

2021-2023 TRANSPORTATION ELECTRIFICATION PLAN SEMI-ANNUAL REPORT

PROCEEDING NO. 20A-0204E

April 2023

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SECTION 1. INTRODUCTION AND OVERVIEW

INTRODUCTION

Public Service Company of Colorado ("Public Service" or the "Company") is pleased to provide its April¹ 2023 Transportation Electrification Plan ("TEP") Semi-Annual Report as required through Decision No. C21-0017 in Proceeding No. 20A-0204E. With the State's goal of 940,000 electric vehicles ("EV") on the road by 2030, the Company's TEP is essential to achieving this goal. The Company's 2021-2023 TEP is serving customer demand for electric transportation, supporting emissions reductions, and keeping electric bills low while benefiting the electric grid. Through this and future semi-annual reports, we are excited to demonstrate how the TEP empowers and assists customers in their EV journey, including by helping them adopt EVs and optimize charging to save money and reduce carbon emissions. In addition to the data reported in the following sections, the Company also includes Attachments A-D, providing additional detailed information. Specifically, Attachment A captures program participation and costs. Attachment B provides information specific to participants of the EV Purchase/Lease Rebate Program. Attachment C provides information related to the revenue requirement. Attachment D provides results of commercial customer interviews.

The Company continues to be encouraged with how the TEP generates strong stakeholder engagement, enhances opportunities to partner with our customers and communities, and is dedicated to increasing access to electric transportation for incomequalified ("IQ") customers and higher emissions communities ("HEC"). This semi-annual report, building on previous reporting for the TEP's programs, continues to grow the collection of information on participation, budgets, and program learnings to help inform both current and future programs to support the electrification of all types of transportation for our customers.

OVERVIEW AND TIMELINE

Since the Colorado Public Utilities Commission's ("Commission") final approval of the Company's 2021-2023 TEP in March 2021, the Company has implemented all contemplated programs across the TEP's six portfolios. In addition to launching the programs, in the time since the Commission's approval of the TEP, the Company has initiated seven projects within the Partnerships, Research, and Innovation ("PRI") portfolio through the Commission-approved 60-Day Notice process, all of which have launched. The Company has now achieved participation across all programs.

¹ The Company files its semi-annual reports on October 1 and April 1; however, because April 1, 2023 falls on a weekend, the Company is filing its April 2023 TEP Semi-Annual Report on April 3, 2023.

Since the last semi-annual report, the Company has seen continued success with its Electric Vehicle Supply Infrastructure ("EVSI") program enrollment and can report for the first time that 13 EVSI projects have completed construction and 69 ports are active. This is an exciting achievement, and it is supported with a healthy pipeline of 89 additional EVSI projects in development. Another recent milestone relates to the Multifamily Housing ("MFH") IQ/HEC Charger Rebates. Through the 60-Day Notice process, adjustments were recently made to MFH IQ/HEC Charger Rebates to increase incentive amounts. The Company heard from several MFH properties that are eligible for the IQ/HEC charger rebate that the initial rebate amounts were inadequate to support participation. With this feedback and stakeholder consultation, the adjusted rebates went into effect in January 2023. Since January 2023, the first two MFH IQ/HEC rebates have been delivered, supporting eight ports, and another application is in process.

As described in previous semi-annual reports, the rate at which the Company launched its comprehensive portfolio of programs was unprecedented. Since launch, the Company has had notable successes, including many positive experiences with customers, and we delivery with continue to improve program enhancements over time. Alongside these successes, however, the Company is still seeing a gap between actual program enrollment and initial enrollment forecasts for various programs. At a high level, we believe this is due to a few factors, including lack of vehicles and equipment impacting customers, the dynamic factors inherent in launching new programs directed at nascent and fast evolving markets, particularly during a global pandemic, as well as timing considerations. Customers continue to experience significant barriers to EV adoption, including as a result of rising inflation and supply chain issues. Over the past six months, high upfront cost barriers for EVs have continued and while some supply chain issues have improved, many new EV models are still only available in higher cost trims. Another issue related to inflation is increased equipment costs and timing delays, and these factors are impacting TEP programs across all portfolios.

Public Service is working to maximize the success of the TEP over its remaining initial three-year time frame, which is currently set to conclude at the end of 2023. Throughout this window, the Company will continue to pursue the highest degree of program utilization possible over the remainder of 2023. The Company is optimistic about future increases in enrollment given upticks in program utilization and based on the number of TEP program projects in various stages of development, but also notes that there are various market factors outside of its control impacting our customers (e.g., microchip shortages and the resulting auto and charger manufacturing delays). Additionally, Public Service is taking concrete steps to drive increased utilization and an enhanced customer experience by identifying challenges we are facing in specific programs and developing solutions to those challenges.

ALIGNMENT WITH POLICY DEVELOPMENTS

Thus far in 2023, state clean transportation policy in Colorado has continued to progress through new legislative proposals, implementation of existing policy, and state agency rulemakings. Additionally, there have been continued efforts to implement federal policy and incentives recently passed through the U.S. Congress to advance clean transportation.

The Company is actively tracking bills introduced in the 2023 Legislative session related to EVs and EV charging and reviewing relevant legislation to determine their alignment with our efforts to partner and collaborate with customers, communities and policymakers to help foster the EV market and facilitate transportation electrification. The Company also supports Colorado's Medium- and Heavy-Duty ("M/HD") EV goals as described in the state's recently released 2023 Electric Vehicle Plan to increase adoption of M/HD zero emission vehicles ("ZEV") to at least 30 percent of new sales by 2030, and 100 percent of new sales by 2050.

The federal administration has continued to implement key transportation electrification components of the 2022 Inflation Reduction Act ("IRA") and the 2021 Infrastructure Investment and Jobs Act ("IIJA"). These include new formula and grant funding for EV charging and vehicle electrification, as well as new and extended tax credits for clean vehicles and charging infrastructure. Company customers may be able to utilize tax credits in the IRA for the purchase or lease of new or used cars, as well as a tax credit for residential charging equipment. The Company intends to apply for relevant federal funding, where available and appropriate, and to support our customers, state agencies and communities in their applications for funding as well.

PROGRAM PARTICIPATION OVERVIEW AND EFFORTS TO INCREASE ENGAGEMENT

Across all portfolios, the Company has seen increases in participation since our last semi-annual report. These increases include installing our first 69 active ports in the EVSI program across 13 sites and continuous growth across residential programs. We continue to see increasing engagement with the level of applications the Company is receiving from customers for TEP programs as detailed by portfolio in the sections below. Participation also continues to increase in various equity programs across multiple portfolios.

The Company continues to work diligently to increase customer engagement and enrollment through marketing and program enhancements and remains committed to the spirit of the ambitious enrollment targets in its original TEP filing. Examples of engagement efforts include the addition of seasoned sales professionals to assist commercial customers, multi-channel outreach and education through targeted advertising, email and direct mail outreach, and attendance at numerous in-person and virtual events, which are further described in this report.

The Company is also regularly pursuing new ways to make in-market programs more effective, such as through expansion of the Company's dealer network, improvements to enrollment processes, and efforts to reduce project lead times. As described in more detail in this report, program participation in some cases is still facing hurdles. It is possible that those enrollment targets may ultimately prove to be challenging within the time frame remaining for this TEP, including due to factors outside of the Company's control such as global supply chain shortages and the fact that the original TEP budgets and enrollment forecasts assumed a full three years in market versus the just over two years timeline that the programs will be in market at the end of 2023. In the forthcoming sections, the Company describes in further detail some concrete challenges it is encountering in the various phases of program implementation.

Globally, the Company's Advisory program portfolio is a primary method of increasing future program participation across the various TEP programs by increasing education and awareness of the benefits of transportation electrification as well as of the Company's available programs. Advisory services are an essential early step to prepare customers to participate in the Company's other TEP programs. A foundation of information on which to consider transportation electrification options and evaluate the benefits of the Company's TEP programs is necessary to obtain customer participation in these programs. The Company is also committed to the success of its equity programs but understands that certain communities can benefit from more tailored outreach and messaging, which is why we have a specific emphasis on such communities in our Advisory Services programs and accompanying education and outreach efforts.

The Company is continuing to examine program uptake and customer experience, and has contracted with a third-party consultant. Opinion Dynamics, who developed an evaluation plan for the TEP and each of its portfolios. The plan is designed to help the Company's portfolio managers refine implementation and address the dynamic needs of the market. The evaluation plan includes research that provides insight into how current programs can be adapted to increase participation, and what new strategies and approaches are needed to help reach the state's 940,000 EV target.

While the Company continues to focus on increasing participation in all of its TEP programs, Public Service also plans to use the budget flexibility provided in the approved TEP to support greater participation in those programs that receive the most customer interest. The Commission-approved-budgets for each of the TEP program portfolios provide the Company with the ability to reallocate the approved TEP budget between portfolios to be responsive to customer demand.

SECTION 2. TEP PORTFOLIOS

The 2021-2023 TEP is comprised of six portfolios: (1) Residential, (2) Multifamily Housing, (3) Commercial, (4) Partnerships, Research, and Innovation, (5) Income Qualified Electric Vehicle Purchase/Lease Rebates, and (6) Advisory Services (comprised of program support and activities supporting various customer classes).²

The EV Accelerate At Home (Home Charging Service) program, the EV Charger and Wiring Rebate Program, and Residential Advisory Services are addressed in Subsection I, ("Residential Portfolio"). MFH programs and Advisory Services are addressed in Subsection II ("Multifamily Housing Portfolio"), Commercial programs and Advisory Services in Subsection III ("Commercial Portfolio"), and PRI initiatives in Subsection IV ("Partnerships, Research, and Innovation Portfolio"). The IQ EV Purchase/ Lease Rebate Program is addressed in Subsection V.

Unless noted otherwise, the information and data presented in the following sections and in Attachment A are cumulatively reported as of March 1, 2023 and include the dollar amount of actual dollars expended by the Company for work completed. Figures are rounded to the nearest dollar.

