

National Electric Vehicle Infrastructure (NEVI) Formula Program Legislative Webinar - April 27, 2022 – Recording Transcript

NATASHA FACKLER: Good morning. My name is Natasha Fackler and I'm the policy director here at PennDOT. And we're gonna go ahead and get started. We tried to wait a few minutes for others to have a chance to join. But we are excited for all of you to be here today as we talk about preparing and planning for EV charging infrastructure funding here in Pennsylvania.

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Just for everyone's information, this webinar is being recorded.

If you do have a question, you can put it in the Q&A function of the Teams chat and then you will have a chance for those questions to be answered throughout the presentation.

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So today's agenda is jam-packed full.

We are going to have a welcome from our secretary, Yassmin Gramian, here in a few seconds. We will be talking about different benefits of electrification, including where we are with sales across Pennsylvania. And then we're going to be giving some background information on the Bipartisan Infrastructure Law, specifically on the NEVI, the National Electric Vehicle Infrastructure Formula program state plan. And then our alternative fuel corridors. And then we'll have plenty of time during the call for questions and answers.

Yassmin, Secretary Gramian, I would like to kick it off over to you.

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YASSMIN GRAMIAN: Good morning, everyone. I'm proud to serve as PennDOT's secretary.

I'm Yassmin Gramian. Welcome to the electric vehicle webinar.

Transportation is truly at a pivotal moment. And technology and innovation presents us with an opportunity to reinvent transportation in a way that is smarter, cleaner, safer, more equitable, and more efficient than ever before. And electric vehicles are central to this.

We have already started our preparations for a future filled with electric vehicles. And that preparation is critical on many fronts and has us positioned to leverage federal actions.

President Biden's goal of 50% of new vehicles being electric by 2030 aligns us with commitments from the automotive industry. And more consumers are replacing their gas-powered vehicles with electric vehicles. Today we have over 23,000 EVs registered in the state of Pennsylvania. That's more than double since early 2019, when they were only 9,700.

So we are pleased that the federal Bipartisan Infrastructure Law, among other benefits, will bring more than \$171 million to Pennsylvania over five years for EV charging infrastructure. The funding can be used to install and operate EV chargers, install traffic control devices to communicate with charging infrastructures, install signage and advanced deployment — or development, I should say — and expand

mapping and analysis necessary for equipment installation. We're confident that these new funds will pay dividends for Pennsylvanians.

The funding supports the Commonwealth's goal of expanding EV charging along our designated alternative fuel corridors and interstate look-alikes. The Bipartisan Infrastructure Law's benefits extend beyond PennDOT's work, beyond dedicated EV formula funding. There will be \$2.5 billion in discretionary grants, opportunities for all alternative fueling infrastructure.

Eligible entities like municipalities, school districts, planning organizations, and more will be able to apply for these funds. Grant funds will also be available for electrifying school bus fleets and EV battery manufacturing and recycling programs.

This is all very exciting. And both at PennDOT and DEP, we are working hard preparing for these increased investments.

However, we can't talk about increased adoption of electric vehicles without acknowledging the fact that currently gas tax revenues provide 78% of Pennsylvania's highway and bridge funding. In Pennsylvania, we rely on the gas tax far more heavily than all the surrounding states, as you can see in this chart.

But due to increased electric vehicle adoption and better fuel efficiency, overall, we are losing between \$15 to \$20 million in gas tax revenue every month. And while this is a great thing for our environment and our climate, it underscores the need to reimagine how we fund transportation in Pennsylvania and reduce our dependence on this unreliable source of revenue.

At PennDOT, we've launched the Pathways program to help us identify new, sustainable funding solutions to support our transportation into the future. We must support this new electric future and modernize our funding structure so our transportation network gets the support it needs to keep Pennsylvanians moving.

Now, I'd like to turn things over to Colton Brown from DEP to continue the program. Thank you.

COLTON BROWN: Thank you, Secretary Gramian.

And so my name is Colton Brown. I work in DEP's Energy Programs office with a lot of our electric vehicle programs.

So we're just gonna get started with building a knowledge base for electric vehicles so that we all understand the same terms as we get into PennDOT's discussion on these.

So first, why are we... why is everybody talking about electric vehicles these days? Well, there are several prime. There are several benefits of electric vehicles. I'm just gonna cover two really big ones on this slide.

The first is that electric vehicles cost a lot less to operate. So in Pennsylvania right now, if you were to charge an electric vehicle on a standard residential electricity price, you're going to pay the equivalent of about \$1.25 per gallon of gasoline as compared to if you were fueling a gasoline vehicle to travel the same distance.

