

# NEW MEXICO 2024 ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN UPDATE

UPDATED SEPTEMBER 1, 2024

*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.*

## INTRODUCTION

New Mexico Department of Transportation’s (NMDOT’s) NEVI Plan 2023 Update was approved by the Federal Highway Administration on October 4, 2023. No Updates from August 1, 2023, Update.

## UPDATES FROM PRIOR PLAN

- State Agency Coordination: updated this section with new engagement opportunities.
- Public Engagement: updated this section with a new community, tribal and utility engagement opportunities.
- Contracting: updated this section with the status of the contracting process, a list of awarded contracts, coring methodology and compliance with federal requirements.
- Existing and Future Conditions Analysis: updated this section with a new list of existing direct current fast charging (DCFC) stations.
- EV Charging Infrastructure Deployment: updated this section with a new map of charging stations in construction and a list of stations currently under construction.
- Implementation:
- Equity Considerations: updated Identification and Outreach to DACs in the State section and benefits and metrics to DACs for Justice40.
- Labor and Workforce Considerations: update on EV workforce development efforts
- Supporting Material: Added an Appendix related to scoring

## STATE AGENCY COORDINATION

### NEIGHBORING STATE AGENCY COORDINATION

NMDOT communicates with neighboring states such as Colorado, Oklahoma and Texas through various channels including email exchanges, phone calls, and quarterly meetings. TXDOT has been beneficial in collaborating with NMDOT as we engage on EV infrastructure along the scenic byway along the Alternative Fuel Corridors. These interactions assist in coordinating EV charging stations along shared interstates and AFCs. The focus is on adhering to NEVI's 50-mile requirements and other pertinent criteria and/or challenges. NMDOT takes an active leadership role by contributing to discussions and efforts aimed at promoting the adoption and integration of EVs within the transportation sector, providing guidance on EV program design, exploring successful public-private partnership models, and providing and seeking technical assistance.

## PUBLIC ENGAGEMENT

No Updates from Augst 1, 2023 Update.

## COMMUNITY ENGAGEMENT

2024 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 and 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.
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
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**Transportation Infrastructure Revenue Subcommittee**

NMDOT plans on working directly with Representative Day Hochman-Vigil, Chair of the Transportation Infrastructure Revenue Subcommittee in targeting public engagement, condition analysis, designated AFCs and Equity Considerations for rural and Justice 40 communities. This collaborative effort will assist in ensuring that NMDOT received additional state funding to help support the future transportation needs throughout New Mexico, especially in rural, tribal and low-income areas.

Other engagement opportunities are included in the body of this document.

**TRIBAL ENGAGEMENT**

NMDOT works in collaboration with James Mountain, a former Governor of San Ildefonso Pueblo, and currently the Senior Policy Advisor for Tribal Affairs within the Governor’s Office. New Mexico has several market centers within tribal areas and EV infrastructure will benefit tribal communities throughout the State of New Mexico. NMDOT, along with its project partners, will conduct meaningful engagement with local and tribal communities throughout New Mexico in the planning stages for effective EV charging stations that will integrate environmental and social contexts into station design. Ongoing outreach and communication efforts will be uniquely tailored to the needs of the community and will help refine Project plans. Developing partnerships with local community-based organizations will be an important component of NMDOT’s outreach strategy.

EV educational and training programs such as including sustainable transportation in the K-12 curriculum will help address current limited EV knowledge. Further vocational training and apprenticeships alongside organizing “ride and drive” events will also help introduce communities to clean energy technologies. Many tribal communities have a high proportion of Native Americans. Potential projects with proximity to tribal land will be a hub for a number of neighboring ranches, tribal communities, and small villages. Transportation infrastructure in many of these tribal communities is severely inadequate and in disrepair, making it difficult for these communities to access employment centers. NEVI projects will provide access to critical charging infrastructure.

The unemployment rate among Native Americans is much higher than the state’s average despite Native American-owned businesses contributing a significant share of New Mexico’s annual economic activity. Native Americans had the lowest labor force participation rate and highest unemployment rate. NEVI projects present an important opportunity to stimulate economic development, create good-paying jobs for these populations, and expand access to economic opportunities by placing charging infrastructure easily accessible to tribal communities. In a survey conducted by NMDOT with tribal communities, 60 percent of respondents requested access to EV charging in the future but are limited by lack of funding and awareness/education. Locating chargers in a rural area can help establish a more comprehensive EV charging across the state.

NMDOT in partnership with its awardees will promote hiring practices and provide a workplace culture to ensure all workers, including those in historically underrepresented and disadvantaged populations, are offered opportunities and retained once hired.

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

Ongoing outreach and communication efforts are uniquely tailored to community needs to help refine project plans. Developing partnerships with local community-based organizations will be an important component of NMDOT's outreach strategy. Educational and training programs such as including sustainable transportation in the K-12 curriculum will increase limited EV awareness across this disadvantaged community. Providing vocational training and apprenticeships and organizing ride and drive events will also help introduce the community to clean energy technologies and spread workforce development.

## UTILITY ENGAGEMENT

In 2023, NMDOT reached out to large utility companies, NM Rural Coop Association, and local stakeholders. NMDOT's stakeholder involvement sought input on NEVI Program considerations and preferences, helped it to understand utility needs and coordination, and allowed for networking among stakeholders like small and disadvantaged business enterprises.

The Governor's Infrastructure Committee sessions, along with community engagement sessions aim at education, EV incentive and opportunities, utility education, and general discussion with community leaders and members. NMDOT plans to conduct more utility and community sessions closer to community deployments and for non-interstate AFC stations. NMDOT will host either within or adjacent to a disadvantaged community and encourage community members attendance. Utility partners continue to stress the need for coordination with the prospective contractors in the planning, design, and implementation of NEVI funded EV charging stations. Electric utilities recommend high level analysis of Project locations to reduce burdens on utility staff during the competitive program process. Utility partners provided NMDOT single points of contact for the NEVI Program and we continue to work directly with the utility contacts which has been beneficial as we develop the NEVI statewide infrastructure.

NMDOT applied utility input in refining its 2024 NEVI Program, taking specific redline suggestions recommended by utility partners to develop the "Utility Company Interconnection Request Form" to improve the state's coordination with utility companies on proposed sites. This Form is a required part of proposal submissions. Utility companies have indicated strong support for the State of New Mexico's implementation of the NEVI Plan and have expressed a willingness to provide the necessary interconnections in most locations, given sufficient lead time. During both Phase 1 and Phase 2, NMDOT required applicants to coordinate with local utility companies that serve contemplated locations to ensure that all required cost information and accurate estimates were included.

NMDOT also catalogued data provided by utility partners on any interchanges within New Mexico's EV AFC charging station service gaps that would require major grid upgrades to install NEVI compliant EVSE stations. NMDOT will factor this data into final evaluation of proposals received from its competitive process.

NMDOT Utility Engagement planned activities include online surveys, infrastructure meetings, and on all-collaborative events designed to spur solutions to New Mexico’s expanding electric energy needs.

