

CHARGING AND FUELING INFRASTRUCTURE (CFI) FREQUENTLY ASKED QUESTIONS AND ANSWERS:

Question: Will you reach out to applicants to confirm funding support?

Answer: Yes, once we have confirmed that recipient(s) has a viable project and meets the federal requirements, we will reach out to applicants to confirm funding support.

Question: Can you provide applicants with letters of support from NMDOT for the final applications?

Answer: Yes, once we have confirmed recipient(s) award of funding, we will reach out to applicants and provide letters of support.

Question: Are private entities eligible?

Answer: No, however eligible entities can contract with a private entity as required for the Corridor Program or as permitted by the Community Program. Private entity shall be responsible for the share of the project cost carried out with CFI Program funds that is not paid by the Federal Government.

Question: The NOFO and 23 CFR Part 680 refer to disadvantaged communities (DACs) as an important criteria in the CFI grant application. We are considering two (2) locations for our application: Downtown Alvarado Square and Route 66 Visitor Center. Downtown is a DAC but Route 66 Visitor Center is not. However, both locations are identified by the City's Office of Equity and Inclusion as Vulnerable Communities. They also both score well using the EPA's environmental justice tool for air quality and demographic impacts.

Do you think the Route 66 Visitor Center is still a viable candidate in terms of Justice 40?

Answer: Justice 40 reserves 40% of the grant awards to historically underserved areas, so there is still potentially up to 60% of grant funds that's not necessarily awarded with that focus.

That said, both your locations are within one (1) mile of a target route on the EV Charging Justice 40 map – targeted routes for this grant are shown in dotted lines: <https://anl.maps.arcgis.com/apps/webappviewer/index.html?id=33f3e1fc30bf476099923224a1c1b3ee>

In addition, while neither of those locations show up in orange on the US DOT's Transportation Disadvantaged Census Tracts – orange meaning a census tract with four (4) or more Transportation Disadvantage – Alvarado Square is designated with three (3) Transportation Disadvantage indicators (below). It looks like it's the same for the Route 66 Visitor Center location: <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

But even without the census tract indicators, both locations would be very competitive for award based on their close proximity to a targeted corridor under the Justice 40 program.

If meeting the full match/cost share is the sticking point, it may be that you can draw on NM DOT for that.

Question: for a charging dispenser to count for the Corridor program, it would have to be able to dispense at 150kw (aka be NEVI compliant), is that correct?

Answer: Recipients of an award are required to comply with applicable sections of the EV Charging Minimum Standards (23 CFR Part 680).

[eCFR :: 23 CFR Part 680 -- National Electric Vehicle Infrastructure Standards and Requirements](#)

Question: On the CFI Data Request form – It's asking contracting with Private Entity Y/N - Just so I understand the question correctly, is it asking that are we a private entity or is it asking that are we contracting this project with a private entity?

Answer: This request related to whether you already have private equity in mind that you will be contracting with to complete the work.

Question: Can the CFI opportunity be used to include solar panels for the EV chargers? (We're in New Mexico.) Relatedly, a potential applicant asked: Can we wire for solar?

Answer: Distributed Energy Resources (DER) are eligible provided that the renewable energy generation or storage only transfers power to and from the EV charging station. Costs for planning, permitting, acquisition, and installation of on-site DER equipment (e.g., solar arrays, stationary batteries) that are directly related to the charging of a vehicle are eligible for reimbursement. These costs should only be considered if they will lead to lower costs to consumers, greater EV charging station reliability, and if they do not substantially increase the timeline for completing an EV charging station project. Applicants should consult with Public Utility Commissions and electric utilities to understand regulations and policies restricting the use of DERs at EV charging stations, as well as incentive programs. Applicants are encouraged to consider the magnitude of these costs and explore whether costs could be covered by electric utilities or other programs.

Question: Do you have a map of where charging stations are currently located in New Mexico and what charging station locations are planned in the future?

Answer: Regarding your question about proposed EV charging stations, I wanted to inform you:

~ There is an updated NMDOT EV Planning Dashboard at

<https://nmdot.maps.arcgis.com/apps/dashboards/ac19013bc5b44bc99d3a8f73e3c84019>.

~ This was developed to pull info from National Renewable Energy Lab – Alternative Fuels Data Center.

Some notable updates:

- Live data that updates every 30 minutes.
- Stations not just in NM but within about 50 miles of our border to help with corridor planning.
- All the infographics and counters contain on NM data.

As EV charging stations are completed and operable, they will be added to this dashboard. I hope this information is helpful.

Regarding proposed EV charging stations, there are plans for placement of EV charging stations approximately every 50 miles within the alternative fuel corridors, I-10, I-25 and I-40.