

NMDOT

New Mexico Department of Transportation

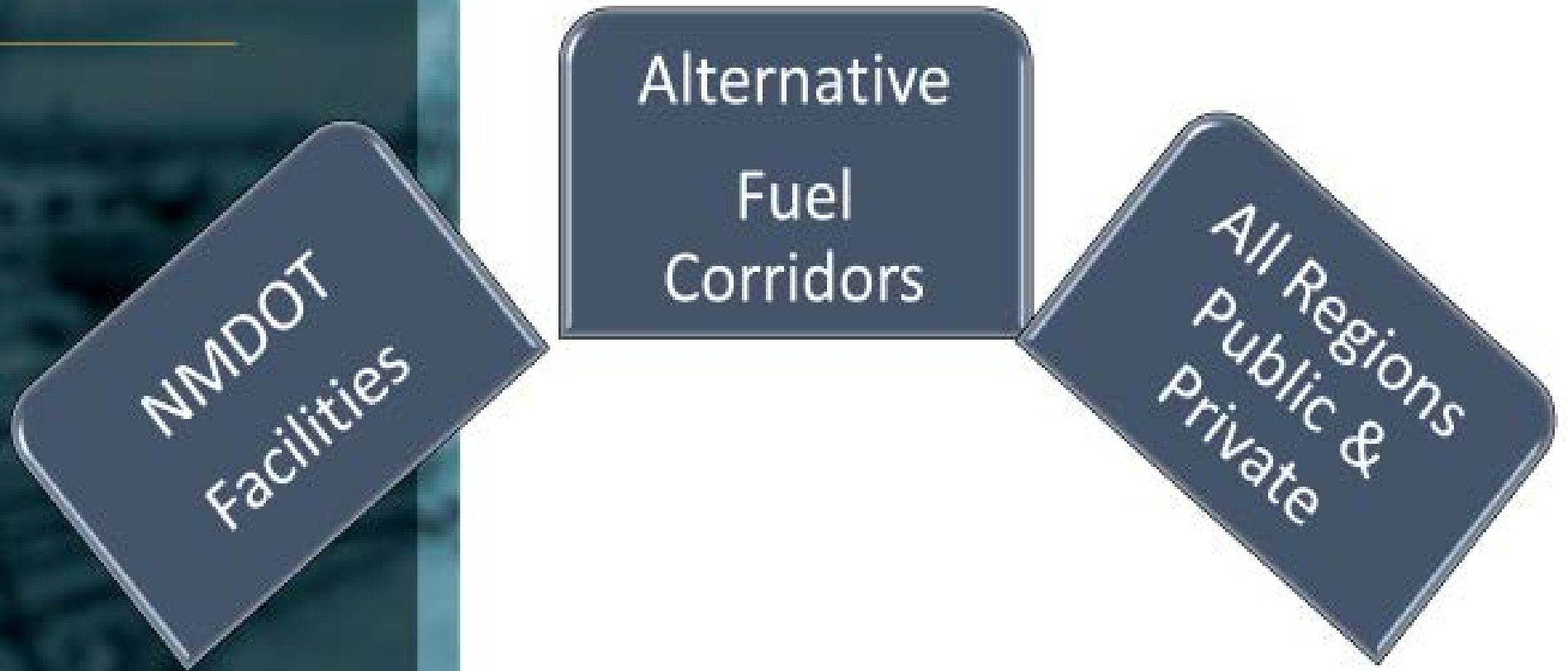


Paul Montoya
Program Director
New Mexico Department of Transportation

NMDOT EV FUNDING

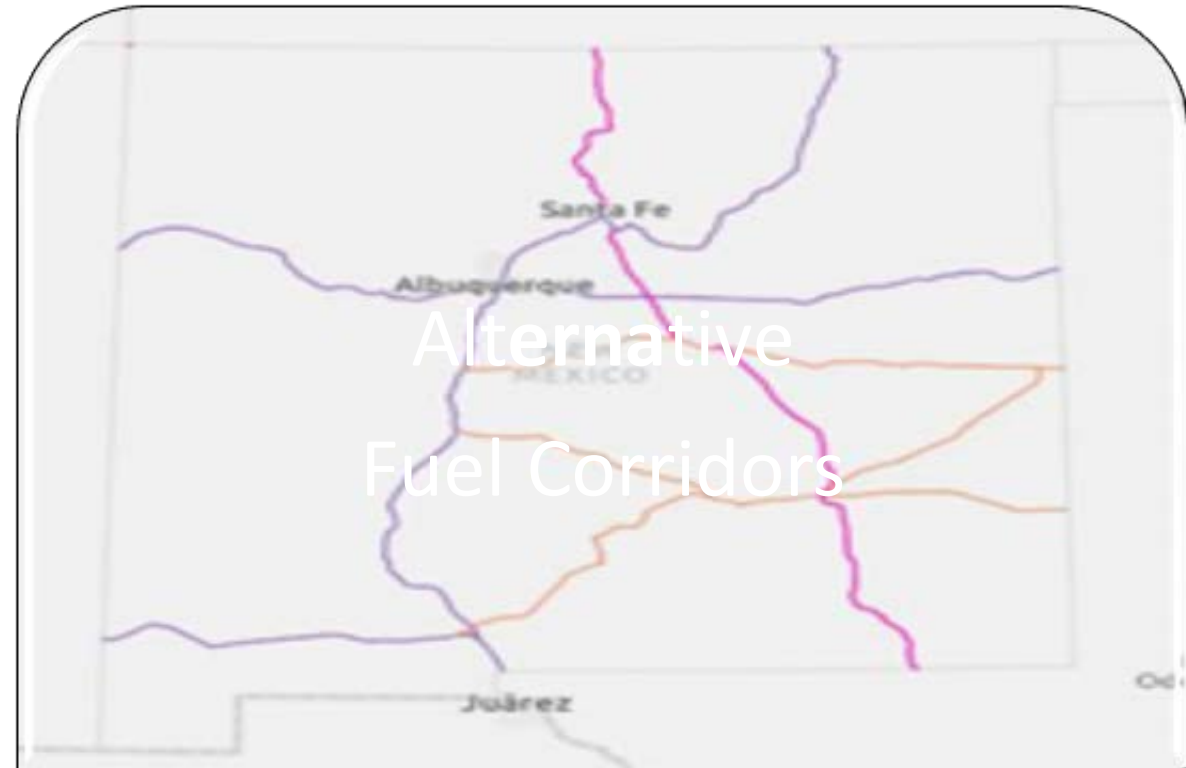
- 2021 Regular Session
 - \$250K budget request approved
 - \$1.2M appropriation (transfer)
- 2021 Special Session
 - \$10M ARPA programmed by governor/legislature
- 2022 Session
 - \$387K appropriation (transfer)
- BIL
 - \$38.387M National Electric Vehicle Infrastructure (NEVI) Formula program
- Fall of 2022 Notice of Funding Opportunities (NOFO) Discretionary Grant Program for Charging and Fueling Infrastructure (Community Grants)

Strategy



Alternative Fuel Corridors (AFC)

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Road Type	Miles	Number of EV Sites Needed (Miles/50)
Interstate	997	20
State Highway	404	9
U.S. Highway	729	15

National Highway Performance Program (NHPP)
4-Year \$148B

Surface Transportation Block Grant Program (STBG)
4-Year \$72B

Congestion Mitigation Air Quality Improvement Program (CMAQ)
4-Year \$13.2B

Carbon Reduction Program
4-Year \$6.42B

National Electric Vehicle Infrastructure (NEVI) Formula Program
Available until expended \$5B

Formula Programs

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
4-Year \$1.5B

Infrastructure for Rebuilding America (INFRA) Grant Program
4-Year \$7.25B

Advanced Transportation and Technologies & Innovative Mobility Deployment
Available until expended \$900M

Discretionary Grant Program for Charging and Fueling Infrastructure
4-Year \$2.5B

