



ERTEP

Economic Recovery Transportation Electrification Plan

URBAN CHARGING DEPOTS: DOWNTOWN SITES

PROGRAM OVERVIEW

The Urban Charging Depot Program is a component of NV Energy's **Economic Recovery Transportation Electrification Plan (ERTEP)**. This program's primary objective is to provide public electric vehicle (EV) charging in **metropolitan areas of Nevada, particularly for customers in historically underserved communities who are unable to charge their vehicles at home or workplace.**

This program provides charging infrastructure in residential and commercial areas for **visitors, residents, employees, transportation network companies (i.e. rideshare, taxis), and local fleet vehicles.** The program also supports electric micro-mobility options like e-bikes and e-scooters in select downtown locations.

POTENTIAL LOCATIONS

Potential locations for this program are within the downtown footprint of Las Vegas or 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 downtown Reno or downtown Las Vegas** and would like to **explore participation feasibility, submit your interest** through NV Energy's online portal, which will be made available on May 1, 2022.

NV Energy will **confirm potential sites are within the eligible geography and accommodate the [site profile](#).** A site may be conditionally approved upfront, but **no payment will be distributed until requirements are met.**

Should more than one site be validated in the same general location, the **site will be evaluated based on criteria** like available space and utility service, safety measures including lighting, and public amenities. If multiple sites are deemed equal, the lowest cost site will be chosen.

OWNERSHIP MODELS

Urban Depot 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 an additional 5% 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](#).**

SITE PROFILE	DOWNTOWN			DOWNTOWN WITH STORAGE		
Focus Areas	Large downtown sites in Reno and Las Vegas serving tourists and residents					
Charging Ports per Site	#	Type	kW	#	Type	kW
	10	Bike	2	10	Bike	2
	6	L2	19.2	6	L2	19.2
	8	DCFC	150	8	DCFC	150
	2	DCFC	350	2	DCFC	350
Battery Storage	N/A			420 kW / 690 kWh		
Site 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. Also, 150 kW DCFCs will be stubbed for future 350 kW builds.					
Estimated Sites	1-2			1		

Requirements include participant consent to provide NV Energy 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. In each ownership model, 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 infrastructure 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). Also, **Uber and Lyft have 100 percent electric goals by 2030**, and their drivers will need places to charge and make a pit stop.
- As more **car rental companies electrify their fleets**, a growing number of tourists will be relying on charging. **Charging will increasingly become an expected amenity, and access will provide a competitive advantage.**
- EV charging stations may help **attract and retain EV driving employees and customers.**
- A growing number of companies have emissions and **sustainability goals**. Adding EV charging supports these goals **and signals to customers environmental stewardship is a priority.**