<b>Utility Engagement</b>	
<b>Description</b>	<b>Meeting Dates</b>
Electricify New Mexico presented by Renewable Energy Industries Association of New Mexico - Focused on reducing Greenhouse Gas emissions and transitioning to a cleaner energy economy. The conference features diverse panelists including government officials, businesspeople, tribal officials and policy makers and discusses on collaborations to best unlock electrification resources, highlight how this transition can be accomplished through the adoption of newer technologies, and discuss some of the challenges of making this transition.	4/4/2024
New Mexico Rural Electric Cooperatives Annual Meeting - Jerry Valdez, NMDOT's Executive Director was a presenter during the Economic Development Panel Discussions.	5/29/2024
Ongoing Governor's Office Infrastructure Meeting to include large utility companies and Rural Electric Co-Ops to learn more about utility's approach to EV deployment, management, and project coordination.	On-going
Continue to work with law makers and the Public Regulatory Commission on utility rates with municipal utilities and rural co-ops to develop new rates that encourage EV charging and adoption by individuals, fleets, and transit.	On-going
Continue to convene an EV rates workshop with investor-owned, municipal, and rural electric cooperative utilities to discuss and improve best practices by January	On-going
Work with regulated utilities and market stakeholders to ensure that transportation electrification plans meet state and federal requirements while also including strategies that make it attractive to own and operate an EV and make investments in charging infrastructure.	On-going
Continue to work with law makers and the Public Regulatory Commission on utility rates with municipal utilities and Rural Co-Ops to develop new rates that encourage EV charging and adoption by individuals, fleets, and transit.	On-going

## **SITE-SPECIFIC PUBLIC ENGAGEMENT**

No Updates from August 1, 2023, Update.

## **PLAN VISION AND GOALS**

No Updates from August 1, 2023, Update.

## CONTRACTING

### STATUS OF CONTRACTING PROCESS

	Number of Applications Received	Contract Type	Date Solicitation Released	Date Solicitation Closed	Date of Award
PHASE 1	17	Design, Build, Operate & Maintain	10/03/2023	12/01/2023	01/02/2024
PHASE 2	TBD	TBD	07/18/2024	09/18/2024	Target: November 2024

### AWARD CONTRACTS

PHASE 1 Contracting	Award Recipient	Contract Type	Location	Award Amount	Estimated Date of Operation
	EV Gateway	Design, Build, Operate & Maintain	Las Cruces	\$474,750.00	TBD
	Francis Energy	Design, Build, Operate & Maintain	Raton	\$745,648.00	TBD
	Francis Energy	Design, Build, Operate & Maintain	Socorro	\$765,268.00	TBD
	Francis Energy	Design, Build, Operate & Maintain	Los Lunas	\$764,568.00	TBD
	Francis Energy	Design, Build, Operate & Maintain	Truth or Consequences	\$789,731.00	TBD
	Pilot	Design, Build, Operate & Maintain	Jamestown	\$656,263.98	TBD
	Pilot	Design, Build, Operate & Maintain	Moriarity	\$578,206.62	TBD
	RedE Charging	Design, Build, Operate & Maintain	Santa Fe	\$469,813.13	TBD
	RedE Charging	Design, Build, Operate & Maintain	Albuquerque	\$465,440.63	TBD
	RedE Charging	Design, Build, Operate & Maintain	Grants	\$615,707.20	TBD
	RedE Charging	Design, Build, Operate & Maintain	Maxwell	\$628,444.80	TBD
	RedE Charging	Design, Build, Operate & Maintain	Bernalillo	\$610,440.00	TBD
	SkyChargers	Design, Build, Operate & Maintain	Deming	\$626,693.36	TBD
	Tesla	Design, Build, Operate & Maintain	Lordsburg	\$551,415.00	TBD
	Tesla	Design, Build, Operate & Maintain	Encino	\$738,855.00	TBD
	Tesla	Design, Build, Operate & Maintain	Gallup	\$442,386.00	TBD
	Tesla	Design, Build, Operate & Maintain	Wagon Mound	\$442,386.00	TBD



	Tesla	Design, Build, Operate & Maintain	Las Vegas	\$443,986.00	TBD
	Tesla	Design, Build, Operate & Maintain	Santa Rosa	\$443,986.00	TBD
	Tesla	Design, Build, Operate & Maintain	Tucumcari	\$443,986.00	TBD

**SCORING METHODOGIES UTILIZED**

**EVALUATION AND SCORING (Phase 1)**

The evaluation was based on the evaluation factors and the relative weights set forth in the Solicitation for Applications (SFA). The rating system shall be as follows: Applications must score at least 125 points to be considered for an award to be funded. The NMDOT reserves the right to award the contracts to the Applicant whose applications are deemed to be in the best interest of the NMDOT and the State of New Mexico. As part of the final funding decisions, the NMDOT will also consider other factors such as: geography, cultural and linguistic diversity of communities, and types of activities contemplated to ensure a diversity of approaches are funded through the multiple grants available under this program.

**VOLUME OF WORK CURRENTLY BEING PERFORMED (Phase 1)**

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

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

\*Contract Balance Amount is defined as:

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

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

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

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

**Total Available Points (Phase 1)**

Scoring Category	Available Points
Administrative Application	50
Management Application	50
Technical Application	50
Financial Application	50
<b>TOTAL</b>	<b>200</b>

**EVALUATION AND SCORING (Phase 2)**

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

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

**VOLUME OF WORK CURRENTLY BEING PERFORMED (Phase 2)**

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

\*Contract Balance Amount

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

\*Contract Balance Amount is defined as:

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

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

For each proposal, the Applicant’s score will be calculated as follows:

Total Proposal Score = Administrative Proposal Score + Management Proposal Score + Technical Proposal Score + Financial Proposal Score.

**Total Available Points (Phase 2)**

Scoring Category	Available Points
Administrative Application	50
Management Application	50
Technical Application	50
Financial Application	50
<b>TOTAL</b>	<b>200</b>

**FINAL DETERMINATION OF SUCCESSFUL APPLICANTS (Phase 1 and Phase 2)**

The NMDOT staff and/or management may conduct a final review of the evaluation and scoring of finalist(s). In this final review, the NMDOT may consider past or current performance of any NMDOT and/or any State of New Mexico contracts by a finalist(s), and any experience of the NMDOT and/or the State of New Mexico in working with a finalist(s), under any past or current project contact with the NMDOT and/or the State of New Mexico; thereby determining which application(s)/proposal(s) best meet the needs and terms of the State of New Mexico and specifically, the needs of the NMDOT.

NMDOT will establish Agreements/Contracts with eligible entities for the installation, ownership, operation, maintenance, and reporting of NEVI-compliant EV charging stations across the State, funded in whole or in part through the NEVI competitive program. NMDOT’s contracting and program administration process supports efficient and effective deployment of EV infrastructure, taking into consideration the evaluations of each AFC.

NMDOT focuses on several key strategies to achieve efficient and effective deployment:

- Strategically deploy EV infrastructure:
  - Focusing on designated AFCs, starting with interstate highways, and then US highways.
  - Contractor’s meeting or exceeding the minimum NEVI compliance criteria.
  - Locations outside NMDOT’s right-of-way at facilities providing customer amenities.
- Contractor’s planning and designing EVSE Projects collaboratively by engaging various stakeholders, state agencies, peer organizations, and community representatives.
- Contractors will be selected via a transparent and competitive bidding process.
- Benchmark and compare the costs of charging infrastructure Projects with industry standards and best practices via a competitive process.
- Utilizing a scoring method to encourage Prospective Contractors to propose innovative and cutting-edge approaches which will enhance the efficiency and effectiveness of EV charging infrastructure.
- Agreement provisions where contractors comply with and report relevant data, allowing NMDOT to monitor and enforce compliance of federal and state civil rights laws, physical and cybersecurity standards, and other regulatory requirements.

