NMDOT

Transportation Infrastructure Revenue Subcommittee

Jerry P. Valdez
Special Projects
Executive Director

NMDOT

NMDOT EV FUNDING

- 2021 Regular Session
  - $250K budget request approved
  - $1.2M appropriation (transfer)
- 2021 Special Session
  - $10M ARPA programmed by governor/legislature
- 2022 Session
  - $387K appropriation (transfer)
- BIL
  - $38.387M National Electric Vehicle Infrastructure (NEVI) Formula program

State-Wide Strategy

NMDOT

ARPA
Appropriation
State Funds

NEVI
Formula Funds

Discretionary
Federal Funds

NMDOT

DOT Facilities

- D1: Deming
- D2: Roswell
- D4: Las Vegas
- D5: Santa Fe
- D6 Milan
- 82 State-Wide DOT Patrols across the state

Interstate Corridors

- NMDOT will prioritize filling in the gaps on its Interstate Alternative Fuel Corridors (I-25, I-40, and I-10) that are not currently within 50 miles of one or more existing NEVI-compliant charging locations. NMDOT has performed preliminary assessments on the Interstates to identify which areas are most suitable for new or upgraded EV charging locations.

All Regions Public & Private

- Focus on accessibility to the public with consideration of equity, recreational access, cost effectiveness, operation, and maintenance of EVCS, address geographic diversity of EVCS in rural areas, and Justice 40 issues (https:/www.whitehouse.gov/environmentaljustice/justice40/). Will prioritize rural locations, low-and moderate-income areas of our state, and help in alleviating economic and racial disparities.

American Rescue Plan Act

NMDOT

The New Mexico Department of Transportation (NMDOT) will distribute American Rescue Plan Act (ARPA) Funds that were appropriated to the NMDOT through HB 2 in the 2021 2nd Special Session for planning, engineering services, design, and installation of Electric Vehicle (EV) DC Fast charging stations to 32 communities across New Mexico under the NMDOT Level 3 Direct Current Electric Vehicle Charging Station Grant Program (DC Fast EV Charging Program) that closed on August 31st, 2022. The agency has also used ARPA funding to begin construction of DC Fast Charging stations at three NMDOT District Office locations in Las Vegas, Deming, and in Roswell. Other communities that will receive ARPA funding that are in the planning and design phase include Socorro, Reserve, Anthony, Williamsburg, Quemado, Hatch, and Silver City. A total of 42 communities will be receiving DC Fast Charging Stations using ARPA Funds

ARPA Awards

NMDOT

618 Riverside Dr, Espanola, NM 87532	Espanola
203 Missouri St, Columbus NM 88029	Columbus
10 Miller Ln, Angel Fire, NM 87710	Angel Fire
101 W River St, Red River, NM 87558	Red River
1190 NM 554, El Rito, NM 87530	El Rito
201A Pueblo View Rd, Penasco, NM 87553	Penasco
2500 Old State Rd 3, Questa, NM 87556	Questa
50 Los Banos Drive, Ojo Caliente, NM 87549	Ojo Caliente
N Plaza, Taos, NM 87571	Taos
#71 Hwy 126 Cuba, NM 87013	Cuba
101 W Broadway St, Tatum NM 88267	Tatum
1010 S Canal St, Carlsbad NM 88220	Carlsbad
106 Rock Canyon Rd Elephant Butte, NM 87935	Elephant Butte
160 8th St Vaughn, NM 88353	Vaughn
1600 N 1st St, Artesia NM 88210	Artesia
2301 S 1st St Tucumcari, NM 88401	Tucumcari
2369 NM-469 San Jon NM 88434	San Jon
2515 W 2nd St Roswell, NM 88201	Roswell
26126 US Highway 70 Ruidoso, NM 88345	Ruidoso
28586 US 70 Hondo, NM 88336	Hondo
301 Clark St Elida, NM 88116	Elida
327 Sumner Ave Fort Sumner, NM 88119	Ft Sumner
3709 N Dal Paso St, Hobbs NM 88240	Hobbs
6 Sierra Rd Des Moines, NM 88418	Des Moines
880 US 70 W Alamogordo, NM 88310	Alamogordo
12 S. Main St., Pecos, NM 87552	Pecos
1254 NM-53, Zuni, NM 87327	Zuni
17342 US-84, Tierra Amarilla, NM 87575	Tierra Amarilla
3401 30th St, Suite B, Farmington, NM 87401	Farmington
500 South Terrace Ave., Chama NM 87520	Chama
60 Co Rd 75, Truchas, NM 87578	Truchas
7413 Hwy 4, Jemez Pueblo, NM 87024	Jemez Pueblo

National Electric Vehicle Infrastructure

NMDOT

The New Mexico Department of Transportation (NMDOT) expects to receive approximately $38 million over 5-years from federal NEVI program between 2022-2026 with a mandated priority to focus investments on Interstate highway locations. The New Mexico EV Infrastructure Deployment Plan was required to be submitted to the Joint Office of Energy and Transportation for New Mexico to receive its share of the obligated funds. New Mexico was first in the nation to submit its NEVI Plan in August of 2022 and on September 14th, 2022 the NM NEVI plan was accepted and approved by the Joint Office of Energy and Transportation.

