated FY 2025	Estimated FY 2026	Estimated Total
New Mexico	5,681,977	8,176,429	8,176,486	8,176,493	8,176,510	38,387,895

In accordance with Federal Highway Administration (FHWA) guidelines, NEVI funds must be allocated exclusively to support the development of Alternative Fuel Corridors (AFCs) until the New Mexico Department of Transportation (NMDOT) obtains AFC Fully Built Out (FBO) certification.

To date, NMDOT has launched two rounds of NEVI funding, resulting in the competitive selection of 116 electric vehicle (EV) charging station across 30 sites across the state on approved AFCs. These projects are strategically positioned to enhance AFC coverage and accelerate statewide EV infrastructure deployment.

Eligible entities are responsible for the full lifecycle of their NEVI-funded EV charging stations, including planning, design, permitting, installation, ownership, operation, maintenance, and accurate data reporting. These responsibilities ensure compliance with NEVI program requirements and contribute to the long-term success of New Mexico's clean transportation goals.

This 2026 New Mexico NEVI Plan describes the streamlined approach for the investment of all remaining NEVI funds. Once Fully Built Out-certified, NMDOT will shift focus to meeting community charging needs through its State Framework, which is described in this plan.

STRATEGY FOR USE OF NEVI FUNDS

NMDOT's State Framework includes plans to fully oblige all remaining NEVI Funds to three (3) focus areas: Corridor Connections, Community Charging, and Critical Investments.

The State Framework reflects feedback and aligns with the NEVI Formula Program Guidance published on August 13, 2025. For more information on how public input shaped the revisions, please refer to the **Community Engagement Outcomes Report** section.

^{iv} https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/evs_5year_nevi_funding_by_state.cfm

^v <https://www.dot.nm.gov/electrifying-new-mexico/?ev=nevi>

^{vi} <https://www.dot.nm.gov/electrifying-new-mexico/?ev=overview>

FUNDING OPPORTUNITY INFORMATION

The New Mexico Department of Transportation (NMDOT) is preparing to release new Funding Opportunities aligned with the State Framework focus areas under the National Electric Vehicle Infrastructure (NEVI) Plan. These opportunities will invite proposals and facilitate the distribution of funds to advance EV infrastructure across the state.

Building on the structure of the Alternative Fuel Corridor (AFC) Funding Opportunities from Phase 1 and Phase 2, the upcoming NEVI Funding Opportunities will offer enhanced flexibility and improved efficiency. Applicants can expect a more streamlined process across proposal submission, contracting, Notice to Proceed (NTP), and post-NTP implementation stages.

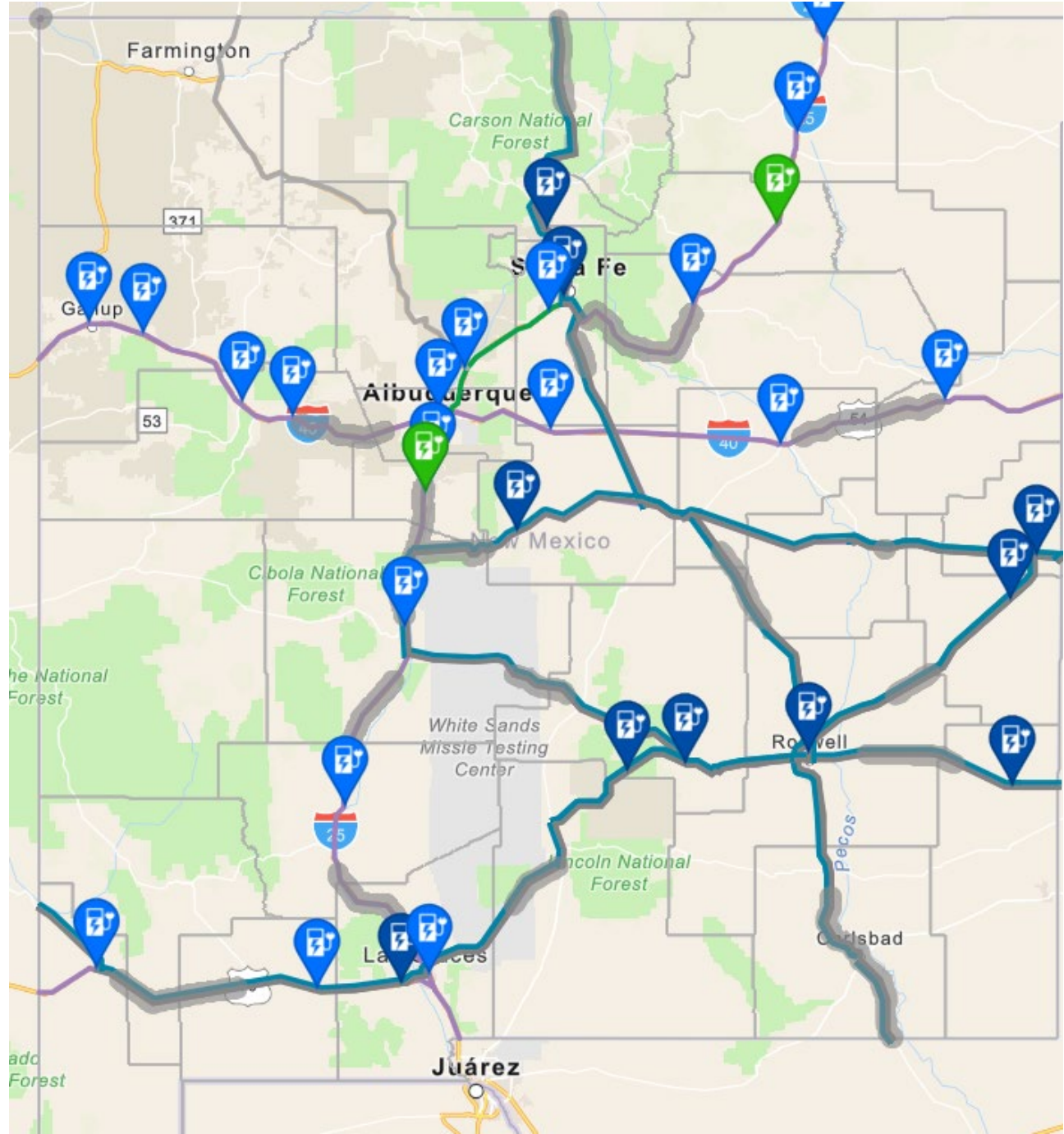
NMDOT will solicit Proposals for Corridor Connection sites along sections of corridors that have the highest levels of long-distance travel, preferably near larger communities. NMDOT will prioritize sites that can serve one or more corridors and also meet community needs.

For State Charging sites, NMDOT is currently soliciting and has awarded 30 sites yielding a total of 116 chargers. NMDOT will vary regional priorities based on use cases and community needs identified by Planning Partners (see the **Planning Partner Coordination** section).

With remaining NEVI funds, the New Mexico Department of Transportation (NMDOT) will initiate Phase 3 of the EV infrastructure buildout by soliciting proposals for additional critical investments across the state. This solicitation period will begin in October 2025 and remain open for 60 days. Concurrently, New Mexico will continue to strategically pursue state funding opportunities to support EV infrastructure expansion until all available funding is fully allocated.