Additionally, electric vehicles cost a lot less to maintain. There's fewer moving parts. If it's all-electric, there's no oil changes. The brake regeneration system reduces wear on the braking system. So an all-electric vehicle has an estimated 40% lower maintenance cost as compared to its gasoline vehicle equivalent.

And another really big benefit of electric vehicles is their improvement on our emissions. Fewer emissions? Improvement on our air quality. So if you transition to an electric vehicle and charge it off of the grid, you're reducing your emissions by about 2/3 as compared to a gasoline vehicle. And that electric vehicle is going to continue to emit even less every year as our electric grid reduces its emission intensity.

Or you can source your electricity from renewable sources.

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So what do we mean when we say electric vehicle?

So first we're all very familiar with gasoline vehicles and many of us have heard of hybrid vehicles. They've been around for over two decades now.

A hybrid vehicle adds a small electric motor and small electric battery to that regular gasoline vehicle. And that really improves the efficiency of the vehicle. It adds that brake regeneration we mentioned earlier. So sometimes hybrid is called hybrid-electric vehicle but for the purpose of what we're discussing here today, we're not including regular hybrid when we talk about electric vehicles.

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So what we do mean is these vehicle types. So a plug-in hybrid is just like that hybrid we just mentioned, but it has a larger battery, a larger electric motor, and it plugs into an external source of electricity. That enables it to travel in electric-only mode for a certain period of distance, anywhere from 10 to 50 miles depending on the model. And then, after the battery will be depleted, it would kick on its internal combustion engine for a longer driving distance.

And then lastly, we have our all-electric vehicles, which do not have the internal combustion engine; they just have the battery. Electric motor plugs into an external source.

And so hydrogen vehicles could also classify as an electric vehicle. We do not have any currently in Pennsylvania, so these are really the vehicle types that we talk about when we say electric.

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So most initial questions regarding electric vehicles revolve around charging.

We're all very used to fueling internal combustion engines, a gasoline vehicle. We've done so our entire lives. Charging is different. It's a much more passive system. You plug it in and you go do something else rather than actively fueling at a station. And there's more nuances; there's different speeds at which you can charge.

So this is a summary of what those speeds are. So on the left here we have Level 1 AC charging. This is charging off of a regular wall outlet. All electric vehicles are capable of doing this. It's commonly called a trickle charge. You'll get about four to five miles of vehicle range per hour that you charge off of a regular wall outlet. That sounds really slow. But if you have a plug-in hybrid that only has 30 or 40 miles of vehicle range, or if you're like most drivers that drive 30 to 50 miles per day, you can find that as long as you can charge via regular wall outlet overnight, this actually meets the vast majority of your charging needs. And there are many electric-vehicle owners who would have the option to install faster charging at home but choose not to because they don't need to.

Secondly, we have Level 2 AC charging. This is, if you think about it as your home, if you have like an electric dryer outlet, it's that, it's that different plug. It's that 220 Volt plug. Usually, this charging occurs at 30 to 40 amps, can go up to 80 or 100 amps. So most Level 2 charging, if it's a plug-in hybrid, you're going to get about 10 to 15 miles of vehicle range per hour. Plug-in hybrids don't often have the ability to charge faster than that because they don't need to. And most electric vehicles will be able to get 20 to 25 miles of vehicle range per hour that you charge at this speed. So that's fast enough that if you have access to Level 2 charging at home or at work, you'll have a full charge every day. And if you have a full charge every day from one of those two places, you'll find that meets almost all of your charging needs, and you'll rarely need to charge elsewhere.

Lastly, we have DC fast charging, which, as it sounds, is the fastest type of charging. It is generally designed to be able to get your vehicle to an 80% state of charge in 20 to 30 minutes. We most commonly see DC fast charging either along corridors like highways. Long-distance travel, when people are traveling a long distance are gonna go through more than one battery of electricity in one day and therefore they need that quick charge to keep them going while they take a meal break.

We also see DC fast charging in communities with high rates of individuals that cannot charge at home. Whether it's multi-unit dwellings, other individuals that rent and don't have that wall outlet or Level 2 access at home, will commonly rely on DC fast charging for their needs.

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So also relating to charging is the charging plug types. To summarize, most of the industry is heading towards some standardized plug types.

So all electric vehicles other than Tesla for their Level 1 and Level 2 charging use the standard J1772 plug type. Tesla vehicles use the Tesla plug type, obviously. Tesla can also use the J1772 with an adapter that most of those vehicles come with. So if you put in J1772, everybody can use that plug.

