TRANSPORTATION ELECTRIFICATION PLAN

SEMI-ANNUAL REPORT

PROCEEDING NO. 20A-0204E

OCTOBER 4, 2022

SECTION 1. INTRODUCTION AND BACKGROUND

INTRODUCTION

Public Service Company of Colorado ("Public Service" or the "Company") is pleased to provide its October[1] 2022 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. 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 income-qualified ("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 Commission's final approval of the Company's 2021-2023 TEP in March 2021, the Company has implemented nearly all contemplated programs across the TEP's six portfolios despite various headwinds, such as the COVID-19 pandemic, supply chain disruptions, etc. 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 or are preparing to launch.

As described in our last semi-annual report, the rate at which the Company launched this comprehensive portfolio of programs was unprecedented. Since launch, the Company has had notable successes, including many positive experiences with customers, and we continue to improve program delivery with enhancements over time. For example, recently the Company began testing an instant income-qualification process

[1] The Company files its semi-annual reports on October 1 and April 1; however, because October 1, 2022 falls on a weekend and October 3, 2022 is a state holiday, the Company is filing its October 2022 TEP Semi-Annual Report on October 4, 2022.

with an EV Dealer Network partner in Boulder. Just days after testing began, an Xcel Energy customer was made aware of our EV Rebate, qualified for it in minutes and received the rebate on their EV purchase that day. The Company plans to expand this process to more EV Dealers within our network in the coming months.

Alongside these successes, however, the Company is currently 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 the uncertainties inherent in launching new programs directed at nascent and fast evolving markets for a relatively new transportation technology, lack of vehicles, as well as timing considerations.

As noted in previous reports, the Company's TEP programs represent a significant and new role for the Company in supporting the adoption of EVs and associated charging infrastructure throughout residential, multifamily housing, fleet, workplace, and public contexts – particularly when considering the TEP's focus on equity and broadening access to the benefits of EVs.[2] The Company is pleased to report that its EV market forecasting, for the mid-case adoption scenario, has thus far demonstrated to be on track with the trajectory of the market. This analytical capability will continue to be critical to plan for future programs and investments that anticipate and meet future EV market needs in Colorado. However, in these new and evolving areas, the Company is witnessing in real time just how valuable it is to have program and budget flexibility in order to respond to higher and lower customer demand for particular solutions as the EV market continues to rapidly evolve with new models, new charging solutions, and many macroeconomic forces at play.

As a threshold matter, the TEP's budgets and enrollment assumptions as originally filed presumed that the TEP would be in full effect, including with programs up and running, by January 1, 2021. As noted earlier, the Commission's decision on the TEP was not final until March of 2021. The Company moved expeditiously to implement the Commission's decisions, with the majority of TEP programs launching in the summer of 2021. The Company notes that the unprecedented impact of the COVID-19 pandemic and the resulting economic downturn on vehicle and charger availability, transportation patterns, as well as customers' needs and vehicle purchasing decisions was not anticipated at the time the TEP was originally filed. For all these reasons, and as noted in our last semi-annual report, we estimate at this time, an approximately 9-12 month lag as compared to our initial program enrollment expectations.

[2] As noted in previous reports, the Company has assembled a diverse group of individuals and experiences to support the programs as well as established a dedicated set of specialists who work closely with customers on a regular basis to support their electrification needs.

The Company is working 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 increased engagement efforts include targeted email messaging and attendance at numerous in-person and virtual events, which are further described in this report. The Company is regularly pursuing new ways to make in-market programs more effective, such as through expansion of the Company's dealer network and improvements to enrollment and participation options in various programs. However, as also described in more detail in this report, program participation in some cases is still facing challenges, and it is possible that those enrollment targets may ultimately prove to be challenging within the time frame remaining for this TEP, partially due to factors outside of the Company's control such as global supply chain shortages. In the forthcoming section, the Company describes in further detail some concrete challenges it is currently encountering in the initial phase of program implementation.

While the pace of EV adoption has largely kept on track with the Company's initial forecasts, the prices and availability of new and used EVs, along with the pricing and availability of new and used traditional internal combustion engine vehicles, has presented a challenge for many consumers. Demand for vehicles, particularly EVs, have confronted shortages of semiconductors as well as raw materials, such as nickel, used in semiconductors and to make batteries. The ongoing war in Ukraine has also added pressure to some of the existing supply chain and raw material cost pressures for the industry. Furthermore, the recent rise in inflation has pushed the average price of EVs to all-time highs.[3] As a result of these headwinds, the Company's support for all types of customers in helping them reduce the upfront costs of adopting EVs and associated infrastructure via the TEP's programs is all the more important.