Please see the maps below for both NEVI funding and State funding locations:

NEVI (Phase 1 and Phase 2) FUNDED PROJECTS



EV Charger NEVI Phase 1 Locations

AwardType

 NEVI Phase 1

EV Charger NEVI Phase 2 Locations



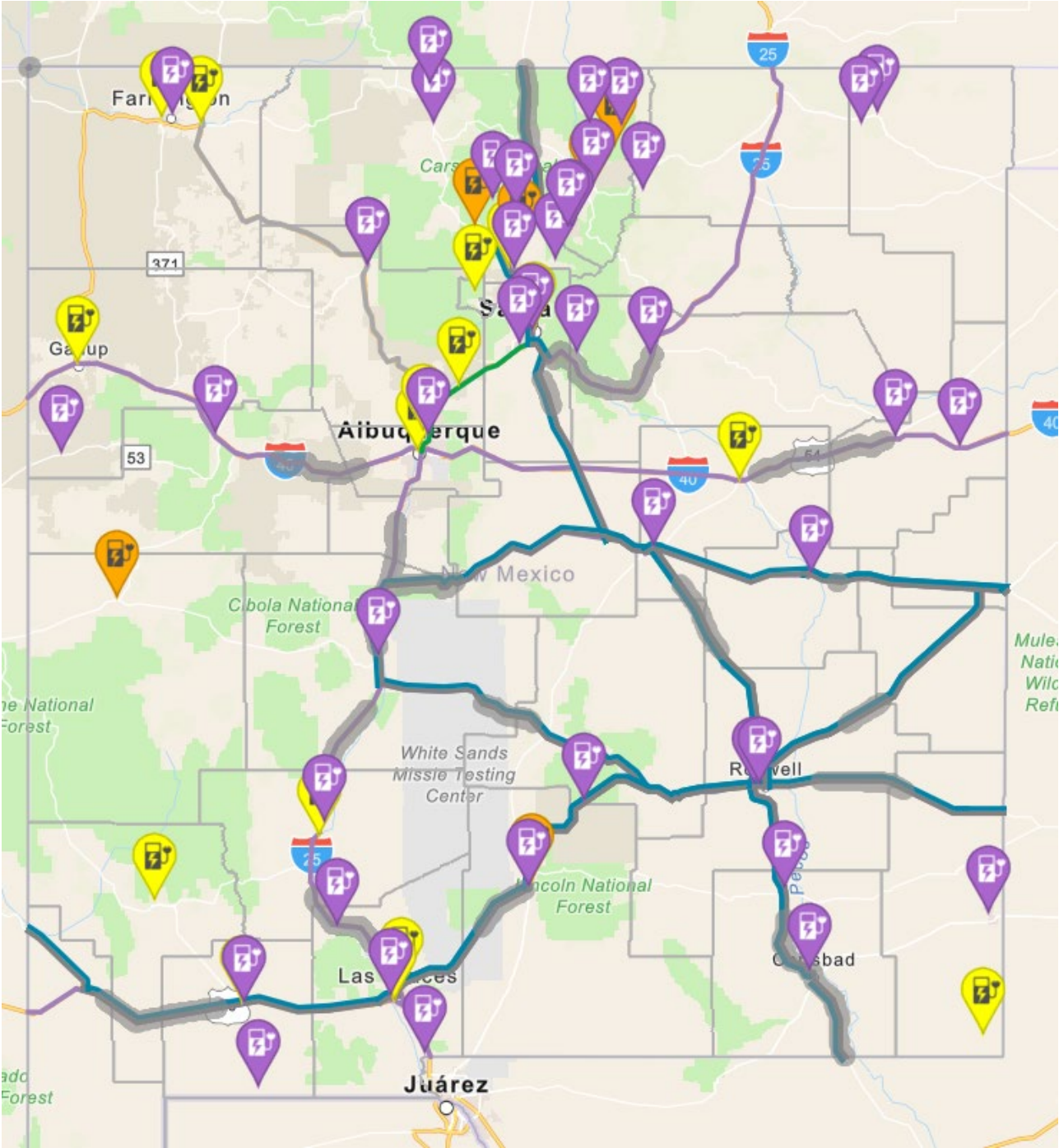
EV Charger NEVI -

AwardType

 NEVI Phase 1

NEVI location TBD

ARPA and STATE CAPITAL FUNDED PROJECTS



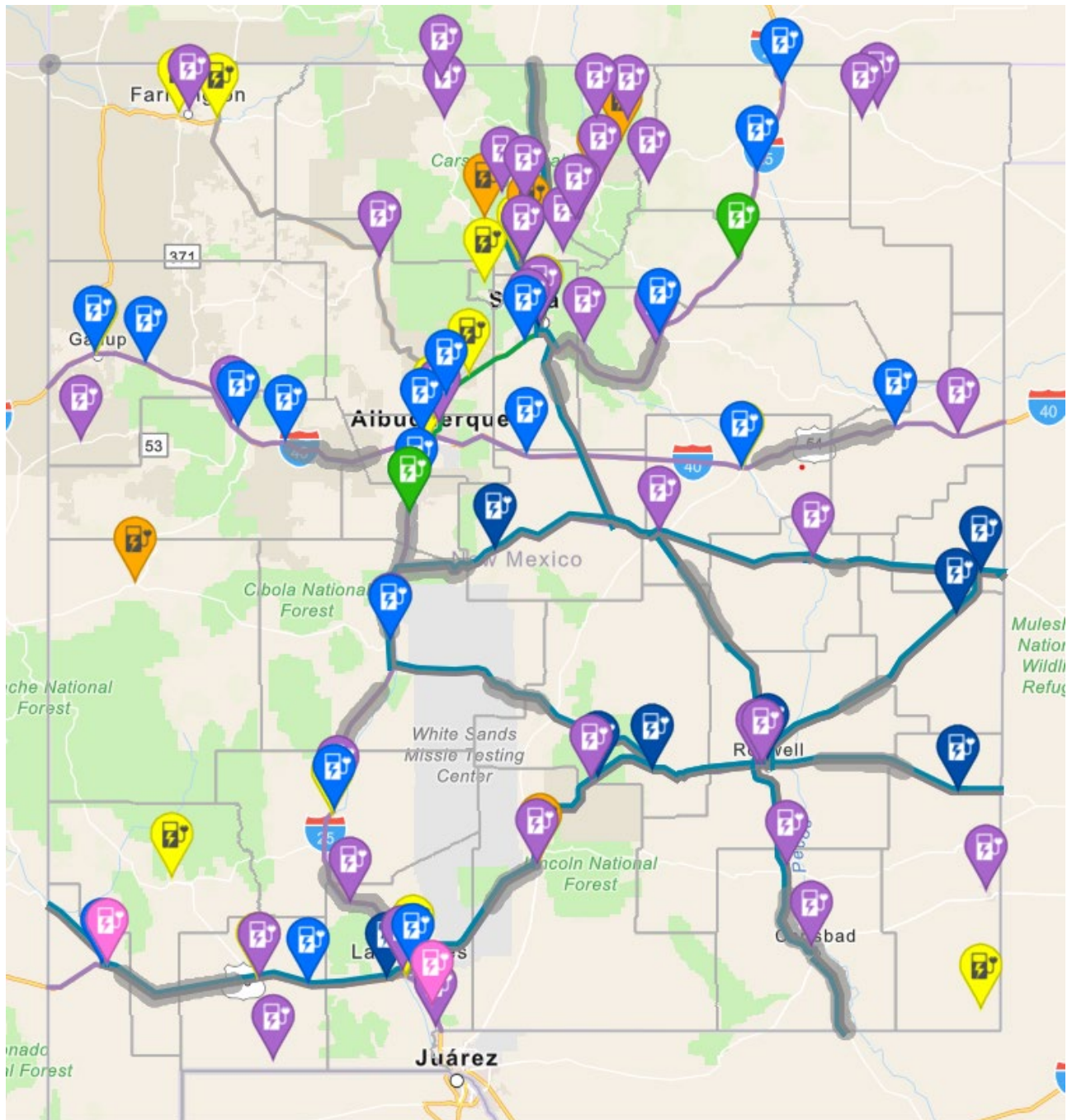
EV Charger Capital Funding Locations

- Fiscal Year
- FY24
 - FY25

EV Charger ARPA Locations

- AwardType
- ARPA

ALL EV FUNDED PROJECTS



EV Charger NEVI Phase 2 Locations	EV Charger NEVI Phase 1 Locations	EV Charger Capital Funding Locations	EV Charger ARPA Locations	EV Charger NEVI -	EV Charger CFI Locations
	AwardType	Fiscal Year	AwardType	AwardType	AwardType
	NEVI Phase 1	FY24	ARPA	NEVI Phase	CFI
		FY25		NEVI location	

Please see table below for completed (highlighted in green) and in-construction NEVI projects:

