ERTEP Economic Recovery Transportation Electrification Plan

Interstate Corridor Charging Depot Program

PROGRAM OVERVIEW

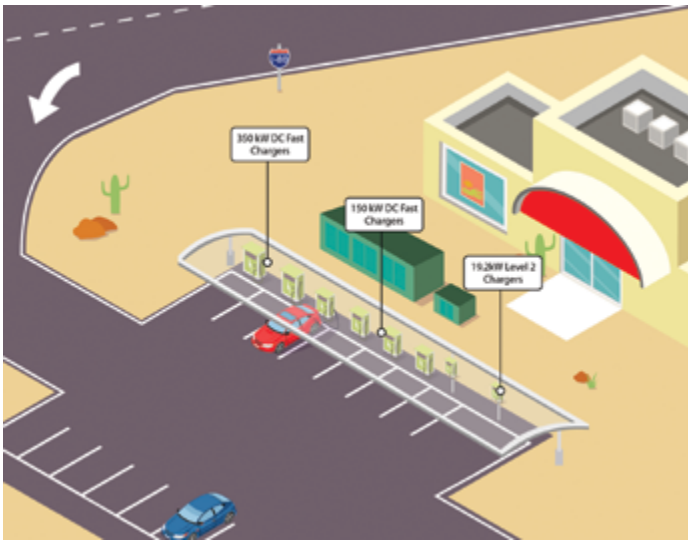
The Interstate Corridor Charging Depot program is a component of **NV Energy's Economic Recovery Transportation Electrification Plan** (ERTEP) that will increase **charging infrastructure on interstate corridors** to facilitate electric vehicle (EV) driving to and from Las Vegas and the Reno-Tahoe tourist areas.

Most drivers using this infrastructure are on their way to a destination and seek to charge their vehicles as quickly as possible. **Local EV drivers will also benefit** from this infrastructure.

SITE PROFILE

This site profile outlined in the table below was created based on the existing interstate corridor charging infrastructure to ensure comparable charging is offered across locations. The design includes **multiple chargers of each type to ensure redundancy and promote availability, shade canopies and larger parking spaces** to ft both light and medium-duty vehicles.

Drivers of **medium-duty electric trucks can also benefit** from additional charging at these locations, as higher capacity DC faster chargers (DCFC) are included in the general site profile. All charging infrastructure installed as part of this program will be publicly accessible.



SITE SELECTION

In collaboration with the Governor's Office of Energy (GOE), NV Energy is considering sites listed on the table below. The GOE identified two sites along Interstate 80 that are necessary to complete the Nevada Electric Highway. And three additional sites were identified to increase charging for tourists and residents.

Site host validation will include **confirming the site is within the candidate location and that it can accommodate the site profile as designed**. Should more than one site be validated in the same general location the sites will be evaluated based on criteria available space, available utility service, safety (i.e lighting) and public amenities. If multiple sites are deemed equal, the lowest cost site will be chosen.

INTERSTATE CORRIDOR SITE PROFILES

FOCUS AREAS	EV charging to and through Nevada for residents and tourits		
CHARGING PORTS PER SITE	**#**	**TYPE**	**kW**
	2	L2	19.2
	4	DCFC	150
	2	DCFC	350
FEATURES	Chargers must be selected from an ERTEP-specific qualified equipment list, publicly available and covered by a canopy or awning. In addition, at least one parking space with charging access must be designed with additional spacing available in parking stalls in anticipation of ADA compliance.		
ESTIMATED SITES	2-3		

INTERSTATE CORRIDOR POTENTIAL SITES	
I-15 to southern California	Primm or Jean, NV
I-15 to Utah	I-15 / CC-215 Northern Beltway Interchange
I-80 at Valmy (Nevada Electric Highway)	Valmy, NV
I-80 AND U.S. 95 (Nevada Electric Highway)	Fallon Rest Area
I-80 to northern California	I-80 at McCarran Blvd. in northwest Reno

HOW TO PARTICIPATE

Before beginning construction, customers meeting this program's requirements will be invited to apply using NV Energy's online portal. **If you own or manage property in the desired footprint** for the Interstate program and would like to **explore participation feasibility, submit your interest** through NV Energy's online portal, which will be made available on or before May 1, 2022. A site may be conditionally approved upfront, **but no payment will be distributed until requirements are met**.

OWNERSHIP MODELS

Interstate sites may be **developed and owned by a third-party or the customer**. In both ownership scenarios, the grid side make-ready costs, including all electrical requirements to connect to the meter (i.e. fixtures, conduits), **will be the responsibility of NV Energy**.

FUNDING

Under third-party or customer ownership models, the owner **is eligible to receive 75 percent of the approved project cost amount upon validated project completion** (which may include a randomized inspection), **and 5 percent additional each year for the next five years** if the site meets the following requirements. All sites are required to be fully functional at least 90 percent of the calendar year and to meet data reporting requirements.

Requirements include participant consent to provide NV Energy with select charger data quarterly for five years. If NV Energy owns the chargers, all costs will be the responsibility of NV Energy.

OPERATIONS AND MAINTENANCE

To create a reliable and smooth experience for EV drivers, all sites are required to be fully functional at least 90 percent of the calendar year.

Under both ownership models, the ongoing preventative and corrective maintenance could be performed by an entity different than the infrastructure owner; however, the **charging infrastructure owner retains the reliability requirement responsibility**.

Maintenance of the chargers includes cables, ancillary equipment and any awnings or associated kiosks. Owners shall provide screening and diagnostic processes including identification of charger anomalies and formulation of immediate remediation measures. For issues leading to extended downtime, the charging owner shall notify appropriate sources, so drivers are aware, and inform NV Energy via email within one business day.

WHY HOST?

Providing EV charging access on your property may provide the following benefits:

- Increased in-store sales from customers browsing while waiting for their vehicles to charge. Charging an **EV typically takes 30 minutes or more, and research shows the difference between 25 and 50 minutes of additional dwell time significantly impacts how much a customer spends** (Atlas Public Policy, 2020).
- As more **car rental companies electrify their fleets**, a growing number of tourists will depend on public charging. **Charging will increasingly become an expected amenity,** and access **will provide a competitive advantage**.