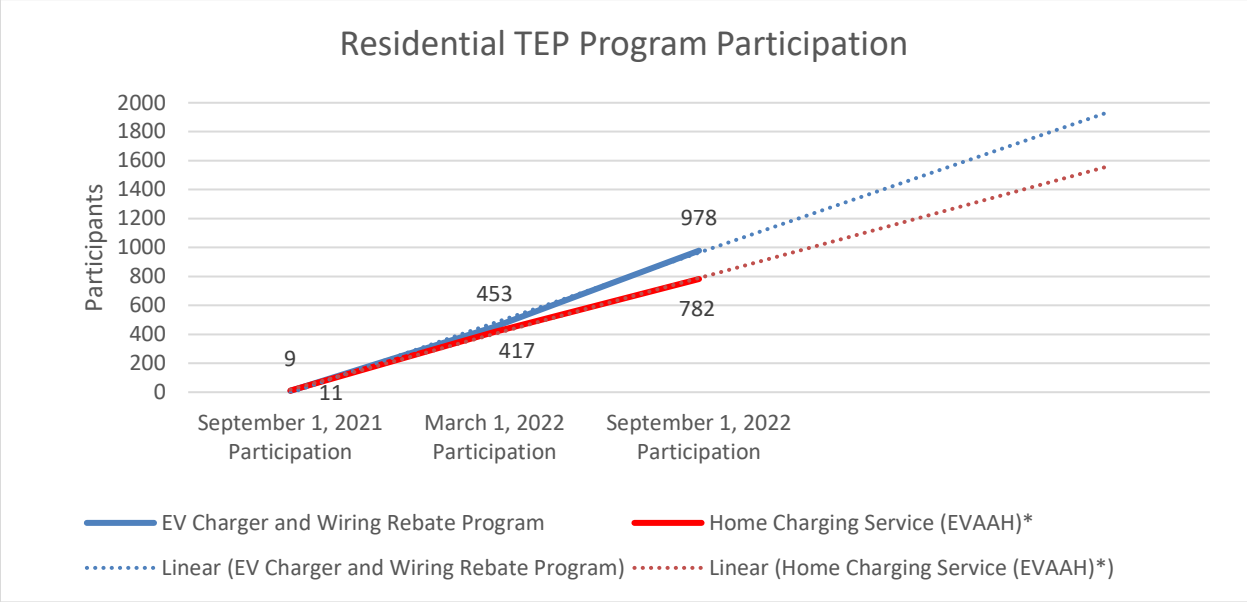
Public Service is working to maximize the success of the TEP over its remaining approved time frame, which will conclude at the end of 2023. Throughout this window, the Company will continue to pursue the highest degree of program utilization possible over the remainder of 2022 and 2023, which comprises most of the time programs will be in market given that the majority of programs launched in August and September of 2021. The Company is optimistic about future increases in enrollment given recent upticks in program utilization and based on the number of Commercial program projects in various stages of development, but also acknowledges 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

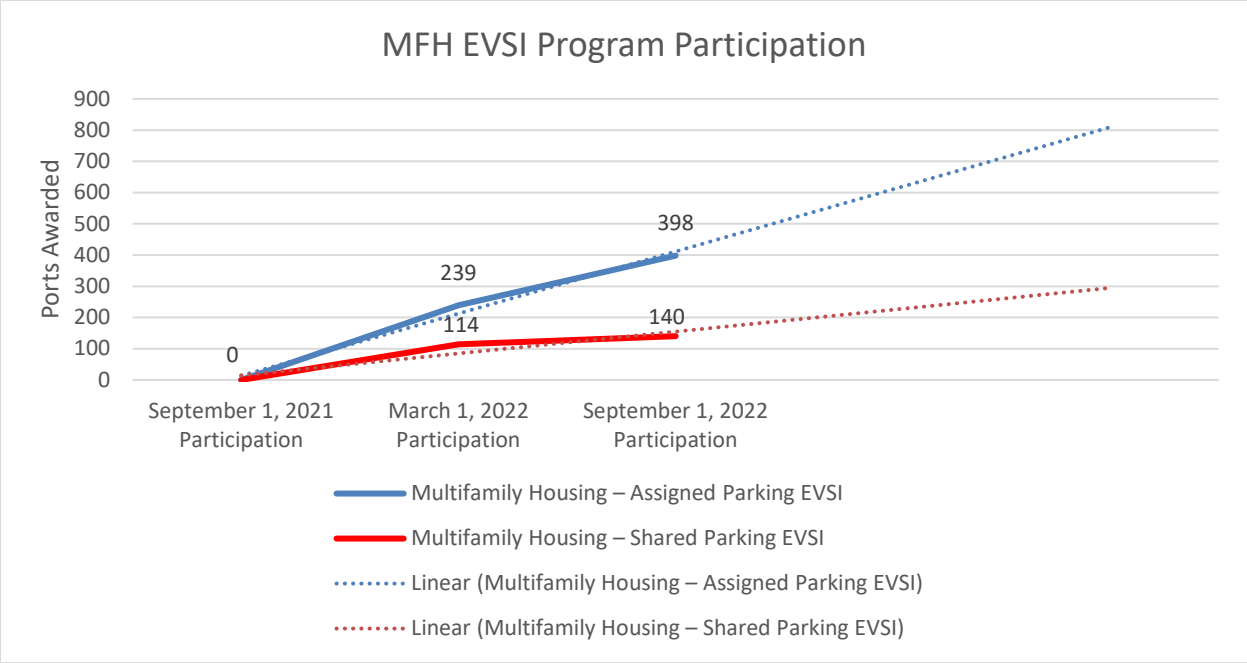
[3] Electrek, Average electric car price hit $66,000 in the US, but that's not the whole story. July 25, 2022, available at: https://electrek.co/2022/07/25/average-electric-car-price-hit-66000-us-whole-story/