NEVI PHASE 1 AWARDEES							
Grantee	Interstate	Locations	City	Zip	# Chargers	# Ports	kWh
EvGateway	I-25	Hampton Inn & Suites 2350 E Griggs Ave	Las Cruces	88011	6	12	160
Francis Energy	I-25 Exit 451	Arby's #5776 415 Clayton Rd.	Raton	87740	2	4	400
	I-25 Exit 147	Arby's #5152 1010 S Hwy 85	Socorro	87801	2	4	400
	I-25 Exit 203	Los Lunas Pavilions Shopping Center 601 Main Street	Los Lunas	87031	2	4	400
	I-25 Exit 79	Comfort Inn & Suites 2205 N. Date St.	Truth or Consequences	87901	2	4	400
Pilot	I-40 - Exit 39	Flying J #305 1 Giant Crossing	Jamestown	87347	2	4	350
	I-40 - Exit 196	Pilot Travel Center 305 W. Abrahames Rd.	Moriarity	87035	2	4	350
Red E Charging LLC	I-25 Exit 276	Allsup's off I-25 2 Vista Del Monte	Santa Fe	87508	1	4	640/160
	I-40 Exit 155	Fast Market #4619 2721 Coors Blvd. NW	Albuquerque	87120	1	4	640/160
	I-40 Exit 85	Allsup's 103 W. Santa Fe Ave.	Grants	87020	2	4	200
	I-25 Exit 419	Russell's Truck & Truck Center 18 Old French Rd.	Springer	87747	2	4	200
	I-25 Exit 345	Allsup's 712 S Camino Del Pueblo	Bernalillo	87004	2	4	200
SkyChargers LLC	I-10	Bowlin Travel Centers 21535 Frontage Rd. SE	Deming	88030	4	8	200
Tesla, Inc.	I-10 Exit 22	Circle K, Inc. 1316 Main Street	Lordsburg	88045	7	7	250

	I-40 Exit 102	Sky City Travel Center	Acoma	87034	10	10	250
	I-40 Exit 20	Gallup Capital, LLC 700 US-491	Gallup	87301	5	5	250
	I-25	Wagon Mound - Possibly relocated Belen	Belen	87002	5	5	250
	I-25 Exit 347	Maverick 2472 N. Grand Ave.	Las Vegas	87701	5	5	250
	I-40 Exit 277	Holiday Inn Express 2516 US Rt. 66	Santa Rosa	88435	5	5	250
	I-40 Exit 332	Holiday Inn Express 2624 S Adams St.	Tucumcari	88401	5	5	250
Total			20 Sites		72	106	
NEVI PHASE TWO AWARDS							
EvGateway	US 70	Comfort Inn 223 W. 2nd Street	Portales	88130	6	12	1000 VDC /160 kW
	US 60	B Street Market 204 W Broadway	Mountainair	87036	6	12	1000 VDC /160 kW
Francis Energy	US 380	Tiny's Burger Barn 503 W. Broadway St	Tatum	88267	2	4	600
Jule	US 285	Espanola Shopping Center 424 Riverside Dr. Suite A	Espanola	87532	4	8	600
	US 70	Allsup's 28691 US Highway 70	Hondo	88336	4	8	600
	US 285	Woodway M LLC & Galisteo LLC Smith's parking Lot 720-730 St. Michael's Drive	Santa Fe	87505	4	8	600
	US 60	MBL LLC - K Bob's 1600 Mabry Drive	Clovis	88101	4	8	600
	US 70	B & B Ready-Mix LLC 26325-26327 US Hwy. 70	Ruidoso	88346	4	8	600

Love's	US 70	Love's Travel Center 8993 Robert Larson Blvd.	Las Cruces	88007	2	4	320
Tesla	US 285	Roswell Inn 2110 N Main Street	Roswell	88221	8	8	250
Total			10 Sites		44	80	
TOTAL			30 Sites		116	186	

CORRIDOR CONNECTIONS FOCUS AREA

New Mexico's AFCs include its highest-volume long-distance routes. In addition to these, New Mexico has corridors that, while not designated as AFCs, are essential for the long-range travel needs of residents and visitors. New Mexico currently has 108 total "live" chargers, yielding 208 ports.

Proposed Corridor Connections

NMDOT selected additional highway segments as Corridor Connections. It identified potential routes for consideration. NMDOT then narrowed the Routes of Significance (RoS) primarily based on their use for long-distance travel and their ability to address regional service gaps.

The Table below shows the current list of Corridor Connections with information about each corridor. Similar to the AFC rounds, NMDOT plans to solicit potential Projects (Phase 3) by mapping priority groups along each Corridor Connection and selecting one (1) Project per priority group. Additional corridors and priority groups may be added if funds are available.

List of Corridor Connections

Route	Extent	Length (mi)	Route Significance
	US 285 at Espanola to Colorado Border	80	This route serves as a critical artery for electric vehicle (EV) travelers commuting to and from Colorado. Its role in facilitating regional and interstate EV mobility underscores the need for robust and reliable DC fast charging infrastructure along the corridor.
	I-25 North of Santa Fe to Las Vegas	68	There is a substantial distance between the existing EV charging station in Santa Fe and the next available DCFC in Las Vegas. This gap poses a risk of range anxiety and limits corridor reliability.
	US 285 Santa Fe to Torrance County	70	A critical infrastructure gap exists along this corridor. The nearest DCFC is approximately 70 miles away, requiring drivers to divert onto I-40 and travel an additional 22 miles to access charging—well beyond NEVI's 50-mile spacing guideline.
	I-40 near Moriarty to Santa Rosa (Guadalupe County)	77	The stretch between Moriarty and the next DCFC in Santa Rosa exceeds recommended spacing, potentially stranding drivers without adequate charging options.

	I-25 at Los Lunas to US 60 in Moriarity	70	The distance between these two points is considerable and lacks intermediate DCFCs, creating a vulnerable segment for EV travelers.
	US 60 at Moriarity to Clovis	185	This corridor spans a substantial distance without DCFC coverage, making it a priority for infrastructure development.
	I-25 at Socorro to US 320 at Hondo (Lincoln County)	119	The absence of DCFCs between Socorro and Hondo presents a significant challenge for eastbound travel across central New Mexico.
	US 70 at Roswell to Tatum (Chavez County)	74	The route from Roswell to the next DCFC in Tatum is notably long, requiring additional charging infrastructure to support regional mobility.
	US 285 South from Roswell to Texas Border (Eddy County)	119	This corridor lacks sufficient DCFC coverage, hindering interstate EV travel and limiting access to Texas-bound routes.
	I 25 from Socorro to T or C	70	The gap between Socorro and the next DCFC in T or C exceeds NEVI spacing guidelines and requires attention to ensure corridor continuity.
	US 285 from Roswell to Texas Border	146	This corridor lacks sufficient DCFC coverage, hindering interstate EV travel and limiting access to Texas-bound routes.
	I-40 from outside of Deming to Lordsburg	81	The distance between Deming and the next DCFC in Lordsburg is considerable, leaving a critical gap in southwestern New Mexico's charging network.

TYPES OF EV CHARGING STATIONS

NMDOT is expanding coverage through Corridor Connections, adding coverage for more than 1159 miles of roadway and planning approximately 11 new Direct Current Fast Charger (DCFC) sites with over 44 ports at a minimum of 150kW across the State.

Under the NEVI Plan, NMDOT will adjust station spacing along certain Corridor Connection routes where proximity is not essential. In making these determinations, NMDOT will take into account existing EV charging infrastructure along the corridor.

STATE CHARGING PROGRAM

The New Mexico Department of Transportation (NMDOT) will allocate the majority of its remaining NEVI funds toward expanding community charging infrastructure. This strategic focus aims to ensure broad and equitable coverage across diverse geographies, housing types, income levels, and location categories throughout the state.

Given New Mexico's rich diversity of municipalities and local governments, NMDOT recognizes that it cannot independently tailor the NEVI State Charging Focus Area to meet every community's unique priorities. To ensure inclusive representation and local relevance, NMDOT will collaborate closely with key Planning Partners. These include five regional Metropolitan Planning Organizations (MPOs), the New Mexico Municipal League—representing 36 cities, 20 towns, and 49 villages—and the New Mexico Association of Counties, which serves all 33 counties statewide.

CRITICAL INVESTMENT FOCUS AREA

If NMDOT has a surplus of NEVI formula funds, it will promptly allocate those resources toward critical charging infrastructure investments that fall outside the scope of the AFC, Corridor Connections, and Community Charging funding rounds. While these major rounds are designed to support a diverse range of projects that contribute to a balanced and accessible statewide charging network, NMDOT acknowledges that certain niche solutions or underserved areas may require targeted funding. This approach ensures that all communities—regardless of geography or demand profile—have equitable access to reliable EV charging infrastructure.

NMDOT will prioritize these flexible reserve funds as specific needs emerge. Potential investments may include NMDOT park-and-ride facilities, a pilot program for medium- and heavy-duty EV charging stations, EV workforce development initiatives, or additional support for community needs not addressed through the other funding rounds. NMDOT may disburse these funds through a broader State Framework funding round or through one or more separate rounds tailored to identified needs.