I. RESIDENTIAL PORTFOLIO

Program uptake by residential customers continues to increase year over year. The following graph and table demonstrate the trajectory the Company expects programs to follow based on the rate of growth in Residential programs to date.

² Advisory Services activities will be discussed throughout this report in the Residential, MFH and Commercial portfolio sections, as applicable.



Program	Participants (as of 9/1/2022)	Participants (as of 3/1/2023)	Original TEP Initial Forecast Program Participants (as of 12/31/2023) ³	Percent of Forecast	Six Month Growth
Home Charging Service (EVAAH)	782	1,173	10,100	12%	33%
Standard EV Charger and Wiring Rebate	938	1,660	15,100	11%	43%
IQ EV Charger and Wiring Rebate	40	99	300	33%	60%

³ For all programs throughout the report, the initially forecasted program participants reflects the total program participants forecasted for years 2021, 2022, and 2023, as provided in the Company's <u>Updated 2021-2023</u> <u>Transportation Electrification Plan</u>.

Customer Programs

"EV Accelerate At Home"- Home Charging Service

Through the EV Accelerate At Home ("EVAAH") program, residential electric customers are provided a Level 2 charger from the Company without paying any upfront costs for the charger, standard installation, set up, and maintenance of the charger. These customers pay a bundled service charge of \$13.29 per month that appears on their monthly Xcel Energy bill. Electricians contracted by the Company and licensed by the State of Colorado arrive at the customer's home to hardwire and program the Level 2 charger. The electricians also inform the customer of their eligibility for the EV Charger and Wiring Rebate. The electricians can provide the EV Charger and Wiring Rebate "up front" by subtracting the rebate amount from their final invoiced amount to the customer for any qualifying home wiring work. EVAAH launched in August 2021.

There are 1,173 active participants in the program with chargers already installed, and 244 applicants in the queue waiting for a Level 2 charger to be installed. Average charger and install costs have been \$819, while average wiring costs have been \$1,500.

Overall satisfaction with the program is very high at 95 percent. When participants were asked if they would refer EV Accelerate At Home to a friend, 92 percent of respondents reported that they are highly likely to recommend it.

For customers that started enrollment but did not complete it, the Company has identified a number of reasons including customers not being eligible for the program, costs associated with home wiring, customers purchasing their own chargers, and customers deciding to not move forward with their EV purchase.

The Company has worked diligently to contact customers who began but did not complete the enrollment process with follow-up phone calls and emails. As for customers that already purchased a charger, the program team encourages these customers to enroll in other programs such as Optimize Your Charge or Charging Perks.

EV Charger and Wiring Rebate Program

Through the EV Charger and Wiring Rebate program, residential electric customers can receive a rebate of up to \$500, with an enhanced rebate of \$1,300 available to IQ customers to offset the cost of purchasing an eligible Level 2 charger for their home and the cost of upgrading their wiring to accommodate the Level 2 charger. The wiring rebate is available to both EVAAH customers who rent a charger from the Company, and as a standalone offering for customers who choose to purchase their own qualifying charger. In order to be eligible for the wiring rebate, customers must participate in a managed charging program (Optimize Your Charge or Charging Perks Pilot) for a minimum of one year. The Company's contracted electricians can provide the rebate at the time of

installation for EVAAH customers by subtracting the wiring rebate value from their invoiced amount to customers for qualifying wiring work. Non-IQ EVAAH customers can get up to \$500 for home wiring work only.

IQ customers are eligible to receive the full \$1,300 rebate, even if the cost to install the dedicated circuit is less than the rebate amount. In that scenario, IQ customers are sent a check for the remaining rebate amount to help continue to offset the costs of transitioning to an EV.

Customers who purchase their own qualifying charger and participate in a managed charging program can provide proof of qualifying purchases (i.e., dedicated circuitry work and/or charger purchases) and be sent a check for the rebate amount.

There are 1,660 participants in the standard EV Charger and Wiring Rebate program and 99 IQ EV Charger and Wiring rebates have been issued.

Participation in the EV Charger and Wiring Rebate program is below initial TEP filing forecasts. Until an EV is purchased, there is little reason to purchase an EV home charger, and as the EV supply chain has been constrained since 2020, the adoption of EV home charging has similarly lagged. At times, even when an EV driver interested to participate was ready to purchase an EV home charger, the preferred model was unavailable or had increased in price.

In part due to EV home charger supply chain issues and the fluctuating cost of the two chargers eligible for the Company's EV Charger and Wiring Rebate, some customers purchased other Level 2 home chargers that were less expensive but that did not qualify for the rebate. Since these customers did not purchase a qualifying charger, they were unable to participate in the Optimize Your Charge Program and therefore were ineligible for the rebate.

The Company has worked closely with dealerships in its network to ensure that customers who are buying EVs are aware of their home charging options at the time they purchase their vehicles. The Company has introduced a QR code that customers can scan at the dealership and be directed to the Company's EV program enrollment page. This feature has increased participation in the Company's optimization programs and the EV Charger and Wiring Rebate program.

The Company has also implemented a digital enrollment process for the EV Charger and Wiring Rebate, which has streamlined the customer's enrollment experience and has shortened the amount of time between the application and the issuance of a rebate check to the customer.

Optimization Programs

While not a part of the Company's 2021-2023 TEP, as described above, eligibility for certain TEP Residential programs is dependent upon participation in one of the Company's two current Residential EV optimization programs, approved by the Commission as part of the Company's DSM portfolio through Decision No. R21-0081 in Proceeding No. 20A-0287EG.

The Company launched its static optimization program, Optimize Your Charge, in August 2021. Optimize Your Charge is an off-peak charging incentive program. The Company requires all customers applying for the EV Charger and Wiring Rebate or who have a Level 2 charger provided by the Company through the EVAAH program to participate in Optimize Your Charge for at least one year, unless they are participating in the Company's other optimization pilot, Charging Perks. IQ customers receiving the enhanced \$1,300 EV Charger and Wiring Rebate can, however, opt-out of participating in Optimize Your Charge. The Optimize Your Charge program requires customers to choose from three different off-peak charging schedules, each of which is a period of nine hours. Customers are then required to charge during the schedule they have selected for at least 25 percent of the time, and in return they receive an annual credit on their electric bill of \$50 for each year that they participate in the program. The credit is issued in October.

There are 2,956 participants in the Optimize Your Charge program. Of the current participants, over 89 percent are complying with the program requirements by charging at least 25 percent of the time within their selected charging schedule. Our customer care agents reach out to non-compliant participants to remind them of the 25 percent off-peak charging schedule requirement and help them get back on track. The Company reviews compliance and conducts outreach to non-compliant participants quarterly. The Company has also expanded the options for participating in the program by adding the ability for customers to participate with certain EV models in addition to the option to participate with an eligible EV charger. The Company added 20 EV models from five manufacturers including Tesla, Hyundai, Kia, Lexus and Toyota to the program in April 2022.

The Charging Perks Pilot is a dynamic optimization program that rewards EV drivers for charging during times that help the energy grid operate more efficiently and times when there is more renewable energy. Every time a participating customer plugs in at home, the Company and its EV energy-service provider or the customer's automaker will work together to automatically establish the car's dynamic charging schedule. The customer's EV will then charge at the best time when renewables are abundant, demand on the grid is low, and ahead of the deadline when their vehicle must be ready to go customers receive a \$100 gift card upon enrollment and can earn \$50 for Level 1 charging or \$100 for Level 2 charging annually. The pilot was made available to Tesla drivers in June 2021.

The pilot expanded to drivers of certain EV models from Ford, BMW, Honda, and General Motors in late September 2021. The Company plans to add more models in 2023 to expand the dynamic optimization program.

There are currently 636 customers participating in the Charging Perks Pilot program and it is capped at 1,000 participants.

Advisory Services and Outreach

The activities described below support education and engagement across all program portfolios.

1. Public Events

Electric Vehicle Showcases and Community Events. The Company participated in five events in which EVs were displayed and staff was present to answer questions and talk with the public about the benefits of driving electric.

In collaboration with Drive Electric Colorado, the Company provided on-site support at the Summit County EV Ride and Drive in late September, 2022 and Eco-Tober in early October, 2022. The Company supplied a display EV charging station and educational signage.

Additionally, the Company sponsored a run/walk that benefited the American Lung Association of Colorado and displayed signage along with an Xcel Energy owned allelectric Ford F-150 Lightning® pick-up truck at the event. At TEDxMileHigh Future Scape, an all-electric Ford F-150 Lightning® powered a speaker for a musical performance by a professional violinist.

For part of November and much of December, the Company displayed its Tiny House along with a Level 2 EV charger and signage near an EV at the Denver Christkindl Market. Visitors could learn more about EV charging and energy efficiency programs at the display.

List of EV Showcases

- Summit County EV Ride and Drive. September 29, 2022, Frisco, CO
- Eco-Tober. October 2, 2022, Lafayette, CO
- Run The Rocks. October 9, 2022, Morrison, CO
- TEDxMileHigh Future Scape. November 12, Denver, CO
- Christkindl Market. November 18 December 23, 2022, Denver, CO

Commercial Customer Tradeshows/Events. The Company participated in person and at virtual events in which staff was present to answer questions and talk with customers about the benefits of transportation electrification and our programs.

List of Commercial Tradeshows/Events:

- Colorado Association of Transit Agencies (CASTA) Fall Conference, September 27-30, 2022, Snowmass Village, CO
- Drive Clean Summit & Expo, October 12, 2022, Golden, CO
- EEI National Key Accounts Fall Workshop, October 23 26, 2022, Indianapolis IN
- Fleet Forward Conference, November 9-11, 2022, Santa Clara, CA

2023 Denver Auto Show and Earth Month. The Company will have a presence at the 2023 Denver Auto Show which is being held April 12-16, 2023 and will partner with Drive Electric Colorado to conduct an EV Ride and Drive during the Auto Show. The Company will source vehicles from its EV Dealer Network. At the 2021 Denver Auto Show, more than 2,000 EV ride and drives were conducted. The Denver Auto Show did not occur in 2022.

