

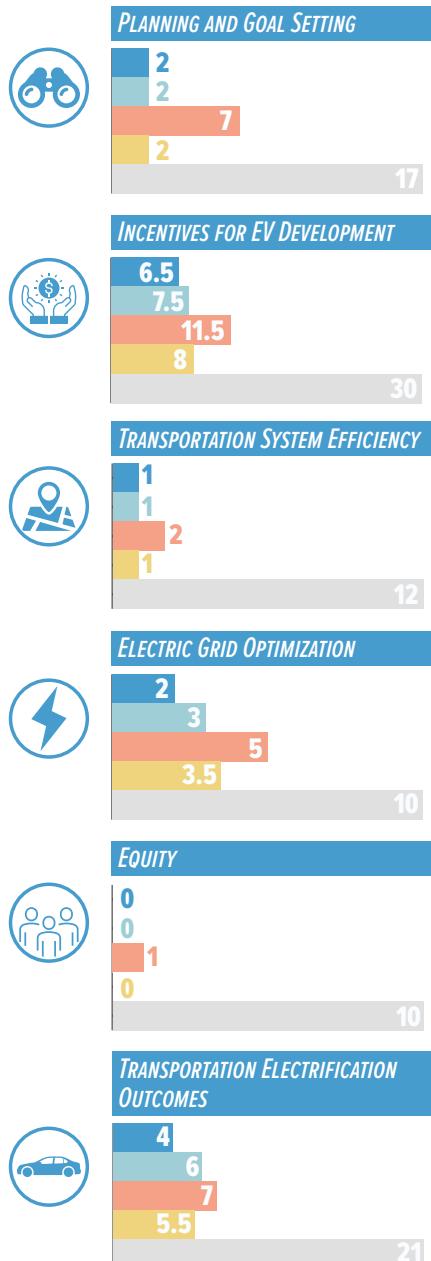
RANK:

29

SCORE:
15.5/100

New Mexico ranks 29th in ACEEE's State Transportation Electrification Scorecard. The state earned 15.5 out of a possible 100 points. The median state score was 20 points.

NEW MEXICO	SW REGIONAL MEDIAN
TOP 30 MEDIAN	NATIONAL MEDIAN
TOTAL POSSIBLE POINTS	



STATE TRANSPORTATION ELECTRIFICATION SCORECARD

NEW MEXICO



Through participation in the multistate Regional Electric Vehicle West planning effort and passage of legislation establishing long-term and interim emissions reduction targets for the electric industry, New Mexico has taken important steps to transition to electric transportation. The state can take additional steps, such as developing a state transportation electrification plan, acting on commitments to adopt California's low- and zero-emission vehicle (ZEV) standards, and expanding state and utility incentives for electric vehicles (EVs) and EV charging infrastructure.

EVs AND EV CHARGING INFRASTRUCTURE PLANNING AND GOAL SETTING

With enactment of House Bill 521, which requires utilities to develop transportation electrification plans by 2021, New Mexico is sending a clear signal that utilities need to prepare for the impacts of EVs and EV charging infrastructure on the grid. The state should build on this effort by officially adopting California's ZEV standards, which will establish goals for EV deployment and push the state to define a coordinated strategy to achieve those targets and identify critical policies for supporting charging infrastructure.

INCENTIVES FOR EV DEPLOYMENT

Removing financial and nonfinancial obstacles to EVs and EV charging infrastructure is a critical step in expanding transportation electrification in New Mexico. The state has sent important policy signals, including setting no additional annual EV fees. However, New Mexico has not established purchase incentives for EVs and utility incentives for EV chargers and infrastructure, which are crucial to support broader transportation electrification outcomes in the state. The state should also consider nonfinancial benefits, such as licensing and permitting and direct sales to make EV ownership and use more accessible.

TRANSPORTATION SYSTEM EFFICIENCY

New Mexico, like most states in the Scorecard, has taken limited action to ensure that transportation electrification goes beyond addressing GHG emissions reductions to improve lives by providing accessible, cost-effective, equitable, and clean mobility options for all. While the state has taken steps to fund EV transit bus deployment, it could also adopt specific goals for transit agency procurement of EV buses to enhance the state's overall transportation system efficiency and take advantage of the relatively strong funding available for such procurement efforts.

ELECTRIC GRID OPTIMIZATION

There are many cost-effective and practical ways that New Mexico's Public Regulation Commission and utilities can support better optimization of EV charging and the electricity grid. New Mexico's utilities can offer time-varying electric rates to incentivize EV owners to charge during off-peak hours. HB 521 specifically authorizes New Mexico's utilities to offer time-varying rates, although the Commission has not yet approved filed proposals that include such rates. In addition, utilities in the state should explore demand response pilots that would allow more direct control over EV charging, supporting reliability and least-cost integration of these resources into the grid. To support public charging, regulators can approve filed DC fast-charging rate proposals. These rates address the high demand charges associated with fast charging, creating a viable business case for DC fast charging hosts. Finally, although New Mexico already has some targets in place for reducing electric power sector emissions, making these targets more ambitious would reduce life-cycle emissions from EVs and result in less pollution statewide.

EQUITY

Most states, including New Mexico, have taken limited policy action to support EVs and EV charging infrastructure deployment in low-income, economically distressed, and environmental justice communities. House Bill 521 specifically indicates access by low-income and underserved users as a priority to be considered in future utility transportation electrification plans. In line with this legislative action, New Mexico should implement state and/or utility investment for EVs and EV charging infrastructure focused on these communities.

OUTCOMES

The current levels of EVs and EV chargers per capita in New Mexico lag a considerable distance behind those of other states in the Southwest including Colorado, Utah, and Nevada. Enhancing incentives and/or direct investments in EVs and EV chargers and codifying binding statewide targets for EV deployment (consistent with long-term planning efforts) would improve the per capita numbers of EVs and EV charging infrastructure in the state.