The New Mexico Department of Transportation (NMDOT) will provide further details as it initiates comprehensive planning for any surplus NEVI funds. In the interim, NMDOT invites stakeholders to contribute ideas and proposals for how these funds might be effectively utilized to advance transportation electrification across the state.

COMMUNITY ENGAGEMENT

The following section addresses the requirement outlined in 23 CFR §680.112(d), which is provided below for reference.

Community engagement outcomes report. This paragraph (d)17 only applies to the NEVI Formula Program projects. States must include in the State EV Infrastructure Deployment Plan a description of the community engagement activities conducted as part of the development and approval of their most recently-submitted State EV Infrastructure Deployment Plan, including engagement with Disadvantaged Communities (DACs).

2024/2025 Community Engagement		
Date of Activity	Activity	Summary
30-Sep-23	National Drive Electric Week - 2nd Annual Electric Car Show on the Plaza in Santa Fe!	Learn the benefits of all-electric cars, trucks, motorcycles and more.
5-Oct-23	Intelligent Transportation Society - NM Conference	NMDOT provided an overview of electrification infrastructure
8-Feb-24	Transportation Day at the NM Legislative Session	NMDOT had a booth and provided information to the public regarding EV charging in NM; Ride and Drive Event
1-Mar-24	Developed Public EV Deployment Guide	Deployment Guide is aimed specifically at public entities looking to build electric vehicle charging stations.
21-Mar-24	New Mexico Electrification Leadership Summit	Bring together stakeholders from a variety of backgrounds to discuss next steps to meeting both challenges and opportunities provided by advancements in electric technology.

4-Apr-24	Electrify New Mexico Conference sponsored by Renewable Energy Industries Association of New Mexico (REIA) in partnership with Public Service Company of New Mexico	This premier event will bring together thought leaders, policy makers, business executives and elected officials to discuss partnerships and collaborations to best unlock these resources. It will highlight how this transition can be accomplished through the adoption of newer technologies including building electrification, electric vehicles and distributed energy resources like solar and energy storage. NMDOT had a booth and provided information to the public regarding EV charging in NM.
17-Apr-24	NM Transportation and Construction Conference	Educational conference created for industry professionals by industry professionals for the purpose of staying ahead of trends and cutting-edge technologies in civil infrastructure. The workshops and lectures cover various topics and a range of competency levels.
24-Apr-24	League of Zoning Officials	This meeting will offer the Second Workshop of Series Eighteen. Each Series offers four workshops toward the completion of the NMLZO Basic Certification Program, as well as credit for the Continuing Certification Program (CCP). The sessions offered at this meeting will be part of the core certification requirements. Jerry Valdez, Executive Director - NMDOT, presented on EV opportunities to include NEVI Plan deployment.
18-Jun-24	Statewide Metropolitan Planning Organization Meeting	Presentation on NEVI update by NMDOT Special Projects Team.
19-Jun-24	New Mexico Counties Annual Conference	Jerry Valdez, Executive Director - NMDOT, presented on EV opportunities to include NEVI Plan deployment
1-Sep-24	Developed A Commercial EV Deployment Guide	To support commercial fleet operators in New Mexico in this endeavor, this document provides a step-by-step guide and key tips for deploying battery-electric urban delivery vehicles (medium-duty, class 2b-3) with on-site depot charging. This action plan, developed based on publicly available information and informed by the experiences of companies that have deployed EVs in other sectors or jurisdictions, is designed to guide your electrification strategy.
30-Sep-23	Transportation Climate Action Team Meeting	New Mexico Environment Department Benefits of TCAT Meeting: Engagement; legislative and policy changes; NEVI Update; CFI Update; working towards meeting the goals of TCAT; opportunity for collaboration; Workforce Development updates; Tourism updates; Tax Credit and resources available; Grant Programs throughout the State; Networking; Groups work with other Council of Governments; Capital Outlay updates; Disadvantaged Communities challenges and planning for community engagement; Hydrogen and Climate interests; Route 66 Grant Program and Infrastructure that falls within the Route 66 corridor update; EV requirements with Clean Transportation; Open a round of funding for VW in January; State Parks - education component on EV Technology; Clean Car Tax Credit launch; Clean Energy discussion from Workforce Development; Climate Week is coming up, an Executive Order coming up to move employees toward a clean energy focus.
3-Sep-24	NASEO-AASHTO EVs and Grid Integration Working Group Call	EV and Grid Integration Working Group Call. Discussing proposed recommendations and resources to discuss at the upcoming EV Charging Infrastructure national Conference. finalize the recommendations during next week's call so we can present them during the EVs and Grid Integration breakout session during the EV Charging Infrastructure National Conference in September. Receive input from other stakeholders including utilities, EV charging providers, local governments, PUCs, and other partners.
4-Sep-24	2024 NMDOT STAR Virtual Opportunity Fair	Met with various contractors and other members of the public virtually and discussed the various EV projects that NMDOT is working on. Answered questions they had and gave them information for future opportunities with grants or awards.
12-Sep-24	2024 NM Energy Policy Symposium	The symposium provided an opportunity for key energy partners and communities to discuss New Mexico's energy state of affairs and develop policy initiatives. Discussed how federal, state, local rural and tribal governments can support clean energy goals with funding sources and economic development. The NM Energy Policy Symposium will bring leaders and sectors together to build collaborative networks, exchange ideas, and explore clean energy solutions that support the energy transition and energy policies needed to bring us into a just and sustainable future; working together to deliver a holistic energy transition. Jerry Valdez was a speaker at the symposium.
12-Sep-24	3rd Annual Electric Car Show on the Plaza	A celebration of electric modes of transportation, learn about the benefits of driving electric, and connect with EV drivers, vendors, and exhibitors to learn about how to electrify your transportation.