The Company will work with Drive Electric Colorado during the month of April on activations in celebration of Earth Month. The Company is also a sponsor of this year's Lakewood Earth Day Celebration.

2. Digital Outreach, Website, and Digital Tools

Several digital educational initiatives have been developed by the Company, including our EV Awareness & Education digital ad campaign that highlights EV benefits and helps customers realize that switching to an EV is simple and beneficial. Digital advertising includes search engine advertising, display network advertising, and social media advertising. In addition to communicating EV benefits, the campaign includes ads to drive awareness of our EVAAH and EV Charger and Wiring Rebate programs as well as to provide answers to customers' questions about EV charging. All efforts direct customers to the Company's online resources for EV information. The EV website provides information about equipment installation guidelines and provides online program enrollment options.⁴ Multiple email campaigns were conducted to build awareness of EV benefits and the tools, information, events, and programs the Company offers to help make it easy and less costly for customers to drive electric.

Outreach efforts directed customers to the Company's online resources for EV tools, information, and program sign-up. The online EV catalog includes both new and used

⁴ <u>https://ev.xcelenergy.com/ev-charging-programs</u>

EV models, helps customers find EV-focused auto dealers in our EV Dealer Network, and provides information to explore available tax credits and incentives on the website. The Home Charging Advisor can help customers compare EV home charging programs and find the best one for their lifestyle.

In addition to English, residential EV program pages and digital tools on ev.xcelenergy.com are offered in Spanish. Website visitors can toggle between the two language options.

3. Traditional Media and Marketing

The Company has also used traditional, non-digital channels for customer outreach. One mail campaign was conducted in December 2022 and was sent to over 150,000 of the Company's electric customers promoting EV programs. We also have printed materials for general EV education and to promote our programs. Printed materials for IQ customer programs are in both English and Spanish.

4. EV Dealer Network

To help our customers wherever they are on their EV journey, the Company launched the "Xcel Energy EV Dealer Network" in March 2021. There are now 39 members in the dealer network across Colorado, with the Company now focusing on growth outside metro areas. Of those members, 37 offer new and used EVs, with two dealership members focused only on used EV sales. Partnering with dealerships and utilizing Company assets has helped drive EV adoption, with more than 2,500 EVs sold in Colorado by network partners from March 2021 through March 2023.

Through the network, the Company is offering services that directly address barriers that dealers face regarding EVs including:

- Staff training the Company conducts ongoing staff and management training at our Colorado dealership partners, educating them on how to engage with our shared customers and promote Company programs at the point of purchase. Dealership feedback has indicated that having these programs has helped address customer concerns on how to charge their new EV.
- Customer education in showrooms via signage, brochures, digital tools, and hands-on experiences with Level 2 charger models.
- Co-op marketing support to advertise EVs, including messages to drive awareness
 of EV benefits and the Company's programs. From March 2022 through March
 2023, over 28 dealerships in the Company's network have utilized co-op marketing
 to drive broadcast, television, radio, internet, and social media campaigns. These
 co-op marketing efforts created over 5.5 million gross impressions in paidmeasured media in Colorado. These impressions have helped create market
 awareness about EVs, dealerships who support our EV adoption goals and our EV
 programs.

In March 2023, a new instant income verification process is being debuted at EV Dealers in our network to help more customers take advantage of our EV Rebate. In the past, a customer had to be prequalified to receive the EV Rebate instantly at a dealer in our network. Now, a determination on income eligibility can be confirmed at the dealer's location, removing up to two weeks of pre-qualification time. Customers who qualify and acquire an EV within the network can have the rebate amount applied to the purchase or lease price of the EV, making it more affordable.

II. MULTIFAMILY HOUSING PORTFOLIO

In June 2021, the Company launched a robust set of advisory services to support customers in applying for MFH programs. Interested MFH building owners, property managers, residents, and others can work directly with an Xcel Energy EV Advisor by submitting a short intake form linked on commercial webpages. These dedicated EV advisors will meet with individual customers to assess the organization's charging needs and calculate costs to develop a customized plan. Moving forward, these advisors will meet regularly with customers to keep them informed and guide them through the project's application, design, installation and implementation.

The Company offers both shared parking and assigned parking programs. Of these, the assigned parking model is significantly more popular than expected. Those in MFH, especially those that own condominiums, have given feedback that the billing issues that assigned parking models assist with have been some of the most significant barriers to EV adoption. Feedback from MFH customers also indicates that those barriers are especially significant in properties that have interior parking structures since the electrical infrastructure existing in those buildings may not be suitable for supporting EV charging. This makes the dedicated service provided by the EVSI program crucial.

Certain participation barriers still exist. Notably, the Company received feedback from potential MFH Rebate applicants that the initial incentive amounts for the MFH IQ/HEC Rebates were insufficient. As noted previously, the Company addressed this issue by working with stakeholders through the 60-Day Notice process to increase the rebate amount, which has led to our first rebates being delivered, supporting eight Level 2 ports, with an additional application in process.

The tables below show MFH participation, including ports awarded (i.e., in the process of being installed), ports installed, and rebates.

Program	Ports Active (as of 9/1/2022)	Ports Active (as of 3/1/2023)	Ports Awarded (as of 3/1/2023)	Original TEP Initial Forecast Ports Supported by Program (as of 12/31/2023)	Percent of Forecast Installed
MFH – Shared Parking EVSI	0	22	62	460	5
MFH – Assigned Parking EVSI	0	0	303	250	0%

Program	Rebates Delivered (as of 9/1/2022)	Rebates Delivered (as of 3/1/2023)	Applications Pending (as of 3/1/2023)	Original TEP Initial Forecast Rebates Supported by Program (as of 12/31/2023)	Percent of Forecast Delivered
MFH New Construction Rebate	0	0	3	475	0%
MFH IQ Rebate	0	2	1	96	2%

Despite the large amounts of applications and interest, MFH – Assigned Parking EVSI has not yet completed installation of any ports as of March 1, 2023. There are 102 ports under construction and the program pipeline has agreements with customers that will total 303 ports and exceed the forecasted goal of 250 ports. MFH – Shared Parking EVSI has installed 22 ports, with 62 ports in the pipeline. For both assigned and shared parking programs, the cost of completed projects includes an average line extension cost of \$8,483 and average costs for charging installations, including EVSI and charging equipment, of \$140,832.⁵ While there are several MFH shared projects that are completed and in service, assigned MFH projects are still working through the billing process to ensure a seamless customer experience and have not in-serviced a project.

⁵ Average costs for charging installations, including EVSI and charging equipment is for MFH and Commercial projects.

Similar to other projects, we also have a number of MFH projects that are waiting on things like long-lead materials or going through the service policy exception process to determine final equipment placement details. The Company continues to work to improve the overall process for delivering its EVSI programs. Currently, the Company is exploring all means of procuring materials in a faster manner to help cut down on project timelines and has been able to move the exception process up in the customer journey to ensure that we have a 100 percent feasible scope of work by the time the customer signs an agreement.

As noted in earlier sections, the Company adjusted the MFH IQ/HEC Rebate in January 2023 and almost immediately issued rebates for Level 2 Chargers. The MFH New Construction Rebate has seen applications as the Company expands its outreach beyond jurisdictions that already have robust EV infrastructure code provisions in place. Participation in this program is expected to increase as the pace of new MFH construction accelerates post-pandemic and more MFH providers become aware of the rebate, which the MFH builder is required to apply for at the design stage of the MFH project.

We are now seeking to integrate more directly with other existing Public Service programs and resources, including Energy Design Assistance and Builder Developer Representatives, that work directly with developers. These groups provide effective channels for outreach and education on the rebate and the application process. To drive greater participation among developers most likely to apply for the rebate, we also will focus outreach efforts on developers working in areas with low or no code requirements. Developers working in these areas are interested in installing EVSI, but cost, resources, and knowledge is still a barrier. As such, we believe this rebate can help drive greater EVSI adoption in these areas.

III. COMMERCIAL PORTFOLIO

Customer Programs

In September 2021, the Company launched the application process for a suite of Commercial EV programs to support communities, fleets, workplaces, and businesses with their EV charging infrastructure needs. Prior to launch, in June 2021, the Company commenced a robust set of advisory services to support customers in applying for the Commercial Programs with an Xcel Energy EV Concierge to guide them on the journey of electrification and utilize the programs best suited for their needs.

Fleet, Workplace, and Public EVSI have completed their first installations accounting for 47 active ports and have a strong pipeline of projects. For completed installs, average costs for charging installations, including EVSI and charging equipment, is \$140,832. The average cost of line extensions for completed installs are \$51,253.

As of March 1, 2023 projects in the pipeline will support 654 ports.

Program	Ports Active (as of 3/1/2023)	Ports Active (as of 3/1/2023)	Ports Awarded (as of 3/1/2023)	Original TEP Initial Forecast Ports Supported by Program (as of 12/31/2023)	Percent of Forecast Installed
Fleet EVSI	0	9	208	1032	0.8%
Workplace EVSI	0	26	280	1033	3%
Primary General EV Pilot	0	4	6	180	6%
Community Charging Hubs	0	0	12	314	4%
Public EVSI	0	8	124	186	4%
Xcel Energy Public DCFC	0	0	24	24	0%

The table below summarizes commercial EVSI participation.

Overall timeline for EVSI projects which includes customer intake, executing agreements, design, and construction has ranged from nine to fifteen months, depending on various factors. The Company has identified equipment procurement and supply chain bottlenecks and is undertaking efforts to mitigate these issues.