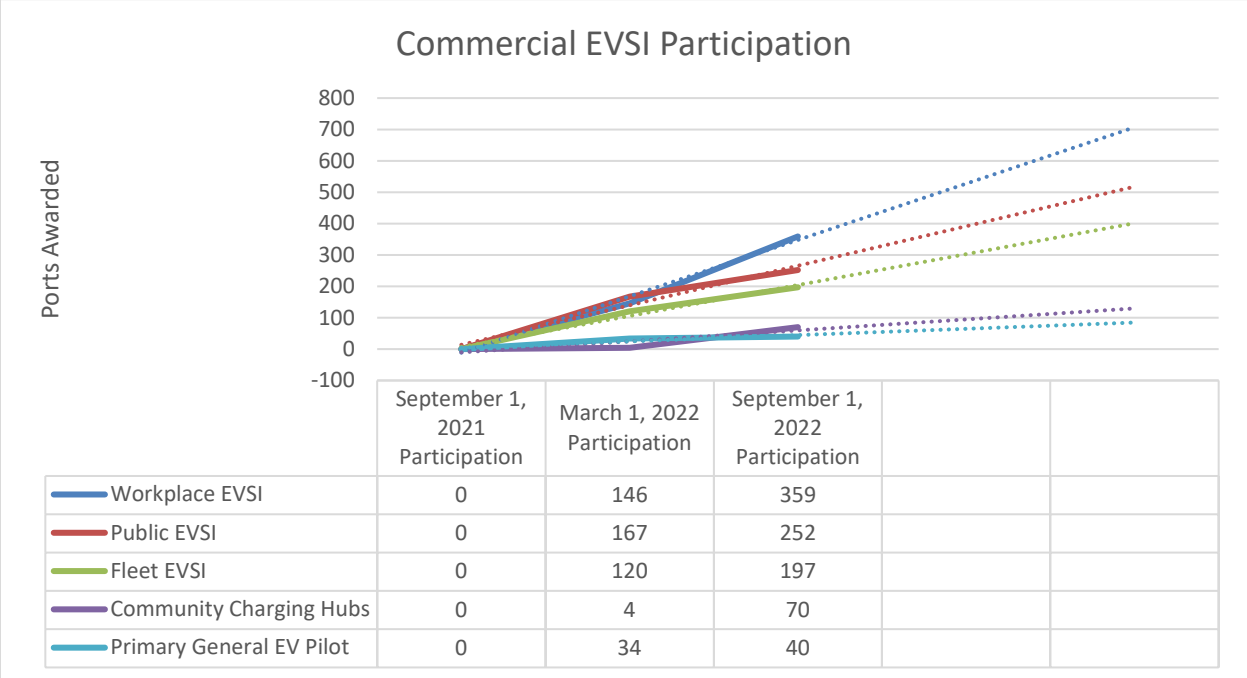
challenges we are facing in specific programs and developing solutions to those challenges. The following sections summarize program uptake, barriers to participation, and solutions the Company is considering.

PROGRAM PARTICIPATION OVERVIEW AND PLANS TO INCREASE ENGAGEMENT

The Company's first TEP Semi-Annual Report was filed on October 1, 2021, and this report included a reporting cutoff date of September 1, 2021. The following section provides an update to program participation since the initial September 1 cutoff date. Specifically, the following graphs summarize programs with participation since September 1, 2021, and they demonstrate the trajectory the Company expects programs to follow based on this rate of growth. What is most notable is program uptake by residential customers, Multifamily Housing ("MFH") Electric Vehicle Supply Infrastructure ("EVSI"), and Commercial EVSI. Program uptake is continuing to grow with this new market in Colorado for EVs.







	September 1, 2021 Participation	March 1, 2022 Participation	September 1, 2022 Participation		
Workplace EVSI	0	146	359		
Public EVSI	0	167	252		
Fleet EVSI	0	120	197		
Community Charging Hubs	0	4	70		
Primary General EV Pilot	0	34	40		

*Known as EV Accelerate at Home ("EVAAH")
**Ports Awarded is the current reporting metric until the Company completes installations.