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And DC fast charging. We've had a couple different plug types over the years. But the entire industry, aside from Tesla, is kind of forming around the CCS plug type that combined charging standard. Uses that same port as the J1772, just adds two pins on the bottom that you take off a cover for when you go to DC fast charge.

So CHAdeMO was used for the Nissan Leaf and it can also be used by Tesla with an adapter.

And then Tesla uses the Tesla plug type. So really we're seeing the industry move towards that CCS plug type.

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And then where do you find these charging stations?

There's a variety of resources actually. There's websites, there's a number of apps that you can use. Apps are great for this. If the station you're looking at is networked, which many of the public stations are networked, it'll actually tell you if that plug is available to charge right now. So you if it's going to be available for your use before you even arrive.

Many vehicles have in-car support, so they can actually help you plan out your trip. You can tell it where you're going, it'll tell you where you'll need to charge along the way. And then there's a list of websites and apps here on this page as well.

And 511PA now has the alternative fuel data centers mapping on charging stations built into it, so that is also a resource that's available to everybody.

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Here we see that 511PA resource. There are now over 2,500 public plugs at over 1,000 locations throughout Pennsylvania, and about 1/4 of those have been installed just in the last year. So you can see that the charging station growth is definitely occurring pretty quickly.

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Going right along with the growth in the charging stations is the increase in the sales of the vehicles themselves. You can see we've had that incremental increase every year. We had a very large increase in 2021. That's partially because total vehicle sales were lower in 2020. So in 2019, the electric vehicle market share, so the percentage of all new duty vehicles that were electric in 2019 was 0.9%. In 2020, it was 1.3%. And 2021, it was 2.5%. We actually had a just over double the number of sales in 2021 as compared to 2020.

So the market is really taking off, especially as we get more models to market. And the manufacturers are seeing the demand in these vehicles. They're really retooling their facilities to switch to making electric vehicles as quickly as they can because most of them are back-ordered even more so in their electric vehicle sales than they are on the gasoline vehicles right now.

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And at that, I will kick it back over to Natasha.

FAKLER: Thank you, Colton, for that information. So I'm gonna transition to talking to you a little bit about some of the work that Pennsylvania has been doing to prepare for electrification. And some of the specific initiatives that we here at PennDOT are working on.

So the first of those is an EV website update. Knowing that there's a lot of electrification news and funding opportunities that are coming out, we are working to update our website to provide additional information to everyone. What those programs are, who's eligible. And also really taking a look at some of the mapping data that we have available that we can share publicly.

So up on our website, it was upgraded yesterday with some additional new information. There is now a map that shows you where these charging stations are, but also shows where the vehicle registration data is for those within Pennsylvania that have an electric vehicle. And you can see that on the map. So you can kind of see where the growth of these vehicles are across those who live here in Pennsylvania.

Another project that we are working on here and have been for over a year is our EV mobility plan. And this plan is really looking at the mobility options of those who travel through our state. The mobility plan is slated to be wrapped up next month and will be publicly available on our website when it is.

The mobility plan really has some key information that it's looking at and it has been analyzing. The mobility plan is looking at a key corridors where people travel. What they used to get to work, where they travel, when they're going to different destinations, and trying to understand traffic patterns for those that drive electric vehicles to make sure that there's going to be enough infrastructure to support those movements.

The mobility plan is also looking at key destinations across the state. Not just our tourist and recreational opportunities, but also things like airports, colleges and universities, and other places where there's large venues and attractions. And the destinations data that we're looking at is again looking at key corridors that people travel to get to and from those locations.

Another thing that the mobility plan is analyzing is evacuation and emergency travel, so making sure that when there's a large events, like a snowstorm or flooding, that there's opportunities for people to travel safely and have electrification needs supported during those evacuation or emergency travel challenges.

EV model ordinance. We've also been working this past semester with a group of students from Temple University on a capstone project that has put together an EV model ordinance that we will be able to share on our website within the next week. And this project really is looking at tools that can help support local municipalities as they are doing their EV planning efforts within their communities. As they look at zoning, permitting, parking, rules, and guidelines. Those types of things will be part of the model ordinance that will be coming out hopefully later this week.

We also released in February our EV equity guiding principles. And these principles will really look at, as we are installing and implementing this infrastructure across the state, is being done equitably for those who live and travel in our state. And then the last bullet here on the slide is actually what the bulk of this presentation is going to talk about is our state plan that we must put together to be able to receive the funding from the National Electric Vehicle Infrastructure Formula program.