In December 2022, the Company launched a Commercial EVSI and Advisory Customer Satisfaction Survey to learn more about the customer experience. Results are available for customers that have participated in the Commercial EV Advisory service and show that program participants are very satisfied with their experience on multiple metrics:

Overall satisfaction?	88%
How satisfied were you with the Xcel Energy team's knowledge about EV charging and their ability to answer your questions?	93%
How satisfied were you with the responsiveness and availability of your EV Advisor?	92%
Site visit satisfaction?	92%
How likely are you to recommend Xcel Energy's Commercial EV Advisory Service program to someone else?	93%

To support future enhancements and learnings, the Company through its third-party evaluator completed interviews with participants that engaged with commercial advisory services offerings *but either did not initiate the installation of charging equipment or terminated their participation*.⁶

Key findings of these interviews for the 6 participants that did not move forward include:

- Commercial customers have high levels of interest in EV programs and infrastructure but lack awareness of programs being offered and often have several decisions to make before they can apply for a program. Non-participants need participation costs, business impacts, or administrative details questions answered before they can participate in the program.
- A recommendation to review customer relationship management ("CRM") systems and processes to identify causes of delayed responses and other aspects of program implementation.

Based upon this feedback as well as other efforts to continuously improve, the Company has made enhancements to customer outreach and advisory support; to-date:

- In early 2023, the Xcel Energy Clean Transportation team conducted internal workshops to define roles, responsibilities and handoff points more clearly for program staff to ensure communication to support customers interested in our programs is timely.
- The Clean Transportation team collaborated with Colorado Account Managers, Area Managers, and Partners in Energy ("PiE") to conduct a series of webinars on

⁶ Attachment D - PY22 Xcel TEP Commercial Non-Participant Interview Memo.

the Company's EV programs in January 2023. More than 180 customers registered for the three webinars targeting commercial & industrial managed accounts, local communities, and fleet operators in our service territory. Topics included our transportation vision, current commercial EV programs and an introduction to PiE community programs, and rebates. Attendees were encouraged to fill out our website intake form to connect with one of our EV Advisors for support for their electrification journey. Engagement during the webinars was high and 19 project inquiries were received immediately after the event.

- Sales professionals have been added to the Clean Transportation team to help elevate our commercial customers' end-to-end EV journey.
- Since program launch, the Company has made significant improvements to its CRM system that have enabled better project tracking and the ability to share more details with potential participating customers. Improved CRM systems have also allowed for more timely communication and responsiveness.

Fleet & Workplace IQ/HEC Charger Rebate program participation has increased since our last report, with the Company delivering our first nine rebates, supporting nine Level 2 ports and four DCFC ports. There are another 12 rebates in process.

Both small business rebates have achieved 75 percent of their forecasted goals and with the current number of applications, are expected to achieve full estimated participation by the end of the year. Throughout the implementation of these programs, the Company has learned that many commercial customers who are interested in the Small Business Program have monthly electricity usage that is too high for them to qualify for the program. Customers must either receive electric service on Rate Schedule C or use less than 50kW a month. Customers could potentially qualify for the Company's Fleet/Workplace IQ/HEC Charger Rebate or the Company's EVSI program, but customers have indicated that they do not want to install a minimum of four ports, as is required to participate in the EVSI program.

The Community Charging Hubs - IQ Rebate program has received two applications to date. One applicant has qualified, and one has withdrawn. The qualified applicant is currently going through our EVSI program and will receive the rebate once the charging stations are installed. The low participation of this program, which is limited to government entities, municipalities, and neighborhood organizations, is due in part to the focus of some of these entities on fleet charging. For example, certain municipalities have applied for and have been awarded fleet rebates from the Company. Also note that the Company received an application from a neighborhood organization, but the project did not move forward.

The table below shows Commercial rebates delivered.

Program	Rebates Delivere d (as of 9/1/2022)	Rebates Delivered (as of 3/1/2023)	Applications Pending (as of 3/1/2023)	Original TEP Initial Forecast Rebates Supported by Program (as of 12/31/2023)	Percent of Forecast Delivered	Six Month Growth
Fleet & Workplace – IQ/HEC Charger Rebate	0	9	12	160	6%	N/A
Small Business IQ/HEC Charger Rebate	1	3	3	4	75%	200%
Small Business Market Rate Wiring Rebate	1	3	7	4	75%	200%
Community Charging Hubs - IQ Rebate	0	0	1	216	0%	N/A

Other Commercial Offerings

Fleet EV Solutions

Understanding that Commercial and Industrial customers are commonly looking for initial support on developing their fleet electrification plans, the Fleet Electrification Advisory Program ("FEAP") is often their first request for advisory support. For eligible customers, the Company provides a free suitability assessment, data analysis, and advisory services using the fleet's own operation data and business goals. FEAP assessments typically take three to six months to complete. Currently, 20 fleets have submitted intake forms and 31 fleets have completed their assessments with a total of 1,400 vehicles.

The Company launched FEAP in June 2021. FEAP has achieved 31 percent of its forecasted goal and that is expected to grow to 51 percent over the next few months.

Most FEAP participants to date are municipalities, and we have heard from smaller municipalities that they are unable to pay the upfront cost for the program. The Company covers the cost of the FEAP assessment through reimbursement at the end of the project. Therefore, fleets have to pay the project cost upfront, which can be anywhere between \$8,000-\$75,000, depending on the size of the fleet. The Company is working on solutions to help customers overcome this barrier.

Electric School Bus Rebate

This program will provide up to \$2.2 million in rebates, up to a maximum of \$275,000 per bus, for the costs incurred to procure an electric school bus and the charging equipment necessary for operations. Launching in October 2021, the Company has held four webinars across its service territory and conducted continuous account management outreach.

A total of eight rebates are available for school buses. The Company has received three rebate applications to date: two applications for one bus each, and one application for 20 buses. There are also eight school districts enrolled in FEAP, which is a step towards the Electric School Bus Rebate. The Company hopes to support as many school districts as possible; however, school districts are seeing significant supply chain delays affecting electric school bus procurement, making it difficult for them to move forward. The Company is communicating with school districts to better understand where they are in the procurement process.

Xcel Energy Owned Public DCFC

The Company has made considerable progress regarding designing and building Xcel Energy owned and operated DCFC chargers. In August 2021, the Company held two public stakeholder meetings to discuss the siting methodology and metrics for Company-owned DCFC stations, which culminated in a report to the Commission summarizing the final program designs discussed with stakeholders and as directed by the Commission.⁷

The Company hosted a Request for Proposals ("RFP") process in 2021 to select a vendor that used the information contained in the report to conduct a siting analysis to identify several geographic locations throughout the service area for the Company's DCFC stations. The Company selected Guidehouse for this analysis. After compiling the siting results, the Company developed a list of census tracts within which it began outreach to potential site hosts.

⁷ See the Company's Report on Process and Siting for Xcel Energy DCFC Stations filed in Proceeding No. 20A-0204E.

The Company has selected six sites to date in the communities of Breckenridge, Severance, Eaton, Lakewood, Monte Vista, and Central City. Design is complete on four of the six sites and in December 2022 construction was substantially completed on the first site in Severance. However, the Severance site is not currently open to the public due to a number of unresolved items impacting the customer experience such as inadequate charger power output, lack of power sharing, and issues with pricing and payment. The Company is actively working with its charging vendor to resolve these open items but currently does not have an anticipated resolution timeframe since these issues are largely outside of the Company's direct control.

Construction will commence on three additional sites in Q2, and the Company estimates that all six sites will be completed and available for customer use this year.

In January 2023, the Company solicited applications to potentially select additional sites. The Company will assess the potential for developing additional sites as we make progress constructing the six initial sites.

V. PARTNERSHIPS, RESEARCH, INNOVATION PORTFOLIO

Through the PRI portfolio, the Company has developed partnerships with local communities, non-profits focusing on addressing climate change and promoting equity and cultural diversity, EV charging vendors, innovative start-up companies, EV manufacturers, dealerships, academia, research organizations, and other stakeholders. To date, the Company has been providing project development updates to our stakeholders and soliciting feedback.

Since the last semi-annual report, the Company has rebranded the PRI program calling it, "EV Accelerate Innovation" ("EVAI") for external audiences and in promotional and other marketing, communications, and outreach materials. The Company will continue to reference the program as Partnerships, Research, and Innovation ("PRI") for purposes of reporting.

Using the 60-Day Notice process, the Company has issued notices, received stakeholder feedback, and provided final summary reports and revised notices where required and necessary to initiate PRI projects. The table below summarizes the seven projects that have completed the 60-Day Notice process and have launched. Detailed descriptions of each of the seven PRI projects were provided in the Company's April 2022 TEP Semi-Annual Report filed in Proceeding No. 20A-0204E.

Project Name (As Filed)	Branded Name	Original Date Issued	60-Day Notice Status
Electric Car Sharing for	EV Equitable Car		
Underserved Communities Pilot	Sharing	11/5/2021	Complete
Electrify Paratransit Mobility Pilot	EV Paratransit Fleets	10/29/2021	Complete
Municipal Refuse Fleet Electrification Pilot	EV Refuse Fleets	10/29/2021	Complete
Residential Resiliency and			
Managed Charging Project		10/29/2021	Complete
V2X and Resilience Project	Not yet externally	10/29/2021	Complete
DCFC Charging + Storage branded			
Demonstration Project		1/31/2022	Complete
EV Load Disaggregation Project		4/29/2022	Complete

PRI Project Implementation Updates

Project Name	Implementation Update
Project Name Electric Car Sharing for Underserved Communities Pilot	 Implementation Update Colorado Car Share signed as project's car sharing fleet operator. Over 20 Colorado cities, counties, and private entities participated in application launches as potential car share site hosts. Two site host application launch webinars were hosted in July and August 2022. Applications reviewed and scored on criteria in the 60-Day Notice. Award notifications were made in Q4 of 2022 and in Q1 of 2023 to 21 participant locations, where the placement of 25 vehicles will be made. Note that some site/dwelling locations will have two vehicles placed at them. Some sites were determined non-feasible at the time of awarding due to elapsed timeframes. Waitlisted locations were then advanced and awarded. 19 of 25 total light duty EVs needed for the program have been sourced,
	 procured, and are in the possession of Colorado Car Share, and will be placed at site host locations in Q2-Q3, 2023. Due to difficult EV procurement cycles and the time necessary to outfit the vehicles with telematics and other car share enablement add-ons, vehicles are procured prior to dwelling site finalization. Funding releases in active distribution to both Colorado Car Share for remaining vehicle purchases and to site hosts. Site host dwelling locations Electric Vehicle Supply Equipment ("EVSE")/EVSI development and build out-occurring with completion by October 31, 2023.
	 Colorado Car Share rebated cars, funded by this program, are already being outfitted and finalized for use in the program for Q2-Q3, 2023. One remaining site host is contingently awarded, and the Company is finalizing contract negotiations.
	 Project data and insights will be collected when program cars and host site locations are in operation and in regular use. Community outreach and communication programs are in co-development with site hosts and Colorado Car Share for a Q3-Q4, 2023 launch.
Electrify Paratransit Mobility Pilot	 Hosted two application launch webinars in July and August 2022. Over five cities, counties, and varying associated paratransit bus operators engaged in the application launch webinars, which provide information about how to participate in the program.