Rural Surface Transportation Grant Program
4-Year \$2B

Discretionary Programs

Federal Lands and Tribal Transportation Program (FLTTP)
4-Year \$500M

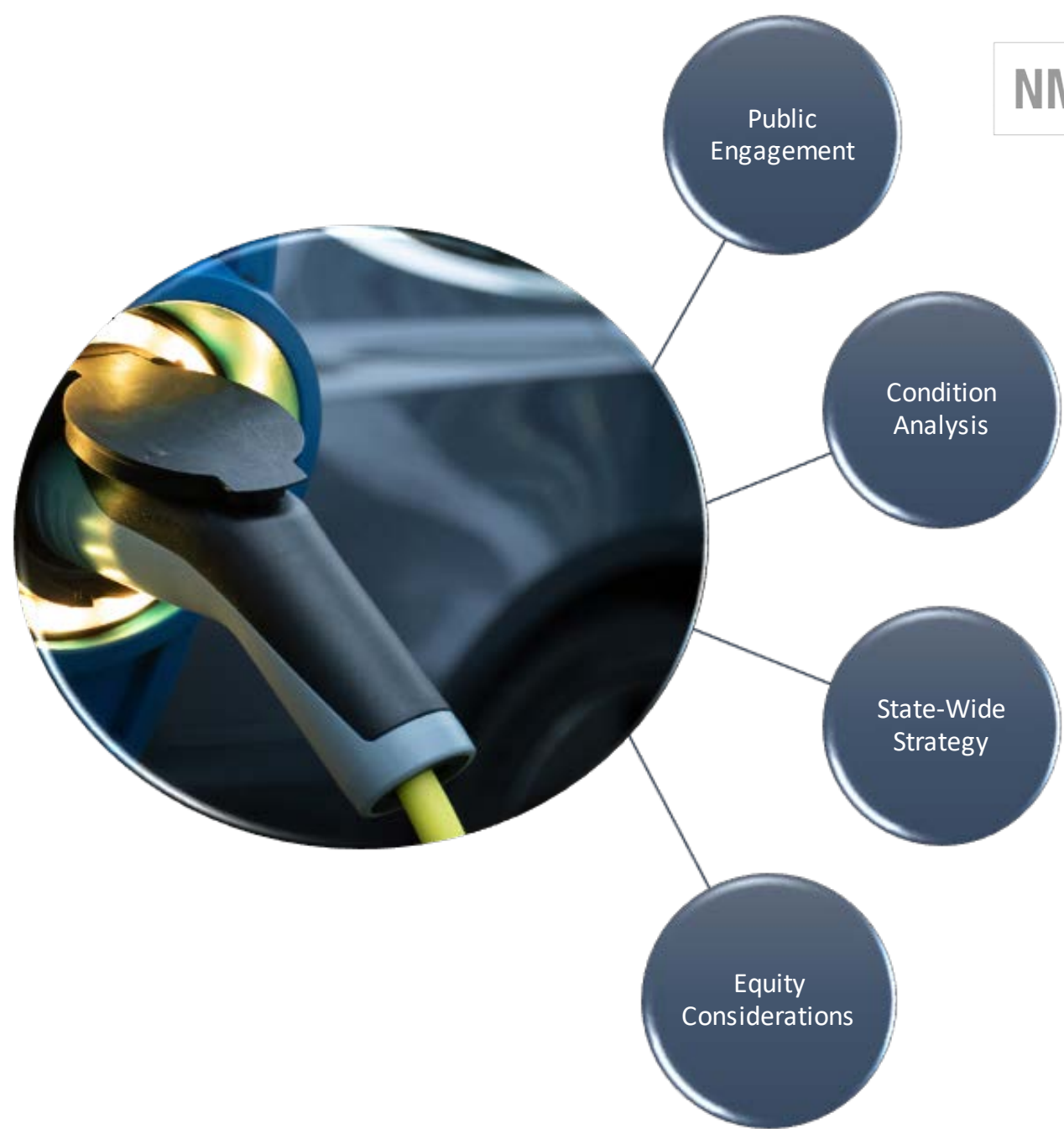
State Infrastructure Banks (SIBS)
LOAN/Varies

Transportation Infrastructure Financing and Innovation Act (TIFIA)
LOAN \$75B

Other Programs & Financing

Key Targets

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INFLATION REDUCTION ACT

- Enacted 8/16/22
- Extends EV tax credits for 10 years to December 2032
- Income caps of \$150K for individual and \$300K for couples
- Sedan cap of \$55K MSRP and \$88K for SUVs, trucks, vans
- Up to \$7,500 for new EVs or “clean fuel” vehicles, including hydrogen fuel cell
- Up to \$4,000 or 30% of purchase price for used (less than 2 years old and capped at \$25K purchase price) and commercial EVs beginning in 2023
- Only for vehicles for which final assembly occurred in North America
- Continue as tax credit when taxes are filed
- Mechanism to transfer to dealers at point-of-sale beginning in 2024

STATE ACTION ON REGISTRATION/FEEES

- 30 state laws with specific fees for plug-in EVs: of those, 14 also have plug-in hybrid fees
- Fees range from +\$50 in CO, SD, HI and others to +\$225 in WA, AL, OH, WY and others
- Tiered additional fees in OK and proposal in ID from +\$140-\$300
- Some states offer options of flat fees or optional road usage charge (mileage based fee)

NEW MEXICO PUBLIC REGULATION COMMISSION TRANSPORTATION ELECTRIFICATION

MaryJane Parks
USDOE Solar Innovator
at New Mexico Public Regulation Commission

SUMMARY OF NMPRC ACCOMPLISHMENTS and PENDING WORK

Accomplishments:

- Transportation Electrification Workshop - completed
- Transportation Electrification Summit - completed
- Public Engagement Process – State NEVI plan cooperation – completed

Pending:

- Draft Transportation Electrification Rule – expected late August 2022

GRID READINESS AND GRID CAPACITY ISSUES

Key Issues:

- Transportation Electrification Plans are in place for each IOU.
- NOPR underway to understand IOU progress and EV market growth.
- Dispersed rural and low-income communities.
- Charging station locations needed where no capacity exists currently.
- IOUS and Cooperatives require EARLY site plans.
- Supply chain issues for transformers and other infrastructure.
- Utility RPS goals in place to meet new capacity growth.

GRID READINESS AND GRID CAPACITY ISSUES

Key Issues:

- Understand load shifting and watch for expected shifts in peak demand (weekend, afternoon, evening)
- Public interest in renewable energy for EV public charging stations throughout the state.
- Needed: utility data around public EV charging station traffic patterns and energy use.
- Opportunities for intra-agency policy planning

Thank you

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