While these successes are heartening, there is a gap between current actual program activity and that which was forecasted in the original TEP filing. Specifically, there are programs that have not yet achieved any participation, some of which is due to typical customer completion of precedent program participation that is still in process (described below).

The programs without any current participants include:

Multifamily Housing Income Qualified Rebate
Fleet & Workplace Income Qualified Rebate
Community Charging Hubs Income Qualified Rebate
Multifamily Housing New Construction Rebate

For the initial three of the programs listed above with no participation to date (in italics above), the customer's completion of another TEP program supporting EVSI will typically come before the issuance of rebates. Because the Company has completed only one applicable EVSI project in its entirety, there are currently low levels of participation in the rebate programs. Additional information and context regarding program participation in the Company's MFH IQ Rebate, MFH Housing New Construction Rebate, Fleet & Workplace IQ Rebate, Community Charging Hubs IQ Rebate, and Small Business Rebate was provided in the April 2022 TEP Semi-Annual Report filed in Proceeding No. 20A-0204E. The Company notes that a few programs, shown later in this report, have achieved participation well above target.

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 the 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 over the course of the TEP. 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, as well as the Company's 2030 goal to power 1.5 million EVs within its eight-state service area. Detailed evaluation updates are provided in Section 9 of this report.

While the Company will work to increase 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 and have the greatest potential to maximize the benefits of the TEP. In approving the Company's TEP, the Commission approved budgets for each of the TEP program portfolios while also providing the Company with the ability to reallocate the approved TEP budget between portfolios to be responsive to customer demand. The Company greatly appreciates this budget flexibility. It will be a key component of the Company's approach 6to successfully implementing its TEP programs throughout the remainder of the initial TEP period.

Finally, the Company notes that it continues to evaluate customer participation and program budget forecasts over time and will make appropriate adjustments to the Transportation Electrification Programs Adjustment ("TEPA") rider to reduce the potential for overcollection of TEPA revenues if and when the Company believes such adjustments are warranted. In July, the Company determined that the TEPA had collected sufficient revenue to fund TEP programs for 2022 and filed Advice No. 1891 to update its TEPA tariff and suspend collection of the TEPA beginning September 1, 2022, for the remainder of the year.

BACKGROUND AND REPORTING REQUIREMENTS

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.[4]

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;

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 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.[5]

[4] C.R.S. § 40-5-107(1)(b).

[5] 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-Qualified[6] 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.[7] 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.

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

[7] 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.

Reporting Requirements

It is important to note that the Company intends to meet reporting requirements set forth in the TEP proceeding but in this report, some data is not available for reasons including the short time programs have been in market. Below are reporting requirements that are still in progress due to limited data and availability that the Company will include in future reports.

- *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)*
    - This data will be included in later reports. The Company's third-party consultant has initiated this process with charging providers and is beginning to evaluate this data.
- *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.
- *Average cost of a line extension for MFH and Commercial portfolios*
    - The Company does not have final costs of line extensions at this time but is tracking this and will report when available.
- *Average cost of a line extension for a utility-owned DCFC station*
    - The Company has not installed utility-owned DCFC stations yet but will report when available.
- *Average costs for charging installations, including EVSI and charging equipment*
    - For MFH and Commercial programs, the Company has completed one installation of EVSI and is yet to install charging equipment. The Company will report on this when available.

The Company also notes that additional reporting requirements have been established through Proceeding No. 21AL-0494E.[8] The Company will provide the required reporting as established through Decision No. C22-0485 in subsequent TEP Semi-Annual reports. The additional reporting requirements are provided below.

[8] 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.

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");
- 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; and
- An evaluation of whether the removal of the demand ratchet in this limited instance has material impacts on customers and/or the Company

For Company-owned DCFC Stations Public Service will provide:

- 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

For the Company's approved Equity Performance Incentive Mechanism ("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; and
- Detailed results of community and fleet assessments.

For each of the Company's fleet and community assessments associated with the Equity portfolio Public Service will provide:

- Meeting and/or call minutes;
- Number of meeting and/or call attendees;
- Organizations present at meetings and/or calls;
- 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;
- 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.

Throughout the report, the Company has provided available reported data as of September 1, 2022. For semi-annual reports going forward, the Company plans to provide data collected up to the beginning of the month prior to filing the next semi-annual report (e.g., September 1 for the October 1 filing and March 1 for the April 1 filing). Aggregated customer data will be provided in accordance with the Commission's 15/15 rule, Rule 3033(b), which governs when aggregated customer data can be made public.

