NEW MEXICO

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Energy, Minerals and Natural Resources Department

Public Policy Forum

The Future of Transportation

March 11, 2026

Sunland Park, NM | Sunland Park Sports Complex

Post Forum Report

OVERVIEW

The purpose of this report is to provide an overview of key discussion items from March 11, 2026, meeting in Sunland Park, NM, titled The Future of Transportation. The three-hour meeting was convened to capture a variety of viewpoints, recommendations and actions related to energy public policy in New Mexico. Stakeholders represented a variety of areas including local government, transportation planning agencies, state government agencies, non-governmental organizations, academia, and industry including electric utilities. Forty-two people attended. Registrants were asked to complete a pre-survey prior to attending the event. (See Appendix A for survey results.)

SUBJECT MATTER EXPERTS

Two area subject matter experts (SMEs) provided brief presentations at the beginning of the meeting – Claudia Borchert, Climate Change Bureau Chief, New Mexico Environment Department, and David Armijo, Executive Director of the South-Central Regional Transit District.

Key themes and information came out of the SME presentations, including the following:

- Transportation emissions are the second largest contributor to greenhouse gas emissions in New Mexico.
- El Paso and Doña Ana County are ozone non-attainment zones due to industry, transportation and cross-border emissions.
- In 2019, Governor Michelle Lujan Grisham signed an executive order calling for a 45% greenhouse gas emission reduction by 2030 from 2005 baseline and net-zero by 2050. A 29 percent reduction is projected through the end of 2025. See https://www.governor.state.nm.us/wp-content/uploads/2019/01/EO_2019-003.pdf
- In 2024, New Mexico became the fourth state to pass a Clean Transportation Fuel Program (CTFP), which sets goals and establishes a program for lowering carbon intensity of transportation fuels. The CTFP is a market-based policy that reduces the carbon intensity (greenhouse gas emissions per unit of energy) of transportation fuels over time. It requires fuel providers to lower the average carbon footprint of their fuel mix, often by creating a credit system that incentivizes the use of cleaner alternatives like electricity, biodiesel, and renewable diesel. The final rule for the program was recently published in the New Mexico Register.
- There are misconceptions about clean fuel transportation standards like the CTFP. It is important to know that studies find no relationship between clean fuels policies and gasoline prices; the top gasoline price drivers are crude oil costs, distribution and marketing costs, refining costs, and state excise taxes. There are many companies that are already innovating to produce clean transportation fuels, including oil companies themselves. CTFP will brings new fuels to New Mexico and competition at the pump.
- New Mexico will experience multiple benefits from the CTFP, including improved air quality and health, expanding consumer choice, encouraging industry start-ups, creation of energy and economic security, investments in communities, installation of new fueling infrastructure and creation of good-paying jobs.
- The South-Central Regional Transit District (https://scrtd.org/), headquartered in Sunland Park, NM, provides transit to help people in the region access jobs, education and healthcare. It serves communities in Doña Ana and Sierra Counties, including the key communities of Sunland Park, Anthony, Las Cruces and Hatch. The district has nine fixed routes, nearly 200 service miles of transit, provides connectivity to El Paso, TX and is working on expanding transit access across rural and border communities.
- The district is focusing on adding battery electric vehicles to its fleet and hybrid electric vehicles to expand its capacity to reduce diesel emissions and improve air quality.
- The district has a Sunland Park Mobility and Energy Hub and is working to create a resilient and energy efficient transit operations center that has electric bus charging stations, a solar array and microgrid, and a battery storage system. It also serves as a workforce training facility. The district works with multiple partners on regional solutions for

mobility and sustainability including the New Mexico Department of Transportation, the El Paso Metropolitan Planning Organization, local cities and counties, the federal government and the private sector.

- The district's future goals include expanding its zero-emission fleet, deploying additional EV charging infrastructure, integrating more renewable energy with transit, expanding service to underserved communities and being the leader in the clean transportation transition in the region.
- The South-Central Regional Transit District has increased ridership significantly in previous years through a "build it and they will come" philosophy, reaching out to the community about transit options, free fares (since Covid), marketing and making buses and bus stops more visible.