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So as I mentioned on the last slide, the NEVI program, the National Electric Vehicle Infrastructure Formula program, is what you're seeing here on the left-hand side of your screen. This is funding, \$5 billion across all states and five years. And this funding is going to support a nationwide network of electric vehicle charging infrastructure across all states. So that no matter where you're traveling, no matter what state you're in, that on key corridors across those states, that you will have access to electric vehicle charging infrastructure.

There's also another pot of money that's going to be available later this fall, and that is a discretionary grant program. The discretionary grant program date has not been released yet, and the details of that program have not been released. But we do know that \$2.5 billion across five years and all states will be eligible to apply for that funding. The funding is eligible not just to the states, but also to the MPOs and RPOs, our local government partners, as well, as they plan for electrification in their communities.

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So the National Electric Vehicle Infrastructure Formula program does say that our funding must go originally to our alternative fuel corridors. So I want to take a second and explain to you what those corridors are. So on the screen you're seeing here are a map of our electric vehicle alternative fuel corridors. We also have on our website mapping for all of the other alternative fuel types that you can look at as well. But this presentation is focused on electrification.

These corridors have been designated since 2015 as part of the federal government's alternative fuel corridor designation program. We participated in all five rounds of those and have all of Pennsylvania's interstates designated as alternative fuel corridors. We also have portions of US 30 and US Route 15 designated as well.

Now on this map, you're kind of seeing a pending vs. ready designation. And in the prior rounds of alternative fuel quarter designations, they really looked at the distance between alternative fuel or between EV charging stations. And if they were within 50 miles of the next one, they were already a corridor. And if they were greater than 50 miles apart, they were a pending corridor. So just saying how far apart the distance was between those stations.

Now when the federal government came out with their guidelines for the National Electric Vehicle Infrastructure program in February they changed that, some of the designation criteria around those sites. And so every state who has an alternative fuel corridor actually gets to keep their alternative fuel corridors. But now with the funding, must use that to initially build out all of the charging infrastructure along those corridors to meet the certification and the rules by the federal government. And we're going to talk about that a little bit on the next slide.

So in February, as I mentioned, program guidelines were released related to the National Electric Vehicle Infrastructure Formula program. And this guidance really told us kind of the framework around what infrastructure had to be in place and kind of the rules that govern that. So we do know that the funding coming to the states must build out those alternative fuel corridors and then once that has been certified by the federal government to be fully built out, we can spend our money outside of that network on other corridors, within communities, and other public spaces.

The guidance is also forthcoming on May 13, about a couple weeks away from us now. And this guidance is going to have some more technical rules that surround those infrastructure investments. So all the states are waiting for that guidance as we are working to put together our state plans.

All of the state plans which will allow you to actually use the funding that is coming to the states is due by August 1 of this year. We are hoping here in Pennsylvania to submit our plan earlier. The federal government has said that they will be reviewing the state plans in the order that they are received. So we are hoping to turn ours in early to have earlier access to the funding here in the state.

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So as part of the state plan, there's 14 key sections of that report that must be put together. And on this slide, you're seeing those 14 sections. And one of the things that really was important to us here in Pennsylvania was the stakeholder engagement and public engagement.

And as we're putting together the plan, we know that we here at PennDOT are not the experts on all things EV related. And so we've really been making time in our schedule to allow for public engagement, our stakeholder sessions, and really trying to understand all the components that are needed as we put together the plan. There's information that's needed related to future and existing conditions which really looks at things from our utility perspective. Different land use options here in the state. So some information that we're gathering from our sibling agencies, also from our stakeholders across this space.

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So as we put together the plan, if you saw in the previous slide, one of the sections of the report does talk about what goals that you as a state have related to the funding that's coming through the NEVI program. And here on the slide you're going to see what we're calling our draft high-level goals.

We did put together a mission statement — which is at the top of the slide — to strategically deploy a convenient, reliable, affordable, and equitable electric vehicle charging network to support range confidence for Pennsylvanians and for visitors.

And as we work towards that vision and mission, we really are putting together these goals that really look at the consistency of the network. Making sure that it's safe and convenient for those who use it. Making sure that equity and equitable uses of it are available. And then looking at what impacts that we have to jobs and workforce and making sure that we are prepared for any electrification needs as we put in the infrastructure and have those who are helping to maintain and operate them as well. And then also really starting to take a further look down the road to our freight and goods movements in the states and seeing what ways that we can support that, as well.

