TEP Transportation Electrification Plan

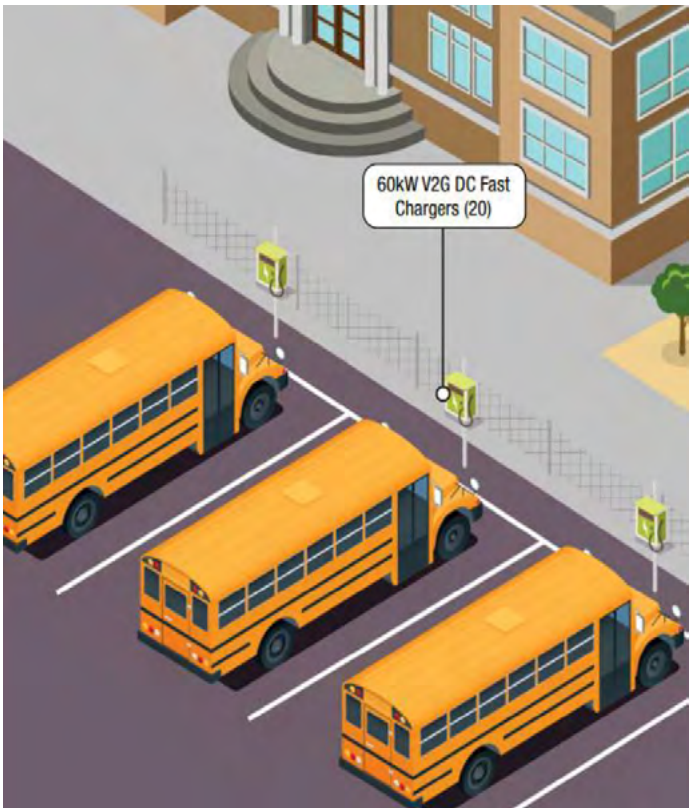
Electric School Bus Vehicle-to-Grid Trial Program

PROGRAM OVERVIEW

The Electric School Bus Vehicle-to-Grid (ESB-V2G) Trial is a component of NV Energy's Transportation Electrification Plan (TEP) pursuant to section 14 of Senate Bill 448 filed on September 1, 2022. NV Energy pays for the installation of electric bus charging infrastructure for public school districts capable of providing energy from the bus batteries back to the grid (V2G capable). **NV Energy will provide grid side, make-ready and charging infrastructure for nine sites**. Site profiles are designated as small (up to 10 60kW DCFC chargers) or large (up to 20 60kW DCFC chargers). In addition, NV Energy will provide **an incentive for the electric school bus battery of $600 per kilowatt hour of the battery rated energy capacity**.

WHICH SCHOOLS ARE ELIGIBLE TO PARTICIPATE

Two large and seven small sites will be selected for this trial opportunity. To be eligible, the school district needs to apply for program funding. Priority is given to the rural public-school districts. Rural public-school districts with first priority: Douglas, Elko, Esmeralda, Eureka, Humboldt, Lander, Lyon, Mineral, Nye (excluding the City of Pahrump), Pershing, and Storey. If the first priority school districts pass on funding, participation will be allowed for Clark County School District and Washoe County School District at a separate fleet yard than the ERTEP School Bus Vehicle-to-Grid Trial. If any funding remains by January 1, 2024, other schools will have the opportunity to apply for funding which may be awarded on a first come first served basis.



PROGRAM DESIGN

V2G Electric Vehicle Charging Infrastructure:

NV Energy builds, owns and operates (option the transfer ownership)

Electric School Bus Battery Incentive: $0.60/watts-hour

Electric School Bus Vehicle-to-Grid Trial Tariff:

The credit for discharged energy will be calculated for each hour as the lesser of:

a) The hourly system incremental generation cost; or
b) The NV Energy average hourly Load Aggregation Point (LAP) price. The LAP pricing can be found on NV Energy's Open Access Same-Time Information System (OASIS) sitel.

OWNERSHIP & MAINTENANCE

NV Energy will provide grid side, make-ready and charging infrastructure for each site. NV Energy will implement a robust operations and maintenance plan for the infrastructure it owns, including warehousing spare parts to minimize downtime during repairs. **This is an important provision to maintain the high level of reliability required as part of this program**.

In addition, NV Energy will provide **an incentive for the electric school bus battery of $600/kilowatt hour** when the bus is delivered to the school district. The electric school bus battery incentive is aligned with NV Energy's current Commercial Large Energy Storage Incentives Program for critical infrastructure.

There is an option to transfer ownership of customer-side infrastructure and responsibility for the operations and maintenance to the school districts, if desired. If ownership is transferred, an agreement will be put in place with responsibilities for participating school districts. **The operations and maintenance incentive will be $600 per charger per year for five years**. The incentive will be paid upon verification of annual performance.