FORUM CHALLENGE STATEMENT

Problem statement: Transportation emissions are a significant contributor to greenhouse gas emissions in New Mexico and in the United States. Many forms of transportation contribute to these emissions including passenger cars, medium- and heavy-duty trucks, trains and commercial airplanes. Infrastructure and technology gaps, inadequate monitoring, aging fleets and meteorological conditions all contribute to the problem. The need for strong policies and partnerships that incent the development of cleaner fuels, cleaner transportation and reduce border emissions is critical.

Transportation emissions along the border area are significant due to the increased regional economic growth and associated long vehicle queues at ports-of-entry, resulting in the idling of diesel trucks, and increase in passenger vehicle travel. The region is already impacted by poor quality airsheds and high rates of pollutants that impact human health. Key initiatives that can continue and help decrease future emissions in the region include utility electric vehicle incentive programs, development of mass transit, municipal commitments to sustainability plans and fleet conversions, build-out of alternative fuel corridors, enactment of state vehicle emissions standards and the New Mexico Clean Fuel Transportation Standard, and federal and state grant programs.

SUMMARIES OF FEEDBACK FROM PARTICIPANTS (See Pages 3 – 8)

See Appendix B for Available Resources Surfaced in Forum.

REGIONAL VISION FOR THIS CHALLENGE IN THE NEXT 5 – 10 YEARS

- There will be rail transportation from El Paso/Southern NM to Denver.
- A comprehensive regional transportation plan will be developed.
- Hybrid electric vehicle technology will be serving as a bridge.
- The region will have multi-modal transportation options, alternative fuels and a variety of clean vehicles.
- Communities will be carefully planned near major workplaces to minimize the need for vehicles.
- Transit planning will be realistic and must accommodate real world situations helping people who need it most to get to jobs, health care and other necessities.
- There are opportunities to attract autonomous vehicle companies to the region.
- Employers will view employee productivity in a different way. Ex: Salt Lake City which has high transportation emissions, especially during the winter inversion season. Companies encourage employees to walk, bike, carpool or take public transportation. Employers are also adopting policies such as increased telecommuting to reduce commuting, especially on poor air quality days.
- Funding for good roads and transportation options.
- Bus stops will be sheltered to protect passengers from extreme weather conditions. Bus stops will also have shade with additional tree canopy.
- Renewable natural gas, which has a negative carbon intensity, will be found and used in New Mexico.
- Fuel supply credits will be available through the Clean Transportation Fuel Program. Entities will also be getting credits for creating the capacity to deliver clean fuels.

- There will be alternative fuel stations and electric vehicle charging stations at local locations that are earning credits under the Clean Transportation Fuel Program.
- People will be charging their electric vehicles at home at night,
- Transportation and transit options will be more connected, making it easier for people to use and navigate.
- New Mexicans will have reduced their average Vehicle Miles Traveled.
- There will be large trucks accessing electric charging infrastructure at the border crossings.
- There will be roads with inductive charging. (Road inductive charging is a wireless technology that charges electric vehicles (EVs) while they are driving or parked, using electromagnetic fields created by charging coils embedded under the asphalt. It transfers energy to a receiver on the vehicle's underside, reducing reliance on charging stations and extending driving range.)
- Multi-modal transportation will be strong. (Multimodal transportation includes public transportation, rail and waterways, bicycle and pedestrian. Multimodal access supports the needs of all users whether they choose to walk, bike, use transit or drive.)