SECTION 2. EV MARKET INSIGHTS

The Company is tracking circumstances within its service territories, as well as analyzing national factors that are impacting the Colorado EV market. Thus far in 2022, state clean transportation policy in Colorado has continued to progress through new legislation, implementation of existing policy, and state agency rulemakings. Additionally, there have been new federal policy and incentives passed through the U.S. Congress to advance clean transportation.

COLORADO STATE LEGISLATIVE SESSION 2022

The 2022 legislative session in Colorado yielded a suite of new policies related to clean energy and clean transportation. A major focus of the legislature was once again environmental policy – focusing on greenhouse gas reductions with continued emphasis on environmental justice and air quality policies. Of particular relevance to the Colorado TEP, Senate Bill 22-193 ("SB22-193"), which was adopted and signed, creates an industrial and manufacturing clean air grant program administered by the Colorado Energy Office (CEO) to provide grants for, eligible energy efficiency, renewable, and electrification projects. SB22-193 also creates an electric bicycles program, diesel truck emissions reduction grant program, and school bus electrification grant program.

The Electrifying School Buses Grant Program will be administered by the Colorado Department of Public Health & Environment ("CDPHE") to help school districts and charter schools finance the conversion and replacement of fossil-fuel powered school buses with electric-powered school buses. The CEO will provide technical assistance, and the CDPHE will administer the program, establish an application process, and develop award criteria, reporting requirements, and procedures for addressing noncompliance. The bill transfers $65 million from the General Fund to the cash fund on June 30, 2022, and appropriates the funds to CDPHE in FY 2022-23. The CDPHE may seek, accept, or expend money from federal sources and from gifts, grants, or donations. The program repeals September 1, 2034.

COLORADO TRANSPORTATION ELECTRIFICATION ENTERPRISES

In June 2021, Governor Jared Polis signed Senate Bill 21-260 ("SB21-260") which creates new sources of dedicated transportation funding and new state enterprises to enable a sustainable transportation system. The law will help modernize the infrastructure needed to support the widespread adoption of electric motor vehicles and lessen adverse environmental and health impacts of transportation system use. The transportation electrification enterprises provide additional public funding for several strategic areas that Xcel has already begun addressing with its TEP. The enterprises are

still in their early implementation stages, but it is likely that the Company's TEP portfolio and the enterprises will need to work in parallel to achieve Colorado's EV adoption goals.

SB21-260 created three new transportation electrification enterprises: the Clean Transit Enterprise housed within the Colorado Department of Transportation ("CDOT"), the Clean Fleet Enterprise housed within the CDPHE, and the Community Access Enterprise housed within the Colorado Energy Office ("CEO"). Each enterprise was required to publish a ten-year plan detailing execution of its business purpose and estimated funding required to implement the plan. Funding for the enterprises is provided through general fund transfers and new fees imposed on retail home delivery and rides from transportation network companies (e.g. Uber, Lyft). $733 million of projected new fee revenue will support the three new clean transportation enterprises.

Community Access Enterprise ("CAE"): The CAE was created to equitably reduce and mitigate the adverse environmental and health impacts of air pollution and greenhouse gas ("GHG") emissions produced by motor vehicles used to make retail deliveries. The enterprise will support the adoption of electric motor vehicles and electric alternatives to motor vehicles at the community level, constructing charging infrastructure to ensure EV viability in all communities and providing financial incentives and assistance for replacement of older, higher polluting vehicles. The projected available funding is $310 million over ten years.

Clean Fleet Enterprise ("CFE"): The CFE seeks to reduce GHG emissions by supporting the transition of motor vehicle fleets to cleaner technologies with five program portfolios: 1) Clean Fleet Vehicle & Technology Project Portfolio; 2) Clean Fleet Transportation Network Company Portfolio; 3) Remote Sensing Prioritization Portfolio; 4) Clean Fleet Vehicle Workforce Development Portfolio; and 5) Clean Fleet Planning, Research, & Evaluation Portfolio. The CFE will invest $289 million over 10 years to support the replacement of delivery trucks, school buses, Uber and Lyft vehicles, and both private and government fleets with EVs. The projected available funding is $289 million over ten years.

Clean Transit Enterprise ("CTE"): The CTE was established to support public transit electrification, facility upgrades, fleet vehicle replacements and EV charging infrastructure for public transportation agencies. CTE's proposed programs build upon CDOT's Colorado Transit Zero Emission Vehicle Roadmap which was intended to help reach the state's goal of 1,000 zero emission vehicles on the road by 2030 and a 100 percent zero emission transit fleet by 2050. Programs have been broken down into the following categories: 1) Planning; 2) Facility Modifications; 3) Vehicle Acquisition; and 4) Charging/Fueling Infrastructure. The projected available funding is $134 million over ten years.