- Each Phase (1 and 2) will include a Program Evaluation Plan to quantify and evaluate the benefits and impacts of investments.
- Agreement-based data collection and sharing requirements to ensure availability of information on charging infrastructure locations, pricing, real-time availability, and accessibility.
- Provisions designed to maintain Uptime through resilience during emergencies and extreme weather, among other strategies.
- Competition that allows NMDOT to balance prompt AFC deployment with providing funding to support EV deployment in diverse communities. Some incentive is given in Phase 1 and Phase 2 to provide charging in disadvantaged communities through scoring incentives; however, disadvantaged communities will be a central focus of Phase 2 and future community charging efforts.
- NMDOT’s contract language requires Buy America provisions, whereas NMDOT will meet with New Mexico-based companies to learn about their equipment.

NMDOT is committed to providing a positive experience, reliable, and safe access to EVSE stations for the traveling public throughout New Mexico; prioritizing appropriate spacing from existing and potential site locations, including the amenities available.

Please see Appendix A for the Scoring Eligibility Criteria to be used by application/proposal Evaluation Committees.

**PLAN FOR COMPLIANCE WITH FEDERAL REQUIREMENTS**

NMDOT will ensure that the planned competitive grant process will comply with 23 U.S.C., 23 CFR 680 and all applicable requirements under 2 CFR 200, as well as relevant state procurement laws. The Department has substantial experience in managing grant programs. NMDOT will ensure that applications/proposals include a scope of work, project timeline and schedule, and budget details. Proposals could involve specific site locations or specific segments with multiple sites. Selected contractors will be required to communicate progress and any project delays or issues to NMDOT, as well as a plan to mitigate project delays. Contracts will comply with all relevant New Mexico laws and regulations.

**Buy America**

Regarding the Buy America requirements at 23 USC 313 (<https://www.govinfo.gov/link/uscode/23/313>) and Build America, Buy America Act (Pub. L. No 117-58, div. G sections 70901-70927), award recipients of NEVI funds must also be able to certify compliance with the Buy America Act, based on a process to be defined by Federal and State authorities, from all relevant vendors and equipment suppliers. NMDOT is aware that beginning in July 2024, federal funding may only be used for EV charging infrastructure that is assembled in the United States and where at least 55% of the value of the components are attributable to U.S.-made components—essentially “full” Buy America compliance. Components of the EV charging infrastructure housing—or the protective casing of the electrical components—that are predominantly steel or iron must also be made in the United States.

**CIVIL RIGHTS**

No Updates from August 1, 2023, Update.



## EXISTING AND FUTURE CONDITIONS ANALYSIS

### ALTERNATIVE FUEL CORRIDOR (AFC) DESIGNATIONS

No Updates from August 1, 2023, Update.

#### EXISTING DCFC CHARGING STATIONS AS OF 08/29/2024

State EV Charging Location Unique ID*	Route	Location (street address, or AFC + mile marker)	Number of Charging Ports	EV Network (if known)	Meets all relevant requirements in 23 CFR 680?	Intent to count towards Fully Built Out Determination?
Unknown	I-25	NM State Land Office 310 Old Santa Fe Trail, Santa Fe, NM 87501	1	Charge Point 62.5 kW	Unknown	No
Unknown	I-25	NM-FMD Battan #2 402 Don Gaspar Ave Santa Fe, NM 87501	3	Charge Point 62.5 kW	Unknown	No
Unknown	I-25	NM FMD Lamy 466 Old Santa Fe Trail Santa Fe, NM 87501	1	Charge Point 62.5 kW	Unknown	No
Unknown	I-25	NM-FMD MONTOYA 1100 S St Francis Dr Santa Fe, NM 87505	1	Charge Point 62.5 kW	Unknown	No
Unknown	I-25	NMDOT GO EV 1120 Cerrillos Road Santa Fe, NM 87505	4	Charge Point 62.5 kW	Unknown	No
Unknown	I-25	NM-FMD LUJAN St. Francis @ Alta Vista OB Santa Fe, NM 87505	1	Charge Point 62.5 kW	Unknown	No
Unknown	I-25	Fiesta Nissan 2005 St Michaels Dr Santa Fe, NM 87505	1	None Identified	Unknown	No
Unknown	I-25	NM-FMD ANAYA 2550 Cerrillos Rd Santa Fe, NM 87505	1	Charge Point 62.5 kW	Unknown	No
Unknown	I-25	NM-FMD T-187 2542 Cerrillos Rd Santa Fe, NM 87505	1	Charge Point 62.5 kW	Unknown	No

Unknown	I-25	Walmart 3423 5701 Herrera Dr Santa Fe, NM 87507	4	Electrify America	Unknown	No
Unknown	I-25	Fashion Outlets of Santa Fe - Tesla Supercharger 8380 Cerrillos Rd Santa Fe, NM 87507	8	Tesla Supercharger	Unknown	No
Unknown	US 285	AVANYU AVANYU LEFT 618 N Riverside Dr Española, NM 87532	2	Charge Point 62.5 kW	Unknown	No
Unknown	US 285	JEMEZ ELECTRIC CPE250 #1 19365 US-84 Hernandez, NM 87537	1	Charge Point 62.5 kW	Unknown	No
Unknown	I-25	LAS VEGAS DC EV 2 28 Bibb Industrial Dr Las Vegas, NM 87701	4	Charge Point 62.5 kW	Unknown	No
Unknown	I-25	Comfort Inn - Tesla Supercharger 2500 N. Grand Ave. Las Vegas, NM 87701	6	Tesla Supercharger	Unknown	No
Unknown	US 285	Enel X - Ojo Caliente Mineral Springs 50 Los Banos Dr Ojo Caliente, NM 87549	2	None Identified 50 kW	Unknown	No
Unknown	I-40	Clines Corners Travel Center 1 Yacht Club Dr Clines Corner, NM 87070	4	Francis Energy 60 kW	Unknown	No
Unknown	I-25	THUNDERBIRD HD DCFAST HOG 5000 Alameda Blvd NE Albuquerque, NM 87113	1	Charge Point 24 kW	Unknown	No

Unknown	I-25/I-40	Albuquerque, NM - Lang Avenue Northeast - Tesla Supercharger 5151 Journal Center Blvd NE Albuquerque, NM 87109	8	Tesla Super Charger	Unknown	No
Unknown	US 285	Enel X - Taos Municipal Parking Lot 122 Paseo Del Pueblo Sur Taos, NM 87571	4	Enel – X 50 kW	Unknown	No
Unknown	US 285	Enel X - Taos Guadalupe Parking Lot 205 Don Fernando St Taos, NM 87571	2	Enel-X 50 kW	Unknown	No
Unknown	I-25/ I-40	MELLOY DODGE EV CPE250 2 9621 Coors Boulevard Northwest Albuquerque, NM 87114	2	Charge Point 62.5 kW	Unknown	No
Unknown	I-25/ I-40	ABQ Uptown Mall - Tesla Supercharger 2200 Louisiana Boulevard Northeast Albuquerque, NM 87110	16	Tesla Super Charger	Unknown	No
Unknown	I-25/ I-40	Paws & Plugs: EV Charging Stations & Dog Park by Rich Ford 8601 Lomas Blvd NE Albuquerque, NM 87112	6	EV Connect 180 kW	Unknown	No
Unknown	I-25/ I-40	GO-STATION Winrock Town Center 2100 Louisiana Blvd NE Albuquerque, NM 87110	2	None Identified 50 kW	Unknown	No