INDUSTRY CHALLENGES

- Wages for public transit workers can be challenging when compared with private industry, such as CDL truck drivers.
- Safety is an issue and obstacle for getting people out of their cars to use other kinds of transportation.
- Car dealers are not motivated to sell electric vehicles as dealerships make most of their money on maintenance.
- There is a need for well-trained workforce to work on EVs, EV charging infrastructure, become transit drivers, etc.
- The clean car tax credit covers used electric vehicles but requires a one-year warranty which is challenging to find.
- Clean cars have a chicken vs. egg problem -- which first? -- vehicles vs. vehicle charging?
- We need to think about when people are charging and make storage part of that equation.
- Demand charges, fees based on the highest amount of electricity (kilowatts - kW) used during a single short interval in a billing cycle, rather than total energy consumption over the month, are an obstacle to high-level electric vehicle charging unit installations.

POLICY AND OTHER SOLUTIONS TO HELP ADDRESS FUTURE REGIONAL ENERGY CHALLENGES AND OPPORTUNITIES

Public Transit – Bus, Vans and Rail

- Increase investment in the Rio Grande Trail.
- Invest in rail legislation Albuquerque to Las Cruces, Grants to Tucumcari.
- Fund a state-level public transit study, leading to a plan that creates a useful, reliable public transit network.
- Expand transit-friendly policies.
- Develop connected passenger rail from El Paso to Santa Fe.
- Incentivize public transit.

Electric Vehicles and Electric Vehicle Charging Infrastructure

- Take additional efforts to incentivize the purchase of hybrid vehicles.
- Give tribes, as well as Albuquerque and Santa Fe and other metro areas land to build transit-oriented development and ensure electric vehicle dealerships are in high-density areas.
- Increased fast charging infrastructure.
- Full transition of local government fleet to electric vehicles.
- Establish federal rebates for electric vehicles.
- Remove requirement for one year warranty for used electric vehicle incentives.
- Electric vehicle lease programs provide opportunities for large fleets and car shares.
- Standardized permitting process for EV infrastructure siting and installation.
- Communicate and advertise availability of both electric vehicle incentives and electric vehicle charging infrastructure.
- Work with the State of Chihuahua to build heavy EV charging network.
- Allow chargers to be placed at rest stops.
- Eliminate the Franchise Act, which can be seen as protect only the interests of car dealers.
- Collaborate and invest with neighboring states and Mexico to build infrastructure and incentives for freight truck fleet electrification.

- Remove barriers to state electric vehicle and charging tax credit. Ex: Warranty certificate required for used vehicles.
- We need EV charging rates for all charging stations; demand rates are not going to promote expansion.
- Allow utilities to own public electric vehicle charging infrastructure.
- Allow direct consumer sales by auto manufacturers.
- Demand rates need to be regulated. **(**As detailed above**,** demand charges, fees based on the highest amount of electricity (kilowatts - kW) used during a single short interval in a billing cycle, rather than total energy consumption over the month, are an obstacle to high-level electric vehicle charging unit installations. Demand charges are regulated as part of electric utilities' rate cases before the New Mexico Public Regulation Commission.)
- Invest in public education campaign to block common misconceptions about electric vehicles.
- Building codes need to "make ready" for chargers in public and private buildings. Code upgrades are also needed for multi-family housing to allow a more streamlined process of installing charging infrastructure. (New Mexico has adopted the 2021 energy conservation codes (effective July 30, 2024), mandating electric vehicle (EV) infrastructure in new residential and commercial construction. These codes require "EV-ready" spaces, including dedicated circuitry and capacity for future charger installation in homes and a percentage of commercial parking.
- Increase awareness about the return on investment related to electric vehicles.
- Report on the impact of electric vehicles on the transition of the electric grid.
- Find a way to install charging infrastructure for free for employers so they can incentivize employees with it.
- Create experiences to get people to test driving an electric vehicle. El Paso Electric Company sponsors ride and drives. https://www.epelectric.com/new-mexico-ev
- Work with rideshare companies to incent their drivers to drive electric vehicles.