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So over the last couple weeks, we've really been ramping up our stakeholder outreach sessions. A few weeks ago in April, we had seven stakeholder sessions in one week. We really again wanted to hear the voices of those stakeholders and those that will be helping us to make sure that this funding is distributed around the state. And throughout the stakeholder sessions, we've heard a lot of really good feedback that will be sharing with you.

We also today have this webinar, the legislative one, and later this afternoon, we have a public webinar. And then in May we're going out to another round of stakeholder meetings that you can see here on this on the slide. And then also are working to develop a survey tool so that people will be able to weigh in and respond to components of the NEVI state plan as we are drafting it and being able to use that feedback again to inform and help us as we develop that plan.

Our state plan, again we are hoping to submit it early — so in June or July. We hope to be working through the drafts and levels of review to get our plan finalized.

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So in April, earlier this month, when we did our initial outreach sessions, you can kind of see here on the screen, on some high-level bullets from those sessions. And I'm not going to read through these today for you. They will be in the PowerPoint that you will have access to after the presentation. But really wanted to focus on some of the key things and key takeaways from those sessions.

So the first one, we really heard from almost everybody on every stakeholder call was open lines of communication, making sure that they had the opportunity to learn about the process, to be part of the process, and also to have opportunities to kind of help shape the state plan as it's being put together. And we agree with that feedback and definitely wanted to make sure that there was plenty of opportunity for involvement.

Another key takeaway from the session is really understanding what business model and approach that we are using for implementation of the funding and making sure that the criteria that we use to evaluate proposals is transparent. So, we are working behind the scenes with our team on developing that business model and the criteria for which... that we will evaluate the proposals when they are submitted. So that is another thing that we heard that we are working through as we put together our plan.

The other thing that I'll mention from the stakeholder outreach is challenges. Anytime there's a new technology that comes into place, there is sometimes challenges that have to be worked through. And some of those are things that we are continuing to partner with our stakeholders and partners on. But things like making sure that there's workforce available to install, operate, maintain this infrastructure. Looking at utilities and the challenges and making sure that the grid can support it. And that there's plenty of the right types of power at the site set are needed. Also really just looking at overall site analysis and making sure that the infrastructure is being implemented at different types of sites across the state.

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So we're gonna take a break for some questions. We do have some more presentation as well, but we wanted to have a chance for you to ask some questions on the NEVI plan specifically or any of the other information that you heard throughout the presentation so far. And we have the Q&A function in this Teams platform that you can put your questions in and we'll be happy to answer questions at this time. If there aren't any questions that come in, we will continue the presentation and allow for question and answer again at the end of the presentation.

So if you have any questions right now, please go ahead and put them in the Q&A function of the chat.

We'll give it a few seconds in case any come in here before we go on to the rest of the presentation.

OK. We're not seeing any in the chat or the Q&A function yet, but take your time and go ahead and start populating those and we will be answering questions again at the end of the session. We will go ahead and turn this back over to Colton Brown from DEP.

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BROWN: Hi there, again, everyone. So, uh, I'm just going to, in a couple slides, summarize some of the work that DEP has already been doing and is continuing to do with electric vehicles that will hopefully help prepare us for and build into these programs that PennDOT will be working on.

So we do have a variety of current incentives that can help with electric vehicle fleet projects or charging station projects. I'm not gonna go into each of those. Those are their own webinar that can take up an hour.

But just to let you know, we do have a rebate program for Level 2 charging. Any organization in the state is eligible to apply for that so as long as it's not an individual. As long as you're looking to put it in for the public, at a workplace or at a multi-unit dwelling, you can apply for that program. It's been very popular. It has helped fund the installation of over 1,400 charging plugs throughout the state. Another 500 plug are in the works.

And we have a competitive grant program for DC fast charging. So far we have 18 awards through that program. Seven of those projects are completed. We should have some more awards coming up yet this year.

So, some exciting ways to really expand charging availability throughout the state.

We also have a rebate program for consumers. I'm going to specifically cover that one in a few moments.

We have, as I mentioned, we can help with fleet vehicles that want to transition to an alternative fuel, including electric. So you may have seen the press release from DEP just a couple weeks ago talking about our most recent awards round from the Alternative Fuel Incentive Grant program. That included, I believe, the largest one in there was for Delaware County, 69 electric vehicles that they're looking to transition with that award.

Drive Electric Coalition, I'll cover on the next slide.