Unknown	I-25/ I-40	Walmart 850 - Albuquerque, NM 2701 Carlisle Blvd Albuquerque, NM 87107	10	Electrify America 1 – 50 kW 7 – 150 kW 2 – 350 kW	Unknown	No
Unknown	I-25/ I-40	Applebee's - Tesla Supercharger 2600 Menaul Blvd NE Albuquerque, NM 87107	6	Tesla Supercharger	Unknown	No
Unknown	I-25	Conoco Wagon Mound 504 Old Highway 85 Wagon Mound, NM 87752	4	Electrify America 2 – 150 kW 2 – 350 kW	Unknown	No
Unknown	I-25	Melloy Chevrolet 377 Emilio Lopez Rd Los Lunas, NM 87031	1	None Identified 25 kW	Unknown	No
Unknown	US 285	Allsup's 160 8th St Vaughn, NM 88353	4	Francis Energy 2 – 80 kW 2 – 150 kW	Unknown	No
Unknown	I-40	Holiday Inn Express Tesla Supercharger 2516 Historic Route 66 Santa Rosa, NM 88435	6	Tesla Superchargers	Unknown	No
Unknown	I-40	Love's Travel #285 1028 State Hwy 156 Santa Rosa, NM 88435	4	Electrify America 2 – 150 kW 2 – 350 kW	Unknown	No
Unknown	I-40	Walmart 2652 1000 Robert Rd Grants, NM 87020	4	Electrify America 2 – 150 kW 2 – 350 kW	Unknown	No
Unknown	I-40	MILAN NMDOT6 EV 1919 Pinon Dr Milan, NM 87021	2	Charge Point 62.5 kW	Unknown	No
Unknown	I-40	Chaco Canyon Trading Co - Tesla Supercharger 1500 Willow Dr Milan, NM 87021	15	Tesla Super Charger	Unknown	No



Unknown	I-40	MILAN NMDOT6 EV 1854 Pinon Dr Grants, NM 87020	2	Charge Point 62.5 kW	Unknown	No
Unknown	I-25	Best Western Socorro Hotel & Suites - Tesla Supercharger 1100 N California St Socorro, NM 87801	8	Tesla Super Charger	Unknown	No
Unknown	I-25	SOCORRO 1 116 Plaza St Socorro, NM 87801	2	Charge Point 62.5 kW	Unknown	No
Unknown	US 60	Allsups - Ft Sumner 327 Sumner Ave Fort Sumner, NM 88119	4	Francis Energy 2 - 120 kW 2 – 150 kW	Unknown	No
Unknown	I-25	Allsups 2300 S 1st Street Tucumcari, NM 88401	4	Francis Energy 2 – 120 kW 2 – 150 kW	Unknown	No
Unknown	I-25	Holiday Inn Express & Suites Tesla Supercharger 2624 S Adams St. Tucumcari, NM 88401	6	Tesla Supercharger	Unknown	No
Unknown	I-40	Love's 262 1900 South Mountain Road Tucumcari, NM 88401	4	Electrify America 2 – 150 kW 2 – 350 kW	Unknown	No
Unknown	US 380	Allsups 12361 US-54 Carrizozo, NM 88301	4	Francis Energy 120 kW	Unknown	No
Unknown	I-40	Chisum Travel Center 2369 NM-469 San Jon, NM 88434	4	Francis Energy 150 kW	Unknown	No
Unknown	I-40	Walmart 906 1650 W Maloney Ave Gallup, NM 87301	4	Electrify America 2 – 150 kW 2 – 350 kW	Unknown	No
Unknown	I-40	Best Western Gallup West - Tesla Supercharger 111 Twin Buttes Rd Gallup, NM 87301	8	Tesla Super Charger	Unknown	No

Unknown	US 70	CASINO APACHE STATION 1 25845 US-70 Mescalero, NM 88340	2	Charge Point 62.5 kW	Unknown	No
Unknown	US 285	ROSWELL DC EV ROSWELLDC2 4507 W 2nd St Roswell, NM 88201	4	Charge Point 62.5 kW	Unknown	No
Unknown	US 285	Allsup #102160 2515 W 2nd St Roswell, NM 88201	4	Francis Energy 150 kW	Unknown	No
Unknown	I-25	Fast Stop Elephant Butte 106 Rock Canyon Rd Elephant Butte, NM 87935	4	Francis Energy 150 kW	Unknown	No
Unknown	I-25	Holiday Inn Express & Suites Tesla Supercharger 2201 F.G. Amin Street Truth or Consequences, NM 87901	8	Tesla Super Charger	Unknown	No
Unknown	US-70	Casa Chevrolet GMC 2600 N White Sands Blvd Alamogordo, NM 88310	1	EV Connect 50 kW	Unknown	No
Unknown	US-70	Allsup 820 US-70 Alamogordo, NM 88310	4	Francis Energy 150 kW	Unknown	No
Unknown	I-25	DONA ANA HATCH 115 Franklin St Hatch, NM 87937	1	Charge Point 62.5 kW	Unknown	No
Unknown	I-25/ I-10	DONA ANA GC EV1 845 North Motel Boulevard Las Cruces, NM 88007	2	Charge Point 62.5 kW	Unknown	No
Unknown	I-25/ I-10	Roasted Rooster Coffee & Waffles - Tesla Supercharger 2702 W Amador Ave Las Cruces, NM 88005	15	Tesla Super Charger	Unknown	No

Unknown	I-10	BORMAN HYUNDAI FC2 210 Boutz Rd Las Cruces, NM 88005	2	Charge Point 30 kW	Unknown	No
Unknown	I-10	Sisbarro Buick-GMC 425 W Boutz Rd Las Cruces, NM 88005	1	None Identified 50 kW	Unknown	No
Unknown	I-10	Chiricahua Apache Plaza 20885 Frontage Rd Deming, NM 88030	4	Red E Charging 50 kW	Unknown	No
Unknown	I-25	DONA ANA ANTHONY EV1 855 Anthony Dr Anthony, NM 88021	1	Charge Point 62.5 kW	Unknown	No
Unknown	I-10	5R Travel Center - Tesla Supercharger 1695 US-180 Deming, NM 88030	8	Tesla Super Charger	Unknown	No
Unknown	I-10	DEMING DC EV DEMINGDC1 2912 E Pine St Deming, NM 88030	4	Charge Point 62.5 kW	Unknown	No
Unknown	I-10	Walmart 5166 - 1021 E. Pine St Deming, NM 88030	4	Electrify America 2 – 150 kW 2 – 350 kW	Unknown	No
Unknown	I-10	Lordsburg Chevron 1882 Stagecoach Rd. 88045 Lordsburg, NM 88045	4	Electrify America 2 – 150 kW 2 – 350 kW	Unknown	No

**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 a 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 disadvantages 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 2023 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. Currently, NMDOT has released a solicitation for NEVI Phase 2, with the solicitation closing on September 18, 2024. For Phase 2, NMDOT is working toward Notice of Selection scheduled for November 2024, and contract agreements scheduled for the end of December 2024.