Community Planning/Multi-Modal Transportation

- There is a need for the federal government to look at the ports of entry as an entire system related to transportation planning. There is also a need for federal investment in the Santa Teresa entry port. It has only a single lane going both ways that backs up significantly with truck and passenger car traffic.
- Develop new planning guidelines for subdivisions to construct with a focus on multi-modal acceptability and access.
- Import the urban planning concepts that have enabled walkability and multi-modal transportation in other U.S. and Western cities.
- Increased pedestrian and bike safety infrastructure. Not just lines but protected lanes and raised sidewalks.
- Make investments in major city thoroughfares that improve safety of pedestrians and cyclists and promote alternative modes of transportation.
- Build infrastructure to support safe multi-modal transportation alternatives.
- Create one unified, streamlined platform for car sharing, public transit, etc. so users have easy and trusted resources to coordinate travel. Example: Bolt in Tallinn, Estonia.
- Provide funding and project management for safe walking, biking and e-bike travel for villages and towns.
- Plan for increased housing density located near essential goods and services, including public transit.
- Develop infrastructure to increase redundancy and resiliency in transportation network to accommodate crashes and environmental events.
- Design communities for multi-modal transportation, plan, engineer and design existing streets, add barriers to slow traffic down.
- Develop a multi-modal connectivity plan for state including cross border collaboration. (Ex: Four Corners, Sunland Park, Gallup and funding to implement it.)
- Integrate multi-modal safety into drivers' education courses.
- Implement building codes that call for a specific percentage of energy from renewable energy sources to offset cost and lower load on grids.

Workplace Planning, Policies and Practices Related to Emissions Reductions

- Work from home/hybrid work as a statewide climate policy.
- Universal teleworking or work from home policies for state employees.
- Continued funding of EV charging infrastructure as well as support in finding contractors to build it.
- A tax credit, or some other benefit, for employers who incentivize public transportation or who offer employee transportation.
- Provide incentives to employers for promoting hybrid and remote work.
- Pay and benefit incentives for clean energy infrastructure jobs.
- Install charging infrastructure for free charging for employees.

Other Policy/Regulation/Programming

- New Mexico needs to raise its gas taxes to fund more transportation infrastructure. The current rate, 17 cents, has been in place since 1995.
- Need for public private partnership legislation. (P3s allow states to tap into private funding sources to finance major infrastructure projects that might otherwise be delayed due to limited public funds. projects can move faster than traditional, siloed procurement methods and risk can be shifted to the private sector, which is often better equipped to manage them.
- Increase awareness about driving safely.
- Regulate Uber and other ride hailing services drivers' pay.
- Revise the CTFP to accelerate beyond a 30 percent reduction in 2040, making it stricter. (FYI - The policy requires providers of transportation fuels to reduce the average carbon intensity of fuels sold in the state by 20% by 2030 and 30% by 2040, compared to a 2018 baseline.)
- Start a cash for clunkers program in New Mexico to get fuel inefficient cars off the road. (Examples: Colorado: Operates Vehicle Exchange Colorado (VXC), which provides upfront, point-of-sale rebates to income-qualified households. California: Offers several regional Clean Cars 4 All programs that offer up to for retiring older, polluting vehicles in exchange for newer EVs, hybrids, or public transit passes, particularly in areas like the Bay Area.)
- Support the CTFP through education.
- Provide appropriations for research to expedite and improve capabilities to help build better electric vehicles, prohibit lithium battery supply chain issues, and reduce and improve charging capabilities.
- Emphasize pilot projects to showcase New Mexico as a leading climate test bed with focus on safeguards for vulnerable populations.

CONCLUSION

In conclusion, the forum underscored both the urgency and the opportunity associated with reducing transportation emissions across New Mexico and the broader border region. With transportation identified as a leading contributor to greenhouse gas emissions and air quality challenges, particularly in ozone non-attainment areas like Doña Ana County and El Paso, it is clear that coordinated, multi-sector action is required. Insights from subject matter experts and participants reinforced that meaningful progress will depend on a combination of strong policy frameworks—such as the Clean Transportation Fuel Program —strategic investments in infrastructure, and sustained collaboration across local, state, federal, and international partners.