Another thing that we have just started here at DEP is a study looking at the electricity rate design. So essentially the structure of the, how that electricity is charged for electric vehicle charging. This matters a lot because if we allow most charging to occur during the day during peak times that would add strain to the electric grid. But if through pricing signals we can get most charging to occur overnight, we can actually put downward pressure on electricity prices and electric vehicles could actually result in everybody, even people who don't have electric vehicles, paying less per unit for their electricity.

So we're gonna be looking at the current electric, the rate designs in the state and some alternatives. And a consultant will be helping us out and recommending what would work with Pennsylvania within our regulatory environment and what would be good for the utilities, for ratepayers, and for electric vehicles.

And then also we have a variety of stakeholder and public education that we do, including right now.

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So in 2019, DEP, through help from the Drive Electric Pennsylvania Coalition and other partners, we published the Pennsylvania Electric Vehicle Roadmap. And that identified 13 recommended actions for increasing electric vehicle adoption. And that has really guided much of our efforts since then.

In 2021, we published an update to that in a booklet format so that... which you can find from this link here. It serves as a really good tool if you want an introduction to electric vehicles, the programs we have in Pennsylvania, and what Pennsylvania and DEP is doing to work with electric vehicle adoption.

As I mentioned a little bit there, so we have our Drive Electric Pennsylvania Coalition. So DEP and PennDOT, we jointly kind of coordinate these quarterly meetings. They're open to anyone. From that page you'll find information about how to sign up for email updates if you want to be updated about those emails and if you want to join them or just see the emails that come through. Yes, so that's another great resource if you're interested.

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And as I mentioned, the one program we do wanna specifically call out and make sure you're aware of is our rebate program for individuals. So anyone in Pennsylvania that purchases an electric vehicle that's eligible — that means that it's a... has a purchase price under \$50,000, it's either all-electric or a plug-in hybrid. And if it's used, it's one-time used with less than 75,000 miles. Meets those criteria, you can get a rebate. If it's all-electric, you get \$750. If it's plug-in hybrid, it's a rebate of \$500. Low-income households are eligible for an additional \$1,000 on top of those amounts.

Especially when compared... when paired with the federal tax incentive, this can really help electric vehicle purchase be more affordable. As we know, that upfront purchase price is certainly one of the remaining barriers for electric vehicle adoption.

So with that, we'll go to the next slide. OK, go back to Natasha for our question and answer time.

FACKLER: Thank you, Colton.

I do see we have a couple questions in the chat. The first one, I'll address just because a couple people have asked, is about sharing the presentation itself. So we will be putting up on our website in our stakeholder section where we are showing who all that we've been meeting with related to the NEVI state plan. We do have one presentation up there already from our stakeholder sessions in April, but we will be adding the presentations from today up on the website as well after today's presentation.

So with that, I'll turn it over to Larissa to share some of the questions that are coming in through the chat. Through the Q&A function. So keep putting those in there if you have additional questions.

ALEXIS CAMPBELL: Hello, this is Alexis. Can everyone hear me?

FACKLER: Yes, thank you, Alexis.

CAMPBELL: OK, great.

We have a question here. May we get a copy of the presentation? It is quite good. Thank you. I do believe that the presentation will be shared to our website later today. We can make sure that link is shared with everyone.

So that's actually a couple of the questions. So thanks and I actually think that we have addressed all the other questions in the Q&A at this point.

FACKLER: Right. We're gonna stay on a couple minutes in case you have some additional questions. We wanted to make sure that we had the opportunity to answer those as we have this time allotted here this morning.

I will give it a couple more minutes. If there's not any, we can end the webinar early, but just wanted to make sure that you all had a chance to ask questions today.

I do see a question that's come in related to timeline. So the NEVI state formula funding that's coming to the state, we actually are slated to receive \$25.3 million in year one of funding, which is actually the federal fiscal year that we're in currently. Once we have approval from the federal government on our NEVI state plan, we will have access to that funding. We are working again, as I mentioned earlier in the presentation, on our business model. So how that funding will actually be distributed out to those that will be installing it. So once that is up and running, once we have approval from the federal government, we will be starting to allocate out that funding for the charging infrastructure to be installed.

OK, I'm not seeing any additional questions at this time, so we will go ahead and wrap up today's webinar. We thank all of you for participating. If you do have any questions that come to mind afterwards, our resource account is here on the last slide and that is something that is monitored every day and we do answer the questions that come into that resource account. So feel free to send any to that as you think about them afterwards.

Thank you again for joining today and have a nice day.