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.

## PLANNED CHARGING STATIONS

### STATIONS UNDER CONSTRUCTION

State EV Charging Location Unique ID	Route (note if AFC)	Location	Number of Ports	Estimated Quarter/Year Operational	Estimated Cost (Total Cost)	Funding Sources (Choose NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+)	New Location or Upgrade?
TBD	I-25	Dick's Sporting Goods 200 N. Telshor Blvd. <b>Las Cruces, NM</b>	12	TBD	\$633,000.00	NEVI FY22/23	New
TBD	I-25 Exit 451	Arby's #5776 415 Clayton Rd. <b>Raton, NM</b>	4	TBD	\$932,060.00	NEVI FY22/23	New
TBD	I-25 Exit 147	Arby's #5152 1010 S Hwy 85 <b>Socorro, NM</b>	4	TBD	\$956,585.00	NEVI FY22/23	New
TBD	I-25 at	Los Lunas Pavilions	4	TBD	\$955,710.00	NEVI FY22/23	New

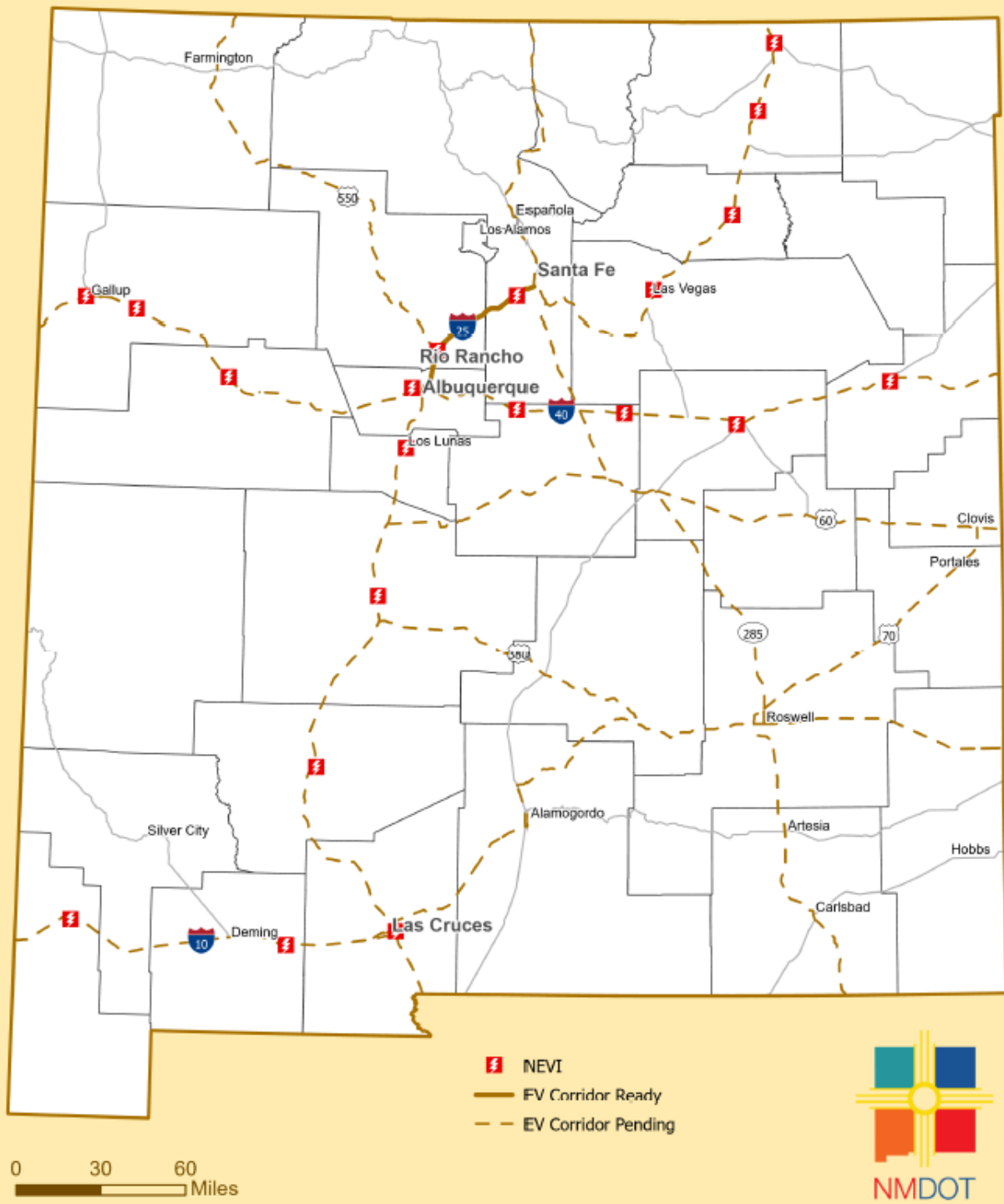
	Exit 203	Shopping Center 1620 Main Street <b>Los Lunas, NM</b>					
TBD	I-25 Exit 79	Comfort Inn & Suites 2205 N. Date St. <b>Truth or Consequences, NM</b>	4	TBD	\$987,164.00	NEVI FY22/23	New
TBD	I-40 - Exit 39	Flying J #305 1 Giant Crossing <b>Jamestown, NM</b>	4	TBD	\$1,065,965.00	NEVI FY22/23	New
TBD	I-40 - Exit 196	Pilot Travel Center #475 305 W. Abrahames Rd. <b>Moriarity, NM</b>	4	TBD	\$911,854.00	NEVI FY22/23	New
TBD	I-25 Exit 276	Allsups 2 Vista Del Monte <b>Santa Fe, NM</b>	4	TBD	\$626,417.50	NEVI FY22/23	New
TBD	I-40 Exit 155	<b>Fast Market #4619 2721 Coors Blvd. NW Albuquerque, NM</b>	4	TBD	\$620,587.50	NEVI FY22/23	New
TBD	I-40 Exit 85	Allsups 103 W. Santa Fe Ave. <b>Grants, NM</b>	4	TBD	\$769,634.00	NEVI FY22/23	New
TBD	I-25 Exit 426	Maxwell Station 215 3rd. St. <b>Maxwell, NM</b>	4	TBD	\$785,556.00	NEVI FY22/23	New