Encouragingly, the region is already making measurable progress, supported by innovative transit initiatives, growing adoption of cleaner vehicle technologies, and increased public awareness. However, persistent challenges—including infrastructure gaps, workforce needs, funding limitations, and behavioral barriers—must be addressed to accelerate this transition. The vision articulated by participants highlights a future defined by integrated, multimodal transportation systems, expanded clean fuel options, and more sustainable community design that reduces reliance on single-occupancy vehicles.

Ultimately, achieving these goals will require aligning policy, investment, and community engagement to create a transportation system that is cleaner, more equitable, and more resilient. By continuing to prioritize innovation, partnerships, and practical solutions tailored to regional needs, New Mexico is well-positioned to lead in the transition to a low-carbon transportation future while improving economic opportunity and public health for its residents.

APPENDIX A

The Future of Transportation Policy Forum Survey Report

Executive Summary

Survey responses show strong support for clean transportation strategies in New Mexico. Electrification, transit expansion, and infrastructure investment are top priorities, along with workforce development and collaboration.

Overview: A cross-sector group of stakeholders—including state and local government, industry, nonprofits, academia, and the public—provided input on clean transportation priorities in New Mexico.

Bottom Line: There is strong alignment on the need for electrification, infrastructure investment, and workforce development, with particular urgency around border and freight corridors.

Key Findings

1. **Strong Consensus on Direction**
   - Broad support for vehicle and freight electrification
   - Strong emphasis on public transit expansion and multimodal systems
   - Recognition that infrastructure investment is foundational

2. **Electrification + Infrastructure = Core Strategy**
   Top priorities identified:
   - EV adoption (consumer, fleet, freight)
   - Statewide charging infrastructure
   - Electrified freight corridors and border crossings
   - Grid readiness and integration

3. **Border Regions Are Critical Emissions Hotspots**
   Stakeholders emphasized:
   - Reducing idling at ports-of-entry
   - Expanding and separating commercial crossings
   - Electrifying freight movement
   - Coordinating with Mexico on infrastructure and policy

4. **Workforce is the Primary Constraint**
   Key concern across sectors:
   - Shortage of skilled workers across all levels Need for:
     - Trade training programs
     - Apprenticeships
     - Workforce pipelines tied to infrastructure investment

5. **Policy & Investment Priorities**
   Stakeholders consistently called for:
   - Expanded incentives and rebates
   - Public-private partnerships (P3s)
   - Streamlined permitting and reduced bureaucracy
   - Increased grant funding for infrastructure
   - Stronger interagency and cross-sector coordination

Community Benefits (Top Outcomes Expected)

- Reduced air pollution and improved public health
- Local job creation and workforce development
- Cleaner, more reliable transportation systems
- Lower fuel and transportation costs
- Improved mobility, especially in rural and border communities
- Grid and infrastructure modernization

Key Barriers

- Workforce shortages
- Infrastructure gaps (charging, transit, freight systems)
- Funding limitations
- Regulatory complexity
- Lack of coordination across agencies