Project Name	Implementation Update
	 Applications were reviewed and scored based on scoring criteria as found in the 60-Day Notice. Award notifications were made in Q4 of 2022 and Q1 of 2023 to three participant operators where placement of five paratransit vehicles is made across five routes serving equity-based populations. Site host dwelling locations EVSE/I development underway, with an anticipated completion of October 31, 2023. Participants have ordered paratransit EV busses and are awaiting delivery. Community outreach and communication programs are in development with participants and impacted communities for a Q3-Q4, 2023 launch.
Municipal Refuse Fleet Electrification Pilot	 Hosted two application launch webinars in July and August 2022. Over five cities, counties, and varying associated refuse fleet operators participated in pilot application launch webinars. A program modification was proposed to make this project a rebate offering. The modification was supported by stakeholders and implemented through a 60-Day Notice. Applications were reviewed and scored based on scoring criteria found in the 60- Day Notice. Award notifications made in Q4 of 2022 and Q1 of 2023 to five refuse fleet operators where placement of five refuse truck vehicles is being made across five routes serving equity-based populations. Site host dwelling locations are in active EVSE/I development and build out, with an anticipated completion of October 31, 2023. Participants have ordered their EV refuse trucks and are awaiting delivery. Community outreach and communication programs are in development with participants and impacted communities for a Q3-Q4, 2023 launch.
Residential Resiliency and Managed Charging Project	 Work underway with the National Renewable Energy Laboratory ("NREL"). Multi-times per month co-development, review, and alignment sessions underway with NREL. Active design and blueprinting of grid planning tool is underway. College students actively recruited to participate in the learning process and support co-development of the grid tool. Developing educational materials that allow this program to be more easily understood by non-technical audiences so that they too can more tangibly understand the project's value and benefits. Availability of these insights to follow the tool being put into operational use and allowing for a period to assure intended outcomes.
V2X and Resilience Project	 Completed a feasibility study on Vehicle to Grid ("V2G") potential Two individual EV residential truck owners are in beta testing for Vehicle to Home ("V2H") implementation. Contracts signed and site development and EVSE/I bidirectional equipment installation is underway. Two small businesses are finalizing contracts for Vehicle to Building ("V2B") implementation. One contract is signed, and one is nearing finalization. Site development is kicking-off for the signed contract. Site design is occurring for the business who is near completion of their contract.

Project Name	Implementation Update
	 Two Colorado school bus operators / school districts are in active negotiation for V2G implementation. Issues remain with procuring bidirectional school busses in time for the study due to manufacturer delays. The Company is exploring alternate solutions that keep this work moving forward, such as a short-term "borrowed" bus from a bus manufacturer to test V2G capabilities, until the school district's owned bus is available. One city withdrew from discussions concerning municipal electric fleet V2B/G studies due to contracting challenges. However, no alternate location is needed as V2X studies can be accomplished with the other V2X workstreams and a larger fleet V2X study in a future project. Collaboration is occurring with the PRI CarShare project on a site to demonstrate V2X for CarShare vehicles and assess value streams and benefits.
DCFC Charging + Storage Demonstration Project	 Capacity constrained site identified in Poncha Springs, CO for proposed project siting and implementation. Negotiations underway on land rights and are near complete. Conducted a Request for Information ("RFI") to assess technological availability and feasibility, which concluded in October 2022. RFP released in October 2022, and final decision on awardee including contract negotiations is to conclude in Q2 of 2023. Project kick-off to commence in Q2/Q3 of 2023 with select vendor(s).
EV Load Disaggregation Project	 Project added to the PRI portfolio as a part of the Advanced Grid Intelligence and Security Settlement Agreement. Initial selected vendor from the RFP process withdrew due to financial considerations impacting their enterprise. The Company then assessed other qualifying candidate companies under the RFP and is concluding that process with plans to finalize and award a contract in Q2 2023. Actively designing customer facing pilot program participation plan to include 100 current EV owners, and 100 likely to adopt an EV.

PRI Project	Participant Goal (Target)	Applications Received	Final Awarded to Participants	Status Notes			
Electric Car Sharing for Underserved Communities Pilot	*17 sites	41 Sites 241% of goal	21 Sites 124% of goal	 19/25 light duty EVs purchased for placement across 21 sites Procuring remaining 6 EVs 6/21 site host sites have received rebates, others in process 			
Electrify Paratransit Mobility Pilot	*3 sites (routes)	5 sites (routes) 167% of goal	5 Sites (routes) ^{167% of goal}	 5/5 paratransit vehicle rebates have been made Associated charger and infrastructure rebates undergoing active processing 			
Municipal Refuse Fleet Electrification Pilot	*4 sites (routes)	7 sites (routes) 175% of goal	*5 sites (routes) 125% of goal	 5/5 refuse vehicle rebates have been made Associated charger and infrastructure rebates undergoing active processing 			
Residential Resiliency and Managed Charging Project**	 Ongoing regular co-development work and alignment with NREL Prepare for software tool launch Collect data and insights 						
V2X and Resilience Project**	 V2H-2 residential beta participants identified and signed V2B-2 small business participants signed V2G-2 school district participants identified and being finalize 						
DCFC Charging + Storage Demonstration Project**	 1 site located for project deployment in a rural location in Colorado 1 RFI, and 1 RFP released In negotiations with vendor for site development and project build-out 						
EV Load	200	Program will	launch in Q3 of	2023			

PRI Project Implementation Performance Metrics

* One application per site location proposed. One site host may propose multiple locations.

• Application process in design phase

** Not designed as an application program

Disaggregation projected***

Project

***100 EV Owners and 100 Non-EV Owners

VI. **EV PURCHASE/LEASE REBATES PORTFOLIO**

The Company's EV Purchase/Lease Rebate program is designed to support affordable access to EVs for IQ customers (referenced as the EV Rebate program in this report). The EV Rebate is only available to the Company's IQ customers and provides \$3,000 off the purchase or lease of a used EV and \$5,500 off the price of a new EV purchase or

lease. The rebate program went live in August 2021. At the time of launch, with pandemic related issues in supply and delivery, vehicle inventory was a challenge for dealerships as well as dealers becoming familiar with the process. Beginning in March 2023, an instant income verification process will be implemented across our EV Dealer Network. This process provides a way for dealers to make customers aware of our rebate, confirm they qualify for it while in the showroom and provide the savings to qualified customers that day. This new process was piloted with a single dealership and showed signs of increasing the 'take rate' of the rebates and made for a more customer and dealership friendly experience. Training for in-network dealerships are being scheduled for a network-wide roll out.

The table below shows 140 EV rebates have been issued to IQ customers who purchased or leased an EV.

Program	Rebates Delivered (as of 9/1/2022)	Rebates Delivered (as of 3/1/2023)	Original TEP Initial Forecast Rebates (as of 12/31/2023)	Percent of Forecast	Six Month Growth
New EV Purchase/ Lease Rebates	57	103	375	28%	45%
Used EV Purchase/ Lease Rebates	21	37	700	5%	43%

The Company has made and continues to make improvements to the application and income qualification process on an internal basis and has worked to streamline its system so that customers experience minimal delays in the processing and approval of their rebate application. In addition to implementing an on-site instant income-qualification program at the dealership and scaling that program, the Company is actively pursuing options to further refine the income-qualification process and improve the customer experience. Since launch, the program has seen steady growth as shown in the graph below and currently has another 68 applications in progress.



Attachment B contains further reporting information, including aggregated income and city data for program participants; make, model, and year of the EV purchased; purchase price; whether the EV Rebate impacted the customer's decision to buy or lease the EV; and how the customer learned about the EV Rebate program.

SECTION 3. INCOME QUALIFIED AND HIGHER EMISSIONS COMMUNITIES

In approving the Company's TEP, the Commission authorized the Company to offer a wide range of EV programs designed to increase access to EVs for IQ communities and populations, consistent with Senate Bill 19-077. The Company will dedicate at least 15 percent of the total 2021-2023 TEP budget, 15 percent of the Advisory Services portfolio budget, and 30 percent of the PRI portfolio budget to support IQ customers, communities, and Higher Emissions Communities ("HEC"). The Company has spent 26 percent of total TEP spend, 24 percent of total Advisory Services spend, and 73 percent of total PRI spend on equity-based offerings.