COLORADO CLEAN TRUCK STRATEGY

Earlier this year, the State of Colorado released its plan to transition Colorado's medium- and heavy-duty trucks to low- and zero- emissions alternatives. This strategy focuses primarily on investing in charging infrastructure; creating incentives for trucks to start switching to zero emission vehicles; and helping school districts and transit agencies switch to electric buses.[9] Colorado released a final strategy in the spring of 2022 following a public comment process; it plans to continue implementation of the proposed policies and initiatives in the coming years. As a part of this strategy, at the end of 2022, the Air Pollution Control Division within CDPHE plans to propose two rules to the Colorado Air Quality Control Commission ("AQCC"): the Advanced Clean Trucks ("ACT") Rule and the Low NOx Truck Rule. The ACT Rule would require manufacturers of medium and heavy-duty on-road vehicles to sell an increasing percentage of zero emission vehicles of their annual sales from model year 2027 and beyond. The Low NOx Truck Rule would require heavy-duty vehicle manufacturers to make cleaner vehicles, improve how they test vehicle engines, and extend engine warranties, reducing NOx emissions per new vehicle sold by 90 percent below current standards starting in model year 2027.[10]

FEDERAL POLICY DEVELOPMENTS

President Biden signed the Inflation Reduction Act ("IRA") into law on August 16, 2022, which enacted a suite of new and amended policies supporting clean transportation. This included billions of dollars in new EV eligible funding as well as a series of new or modified consumer tax credits to support clean vehicles and infrastructure. The new tax credit offerings include the modified and extended Clean Vehicle Credit for new light-duty vehicles; new tax credits for previously-owned clean vehicles and qualified commercial clean vehicles; and an extended and modified Alternative Fuel Refueling tax credit. Vehicle eligibility for the credits depend on discrete criteria, with strict domestic assembly and critical material sourcing requirements applying to the extension of the Clean Vehicle Credit for light-duty vehicles that ramp up over the next several years.

For EVs, EVSE and EVSI, the IRA:

- Extends and modifies existing tax credit for new clean vehicles ($7,500)
- Creates new clean vehicle incentives:
    - Used Clean Vehicles ($4,000)
    - Commercial Clean Vehicles (30 percent of cost)
- Extends Alternative Fuel Vehicle Refueling Infrastructure Tax Credit

[9] https://freight.colorado.gov/sustainability/clean-truck-strategy
[10] https://freight.colorado.gov/sites/freight/files/documents/CleanTruckStrategy.pdf

    - Individual ($1,000 or 30 percent of cost)
    - Commercial ($100,000 or 30 percent)
- $1B in grant and rebate programs for clean heavy-duty vehicles and infrastructure
- $3B for United States Postal Service fleet electrification
- $5M for states to adopt GHG and zero-emission standards for mobile sources

Along with new federal funding authorized in the 2021 Infrastructure Investment and Jobs Act (IIJA), approximately $100 billion in EV-eligible funding will be awarded across the country in the coming years to support EV adoption.[11] The Company will continue to monitor the impact of this new federal clean transportation investment on the Colorado EV market.

[11] EV eligible funding in IIJA and IRA represents nearly 30 times the total EV funding awarded by U.S. government to date – Atlas EV Hub

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. This objective is highlighted in SB19-077. 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 HECs. 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. The Company is working diligently to expand its outreach to customers that could qualify for enhanced support through the TEP's equity-focused programs.

Portfolio	Original TEP Initial Forecast IQ and HEC Program Participants (as of 12/31/2022)[12]	Actual IQ and HEC Participants (as of 3/1/2022)	Actual IQ and HEC Participants (as of 9/1/2022)	Percent of Forecast
EV Charger and Wiring Income-Qualified Rebate	150	13	40	27%
MFH	48	0	0	0%
Commercial	216*[13]	0	1	0.01%
EV Purchase/Lease Rebates	650	39	78	12%

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

[12] For all programs throughout the report, the initially forecasted program participants reflects the total program participants forecasted for years 2021 and 2022, as provided in the Company's Updated 2021-2023 Transportation Electrification Plan.

[13] Upon further investigation, the Company identified the previously reported number of 186 to be incorrect.

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	1. Enrolled in SNAP or TANF 2. Enrolled in LEAP, CO WAP, DSM IQ participation, CARE 3. 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 $800 per port for assigned parking and up to $2,200 per port for shared parking	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 por	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

While the rest of this report will address some of the holistic reasons participation lags estimates, there are some unique factors impacting the IQ and HEC programs, including chip shortages impacting the availability of new EVs and slowing the turnover of used EVs, the number of IQ customers living at multifamily homes that cannot take advantage of the charger and home wiring rebate, and access to charging at multifamily homes. As noted, the Company remains fully committed to increasing program participation. Towards that end, the Company is exploring options to continue to build successes, including the revising of program offerings to address customer feedback, which the Company addresses further below.

SECTION 4. TEP PORTFOLIOS

The 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 geared towards various customer classes).[14]

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 Vehicle Rebate Programs are addressed in subsection V.