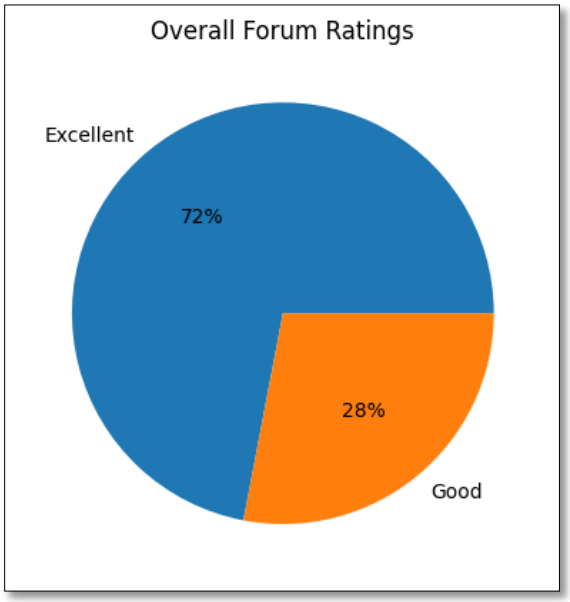
Strategic Priorities for New Mexico

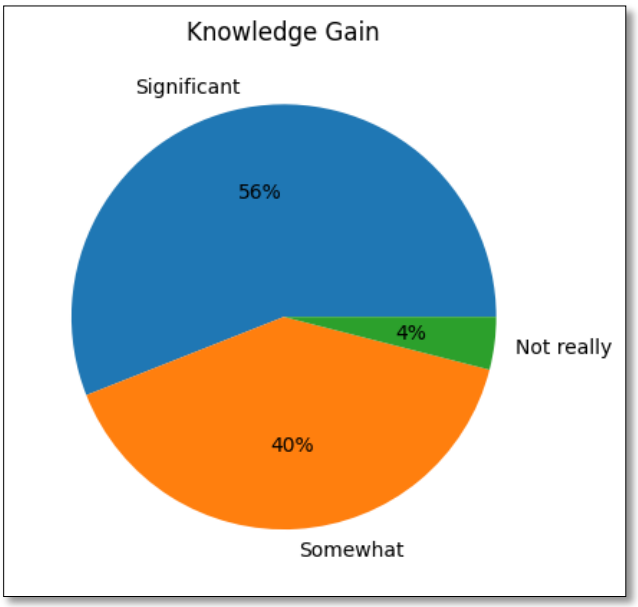
1. Modernize Border & Freight Infrastructure
2. Accelerate EV and Charging Deployment Statewide
3. Expand Public Transit and Multimodal Systems
4. Invest in Workforce Development Pipelines
5. Streamline Policy and Regulatory Processes