TBD	I-25 Exit 345	Allsup's 712 S Camino Del Pueblo <b>Bernalillo, NM</b>	4	TBD	\$763,050.00	NEVI FY22/23	New
TBD	I-10	Bowlin Travel Centers 21535 Frontage Rd. SE <b>Deming, NM</b>	4	TBD	\$783,366.70	NEVI FY22/23	New
TBD	I-10 Exit 22	Circle K, Inc. 1316 Main Street <b>Lordsburg, NM</b>	7	TBD	\$689,269.00	NEVI FY22/23	New
TBD	I-40 Exit 234	Bowlin's Flying C Ranch Exit 234 <b>Encino, NM</b>	10	TBD	\$923,569.00	NEVI FY22/23	New
TBD	I-40 Exit 20	Gallup Capital 700 US-491 <b>Gallup, NM</b>	5	TBD	\$552,983.00	NEVI FY22/23	New
TBD	I-25 Exit 387	LJM's Travel Center LLC 504 Old Hwy 85 <b>Wagon Mound, NM</b>	5	TBD	\$552,983.00	NEVI FY22/23	New
TBD	I-25 Exit 347	Comfort Inn 2500 N. Grand Ave. <b>Las Vegas, NM</b>	5	TBD	\$554,983.00	NEVI FY22/23	New
TBD	I-40 Exit 277	Holiday Inn Express 2516 US Rt. 66 <b>Santa Rosa, NM</b>	5	TBD	\$554,983.00	NEVI FY22/23	New
TBD	I-40 Exit 332	Holiday Inn Express 2624 S Adams <b>Tucumcari, NM</b>	5	TBD	\$554,983.00	NEVI FY22/23	New

## PLANNED STATIONS

Since the approval of the New Mexico Department of Transportation's (NMDOT's) 2023 NEVI Plan, agency staff focused on the development of a NEVI Funding Opportunity and ultimately released the Phase 1 funding opportunity on January 6, 2023, which closed on May 5, 2023. NEVI Phase 1 NMDOT contracted with six (6) partners, installing eighty-four (84) charging stations, within twenty (20) sites. Currently, NMDOT has released solicitation for NEVI Phase 2, with the solicitation closing on September 18, 2024. For Phase 2, NMDOT is working toward Notice of Selection scheduled for November 2024, and contract agreements scheduled for the end of December 2024.

# New Mexico's NEVI Planned & Funded EV Charging Stations



## PLANNING TOWARD A FULLY BUILT OUT DETERMINATION

<i>How many stations are still needed to achieve Fully Built Out status (based on the State's EV AFCs as of the date of this update's submission)?</i>	20 are currently under contract for build-out; 24 pending awards.
Provide the estimated month/year to achieve Fully Built Out status:	February 2026

## EV CHARGING INFRASTRUCTURE DEPLOYMENT AFTER BUILD OUT

NMDOT's deployment strategy remains similar to previous plans. In Phase 1, NMDOT's focus was placement of EV chargers, at a minimum, every 50 miles along the main AFCs, I-25, I-40 and I-10. Phase Two solicitation includes the following AFCs: US Route 285, US Route 60, US Route 70 and US Route 380, for a total of 1365 miles.

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. Finally, with any remaining funds, NMDOT will work to construct charging infrastructure to support the electrification of the medium and heavy duty vehicle market. Research shows there is a significant need for medium- and heavy-duty vehicles to charge at publicly-available stations as vehicle capabilities and fleet adoption rates advance. NMDOT will work with stakeholders to identify strategies for project prioritization, site design, and operational support for locations intended to serve multiple MHD fleets or a combination of MHD and light-duty users.

## IMPLEMENTATION

No Updates since August 1, 2023, Update.



## EQUITY CONSIDERATIONS

To address racial equity and the climate crisis, the Justice40 Initiative sets the goal of delivering 40 percent of overall federal investment benefits in climate and clean energy, including sustainable transportation, to disadvantaged communities. NMDOT is committed to realizing equity benefits as part of the NEVI program through technical analysis and targeted stakeholder engagement.

### IDENTIFICATION AND OUTREACH TO DISADVANTAGES COMMUNITIES IN NEW MEXICO

Identification and Outreach to Disadvantaged Communities (DACs) in the New Mexico works to identify and include DACs throughout the NEVI implementation. If a proposed location is within or near a DAC census tract, they are eligible for enhanced incentives. This prioritizes the building of charging stations in disadvantaged communities. Additionally, we highly recommend grant applicants to have letters of support from prospective site hosts and the local municipality. Not only does this bolster applications but it also encourages collaboration with members of the community.

Listed below, please find outreach activities to DACs:

- Continually work with Municipal and County partners to identify needs in DACs.
- NMDOT coordinates with its partner agencies while the state updates its maps for identifying environmental justice communities per the Climate and Equitable Jobs Act provisions. Feedback from these outreach events directly informed our prioritization of benefits and development.

The tan shaded areas on the Justice40 map below displays NMDOT's disadvantaged communities:



## PROCESS TO IDENTIFY, QUANTIFY AND MEASURE BENEFITS TO DISADVANTAGED COMMUNITIES IN NEW MEXICO

Based on preliminary stakeholder engagement, building upon equity work taking place in other Divisions/Bureaus parts within NMDOT, and other interagency relations, NMDOT has identified the following categories of benefits and outlined an initial strategy for tracking them.

Benefits Category (examples)	Metrics	Data Source
Improve clean transportation access through the location of chargers;	<p><b>Metrics:</b> Number of new EV charging stations everywhere and in DACs, proximity to public transit, and charging station usage rates.</p> <p><b>Baseline:</b> Existing charging infrastructure and public transportation accessibility everywhere and in DACs.</p> <p><b>Goals:</b> Significant increase in the number of charging stations and improved proximity to public transit. Data Collection &amp; Analysis</p> <p><b>Approach:</b> Gathering data from charging station operators and community surveys. Analyzing geographic data to assess distribution and accessibility. Community</p> <p><b>Validation:</b> Engaging with stakeholders to ensure charging stations are strategically located based on their needs.</p>	Community Engagement tracking, Interagency collaboration meeting summary
Decrease the transportation energy cost burden by enabling reliable access to affordable charging;	<p><b>Metrics:</b> Reduction in transportation costs everywhere and for DAC residents, percentage of low-income households using EVs.</p> <p><b>Baseline:</b> EV adoption rates among all population and low-income individuals.</p> <p><b>Goals:</b> Lowering transportation costs and increasing EV adoption everywhere and in DACs. Data Collection &amp; Analysis</p> <p><b>Approach:</b> Tracking EV registrations</p> <p><b>Community Validation:</b> Consulting with stakeholders to verify the impact of charging on EV registrations in DAC.</p>	New Mexico Auto Dealers Association Meeting Summaries; NM Motor Vehicles Department Meeting Summaries and Large Utility Companies and Rural Electric Co-Ops Meeting Summaries
Reduce environmental exposures to transportation emissions;	<p><b>Metrics:</b> Air quality improvements (e.g., reduced particulate matter, nitrogen oxides) everywhere and in DACs.</p> <p><b>Baseline:</b> Existing air quality data everywhere and in DACs.</p>	NM Climate Bureau Meeting Summaries