5-Oct-24	EV Charging Infrastructure National Conference (9/23-9/24/2024) Detroit, MI By AASHTO	This meeting will convene officials from state and federal agencies including State Energy Offices, State DOTs, State Environmental Agencies, and other federal partners to share progress and updates on Infrastructure Investment and Jobs Act (IIJA) EV infrastructure programs; hear the latest guidance and updates from the USDOT, U.S. Department of Energy, and other federal partners; and explore solutions for national EV infrastructure deployment.
23-Sep-24	NASEO 2024 Annual Meeting (9/30-10/02/24) New York, NY by NASEO	As New Mexico continues to transition to a clean energy economy, opportunities for advancing beneficial electrification through the adoption of renewable generation and expanding integration of energy-efficient technologies are gaining interest among various stakeholders; attending the NASEO Annual Conference, will allow NMDOT to explore how these stakeholders, including our federal and private sector partners will deploy innovative clean energy solutions across New Mexico's infrastructure.
30-Sep-24	New Mexico Energy Policy Symposium	The symposium provided an opportunity for key energy partners and communities to discuss New Mexico's energy state of affairs and develop policy initiatives. Discussion regarding how federal, state, local rural and tribal governments can support energy goals with funding sources and economic development. The NM Energy Policy Symposium brought leaders and sectors together to build collaborative networks, exchange ideas, and explore energy solutions that support the energy transition and energy policies needed to bring us into a just and sustainable future; working together to deliver a holistic energy transition.
12-Sep-24	Urban Land Institute- Day conference on infrastructure development	This event will focused on discussing infrastructure in New Mexico and how investment and policy innovations at every level of government can spur resilient, sustainable, and equitable outcomes for our cities.
20-Sep-24	Building Advanced Energy Ecosystems (9/23-9/24/2024)	Join policymakers, researchers, industry, entrepreneurs, investors, and others to learn about cutting-edge technologies in the race to decarbonize and how New Mexico can be the global leader in the future of energy.
23-Sep-24	Taos EV Expo & Renewable Energy Conference	The Taos EV Expo features dozens of electric cars and trucks, with interesting speakers on related topics such as EV conversion, long trips in an EV, and regional transit electrification. This event is in its 6th year and sponsored by Renewable Taos, Kit Carson Electric Cooperative, Taos Ski Valley and other local organizations.
28-Sep-24	2024 ITS NM	Conference covered a variety of topics related to the integration of current and new advanced technologies in transportation including: Current state of affairs in the realm of autonomous and connected vehicles. Artificial Intelligence use in the transportation arena. Electrification of the Fleet and Supporting Infrastructure Use of Technologies for Commercial vehicle operations. Alternative uses of crowd-sourced data, Expanding the use of technologies for Fleet Management and O&M activities. ITS functions used for consolidated services, and innovative approaches to alternative uses of communications infrastructure.
16-Oct-24	Kit Carson Electric/Jemez Mountains Electric Abiquiu Reconnect Tech Update and Ribbon Cutting	Join KCEC for the Abiquiu Broadband Groundbreaking Ceremony. KCEC received a \$24 million grant from the USDA ReConnect III grant. This project includes providing broadband access to 2,900 households, three educational facilities, two essential community facilities, and two healthcare facilities spread over 109 square miles.
24-Oct-24	2024 Broadband Summit Conference (10/28-10/30/2024)	This event brought together ISPs, industry experts, government officials from all levels, tribal entities, rural electric cooperatives, rural telecommunications cooperatives, business leaders, industry vendors and community decision makers to participate in discussions and panels aimed at expanding high speed internet throughout the Land of Enchantment.
28-Oct-24	New Mexico Infrastructure Finance Conference (NMIFC) (10/28-10/30/2024)	The New Mexico Infrastructure Finance Conference (NMIFC) was created to help support the planning and funding of sustainable infrastructure projects throughout New Mexico. The conference offers local entities/communities, individuals, businesses and state agencies the opportunity to interact and network with each other to ask and answer questions, provide guidance and move forward as we all try to bring our states capital projects to reality. Conference participants include up to 400 local governmental entities, legislators, federal agencies, special districts, school districts, tribes and pueblos, private organizations and New Mexico businesses. You'll find out what your peers are doing, what the new trends are, and where there's room for movement and improvement. The NMIFC Conferences offers opportunities to expand your knowledge base, and network with others directly involved in local government, and local government financing. At this event, you'll participate in general and break-out sessions specifically designed to stimulate your personal and professional growth. This is the largest event of its kind in New Mexico.
28-Oct-24	AASHTO Annual Meeting	The AASHTO Annual Meeting, one of the transportation industry's most important conferences of the year, brings together experts from the public and private sector to share the latest in industry policy and innovation. Attendees will have the opportunity to network with fellow transportation professionals and contribute to discussions on a wide range of issues facing the industry today and tomorrow. The meeting will also host several AASHTO committees, as well as the Board of Directors, where members will set their priorities for the coming year.
29-Oct-24	Annual CAEL Conference	By attending the CAEL conference, which is oriented around changing mindsets, strengthening capacity, and achieving performance outcomes which will support me in achieving the ultimate outcome of strengthening New Mexico's transportation labor force, create sustainable career pathways, and ensure a skilled workforce for NMDOT's future at an equitable opportunity for, and success in, obtaining credentials and skills that lead to well-paying, good quality jobs, increased earnings and economic mobility, and an improved quality of life, to better support NMDOT's Industry Credential Pipeline Program that will help connect job seekers to career opportunities within the transportation industry.

30-Oct-24	STTC Meeting	The Science, Technology and Telecommunications Committee was created by the New Mexico Legislative Council on March 25, 2024. The committee proposes to continue its oversight role regarding the state's information technology projects, developments at the national laboratories in the state and the science and technological programs at the state's research universities. It also proposes to continue to examine issues regarding the telecommunications market and development of the science- and technology-based economic sector within the state. Further, the committee proposes to continue to explore legislative opportunities to promote energy storage, innovations in renewable energy and technology transfers from research institutions to diversify the economy.
31-Oct-24	TEMA Energy Symposium	TEMA/NMESC Symposium will focused on engaging education and the development of relationships within the industry. This event includes educational breakout sessions and workshops, networking time, and opportunities to meet with vendors.
15-Nov-24	2024 Mountain West Renewable's Summit	Presented on behalf of NMDOT. Hear directly from the region's leading energy decision makers and executives from utilities, local governments, and LSE's. They will come together with the regions' leading renewable development and finance communities to network and exchange the latest on the state and future of the Mountain West energy markets. The meeting provides unique insights into their needs, challenges, and the initiatives in today's uncertain economic and political environment.
20-Nov-24	2025 TRB Annual Meeting	The TRB annual conference offers a multitude of sessions on a very diverse range of transportation topics, that offer insight into the latest best practices and research. This information will assist us with implementing new federal legislation re: climate change, resiliency, safety and other topics assigned to the NMDOT.
5-Jan-25	Paving and Transportation Conference	Annual event that provides opportunity to network with internal and external customers/partners; provides an opportunity to learn more about DOT projects and to share our projects.
15-Jan-25	Intersolar and Energy Conference	This is directly tied to Renewable energy, storage both build and maintenance of systems and it also encompasses continued growth in the EV sector. All directly tied to what we are doing in Special Projects at NMDOT.
25-Feb-25	WASHTO COCM Annual Meeting	Presented at the WASHTO meeting as a speaker, where a presentation related to Electrification and the Workforce Pipeline was given. As New Mexico progresses towards a clean energy economy through the adoption of renewable generation, we are also strengthening the state's transportation labor force by creating sustainable career pathways through workforce development initiatives. During my presentation, I will share insights on NMDOT's projects with member states, promoting our objectives and goals, while fostering the exchange of tools and best practices to support our collective success.
1-Apr-25	2025 Earth Day Festival	Represent NMDOT and show to the general public how we work together as a community to lower climate pollution, adopt clean energy and enjoy healthier lives.
13-Apr-25	2025 Electrify New Mexico	Learn and discuss electrification related challenges and opportunities such as electric transportation, economic development, and emerging opportunities and challenges with electrification in New Mexico.
11-Apr-25	TRB National Conference on Tools of the Trade	The TRB National Conference on Tools of the Trade brings together professional planners and practitioners in planning and implementing multimodal transportation for communities with a population of under 250,000 as well as for public lands. The conference provides ample opportunities for academics, agency officials from metropolitan and rural transportation planning organizations, local municipal governments, state governments, public land management agencies, tribal agencies, and the private and non-profit sectors to share research and best professional practices through interactive workshops, sessions, and networking opportunities.
23-Jun-25	2025 ACT Summit	The ACT Summit unites the expertise and focus of Workforce professionals, Higher Ed leaders, and K-12 leaders, creating a fully integrated experience that fosters cross-sector collaboration. Whether you're focused on education pathways or workforce readiness, this event will equip you with the tools and knowledge to solve challenges and lead innovation in your community. This is in direct relation to work being done with NMDOT and DWS.
15-Jul-25	Leadership New Mexico Connect New Mexico	Connect New Mexico is a 5-month commitment. Each session focuses on leadership skill development and the opportunity to learn about the statewide operations of a variety of systems and structures in the state.
5-Aug-25	2025 AASHTO Committee on Internal and External Audit	The AASHTO Internal and External Audit Meeting provides a valuable opportunity for those seeking a deep dive into the transportation sector's financial integrity and operational effectiveness. Attendees will comprehensively discuss financial health, risk management strategies, best practices, and compliance. This meeting also allows you to collaborate with internal and external auditors and experts, enhancing your knowledge of standards and regulatory requirements. Participating demonstrates a strong commitment to transparency and accountability—key factors in building trust and ensuring DOTs operate efficiently. Whether you want to expand your professional network or refine your audit and compliance expertise, this event offers a unique personal and organizational development platform.
17-Aug-25	2025 TRANSform Conference	The APTA TRANSform Conference is an event for public transportation professionals to engage in workshops, network with professional colleagues from the federal sector and other states, and explore cutting-edge hot topics, such as workforce development, community building, transformative technology, mental health awareness, innovative funding, and finance, safety and security, worldwide mega projects. Attending will further my professional development and advance our team and NMDOT's Workforce Development Pipeline goals with valuable content and insight that fosters cross-sector collaboration by incorporating best practices.

Ongoing		Inform New Mexico communities, municipal leaders, legislators, private sector EV charging station owners and operators, utilities, advocacy groups, and the public of key steps towards Electric Vehicle Infrastructure Plan, implementation of the NEVI program in New Mexico and the opportunity the NEVI program represents
Ongoing		Collect feedback from stakeholders that improves New Mexico's approach to NEVI implementation
Ongoing		Identify potential risks and roadblocks of NEVI implementation and solutions to address these issues
Ongoing		Ensure engagement from a diverse group of stakeholders, including those representing marginalized communities

Transportation Infrastructure Revenue Subcommittee

Under the refined framework of the New Mexico Department of Transportation's (NMDOT) National Electric Vehicle Infrastructure (NEVI) Plan, the Transportation Infrastructure Revenue Subcommittee will play a pivotal role in advancing targeted initiatives and ensure that NMDOT secures additional state funding to meet the evolving electrification needs of New Mexico.