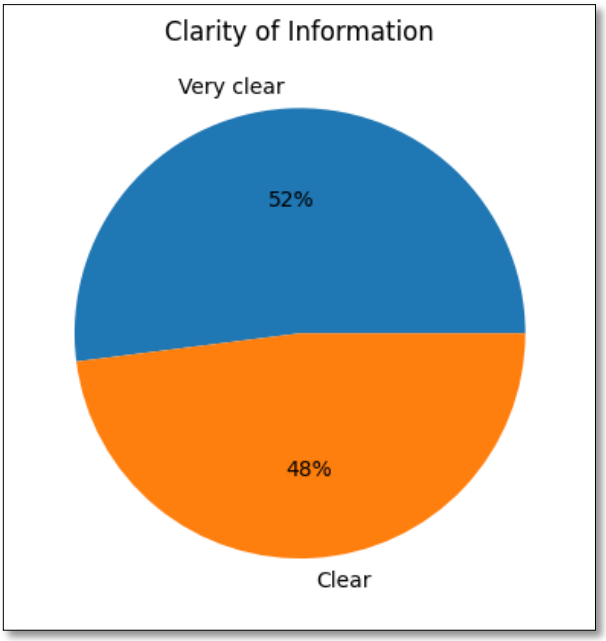
Actionable Takeaway

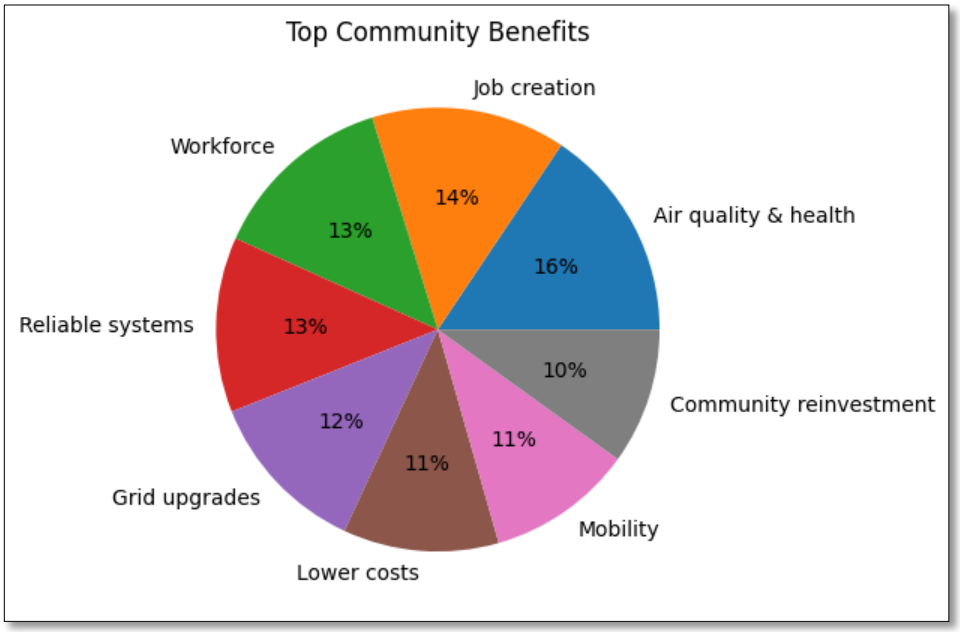
New Mexico stakeholders are aligned around a comprehensive clean transportation strategy, but success depends on coordinated leadership + targeted investment + workforce readiness

Visual Summary









Key Themes

Electrification and infrastructure deployment dominate stakeholder priorities. Public transit and multimodal systems are also critical.

Policy Priorities

Respondents emphasized incentives, public-private partnerships, workforce training, and regulatory streamlining.

Community Benefits

Top benefits include improved air quality, job creation, workforce development, and reduced transportation costs.

APPENDIX B
Government Resources

- **The New Mexico Environment Department** (NMED) administers programs aimed at reducing transportation emissions, including the following:

- The **Clean Transportation Fuel Program** , passed in the 2024 legislative session, which sets goals and establishes a program for lowering carbon intensity of transportation fuels. For more information see https://www.env.nm.gov/climate-change-bureau/clean-fuel-program/.

- Grant funding through the **New Mexico Clean Diesel Program**, for projects that reduce harmful heavy-duty diesel emissions. This program is funded by EPA through DERA. NMED is soliciting proposals for DERA projects that effectively reduce these emissions from heavy-duty diesel-fueled vehicles and equipment. For more information see https://www.env.nm.gov/air-quality/diesel/.

- The **New Mexico Department of Transportation** is working on a variety of initiatives related to clean transportation, funding and road improvements.

- A **1.5 billion transportation bonding package** passed the Senate and the House in the 2026 legislative session and was signed by the Governor. The packages creates a stable, predictable funding source for state road construction for future years and frees up general fund money to support local road construction and maintenance. The legislation also will result in increased registration fees for all New Mexico vehicles. https://www.governor.state.nm.us/2026/02/02/road-bonding-bill-valued-at-1-5-billion-passes-house-governor-plans-to-sign-the-legislation-into-law/ https://www.governor.state.nm.us/2026/03/11/governor-signs-state-budget-capital-outlay-bills-and-tax-package/

- The NMDOT partners with Doña Ana Community College on an **intercity bus service**. It provides transportation for the general public, including disabled and senior citizens, to and from jobs, educational facilities, and recreational areas. https://www.dot.nm.gov/travel-information/park-and-ride-bus-shuttle-service/

- The NMDOT recently funded upgrades at a **Compressed Natural Gas** (CNG) station in Socorro. https://www.dot.nm.gov/blog/2026/02/06/nmdot-awards-nearly-47-million-for-27-local-transportation-projects/. The agency is also exploring opportunities related to hydrogen.