	<p><b>Goals:</b> Significant reduction in air pollutants linked to transportation emissions. Data Collection &amp; Analysis</p> <p><b>Approach:</b> Monitoring air quality through environmental agencies. Community</p> <p><b>Validation:</b> Involving stakeholders in air quality monitoring efforts and seeking their feedback on changes observed. Promote reduction in air pollutants including carbon monoxide, nitrogen oxides, ozone, and particulate matter. Promote investment in energy infrastructure and clean energy technology.</p>	
Increase parity in clean energy technology access and adoption;	<p><b>Metrics:</b> Clean energy technology adoption rates in DACs compared to other areas.</p> <p><b>Baseline:</b> Current adoption rates of clean energy technologies in DACs.</p> <p><b>Approach:</b> Track changes in EV ownership rates in DACs vs. Non-DACS.</p> <p><b>Goals:</b> Achieving similar adoption rates as non-DAC areas. Promote investment in energy infrastructure and clean energy technology</p> <p><b>Data Collection &amp; Analysis Approach:</b> Collecting data from and tracking clean energy installations.</p> <p><b>Community Validation:</b> Engaging stakeholders to ensure access to clean energy technologies is equitable. Test air quality impacts from transportation emissions and increased EV adoption after charging stations are installed.</p>	NM Motor Vehicles Division Data
Increase access to low-cost capital to increase equitable adoption of more costly, clean energy technologies like EVs and EV chargers;	<p><b>Metrics:</b> Number of low-income individuals receiving the EV rebates or charging grants.</p> <p><b>Baseline:</b> Number of low-income individuals receiving the EV rebates or charging grants</p> <p><b>Goals:</b> Increasing the number of low-income individuals receiving the EV rebates or charging grants Data Collection &amp; Analysis.</p> <p><b>Approach:</b> Comparing funding disbursements. Continue to partner with utility companies in providing incentive programs, especially in DACs. Raise awareness of off-grid hours to charge which will promote efficiency and decrease cost to consumers; Collaborate with NM’s Public Regulatory Commission (PRC) to establish regulations on competitive utility pricing</p> <p><b>Community Validation:</b> Outreach to communities to provide input on site</p>	Large Utility Companies and Rural Electric Co-Ops Rebate Data

	selection; Focus on installation of chargers in DACs; Outside of DACs, NM commuters to locations for work, essential services, healthcare and commerce. Ensure universal access to affordable, reliable and modern energy services.	
Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities; Increase energy resilience;	<p><b>Metrics:</b> Number of residents trained and employed in clean energy sectors.</p> <p><b>Baseline:</b> Current clean energy job opportunities and training programs.</p> <p><b>Goals:</b> Boosting clean energy job opportunities and workforce training overall and in DACs.</p> <p><b>Data Collection &amp; Analysis Approach:</b> Tracking job training programs, employment statistics, and workforce development initiatives.</p> <p><b>Community Validation:</b> Working with stakeholders and the NM Workforce Solutions Department to ensure training programs meet their needs and provide meaningful employment opportunities.</p>	NM Department of Workforce Solutions Meeting Summaries; and Career Technical Education (CTE) Advisory Board
Provide charging infrastructure for transit and shared-ride vehicles;	<p><b>Metrics:</b> Increase in the availability and usage of EV charging infrastructure for shared mobility services.</p> <p><b>Baseline:</b> Existing charging infrastructure for shared-ride vehicles everywhere and in DACs.</p> <p><b>Goals:</b> Expanding charging infrastructure to support shared mobility options everywhere and in DACs. Data Collection &amp; Analysis</p> <p><b>Approach:</b> Usage of DCFC by transit agencies and shared-ride providers.</p> <p><b>Community Validation:</b> Involving stakeholders to identify suitable locations for charging infrastructure and ensuring equitable access. Develop employee rideshare programs to assist in employee carpool; collaborate to possibly offer incentives, or parking preferences to carpoolers.</p>	Coordinate with Municipal Transit Agencies
Increase equitable access to the electric grid; and	<p><b>Metrics:</b> Percentage of DAC households connected to the electric grid and reliability of grid services.</p> <p><b>Baseline:</b> Current grid connectivity and service reliability in DACs.</p> <p><b>Goals:</b> Achieving universal grid access and improving service reliability. Data Collection &amp; Analysis</p> <p><b>Approach:</b> Gather data from utility companies and conducting surveys on grid service satisfaction.</p>	Senior Policy Advisor for Tribal Affairs within the Governor’s Office Meeting Summaries and Partner with community development



	<p><b>Community Validation:</b> Seeking community input on grid services and addressing any issues identified. Outreach to communities to provide input on site selection; Focus on installation of chargers in DACs; Outside of DACs, NM commuters to locations for work, essential services, healthcare and commerce. Increase awareness of renewable electricity source; % of.</p>	<p>organizations to connect DAC business resources</p>
<p>Minimize gentrification-induced displacement result from new EV charging infrastructure.</p>	<p><b>Metrics:</b> Monitor demographic changes, housing costs, and community feedback on the impact of EV charging infrastructure.  <b>Baseline:</b> Existing demographics and housing affordability in areas where EV charging infrastructure is planned.  <b>Goals:</b> Preventing displacement and ensuring that the introduction of charging infrastructure benefits existing residents. Data Collection &amp; Analysis  <b>Approach:</b> Analyzing housing data, tracking community feedback, and monitoring housing affordability.  <b>Community Validation:</b> Engaging with communities to understand potential gentrification impacts and adapting plans accordingly. Collaborate with the municipal, county and state government offices such as the Economic Development strategies to understand neighborhoods vulnerabilities to displacement to incorporate displacement mitigation strategies up front.</p>	<p>Community Engagement Tracking and Municipal/NM County Meeting Summaries</p>
<p>Others</p>		

## LABOR AND WORKFORCE CONSIDERATIONS

NMDOT has incorporated labor and workforce development requirements into its NEVI program. Awardees are selected based on their proposals, which include comprehensive plans for workforce development and compliance with applicable labor standards. Agreements/Contracts include specific provisions to ensure compliance with 23 CFR 680.106(j). Adherence to federal, state, and local labor laws, including prevailing wage and apprenticeship requirements, is mandatory. Awardees must certify that personnel involved in EV charging infrastructure possess necessary licenses, certifications, and training. The Electric Vehicle Infrastructure Training Program (EVITP) certification is currently required. Awardees are required to submit documentation demonstrating compliance with workforce requirements. NMDOT employs an administrative grant management process to ensure compliance with Grant 31 agreement terms. Grant agreements outline specific labor and workforce expectations, including training, certification, and diversity goals. Specifically:



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

Awardees are required to submit regular reports detailing workforce development activities, job creation, apprenticeship completion rates, wage growth, and overall compliance with labor standards. NMDOT staff can conduct audits and inspections to verify compliance if necessary. To further ensure accountability, grant agreements include provisions for penalties or termination of funding for non-compliance. This comprehensive approach, coupled with subrecipient monitoring, ensures effective use of public funds and alignment with state workforce development objectives. New Mexico is also actively investing in workforce development to support the state’s transition to EVs. Beyond ensuring labor compliance, the state is proactively building a skilled workforce through targeted training and education programs. NMDOT has established a Workforce Development Group to address the growing demand for EV-related jobs. This group, in collaboration with key stakeholders, is developing strategies to identify workforce needs, establishing training targets, creating curriculum and sharing lessons learned to support a robust EV workforce. By combining these workforce development efforts with rigorous labor compliance standards, New Mexico is progressing towards its goal of building a highly-skilled and diverse EV workforce.