The Company's Residential, MFH, and Commercial portfolios offer enhanced rebates to customers and communities that meet certain criteria that identify them as an underserved population. The table below shows current levels of IQ and HEC participants across TEP programs. There are uncertainties inherent in any initial forecast, and this is particularly true when attempting to assess potential demand for new EV programs among IQ, public, and/or HEC-qualifying projects and programs. As previous sections have illustrated, residential equity rebates have seen consistent growth, while the Company has worked hard to achieve MFH and Commercial equity rebate participation. Since the October 2022 report, the first set of applications have been received for MFH Commercial equity rebates, and 14 rebates have been delivered. In some instances,

customers completing EVSI projects that are eligible for equity rebates, are receiving rebates once charging station are installed. As a result, participation is expected to continue to increase with the EVSI project pipeline. Alongside this pipeline, the Company is expanding its outreach to customers that could qualify for enhanced support through the TEP's equity-focused programs. For example, the Company now has a dedicated program manager focused on equity programs. The table below shows rebate growth and applications in process.

Program	Rebates Delivered (as of 9/1/2022)	Rebates Delivered (as of 3/1/2023)	Applications Pending (as of 3/1/2023)	Original TEP Initial Forecast Rebates Supported by Program (as of 12/31/2023)	Percent of Forecast	Six Month Growth
EV Charger and Wiring Rebate Program – IQ Rebate	40	99	52	300	33%	60%
EV Purchase/Lease Rebates IQ Rebate	78	140	68	1075	13%	44%
MFH – IQ/HEC Rebate	0	2	1	96	2%	N/A
Fleet & Workplace – IQ/HEC Charger Rebate	0	9	12	160	6%	N/A
Small Business IQ/HEC Charger Rebate	1	3	3	4	75%	67%
Community Charging Hubs – IQ/HEC Rebate	0	0	1	216	0%	0%

EQUITY OFFERINGS

Through the TEP proceeding, the Company and stakeholders proposed, and the Commission approved, the use of a broad range of eligibility criteria to allow the Company's equity focused EV programs to be as inclusive as possible, and several of these programs offer enhanced support to HECs. The following table highlights these rebate programs with eligibility criteria.

Program	Rebate	Criteria for Participation
EV Charger and Wiring Income- Qualified Rebate	EV Charger and Wiring: \$1,300	Enrolled in SNAP or TANF Enrolled in LEAP, CO WAP, DSM IQ participation, CARE Income below 60 percent of state median or below 200 percent of federal poverty or below 80 percent of area median
EV Purchase & Lease Rebate	New EV: \$5,500 Used EV: \$3,000	Enrolled in SNAP or TANF Enrolled in LEAP, CO WAP, DSM IQ participation, CARE Income below 60 percent of state median or below 200 percent of federal poverty or below 80 percent of area median
MFH –Income Qualified Rebate	Up to \$8,500 per port	Participated in affordable housing weatherization, multifamily weatherization, affordable housing rebate program in last five years or currently meet income qualification requirements for those programs, or located in an HEC
Commercial Fleet & Workplace – Income Qualified Rebate	Up to \$2,200 for each L2 port – Up to \$45,000 for each DCFC port	Demonstrate that organization is non-profit eligible to participate in Xcel Energy non-profit efficiency programs, or Public organization that provides services to IQ customers or communities
Community Charging Hubs – Income-Qualified Rebate	Up to \$2,200 for each L2 port (4 port minimum) and up to \$31,200 for each DCFC port	Located in a census block where 50 percent or more of households have incomes at or below 80 percent of area median income, or located in an HEC
Small Commercial	Up to \$2,500 for EVSI costs per port and up to \$2,000 for charger equipment costs per port (up to 3 ports)	Income qualification: For MFH customers, an IQ customer must have participated in affordable housing weatherization, multifamily weatherization, or affordable housing rebate program in the last five years, or currently meet income qualification requirements for those programs. For other commercial customers, an IQ customer must demonstrate that such customer is a non-profit eligible to participate in Xcel Energy non-profit efficiency programs or is a public organization that provides services to IQ customers or communities. HEC qualification: The project must fall within one of the census blocks identified as HECs by the Company

EQUITY PERFORMANCE INCENTIVE MECHANISM

As part of the 2021-2023 TEP, the Commission approved an Equity Performance Incentive Mechanism ("PIM") to better align the interests of the Company with the state's goal of extending transportation electrification to people with low and moderate incomes and underserved communities.⁸ The PIM evolved with input from multiple stakeholders and allows the Company to earn a per-port incentive for projects where customers install chargers in HEC or IQ communities. To date, the Company has not received any rewards from its Equity PIM.

For the Company's approved Equity PIM, Public Service will provide:

- The number of port and EV rebates provided on a port-type basis and an aggregated description of how rebate recipients met the required Equity portfolio eligibility requirements, including how the recipient was deemed eligible (provided income verification to a third party, enrolled via the Low-Income Energy Assistance Program, etc.)
- Approximate hours of staff time and financial resources devoted to rebate programs on a port type basis, to understand the relative effort or ease of per port rebate categories

Program	Rebates Delivered (as of 3/1/2023)	Ports Supported (as of 3/1/2023)	Total Costs (as of 3/1/2023) ⁹
EV Charger and Wiring Rebate Program – IQ Rebate	99	L2: 99	\$81,625
EV Purchase/Lease Rebates IQ Rebate	140	N/A	\$1,548,814
MFH – IQ/HEC Rebate	2	L2: 8	\$17,600
Fleet & Workplace –IQ/HEC Charger Rebate	9	L2: 10 DCFC: 4	\$128,698
Small Business IQ/HEC Charger Rebate	3	L2: 5	\$18,000.00
Community Charging Hubs – IQ/HEC Rebate	0	L2: 0 DCFC: 0	\$0

• The Company contracts with a third party to conduct income verification and determine rebate eligibility. See table below.

• Detailed results of community and fleet assessments

Community EV Assessments in HECs: 0

⁸ In Decision No. C21-0117, in Proceeding No. 20A-0204E, the Commission ordered the Company to work with stakeholders to develop the mechanics of the Equity PIM. After engaging stakeholders and more fully developing the Equity PIM, the Company received approval to implement an Equity PIM in Proceeding No 21AL-0409E. ⁹ Total costs include capital, O&M, and income verification, outreach, and rebate delivery with third party vendor.

- The Company is engaged with several communities and working to gather input from community members to help inform the development of a plan specific to their area.
- We are often working with larger communities that have identified a portion of geography that they would like to be an HEC and include it as part of the broader Community EV planning process.
- FEAP HEC Assessments: The Company contracts with a third party to conduct FEAP assessments and we are currently analyzing if any completed assessments were located within HECs.
- For each of the Company's fleet and community assessments associated with its equity focused programs, Public Service will provide the details below when available.
 - Meeting and/or call minutes,
 - Number of meeting and/or call attendees,
 - Organizations present at meetings and/or calls,
 - o Information presented by Public Service at meetings and/or calls,
 - Comments and questions received from the community and fleet entities that the assessment pertains to,
 - o Results of any surveys or questionnaires,
 - Follow-up communications,
 - Installations of EV charging stations or other TEP rebate offerings,
 - Marketing and outreach efforts included targeted communication, and
 - Optional narrative that is in addition to the information listed above.

As noted above, the Company has not completed any Community EV HEC Assessments and is currently working to identify HEC locations within FEAP assessments. The Company will report on these details in future reports.

SECTION 4. REVENUE REQUIREMENT AND COST RECOVERY

Public Service reports on the prior program year's actual revenue requirement. However, final previous year revenues are not known yet, and therefore, the Company provides final revenues with its October 1 filings. The final TEPA Revenue Requirement for 2022 was \$12,116,321; resulting in an over-collection of \$5,159,573, which will be refunded to customers. Further details are provided in Attachment C to this report.

As discussed in previous sections, the Company's program participation levels have been below the original forecasts included in the TEP due to several factors and, correspondingly, this has led to program spending that is below the originally forecasted budget. It is not atypical, in the Company's experience, to see actual program spend after the initial launch of programs to lag budget projections and to increase in line with forecasts as program maturity, customer engagement, and market awareness take hold.

SECTION 5. RETAIL RATE IMPACT AND LOAD SUMMARY

SB19-077 requires that "[t]he retail rate impact from the development of electric vehicle infrastructure must not exceed one-half of one percent of the total annual revenue requirements of the utility." In Decision No. C21-0017, the Commission supported the Company's formulation of the retail rate impact and provided additional guidance that revenues from EVs purchased prior to 2021 be excluded. The following table provides an update to the rate impact analysis based on the Company's 2022 TEP revenue requirement and updated 2022 estimate for sales to EVs and the cost to serve those sales.

		2022
	Revenue from EV Charging	(\$24,933,419)
+	Cost to Serve EV Charging	<u>\$11,626,496</u>
=	Net Revenue from EV Charging	(\$13,306,923)
+	TEP Revenue Requirement	\$6,956,748
=	Retail Rate Impact	(\$6,350,175)
÷	Approximate Total Retail Revenues	\$3,324,650,329
=	Retail Rate Impact - Percentage	-0.19%

Retail Rate Impact Calculation

The Company uses historical EV sales data from IHS Market and forecasts sales going forward using two different methodologies.¹⁰ The total sales associated with EV charging are based on average annual miles driven and average kilowatt-hour per mile. The following table summarizes the Company's estimate of EVs in our service territory and their incremental growth from 2020. Approximately 95 percent of the Company's sales to EVs are for light-duty vehicle charging.

¹⁰ Please see the Company's April 1, 2021 filing in Proceeding No. 20A-0204E for a full description of EV forecasting methodology.

			Incremental Growth
# of Vehicles	2020	2022	2020 to 2022
Light Duty Vehicles	29,361	64,084	34,723
Medium Duty Vehicles	0	0	0
Heavy Duty Vehicles	38	87	49
			Incremental Growth
Sales Volumes			2020 to 2022
Light Duty Vehicles	105,114 MWh	227,049 MWh	121,935 MWh
Medium Duty Vehicles	0 MWh	0 MWh	0 MWh
Heavy Duty Vehicles	6,481 MWh	13,140 MWh	6,659 MWh

EVs in the Company's Service Territory¹¹

2020 reflects Guidehouse total Megawatt hour ("MWh") estimate; 2022 reflects an updated calculation utilizing the Guidehouse per vehicle consumption estimate.