STATE AGENCY COORDINATION

NMDOT coordinates with agencies across the State and with other state agencies to develop and implement the NEVI Program.

While NMDOT does not have a formal Memorandum of Understanding with any agency to help administer the NEVI Program, it engages with several State and other agencies to advance NEVI initiatives.

NMDOT leads discussions focused on developing, refining, and implementing NEVI Funding Opportunities under New Mexico's NEVI Formula Program. These partner agencies include, but are not limited to:

- ❖ State Departments and Offices:
 - Environmental Department
 - General Services Department
 - NM State Energy Office
 - Energy and Minerals and Natural Resources Department
 - Department of Workforce Solutions
 - Taxation and Revenue Department
 - Office of Information Technology
- ❖ Governor's Office
- ❖ NMDOT Bureaus and Offices:
 - Secretary/Executive Offices
 - Office of General Counsel
 - Information Technologies
 - Legislative Affairs
 - Communications Department
 - Procurement Office (CPO)
- ❖ New Mexico Division Office of FHWA
- ❖ National Association of State Energy Officials (NASEO)
- ❖ Northeast Association of State Transportation Officials (NASTO) EV Working Group
- ❖ American Association of State Highway and Transportation Officials (AASHTO)
- ❖ New Mexico's Metropolitan and Rural Planning Organizations

As part of its NEVI Plan implementation, NMDOT actively engages with neighboring states—including Colorado, Oklahoma, and Texas—through various communication channels such as email correspondence, phone calls, and quarterly coordination meetings. Collaboration with the Colorado Department of Transportation has been particularly valuable, especially in advancing EV infrastructure along scenic byways designated as Alternative Fuel Corridors (AFCs). These interagency interactions support the strategic placement of EV charging stations along shared interstates and AFCs, ensuring alignment with NEVI requirements and addressing relevant challenges.

NMDOT plays a proactive leadership role in these efforts, contributing to regional and national discussions aimed at accelerating EV adoption and integration within the transportation sector. The department provides guidance on EV program design, explores effective public-private partnership models, and both offers and seeks technical assistance to strengthen implementation strategies.

PLANNING PARTNER COORDINATION

New Mexico's Planning Partners help to direct regional investments that align with the goals of their constituent municipalities. As a key component of the State Framework effort, NMDOT emphasizes community informed charging use cases to meet community needs. These use cases and priority locations advance the NEVI program's broader goals of accelerating EV adoption, improving accessibility, and distributing charging infrastructure.

To support this effort, NMDOT will develop a community engagement approach for Planning Partners to identify local EV charging priorities within the Community Charging Focus Area and will rely on feedback from Planning Partners. NMDOT will work with planning partners in a call to action to begin targeted community engagement.

Through these efforts, NMDOT will engage their constituent communities and use the feedback, along with other relevant data, to develop two deliverables: Community Charging Use Case Rankings and a List of Priority Communities. NMDOT's goal is to provide flexible guidelines that allow Planning Partners to tailor EV charging infrastructure priorities to local needs while maintaining consistency across the State.

NMDOT, along with its Planning Partners, will focus on a variety of engagement strategies including surveys, public meetings, and feedback sessions with local officials. NMDOT will use this information to shape funding opportunities within the Community Charging Focus Area.

To support these efforts, NMDOT will develop fact sheets for each Planning Partner. These fact sheets will include current regional charging conditions, planned NEVI expenditures by focus area, and key travel corridor data. In addition, NMDOT will create and share a Community Charging Informational Handout to help municipalities and community understand the NEVI program and learn how to participate effectively.

PUBLIC ENGAGEMENT

NMDOT and peer agency representatives have employed a variety of strategies to engage the public, throughout the NEVI program. NMDOT continued these outreach efforts between the submission of the 2024 and 2025 NM NEVI Plans.

Keeping New Mexico Informed: NEVI Program Website

NMDOT hosts and manages the New Mexico NEVI Formula Program and associated webpages, which will continue for the duration of NMDOT's NEVI Program. The New Mexico NEVI Program website is designed to provide the public with a central, transparent location for all New Mexico NEVI Program information—including the New Mexico NEVI Plan and updates, resources for NEVI Formula Program, resources for local governments, outreach activity information, NEVI Funding Opportunities, and funded projects. The website also includes an active project tracker map to view the status and location of Projects as well as other charging stations that meet NEVI minimum requirements. The map above identifies these areas.

PHYSICAL SECURITY AND CYBERSECURITY

The following section addresses the requirement found in 23 CFR680.106(h), which is copied below for reference.

- *Security.* States or other direct recipients must implement physical and cybersecurity strategies consistent with their respective State EV Infrastructure Deployment Plans to ensure charging station operations protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid.

(1) Physical security strategies may include topics such as lighting; siting and station design to ensure visibility from onlookers; driver and vehicle safety; video surveillance; emergency call boxes; fire prevention; charger locks; and strategies to prevent tampering and illegal surveillance of payment devices.

(2) Cybersecurity strategies may include the following topics: user identity and access management; cryptographic agility and support of multiple PKIs; monitoring and detection; incident prevention and handling; configuration, vulnerability, and software update management; third-party cybersecurity testing and certification; and continuity of operation when communication between the charger and charging network is disrupted.

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

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

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

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

As part of the contract, prior to issuance of the award or other funding, the third party will be required to provide a cybersecurity plan that demonstrates the cybersecurity maturity of the recipient and its compliance with applicable Federal and NM regulatory cybersecurity requirements. The plan must also demonstrate how the recipient will maintain and improve cybersecurity throughout the life of the solution. This will include requirements to maintain compliance

with current and future cybersecurity requirements as well as alerting NMDOT and the Cybersecurity and Infrastructure Security Agency (CISA) of any known or suspected network or system compromises. At the end of the project, the third party must provide evidence that the cybersecurity plan was properly implemented.

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

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

Open Charge Point Protocol

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

ISO 15118

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

ISO 27001

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

National Institute of Standard Technology Standards

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

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

Environmental Review

All awardees must determine the appropriate class of action under the National Environmental Policy Act (NEPA) and conduct the relevant environmental review after the grant award and before commencing construction. Environmental documentation has not been initiated for any site location except for Site 11.

All of the EV charging infrastructure projects proposed in this grant application are expected to receive a Categorical Exclusion per US DOT's National Electric Vehicle Infrastructure (NEVI) Formula [Program Guidance](#). Except for two sites noted above, all sites are in parking lots within previously disturbed rights of way and as such are unlikely to need additional environmental review.

Materials Cost and Labor Escalation

Costs of materials used for construction of the Project are variable, like PVC and switchboards. Implementation of each site may require purchasing in advance to ensure supply chain disruptions and inflation do not affect the Project budget. The Project budget includes escalation based on expected wages across the Project timeline; however, major unforeseen delays may impact the overall budget.

Electric Utility Service

Planning activities to date have not revealed any capacity constraints from the utility providers. Typical utility work includes upgraded transmission lines and transformer capacity on or near the site(s). Lead times for coordination and interconnection delays is a potential risk to the Project schedule, though partners are confident in their ability to do site preparation work in coordination with the utility to expeditiously deliver the proposed projects within the statutory window.

Equity & Accessibility Requirements

Charging station operators will ensure equitable access through implementation of accessible platforms that provide multilingual services. Project charging stations will comply with ADA and Section 504 requirements and be accessible to and usable by individuals with disabilities.

All operators will provide secure payment methods which will include a contactless payment method accepting major debit and credit cards and either an automated toll-free phone number or a short messaging system that provides customers with the option to initiate a charging session and submit payment. All payment methods deployed at the Project sites will provide access for users that are limited English proficient, and all payment options will demonstrate clear access for these populations.

The Project will ensure physical security strategies to protect against the risk of harm, ensuring gender equity and access to more vulnerable customers. Most sites will be accessible 24 hours a day, seven days a week, except for those in gated areas. In those cases, such as state parks, the chargers will be available to the public during hours of operation and will not require paying the entry fee. Security strategies including lighting, siting and station design ensure visibility from onlookers, driver and vehicle safety, video surveillance, emergency call boxes, fire prevention, charger locks, and strategies to prevent tampering of payment devices.