Unless noted otherwise, the information and data presented in the following Sections and in Attachment A are reported as of September 1, 2022 and include the dollar amount of actual dollars expended by the Company for work completed. Figures are rounded to the nearest dollar.

RESIDENTIAL PORTFOLIO

Program	Original TEP Initial Forecast Program Participants (as of 12/31/2022)	Actual Participants (as of 3/1/2022)	Actual Participants (as of 9/1/2022)	Percent of Forecast
Home Charging Service (EVAAH)	4,900	417	782	16%
Standard EV Charger and Wiring Rebate	7,900	440	938	12%
IQ EV Charger and Wiring Rebate	150	13	40	27%

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

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 vetted 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 EVSI work.

There are 782 active participants in the program and 246 applicants in the queue waiting for a Level 2 charger to be installed. Average charging installation costs (excluding EVSI) have been $251 and average EVSI costs have been $1,102.

Customer Experience

Overall satisfaction with the program is 95 percent. When participants were asked if they would refer EV Accelerate At Home to a friend, 93 percent responded that they are highly likely to recommend it.

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 (IQ customers can receive an enhanced rebate of $1,300) 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 EV Accelerate At Home 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 (Optimize Your Charge or Charging Perks Pilot) can provide proof of qualifying purchases (dedicated circuitry work and/or charger purchases) and be sent a check for the rebate amount.

There are 938 participants in the standard EV Charger and Wiring Rebate program. Also, approximately 90 percent of EVAAH customers receive the EV Charger and Wiring Rebate, meaning that the 246 charger installations in the queue and scheduled under the EVAAH program could potentially generate nearly 246 additional EV Charger and Wiring Rebates, in the amount of either the standard $500 rebate or the $1,300 enhanced rebate for IQ customers. To increase awareness and applications, the rebate is also featured on the ChargePoint and Enel X charger listings on the Amazon.com marketplace. 40 IQ EV Charger and Wiring rebates have been issued, and there are 42 IQ EV and Charger Wiring Rebates pending.

Optimization Programs

While not a part of the Company's TEP, as described above, eligibility for certain TEP Residential programs is dependent upon participation in 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 the Optimize Your Charge program on August 5, 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 that have a Level 2 charger provided by the Company through the EVAAH program to participate in Optimize Your Charge for at least one year. 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 windows, each of which is a period of nine hours. Customers are then required to charge during the window 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 1,560 participants in the Optimize Your Charge (static optimization) program. Of the current participants, over 89.3 percent are complying with the program requirements by charging at least 25 percent of the time within their selected charging window. Our customer care agents reach out to non-compliant participants to remind them of the 25 percent off-peak charging window requirement and help them get back on

track. The Company plans to review compliance and conduct 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 instead of through 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.

The Charging Perks Pilot is a dynamic optimization program that rewards EV drivers in Colorado when they charge during times of day that help the energy grid operate more efficiently and use 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 schedule the customer's car's charging. The customer's EV will then charge at the best time for the energy grid, and their vehicle will be ready to go when they need it. Customers receive a $100 gift card upon enrollment and can earn up to $100 annually, depending on the speed of the charger. The pilot was made available to Tesla drivers on June 16, 2021. The pilot expanded to drivers of certain Plug-in Hybrid EV models from Ford, BMW, Honda, and General Motors in late September 2021.

There are 443 customers participating in the Charging Perks (dynamic optimization) Pilot program.

Advisory Services and Outreach

Note: While the activities described below are part of the "Residential Advisory" program (and housed within its budget), they support education and engagement across all program portfolios.

1. Public Events

Electric Vehicle Showcases and Earth Day Events. The Company participated in six EV showcases since March. At EV Showcases, like the Golden EV Round Up and the Louisville Electrify Your Ride events, Xcel Energy provided on-site staffing and educational materials, like display EV chargers and EV literature.

In collaboration with Drive Electric Colorado, Xcel Energy provided on-site support for an EV event at Denver Water for their employees. The Company supplied an EV for display and staffed the event.

Additionally, Xcel Energy sponsored both the Lakewood and Lafayette city-sponsored Earth Day events. Having a presence at these events enabled the EV Advisors to discuss environmental impacts of driving an EV with customers and attendees.

List of EV Showcases and Earth Day Events

- **Golden EV Round Up**. April 2, Golden, CO
- **School of Mines EV Showcase**. April 22, Golden, CO
- **City of Lakewood Earth Day Event**. April 22, Lakewood, CO
- **City of Northglenn EV Showcase**. April 29, Northglenn, CO
- **City of Lafayette Earth Day Event**. April 30, Lafayette, CO
- **Phil Long EV Showcase and Educational Event**. May 26, Denver, CO
- **Electrify Your Ride**. June 21, Louisville, CO
- **Denver Water – EV Showcase**. August 4, Denver, CO

Community, Arts, and Car Enthusiast Events. The Company sponsored and held displays at a number of events in which EVs were not a primary focus, but allowed for quality engagement in a community-based setting. In 2022, Xcel Energy was an associate sponsor of the Levitt Pavilion Free Concert Series. The Company held displays at four concerts (with two more planned in October) at the Ruby Hill Neighborhood venue between May 26, 2022 and September 19, 2022. The display consisted of used EVs provided by dealership partners as well as an Xcel Energy owned EV and was staffed by Xcel Energy EV Advisors.