Reduced emissions

The Company estimates that for light-duty vehicles, each vehicle charging in its service territory results in a savings of 2 tons of CO₂ per vehicle, or 48 percent, based on an emissions rate of 4.2 tons for each internal combustion engine light-duty vehicle and a rate of 2.1 tons for a light-duty EV charged on the Company's system, using 2021 average emissions intensity data.

The Company estimates that each light-duty vehicle charging in its service territory results in a savings of 2.5 pounds per vehicle, or about 64 percent NOx reduction per vehicle, based on an emissions rate of 4.8 pounds per year¹² for each internal combustion engine light-duty vehicle and a rate of 2.3 pounds per year for a light-duty EV charged on the Company's system, using 2021 average emissions intensity data.

Demand

Because the load of EVs is not individually metered, it is not possible to know for certain how much peak demand is attributable to EV charging. Based on the number of EVs, an estimate of Level 1 and Level 2 home charging, and a survey of public EV charging stations, the Company calculated that there is potentially over 300MW of demand potential from EVs.

¹¹ EPRI, I.H.S Data (Includes BEV and PHEV, excludes vehicles registered with the U.S. DOT)

¹² https://www.bts.gov/content/estimated-national-average-vehicle-emissions-rates-vehicle-vehicle-type-using-gasoline-and

		Avg.	
	Count	Capacity	Total
Home L1	29,799	1.8 kW	53,638 kW
Home L2	34,285	7.0 kW	239,995 kW
Fleet DCFC	-	50 kW	0 kW
Fleet DCFC	87	75 kW	6,490 kW
Public L1	34	1.8 kW	61 kW
Public L2	2,317	7.0 kW	16,219 kW
Public DCFC	494	~75 kW	37,050 kW

Total Charger Capacity

However, because it is implausible that all charging ports would be utilized at the same time and at full capacity, the actual peak demand by EVs is much lower. To estimate hourly load patterns and peak demand the Company utilized the Markov-Chain Monte Carlo simulation performed by E3 Consulting in the 2020 TEP proceeding, adjusted for the current penetration of EVs. The results show that the maximum EV demand is much lower than the maximum charging capacity and that during the on-peak hours (3:00 PM-7:00 PM) in July and August when the Company's system typically reaches its maximum peak load, the EV load is even smaller still. The Company's maximum peak demand is approximately 7,000MW, and of that peak demand, we estimate that EVs contributed between 30-40 MW.

Demand Summary

Total Charger Capacity	353,453 kW
Maximum Non-Coincident Demand	68,140 kW
Average Demand On-Peak July & August	40,797 kW
Average Load	27,419 kW

Only a small amount of EV customers were on Time-of-Use ("TOU") rates in 2022. The Commercial EV charging rate, Schedule S-EV, had 41 charging stations by the end of the year. The Company's Residential TOU rate, RE-TOU, had approximately 10,000 EV customers. As such a large majority of customers had no financial incentive to shift usage to off-peak hours in 2022. Again, using the EV charging shapes developed by E3 Consulting, the overall average load shape indicates that on-peak EV charging accounts for 19 percent of the total. For comparison, the on-peak hours of 3:00 PM to 7:00 PM account for 12 percent of all the hours in the year. Therefore, EV charging is disproportionally weighted in the on-peak hours. The average load shape displays a pronounced peak at 6:00 PM when many residential customers would likely be returning home from work.



As the Company's advanced meter deployment expands and as more customers are switched to TOU rates, the Company will continue to study EV charging patterns in order to identify any shifting to off-peak periods that may occur. The expected adoption of optimization programs described earlier in this report will be another factor in encouraging customers to charge during off-peak hours in coming years.

SECTION 6. STAKEHOLDER ENGAGEMENT

As a part of the TEP, the Company has developed a robust process for gathering feedback and input from stakeholders. With the TEP stakeholder group, there has been continuous engagement, including with those that have previously participated in workshops and in the TEP proceeding. The Company has also provided instructions for other interested stakeholders to sign up for the TEP stakeholder distribution list.

The Company's TEP Stakeholder group consists of 252 individuals representing government agencies, municipalities, non-profit organizations, auto dealers, auto manufacturers, companies, and utilities.

TEP STAKEHOLDER GROUP GOALS

The Company's TEP Stakeholder Group meets quarterly in March (Q1), June (Q2), September (Q3), and December (Q4). The Company hosts stakeholder meetings to:

- Foster discussion about programs in-market;
- Gather ideas for continuing to improve the programs and portfolios; and
- Discuss whether additional projects and programs are necessary to support transportation electrification in Colorado.

UPDATES FROM STAKEHOLDER MEETINGS AND DISCUSSIONS

A summary of formal stakeholder meetings is below. In addition to formal meetings, the Company regularly engages stakeholders individually on topics of interest to them.

Q4 2022- Q1 2023 TEP Quarterly Stakeholder Meetings

December 16, 2022: The Company hosted a hybrid format stakeholder workshop that offered stakeholders the opportunity to attend in-person and remotely. With more than 120 attendees, the Company presented quarterly updates for the current TEP as well as discussed key areas for the 2024-2026 TEP filing. Breakout sessions on specific topics discussed managed charging, equity, public charging, medium/heavy duty electrification, and the PRI portfolio.

March 7, 2023: The Company presented TEP program participation and rebate spending updates, and it discussed high level initial plans for the Company's 2024-2026 TEP.

SECTION 7. SUMMARY OF ONGOING EV PILOTS AND PROGRAMS IN OTHER XCEL ENERGY SERVICE TERRITORIES

The TEP reporting requirements include providing a summary of ongoing EV pilots and programs in other Xcel Energy service territories. Several of the Company's programs are similar to programs offered in other Xcel Energy service territories, though specific program terms, including the amount of monthly fees and eligibility requirements, vary state to state.

MINNESOTA

The table below summarizes Minnesota EV filings:

Filing Name	Docket Number	Pilot & Program Names	Status
Residential Electric Vehicle Charging Tariff	E002/M-15-111	 Time-of-Day – Separate Meter (Residential EV Service Tariff) 	In market
Residential Electric Vehicle Service Pilot	E002/M-17-817	- EV Service Pilot	Complete
Transportation Electrification Plan	E999/CI-17-879	- Transportation Electrification Plan (Summarizes the Company's existing and potential future EV initiatives)	N/A
Electric Vehicle Pilot Programs	E002/M-18-643	 Fleet EV Service Pilot Public Charging Pilot 	In market (2020-2024)
Residential EV Subscription Service Pilot	E002/M-19-186	- EV Subscription Service Pilot	In market (2020-2024)
Electric Vehicle Home Service Program	E002/M-19-559	- EV Accelerate At Home	In market
Pilot Programs General Time-Of- Use Service Tariffs	E002/M-20-86	 General TOU Service Rate Critical Peak Pricing ("CPP") Rate 	Approved
Multi-Dwelling Unit Electric Vehicle Service Pilot	E002/M-20-711	- MDU EV Service Pilot	In market (2021-2024)

Filing Name	Docket Number	Pilot & Program Names	Status
COVID-19 Relief & Recovery (R&R)	E,G002/M-20-745	 EV Purchase Rebates – denied Public Fast Charging Stations – approved Xcel Energy Fleet Electrification – recovery will be considered in a future rate proceeding Expansion of Existing Fleet EV Service Pilot – approved with modifications 	Approved with modifications
Load Flexibility Pilot Programs	E002/M-21-101	 EV Optimization Pilot (EV Accelerate At Home – Optimize Your Charge) (EV Accelerate Your Fleet – Optimize Your Charge) Electric School Bus V2G Demonstrations 	Approved

WISCONSIN

The table below summarizes Wisconsin EV filings:

Filing Name	Docket Number	Pilot & Program Names	Status
Electric Vehicle Service Programs	4220-TE-104	 Residential EV Service Programs Tariff EV Accelerate At Home (Standard and Voluntary) Commercial EV Service Program Pilot (Infrastructure and Optional charger services) Commercial EV Service Program Tariff 	In market
Electric Vehicle Advisory Services	4220-UR-125	 Residential Advisory Services Commercial Advisory Services Fleet Electrification Advisory Program 	In market

NEW MEXICO

The table below summarizes New Mexico TEP program implementation:

New Mexico TEP Programs ¹³	Status
EV Charger and Wiring Rebate	In market
IQ Charging Rebate	In market
Home Charging Service	In market
EV Optimization	In market
Make-Ready for Public Charging Stations	In market
Public Fast Charging Service	In market
Advisory Services (Residential, Fleets,	
Communities)	In market

In late 2022, the New Mexico Public Utilities Commission adopted final rules for transportation electrification plan procedural and substantive requirements. TEPs in New Mexico will be submitted on a 3-year cycle, with Southwestern Public Service Company filing their next TEP by April 1, 2024.

¹³ Proceeding No. 20-00150-UT

SECTION 8. THIRD PARTY CONSULTANT UPDATE

The Company selected Opinion Dynamics, through a competitive sourcing event, to lead the 2021-2023 TEP Evaluation and TEP Key Performance Indicators ("KPI") Reporting. The TEP Evaluation consists of primary data collection and analyses including evaluation planning efforts, customer research, and cross-cutting portfolio analyses (carbon emissions analysis and charging pattern analysis). The KPI Reporting encompasses a set of tasks designed to support the Company in tracking and communicating TEP performance including dashboard development, stakeholder meeting presentations, and regular reporting. Opinion Dynamics conducted work to support TEP Evaluation and KPI Reporting tasks during the period from October 2022-April 2023. Memos summarizing evaluation work will be included in semi-annual reports when they are finalized.

Cross-Cutting Commercial Advisory Services Recipient/Program Non-Participant Interviews: Opinion Dynamics delivered a memo summarizing results from interviews with participants that engaged with commercial advisory services offerings but either did not initiate the installation of charging equipment or terminated their participation support to future enhancements of these offerings. This memo is included as Attachment D to this report.