23 CFR Part 680 Requirements

All proposed sites will comply with all NEVI standards and requirements, as codified in [23 CFR Part 680](#), including but not limited to those related to installation, operation, and maintenance requirements, interoperability and connectivity standards, minimum uptime requirements, and data submission and available requirements. Workforce training and licensing requirements for installation as well as operations and maintenance will be in compliance.

NMDOT is committed to safety and security across all aspects of the NEVI Program. NMDOT has implemented physical and cybersecurity updates that include compliance with 23 CFR 680, and the expansion of state requirements to provide a robust, safe, and secure EV charging infrastructure network.

PHYSICAL SECURITY AND SAFETY

The NEVI Program includes physical security and safety in all project phases, from Proposal submission through five-years of required Operations and Maintenance (O&M). Physical security strategies for EV charging stations encompass several aspects to ensure the safety and protection of users, equipment, and infrastructure. Here are specific strategies for each of the mentioned topics:

- **Lighting:** EV charging stations in New Mexico are anticipated to have adequate lighting to enhance visibility and create a safer environment for users at nighttime.
- **Siting and Station Design for Visibility:** EV charging stations in New Mexico are expected to be easily accessible. NMDOT will ensure that the stations are positioned in open and visible areas to promote a sense of safety.
- **Driver and Vehicle Safety:** EV charging stations are expected to have instructions to guide users in safely connecting and disconnecting their vehicles to or from an EV charging port. Additionally, EV charging stations are expected to have clear markings, including those to designate EV parking stalls and access aisles, to prevent potential hazards and facilitate safe charging procedures.
- **Video Surveillance:** Contractors are encouraged to install security cameras in and around the EV charging station to monitor activities and act as a deterrent against theft or vandalism.
- **Fire Prevention:** Contractors are encouraged to include fire safety measures as part of their EVSE, including training local fire fighters and emergency response staff. These measures include fire extinguishers, design with fire-resistant materials, and a fire department emergency power disconnect within 50 feet of the EV charging station. Charging equipment will be installed as per the latest National Electric Code (NEC) and National Fire Protection Association (NFPA) standards.
- **Charger Locks:** EV charging stations are equipped with locks or secure enclosures (cabinets) to prevent unauthorized access and tampering with the charging equipment.
- **Preventing Tampering and Illegal Surveillance of Payment Devices:** EVSE include security design features to remain tamper-resistant and vandalism-resistant—such as tamper-resistant screws, anti-vandalism hardware, locked enclosures, and graffiti resistant coating or paint. NMDOT requires secure payment systems and encryption technologies to safeguard payment devices from tampering and unauthorized access.
- **ADA Compliance and Path of Travel for Amenities:** NMDOT carefully selected charging stations and charger locations to ensure ADA compliance at the chargers, and also for the path of travel to amenities.
- **Additional Site Host Services:** Many site hosts will train their employees to help charging customers and to understand the charging process. Site hosts provide snow/trash removal to ensure access to chargers.

Overall, a combination of these physical security strategies will contribute to a secure and user friendly environment for EV charging stations, encouraging widespread adoption of EVs, and supporting sustainable transportation infrastructure.

CYBERSECURITY AND SAFETY

NMDOT incorporates its NEVI Program requirements into all Agreements with Contractors under AFC NEVI Funding Opportunities. These requirements align with Part 680 of the NEVI Program Standards and Requirements in the FHWA Final Rule and include additional requirements that address EVSE Cybersecurity.

NMDOT requires Contractors to submit a Data Management and Cybersecurity Plan around the time of EV charging station commissioning. The Data Management and Cybersecurity Plan must address the following elements, at a minimum:

- User data privacy and protection

- Secure data transfer and protection at rest
- Secure communications protocols
- Payment systems
- Cloud protections
- System and data access management a way to ensure those that are entitled to access have it and those that do not are restricted
- Patching and updates
- Incident response reporting and recovery, including a communications plan
- Audits and assessments
- Continuity of operations
- Risk acceptance and mitigation
- Disaster recovery

NMDOT requires each contractor to develop a Data Management and Cybersecurity Plan that details potential risks and protective measures throughout the contracted lifetime of the Project. NMDOT requires Contractors to align their data information encryption with standards established by the National Institute of Standards and Technology. The plan must demonstrate how Contractors will meet these encryption requirements.

NEW MEXICO NEVI Agreements require all individuals involved in the operation and maintenance of the Project with access to equipment and data to be located within the United States and adhere to all aspects of the Project's Data Management and Cybersecurity Plan.

EV CHARGING INFRASTRUCTURE DEPLOYMENT

NMDOT is committed to accelerate the deployment of a nationwide EV charging infrastructure, the development of new EV regulations and standards, and to cultivate a robust EV ecosystem in New Mexico to support the transition. NMDOT supports FHWA's transition to zero-emissions vehicles and envisions smooth collaboration with our current and future NEVI partners and intends for the buildout of a statewide EV infrastructure have economic benefits for in and out of state travelers, the workforce and for disadvantaged communities. NMDOT will work to advance economic opportunity by identifying beneficial public charging stations, and in coordinating with other workforce and economic development activities underway in the State. NMDOT is committed to ensuring electric vehicle drivers have a safe and reliable statewide network of chargers no matter where they are traveling along the interstate system.

New Mexico intends to take full advantage of this historic investment by the federal government, by ensuring infrastructure built today is prepared to adapt to technological innovation and increased electric vehicle adoption. Emphasize will include future proofing measures for all NEVI partners and includes a goal of deploying infrastructure that can withstand and recover from seasonal weather changes caused by climate change.

The deployment of EVs and EV charging infrastructure in New Mexico will improve quality of life across the State by reducing greenhouse gas emissions and air pollution. Furthermore, carefully planned outreach and considerations will be taken to ensure New Mexico is investing in the most critical areas of the state. These communities and their ability to adopt EVs will be critical to achieving the State's goal of building a future transportation system that serves all its people, to include disadvantaged communities. The State of New Mexico will ensure this investment targets historically disadvantaged, rural, and underserved communities, including by achieving federal Justice40 requirements that 40% of the benefits of federal investments go to disadvantaged communities.

NMDOT is actively collaborating with all its border states and Mexico to ensure seamless travel across state lines. NMDOT intends on strategically identifying additional locations along AFCs, and other state roadways, beyond the minimum required to achieve fully built out status to ensure access to charging in high traveled areas in the transportation network.

Planned Charging Stations Toward a Fully Built Out Determination

Since the approval of the NMDOT's 2025 NEVI Plan, agency staff focused on the development of a NEVI Funding Opportunity and ultimately released Phase 1 funding opportunity on October 3, 2023, which closed on May 5, 2023. NEVI Phase 1 yielded six (6) partners, installing 72 charging stations, within 20 sites. NMDOT released a solicitation for NEVI Phase 2, with the solicitation closing on September 18, 2024. For Phase 2, NMDOT worked toward Notice of Selection/Awards issued December 2024, and contract agreements are scheduled upon federal fund obligation, September 2025.

NMDOT anticipates that funding recipients will own and receive revenue from charging infrastructure. As such, proposals included a cost-share that will cover a minimum 20% non-federal match requirements. In evaluating potential proposals, NMDOT will prioritize projects that provide greater nonfederal match shares in order to further leverage scarce dollars for EV infrastructure. This higher cost share may include private funding and/or incentives from utilities or local government programs; however, all project elements counted toward non-federal match must comply with federal requirements, such as Buy America. NMDOT understands there may be limited circumstances where there is a need to incentivize the submission of proposals that are likely to be initially underutilized.

Phase 2: US Routes and Scenic Byways

New Mexico has over 1,200 miles of non-Interstate US Routes. While some of these US Routes run parallel to routes identified as Alternative Fuel Corridors, many others run through parts of the state without Interstate routes, that have been identified by USDOT as Transportation Disadvantaged Communities. Adding charging stations along these routes is a priority for NMDOT. Additional detail on density of charging locations and site considerations will be developed over the coming year with stakeholder input.

In addition to US Routes, New Mexico has Scenic Byways. These roads are federally designated due to their intrinsic archeological, cultural, historic, natural, recreational, and scenic qualities. As with US Routes, many of these Scenic Byways travel through parts of the state that are not along designated Alternative Fuel Corridors, including through disadvantaged communities. The scenic byways are also a priority for New Mexico NEVI implementation once the AFCs are fully built out due to their role in local economic development. A key target for additional stakeholder engagement as the state moves forward in planning future phases of NEVI implementation are the businesses and sites already identified as Points of Interest along the Scenic Byways.