## PHYSICAL SECURITY AND CYBERSECURITY

No Updates from August 1, 2023, Plan

## PROGRAM EVALUATION

No updates from August 1, 2023, Plan

## DISCRETIONARY EXCEPTIONS

Currently New Mexico is not seeking any discretionary exceptions. NMDOT will continue to monitor the progress of the EV Charging Station installation locations and will continue to work closely with the FHWA Division Office and Joint Office on any issues that may trigger the need for an exception waiver on future annual updates to the Plan.

## Appendix A – Scoring Eligibility Criteria

NEVI Application 12.01.2023		
Company Names - # locations		
Document - Hard copy	v	Notes
<b>Administrative Application - Available Points = 50</b>		
• Letter of Submittal		
• Application and Assurance Form		
Certificate of Good Standing and Compliance from Secretary of State?		
<b>Management Application - Available Points = 50</b>		
• Org Chart?		
• Staff credentials supporting documentation?		
<b>Project Management</b>		
• Project definition and location design parameters and/or proposed features are what NMDOT/NEVI is looking for?		
<b>Technical Application - Available Points = 50</b>		
• Project Approach to include sustainability and equity		
• Project Plan and schedule in a Gantt chart or similar format		
• Location Recognized as a Disadvantaged Community?		
<b>Location Control</b>		
• Aerial photos of each location		
• Documented proof of access to property		
• Agreement in place between with Location Site Host?		
• Area provides for dedicated parking for the maximum number of vehicles that can be charged simultaneously?		
• If design provided, design includes larger or additional concrete pads, transformers and other utility-related equipment, and larger and/or additional construction and conduit costs in the future.		
• Sufficient real estate for the addition of future DC fast-charging stations, ideally enough space to double the initial installed capacity		
• within one (1) mile of highway interchange or exit? With access to: <input type="checkbox"/> drinking fountains; <input type="checkbox"/> bathrooms; and <input type="checkbox"/> food or vending?		
• Highly accessible?		
• Sufficient Lighting?		
• ADA Compliant?		
• Public access 24 hours a day / 365 days per year		
• Video camera surveillance		
• Placed in locations where they can be expanded to accommodate increasing demand in the future.		
• Labeled Site plan to include: <input type="checkbox"/> Location of charging equipment; <input type="checkbox"/> Dedicated parking spaces <input type="checkbox"/> Required accessible design features <input type="checkbox"/> Site lighting <input type="checkbox"/> Nearby amenities <input type="checkbox"/> Areas for future expansion		
• Site able to accommodate large vehicle (e.g., box trucks)?		
• Pull through design (accommodate vehicles pulling a recreational vehicle/trailer)?		

• Security cameras?		
• Emergency Shelter?		
<b>Utility Company Agreement</b>		
• Letter/certification of adequacy provided (600 kW) Applications with insufficient information about expected utility interconnection costs and schedule for the considered EVSE station may be rejected as “non-Responsive”.		
• Adequate power within the timelines put forth in the installation plan (minimum 150 kW per station) If timeline indicates a completion date more than 60 days beyond completion date, NMDOT reserves the right to reject and select the next highest ranked applicant. NMDOT Timeline = 24 months.		
• Ability to charge at least four (4) cars simultaneously		
<b>Environmental Review</b>		
• Is Environmental review necessary? If NMDOT's expense: If NMDOT determined NEPA review will take longer than 60 days and would result in an undue cost or impact to the environment, NMDOT reserves the right to reject and select the next best applicant.		
<b>NEVI Formula Compliance:</b>		
• At least four (4) DCFC ports for each location capable of providing at least 150 kW of power per port simultaneously.		
<b>Project Specifications:</b>		
• within 50 mile threshold?		
• within walking distance of full-service amenities such as local restaurants, retail shopping, or tourist attraction?		
• Four (4) 150 kilowatts (kW) direct charge (DC) fast chargers at each respective location?		
• Dual Protocol? <input type="checkbox"/> CCS Port # _____ <input type="checkbox"/> CHAdeMO Port # _____		
• Capable of connecting to a network and capable of collecting and reporting data ?		
• Cell service or free Wi-Fi to customers?		
• Stations usable by individuals of all disabilities and ages?		
• Station can support multiple payment options: including but not limited to, ability to pay with a credit card, app based mobile payments, subscription services, chip or pin, or vehicle based payments.		
• Capable of being listed on multiple applications commonly used by EV drivers, such as Plug Share app.?		
• ISO 15118 Compliant		
• Charger-charger-Network Communication		
• Network switching capability		
• Uptime requirement of at least 97%?		
• Customer support service accessible 24/7 with either an onsite station operator or a toll-free telephone number?		
• Customer support service capable of providing or dispatching service including rebooting the system?		
<b>Equipment</b>		
• Type of Charger:		
Installed by qualified C-10 and EVITP technicians		
• Specification sheets for each location		
• Warranty specifications including what is covered and what is not covered and the term of each		
• UL Certified		
<b>Operation and Maintenance:</b>		
• Maintenance plan including any service level agreements for each location		
<b>Financial Application -Available Points = 50 pts</b>		

• Includes utility interconnection information?		
• Includes cost estimate?		
<ul style="list-style-type: none"> <li>• For purposes of program income or revenue earned from the operation of an EV charging station, Awardees should ensure that all revenues received from operation of the EV charging facility are used only for: <ul style="list-style-type: none"> <li>▪ Debt service with respect to the EV charging station project, including funding of reasonable reserves and debt service on refinancing;</li> <li>▪ A reasonable return on investment of any private person financing the EV charging station project, as determined by NMDOT;</li> <li>▪ Any costs necessary for the improvement and proper operation and maintenance of the EV charging station, including reconstruction, resurfacing, restoration, and rehabilitation;</li> <li>▪ If the EV charging station is subject to long-term stewardship agreement, payments that the party holding the right to the revenues owes to the other party under the long-term stewardship agreement; and <ul style="list-style-type: none"> <li>▪ Any other purpose for which Federal funds may be obligated under Title 23, United States Code.</li> </ul> </li> </ul> </li> </ul>		
<b>Cost:</b>		
• Are all costs included as "eligible costs," page 22 of SFA?		
<b>Itemized spreadsheet of all project costs including a detailed budget for the SFA</b>	√	
<b>Signage:</b>		
• On-site		
• Along highways/byways		
<b>Bollards:</b>		
• Install bollards?		
<b>Other Federal Requirements:</b>		
• Buy America certification?		
• David Bacon Wage Rate requirements?		
• Unique Entity Identifier (Attachment 6)?		
• NEVI Reporting requirements		
<b>Attachment 1</b>		
• Attachment 1 for each location separately?		
• Any net income from revenue from the sale, use, lease, or lease renewal of real property acquired shall be used for Title 23 eligible projects.		
<b>Conflict</b>		
Conflict of Interest regarding this SFA?		
<b>Applicants were required to submit the yellow highlighted documents, at a minimum.</b>		
<b>Point Assessment</b>		
Administrative Application		
Management Application		
Technical Application		
Financial Application		
<b>Total Points</b>		
<b>Evaluation Committee Members</b>		
Matthew Cordova		NMDOT
Lucy Frma		ENMRD
Neal Butt		Environment Department
April Naranjo - Lead		NMDOT
Signature:		Date: 12/22/23