Projects in progress that will be included in future reports:

- Residential Charging Pattern Analyses
- Residential Participant Surveys
- Residential Income-Qualified Participant Interviews
- Dealership Interviews

SECTION 9. OTHER REPORTING REQUIREMENTS

While the Company intends to meet all reporting requirements, some data is still not available for this report. Below are reporting requirements that are still in progress due to limited data and availability.

- Aggregated and anonymized data via third parties for information from MFH site hosts and Commercial program participants detailing site-specific data (start and stop times of charging, peak kilowatt ("kW") per charging session, number of charging sessions daily, amount of time each vehicle charges per session daily, whether station owner provides charging for free or if there are usage fees, operating costs, any technologies being used to manage demand).
 - The Company has contracted with a third-party aggregator to work with charging network service providers to aggregate and anonymize charging session data. As more sites complete construction and become fully operation, this data collection can begin.
- Number of small MFH sites, where a four-port minimum may not be cost-effective to support, express interest in participating in MFH programs.
 - The Company has not experienced examples of this but will report if/when this occurs.
- For Company-owned DCFC Stations, Public Service will provide the details below when available. The Company has completed substantial construction of one of its approved DCFC stations, but it is not yet open to the public pending final elements discussed above.
 - Monthly revenues the charging station paid to the Company as a "customer" on Schedule S-EV or S-EV-CPP;
 - Monthly revenues collected by the charging station from customers using the station;
 - Underlying billing determinants, average load factors, and energy use by on-peak, off-peak, and CPP periods; and
 - The extent of development of non-Company owned DCFC stations in surrounding areas.

SECTION 10. CONCLUSION

The Company is excited to support its customers with the suite of EV programs described in this report and it looks forward to strong engagement and participation in these programs in the months and years to come. The Company's 2021-2023 TEP programs are making EV charging easier and more affordable for its customers, empowering and assisting customers in their EV journey, and helping them drive electric to save money and reduce carbon emissions.

APPENDIX A

BACKGROUND

In May 2019, the Colorado General Assembly enacted Senate Bill 19-077 ("SB19-077"). SB19-077 represents a culmination of years of growing policy support in Colorado for a more coordinated effort to promote widespread transportation electrification. SB19-077 required each Colorado electric public utility to file with the Colorado Public Utilities Commission ("Commission") "an application for a program for regulated activities to support widespread transportation electrification" within its service territory for Commission approval by May 15, 2020 and on or before May 15 every following three years. *See* C.R.S. § 40-5-107(1)(a).

Under SB19-077, in addition to the criteria listed below, a TEP must "seek to minimize overall costs and maximize overall benefits," and may include:

(I) Investments or incentives to facilitate the deployment of customer-owned or utility-owned charging infrastructure, including charging facilities, make-ready infrastructure, and associated electrical equipment that support transportation electrification;

(II) Investments or incentives to facilitate the electrification of public transit and other vehicle fleets;

(III) Rate designs, or programs that encourage vehicle charging that supports the operation of the electric grid; and

(IV) Customer education, outreach, and incentive programs that increase awareness of the programs and of the benefits of transportation electrification and encourage greater adoption of electric vehicles.¹⁴

SB19-077 provides several considerations for the Commission to evaluate in determining whether to approve a utility's TEP and associated cost recovery requests. *See* C.R.S. § 40-5-107. Specifically, the Commission shall consider whether the investments and other expenditures are:

- a. Reasonably expected to improve the use of the electric grid, including improved integration of renewable energy;
- b. Reasonably expected to increase access to the use of electricity as a transportation fuel;
- c. Designed to ensure system safety and reliability;

¹⁴ C.R.S. § 40-5-107(1)(b).

- d. Reasonably expected to contribute to meeting air quality standards, improving air quality in communities most affected by emissions from the transportation sector, and reducing statewide emissions of greenhouse gases by forty percent below 2005 levels by 2030 and eighty percent below 2005 levels by 2030 in the emission of greenhouse gases by 2050;
- e. Reasonably expected to stimulate innovation, competition, and increased consumer choices in electric vehicle charging and related infrastructure and services; attract private capital investments; and utilize high-quality jobs and skilled worker training programs as defined in section 8-83-303;
- f. Transparent, incorporating public reporting requirements to inform design and commission policy; and
- g. Reasonably expected to provide access for low-income customers, in the totality of the utility's transportation electrification programs, which may include community-based and multi-family charging infrastructure, car share programs, and electrification of public transit, while giving due consideration to the [e]ffect on low-income customers.¹⁵

⁴⁶

¹⁵ C.R.S. § 40-5-107(2).

As required by SB19-077, on May 15, 2020, the Company filed an application for Commission approval of its 2021-2023 TEP. The Company's approved TEP includes a broad array of new programs to support EV adoption through six portfolios: (1) Residential, (2) Multifamily Housing, (3) Commercial, (4) Partnerships, Research, and Innovation, (5) EV Purchase/ Lease Rebates ("EV Rebate") for Income-Qualified¹⁶ customers, and (6) Advisory Services. The Company's 2021-2023 TEP is intended to support the State's goal of getting 940,000 EVs on the road by 2030 and to help position Colorado as a national leader in vehicle electrification. The TEP is also informed by considerations of equity, accessibility, and fairness.

Designed to benefit all drivers, all customers, and the state by helping reduce greenhouse gas emissions and air pollution while keeping electric bills low, the TEP benefits the electric grid with a focus on expanding access to electricity as a transportation fuel. The TEP seeks to achieve these outcomes by fostering greater awareness of the opportunities and benefits of electric transportation; reducing barriers to adopting electric transportation; increasing access to the benefits of electric transportation; and encouraging EV charging in ways that reduce system costs and better enable the Company to further its vision for a 100 percent carbon-free electric grid. The Company's 2021-2023 TEP received input from a wide array of intervening parties.¹⁷ On January 11, 2021, the Commission issued Decision No. C21-0017 approving with modifications the Company's application for its 2021-2023 TEP. On March 2, 2021, the Commission issued Decision No. C21-0117 resolving a number of issues brought forward for Rehearing, Reargument, or Reconsideration. Through Decision No. C21-0017, the Company is required to file TEP reports on a semi-annual basis. The Company files its October 2022 semi-annual report in compliance with Decision No. C21-0017 in Proceeding No. 20A-0204E.

¹⁶ Based upon feedback received from stakeholders the Company agreed to change references of "low-income" to "income qualified".

¹⁷ Intervening parties to the Company's 2021-2023 TEP (Proceeding No. 20A-0204E) were: Staff of the Colorado Public Utilities Commission ("Staff"); the Colorado Office of Consumer Counsel ("OCC") which became the Utility Consumer Advocate on September 1, 2021; the Colorado Energy Office ("CEO"); the Regional Transportation District ("RTD"); ChargePoint, Inc. ("ChargePoint"); Tesla, Inc. ("Tesla"); Electrify America, LLC ("Electrify America"); EVgo Services, LLC ("EVgo"); the Joint EV Charging Providers-consisting of Enel X North America, Inc., EVBox North America, Inc., and Zeco Systems, Inc. d/b/a Greenlots; the City of Boulder; the City and County of Denver; Colorado Energy Consumers ("CEC"); the Environmental Organizations-consisting of Natural Resources Defense Council , Sierra Club, and Western Resource Advocates ("WRA"); the Southwest Energy Efficiency Project ("SWEEP"); the Environmental Justice Coalition - consisting of the Colorado Latino Forum, GreenLatinos, GRID Alternatives, and Vote Solar; Energy Outreach Colorado ("EOC"); and Walmart, Inc. ("Walmart"). Black Hills Colorado Electric, LLC, d/b/a Black Hills Energy ("Black Hills') participated as amicus curiae.

APPENDIX B

S-EV AND S-EV-CPP REPORTING

The Company notes that additional reporting requirements have been established through Proceeding No. 21AL-0494E.¹⁸ This section outlines these requirements and provides updates between the time period August 1, 2022 – March 1, 2023.

For Schedule S-EV and Schedule S-EV-Critical Peak Pricing ("CPP") Public Service will report:

- Revenues associated with the S-EV and S-EV-CPP rates, through a comparison of cumulative revenues associated with the S-EV and S-EV-CPP rates to the revenues that would have been collected had those customers been taking service under Schedule Secondary General ("SG") and Schedule Secondary General Low-Load Factor ("SGL")
 - The S-EV rate has saved customers \$1,271,928 compared to if they were on the SG rate or \$1,977,115 if they were on SGL rate.
 - S-EV Revenue: \$930,728
 - S-EV-CPP Revenues: \$273,236
 - Total Actual Revenues S-EV/S-EV-CPP: \$1,203,963
 - Hypothetical SG Revenues: \$2,475,891
 - Hypothetical SGL Revenue: \$3,181,078
- Underlying billing determinants, average load factors, and energy use by on-peak, off-peak, and CPP periods, for both S-EV and S-EV-CPP
 - o S-EV
 - Billing Determinants: 12,503,652 kWh
 - Average Load Factors: 15 percent
 - S-EV On-Peak: 4,081,995 kWh
 - S-EV Off-Peak: 8,421,657 kWh
 - S-EV-CPP
 - Billing Determinants: 2,003,162 kWh
 - Average Load Factors: 12 percent
 - S-EV-CPP On-Peak: 576,196 kWh

¹⁸ Proceeding No. 21AL-0494E established two optional rates for fleet and public charging as Schedule S-EV and Schedule S-EV-CPP, established rates to be charged at Company-owned DCFC stations, and established an Equity Performance Incentive Mechanism.

- S-EV-CPP Off-Peak: 1,343,782 kWh
- S-EV-CPP Periods: 83,184 kWh
- An evaluation of whether the removal of the demand ratchet in this limited instance has material impacts on customers and/or the Company.
 - The Company has not conducted this type of evaluation.



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