Phase 3: Filling in Gaps (State Routes, additional support for Disadvantaged Communities, and system resilience/added capacity)

Preliminary planning level estimates suggest that the cost of Phase 1 infrastructure may be approximately \$12 million, which leaves additional NEVI funding available for a third phase approach focused on filling gaps not already addressed by Phases 1 and 2. By the time more detailed planning for this phase begins, NMDOT will have learned a number of lessons from the installation of the first and second phases of NEVI projects and will have data from performance measures indicating where gaps exist. NMDOT envisions this phase identifying locations on State Routes in areas not already served by Interstates, US routes, or Scenic Byways, in addition to potentially adding infrastructure in places where capacity is not meeting demand or to provide system resilience. In addition, while the state's disadvantaged communities have been a priority in identifying locations along AFCs in Phase 1 and US Routes and State Byways in Phase 2, a priority for Phase 3 will be ensuring that the state has met Justice40 requirements and that the state's charging network equitably serves disadvantaged communities.

EV CHARGING INFRASTRUCTURE DEPLOYMENT AFTER BUILD OUT

Once all the full charging gaps are filled, NMDOT will focus on the expansion of existing charging stations along New Mexico's federally designated Alternative Fuel Corridors by adding additional chargers and increasing power as required by NEVI standards. NMDOT will prioritize the expansion of sites along interstates and other designated corridors that serve disproportionately impacted communities, as well as those that provide access to high-visitation tourist destinations, where upgrades can be made cost-effectively to bring into compliance with NEVI requirements. The next

highest priority will be to support the construction of additional charging locations in areas where charging infrastructure already exists but is insufficient to meet the growing EV market demand. NMDOT will look at usage data from existing NEVI sites, engage stakeholders on their preferred location for charging stations, and reach out to communities about their charging needs to help inform this effort towards continuous improvement of the state charging network. NMDOT will work with stakeholders to identify strategies for project prioritization, site design, and operational support for locations intended to serve multiple light-duty users.

NMDOT submits this state Electric Vehicle Infrastructure Deployment Plan consistent with FHWA's interim final NEVI guidance released August 11, 2025. As expressly permitted by the interim final guidance, NMDOT is resubmitting its previously approved state plan for FY26. NMDOT disagrees with the legality of FHWA's revocation of previously approved state plans and the need to resubmit state plans for fiscal years 2022-25. New Mexico is party to litigation challenging that revocation in *Washington v. Dept. of Transportation*, No. 25-cv-00848-TL (W.D. Wash.), in which the district court enjoined the revocation of certain state plans for fiscal years 2022-25. By submitting this state plan, NMDOT does not waive, and instead expressly reserves, any rights, claims, or defenses it may have regarding FHWA's actions regarding the NEVI Formula Program in that case or otherwise. All of NMDOT's current and future submissions related to the NEVI Formula Program are made subject to this reservation of rights.

Appendix A. Acronyms and Definitions

Table 4. Acronyms

Acronym	Definition
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
AFC	Alternative Fuels Corridor
DAC	Disadvantaged Community
DCFC	Direct Current Fast Charger
DOT	Department of Transportation (Nonspecific)
EV	Electric Vehicle
EV-ChART	Electric Vehicle Charging Analytics and Reporting Tool
EVSE	Electric Vehicle Supply Equipment
FBO	Fully Built Out
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
MPO	Metropolitan Planning Organization
NASEO	National Association of State Energy Officials
NASTO	Northeast Association of State Transportation Officials
NEC	National Electric Code
NEVI	National Electric Vehicle Infrastructure
NFPA	National Fire Protection Association
NTP	Notice to Proceed
O&M	Operations and Maintenance
NM	New Mexico
NMDOT	New Mexico Department of Transportation
RoS	Route of Significance

Appendix B. Definitions

Term	Definition
Agreement	The fully executed version of the contract Agreement, including all State signatures (unless otherwise stated).
Alternative Fuel Corridor	The U.S. Department of Transportation Federal Highway Administration (FHWA) designates a national network of electric vehicle (EV) charging and hydrogen, propane, and natural gas fueling infrastructure along national highway system corridors. To designate these Alternative Fuel Corridors (AFC), FHWA solicits nominations from state and local officials and works with other federal officials and industry stakeholder. The NEVI Plan specifically addresses EV AFCs.
AFC Fully Built Out	In a state that is fully built out, every designated AFC for EV charging must meet the expectations in the August 13, 2025, FHWA guidance, which in general includes EV charging stations that have four ports, 150kW per port with 600kW continuous power available, at reasonable distances along AFC corridors.
Buy America	Equipment used for EV charging must comply with both the Title 23 Buy America clause (23 U.S.C. § 313) and the Build America, Buy America Act (Pub. L. No 117-58, div. G §§ 70901–70927).
Community Charging Focus Area	Primary portion of the State Framework to install EV charging stations focusing on community charging efforts.
State Framework	The framework for using NEVI formula funding once AFC FBO certification is approved by FHWA, where NMDOT will shift focus to the community phase of the NEVI Program to install EV charging infrastructure to meet community charging needs across the State. The Post-AFC Framework includes four funding focus areas: Corridor Connections Focus Area, Community Charging Focus Area, and Critical Investments Focus Area.
Contractor	The entity responsible for implementing a NEVI-funded Project, who, upon execution of the Agreement, is responsible for managing the awarded contract and to whom payment will be made.
Corridor Connections Focus Area	Portion of the State Framework to install EV charging stations on key corridors beyond AFCs that, although not AFCs, are part of the critical backbone for long-range travel needs for residents and visitors to New Mexico.
Corridor Group	A combination of the specific Alternative Fuel Corridor (“AFC”) or Corridor Connection route number that represents a range of exits along the AFC or Corridor Connection where sites will be scored against each other.
Critical Investments Focus Area	Part of the State Framework where flexible reserve funds will be prioritized as needs are identified for niche charging solutions or other locations that may not be served by the major funding rounds.
DAC	Disadvantaged communities are communities overburdened by pollution and marginalized by underinvestment in infrastructure and other basic services.
Electric Vehicle Supply Equipment	A device with one or more charging ports and connectors for charging EVs. EVSE systems include the electrical conductors, related equipment, software, and communications protocols that deliver energy efficiently and safely to the vehicle.
NEVI Funding Opportunity	All documents, whether attached or incorporated by reference, used for soliciting Proposals.

Term	Definition
Notice of Selection and Notice of Non-Selection	Notifications informing a Prospective Contractor that their site has either been selected or not selected to move forward for a Conditional Award.
Notice to Proceed	Written authorization to the Contractor to proceed with the work in the Agreement. A Notice to Proceed may be for the design phase or construction phase of a Project.
NMDOT	The State of New Mexico, Department of Transportation and its contractors and consultants, as NMDOT determines.
Period of Performance	The length of time during which a Contractor is obligated to provide Operations and Maintenance services for the EV charging station.
Planning Partner	One of the State's 24 planning areas, including five (5) regional Metropolitan Planning Organizations (MPOs), the New Mexico Municipal League which are categorized into 36 cities, 20 towns, and 49 villages, and the New Mexico Association of Counties, which serves 33 counties statewide.
Project	The EVSE hardware and all required support systems installed to create an EV charging station, including the entirety of the eligible costs.
Proposal	A Proposal is a submission to a NEVI funding opportunity solicitation whereby a Prospective Contractor proposes a Project to install, operate, and maintain an EV charging station.
Prospective Contractor	The company (including authorized representatives of the company) who has signed and is submitting the signed Proposal response and who will be responsible, if subsequently identified as the Contractor, to ensure proper performance of the Agreement awarded. The Prospective Contractor must be the organization that will own/lease and operate, or oversee the operations of, the EV charging station during the Period of Performance.
Site Host	The owner of the physical location where the EV charging equipment is installed. The Site Host may be the same as the Prospective Contractor, or different. If different, a Site Host Agreement shall be established between the Prospective Contractor and Site Host.
Uptime	The time during which the EV charging station is functioning or able to function, as calculated according to 23 CFR 680.116(b).



NEVI Funded Project, Los Lunas, NM

2025 NEW MEXICO STATE PLAN FOR ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

NATIONAL VEHICLE INFRASTRUCTURE (NEVI) FORMULA PROGRAM

Email: Special.Projects@dot.nm.gov