- The NMDOT Multi-modal Planning and Programs Bureau develops a variety of transportation plans for the state or for smaller areas. One of their many programs is the **Complete Streets Program**, that works to ensure streets and transportation networks meet the needs of all roadway users. Complete Streets is a context-based approach to roadway planning, design, operations, and maintenance in which the appropriate design can vary but the overall intent is to increase transportation options and enhance safety. Complete Streets is also a mentality where the consideration of people walking, biking, and rolling is considered equally alongside motor vehicle traffic**.** https://www.dot.nm.gov/planning-research-multimodal-and-safety/planning-division/multimodal-planning-and-programs-bureau/

- EV charging infrastructure is part of the NMDOT pricing agreements, often structured as statewide price agreements (SWPA) or grant programs. This includes turnkey solutions, charging stations, and related maintenance/operation services. https://www.dot.nm.gov/electrifying-new-mexico/

- **The New Mexico Workforce Solutions Department** (NMDWS, https://www.dws.state.nm.us/en-us/) is engaged in a variety of workforce initiatives including the following:

    - The Department helps New Mexico veterans by giving **tailored support for disabled and special-emphasis veterans**, including Individual Employment Plans, in-depth assessments, and career coaching. The Department also works directly with employers to create job opportunities, organize job fairs, and

facilitate job search workshops and provides job search assistance such as access to tools and workshops for veterans.

- The **BeProud** program takes a Mobile Workshop experience to schools and community centers across the state as the largest mobile tour supporting workforce development. Be Pro Be Proud delivers a ground-breaking set of resources to help students explore, plan, and launch careers in today's technical roles. Students discover which skilled professions spark their interests as they dig, drive, and weld using custom developed, highly interactive Virtual Reality (VR) and Augmented Reality (AR) simulators. https://www.dws.state.nm.us/en-us/BeProBeProud

- The **Community Benefit Fund (**CBF) invests $25 million (part of a larger $340M initiative) between 2026–2028 to train workers for clean energy jobs, modernize the electrical grid, and support industries that mitigate climate change. It focuses on economic transition, offering training for non-extractive industries and funding youth programs. https://www.dws.state.nm.us/en-us/Community-Benefit-Fund

- NMDWS launched the Rural **P20 initiative**, aimed at creating a seamless education-to-career pipeline from preschool through age 20. Funded by a $400,000 legislative grant, this 18-month project focuses on rural school districts to align education with regional workforce needs, particularly in high-demand fields like STEM and aerospace. https://www.dws.state.nm.us/News/Latest-News/new-mexico-launches-first-preschool-to-workforce-initiative-through-rural-education-workforce-collaborative

- NMDWS offers the **Integrated Education & Training (IET) program** is a structured program where adult learners participate in contextualized adult education or literacy services at the same time as they are completing workforce training and workforce preparation activities aligned to a specific career or job goal. www.//hed.nm.gov/students-parents/adult_education/for-adult-students-and-families/workforce-preparation-career-pathways

- The **City of Albuquerque, Santa Fe County and the City of Las Cruces** host electric vehicle car share programs through Forth. For more information, see https://forthmobility.org/goforth

- **New Mexico Energy, Minerals and Natural Resources Department's** Energy Conservation and Management Division offers a variety of incentives for renewable energy, clean transportation and energy efficiency upgrades. See https://www.emnrd.nm.gov/ecmd/tax-credit-programs/.

Utility Resources

- **New Mexico's electric utilities** offer a variety of Electrification and EV Rebate and Incentive Programs:
  - **Xcel/SPS Energy**
    https://www.xcelenergy.com/programs_and_rebates
    https://ev.xcelenergy.com/ev-accelerate-at-home-nm
    https://ev.xcelenergy.com/optimize-your-charge-nm

  - **PNM**
    https://www.pnm.com/rebates-and-discounts
    https://www.pnmdriveelectric.com/
    https://ev.pnm.com/

- **El Paso Electric Company**
  https://www.epelectric.com/residential/save-money-and-energy
  https://ev.epelectric.com/

- **Tri-State Generation and Transmission Association (rural electric cooperatives)**
  https://tristate.coop/programs
  https://tristate.coop/energy-efficiency-electric-vehicles