Eligible uses of NEVI funding include:

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

Once FHWA certifies that the designated Alternative Fuel Corridors for electric vehicles in the States are fully built out, then the State may use funds provided under the NEVI Formula Program for EV charging infrastructure discretionally on any public road or in other publicly accessible locations that are open to the general public. Publicly accessible locations may include public parking facilities, parking at public buildings, public transportation stations, Park-and-Rides, public schools, public parks, private parking facilities available for public use, and visitor centers and other public locations on Federal Lands.

National Electric Vehicle Infrastructure

NMDOT

State's designated Alternative Fuel Corridors for electric vehicles will be considered "fully built-out" when USDOT Secretary finds that the State's corridors meet the following criteria:

- EV charging infrastructure is installed every 50 miles along the State's portions of the Interstate Highway System within 1 travel mile of the Interstate, unless a discretionary exception has been granted;
- EV charging infrastructure includes at least four 150kW Direct Current (DC) Fast Chargers with Combined Charging System (CCS) ports capable of simultaneously DC charging four EVs;
- EV charging infrastructure has minimum station power capability at or above 600kW and supports at least 150kW per port simultaneously across four ports for charging.

RFP/Solicitation

NMDOT

The Federal cost-share for NEVI Formula Program projects is 80 percent. Private and State funds can be used to provide the remaining 20% cost-share. EV charging RFP/Solicitation will identify installation, maintenance, and ownership responsibilities for the charging infrastructure and will consider how the long-term sustainability of the stations are met. The State will contract with private entities in a way that makes efficient use of Federal funds to ensure maximal deployment at the most efficient unit cost. The NM NEVI Plan outlines how the NEVI implementation will promote strong labor, safety, training, and installation standards as well as opportunities for the participation of small businesses. RFP process will include a competitive solicitation process, transparency, advance notice, a clear scoring rubric, and adequate time for companies to develop competitive proposals

Ownership/ Operation and Maintenance

NMDOT

Funds made available under the NEVI Formula Program will be used to contract with a private entity for acquisition, installation, and operation and maintenance of publicly accessible EV charging infrastructure and the private entity may pay the non-Federal share of the cost of a project funded. States can own or lease EV charging infrastructure in accordance with 2 CFR part 13 200. States should demonstrate a contracting strategy that makes maximal efficient use of Federal funding. FHWA and the Joint Office of Energy and Transportation anticipates that in most instances States will elect to contract with private entities for the installation, operation, and maintenance of EV charging infrastructure. Subject to contract terms, ownership of EV charging infrastructure does not need to revert to the State when a State elects to contract with a private entity to install, operate, or maintain EV charging infrastructure.

Public Engagement

NMDOT

KEY TAKEAWAYS FROM STAKEHOLDER ENGAGEMENT MEETING

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

Site Requirements: Stakeholders generally believe locating chargers in rural areas and existing gaps in the charging network will be the most effective to establish comprehensive EV charging across New Mexico. It is important to note that some stakeholders expressed concerns regarding possible consideration of higher capacity 350kW DC fast chargers. They believe the necessity of 350kW DC fast chargers versus 150kW DC fast chargers requires further assessment because deploying 350kW DC fast chargers could place an undue cost and electricity burden on projects. Lastly, to deploy EV charging stations equitably, most of the group recommended deploying charging infrastructure at multi-family housing locations.

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

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

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

NEVI Deployment Years 1 and 2

NMDOT

EV CHARGING INFRASTRUCTURE DEPLOYMENT – YEARS 1 AND 2

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

NEVI Deployment Year 3 and Beyond

NMDOT

EV CHARGING INFRASTRUCTURE DEPLOYMENT – YEAR 3 AND BEYOND

After the New Mexico Interstate AFCs are completely built out, NMDOT will use discretionary NEVI funding to complete statewide strategy

This includes:

- Prioritizing access of EV charging infrastructure to serve rural, underserved and disadvantaged communities.
- Identifying gaps in existing service and charging station availability to rural, underserved, and disadvantaged communities in the State.
- Take economic benefits and tourism opportunities in rural and underserved communities into consideration. This will include rural, tribal, and underserved communities.
- Targeting at least 40 percent of the benefits towards disadvantaged communities in accordance with Justice40.

Questions

NMDOT

https://www.dot.nm.gov/nevi

Jerry.Valdez@dot.gov

(505)795-3033