In June, the Company had a presence at both the Five Points Jazz Festival and the Juneteenth Music Festival, which drew audiences from across the greater Denver metropolitan area.

In addition to concerts and music festivals, Xcel Energy participated in and sponsored the Cherry Creek Arts Festival (July 1-3, 2022) and the Colorado Black Arts Festival (July 8-10, 2022). Attendees were able to learn more about EVs at activations which featured Xcel Energy owned EVs and a display EV charger and knowledgeable staff to answer questions about EVs.

The Company sponsored two Pride events in Colorado this year. The Clean Transportation team coordinated EVs and educational materials for Denver and Aurora Pride events over the summer.

Xcel Energy activation at Aurora Pride

Xcel Energy sponsored Ohm on the Range, a conversion-centric event where makers and auto-enthusiasts showcased classic cars that have been converted to electric alongside new EVs currently available to consumers. The event was hosted at the historic Red Rocks Amphitheatre in Morrison, Colorado in August.

List of Community, Arts, and Car Enthusiast Events

- **Levitt Pavilion Free Concert Series**. May–October, 2022. Ruby Hill Neighborhood, Denver, CO
- **Five Points Jazz Festival**. June 4, Five Points Neighborhood, Denver, CO
- **Juneteenth Music Festival**. June 17-19, Five Points Neighborhood, Denver, CO
- **Denver Pride**. June 26, Denver, CO
- **Cherry Creek Arts Festival**, July 1-3, Cherry Creek Neighborhood, Denver, CO
- **Colorado Black Arts Festival** July 8-10, Denver, CO
- **Aurora Pride**. August 6, Aurora Reservoir, Aurora, CO
- **Ohm on the Range**. August 13, Red Rocks Amphitheater, Morrison, CO

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 EV Accelerate At Home and EV Charger and Wiring Rebate programs as well as answers to customers' questions about EV charging. The Company also launched a new digital campaign "We put the E in EV" to drive additional awareness of how our programs can help make it easier and less costly for our customers to drive electric. All efforts directed 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[15]. 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.

All outreach efforts directed customers to the Company's online resources for EV tools, information, and program sign-up. The online EV catalog has been expanded to include both new and used EV models and customers can find EV-focused auto dealers in our EV Dealer Network and 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 now offered in Spanish. Website visitors can toggle between the two language options.

3. Traditional Media

The Company has also used traditional, non-digital channels for customer outreach, including the incorporation of EV visuals and messaging in brand-level television advertising. 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.

[15] https://ev.xcelenergy.com/ev-charging-programs

4. EV Dealer Network

In an effort to help our customers wherever they are on their EV journey, the Company launched an EV Dealer Network in March of 2021. There are now 27 dealers in the Company's "EV Dealer Network" across Colorado, with the Company focusing on growth outside metro areas. In August 2022, Xcel Energy debuted the Bronze category to expand our opportunities to provide the Xcel Energy EV Instant Rebate to customers during the purchase/lease process vs waiting six to eight weeks for a check. All of Xcel Energy's EV Network of new car dealerships also sell used EVs and in two cases used EVs are the entire focus of the dealership.

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. Partnering with the right dealerships and utilizing Company assets has helped drive EV adoption, with over 2,774 EVs and Plug-in Hybrid EVs being sold by our network partners from March 2021–July 2022.
- Co-Marketing support to advertise EVs, including messages to drive awareness of EV benefits and the Company's programs. In the March 2022 to August 2022 timeframe, over 20 dealerships in the Company's network have utilized co-marketing to drive television, internet, and social media campaigns.

Customers can also redeem the EV Rebate at the dealership at the time of purchase or lease of the vehicle. Network dealers can provide the EV Rebate instantly by discounting the purchase price of the vehicle by the amount of the EV Rebate. 14 instant EV Rebates have been given to customers by dealerships within our network. Additionally, the Company has launched an instant income qualification process at a network dealer in Boulder, and customers can bring the requisite income qualification documents to the dealer and get a preliminary

determination about that customer's eligibility from the dealer. That preliminary determination is confirmed promptly by the Company's income verification vendor, and the customer is able to receive the EV Rebate check from the dealer within a matter of days after purchasing the vehicle, rather than 6-8 weeks later if the customer were to receive the check from the Company. We recently provided a customer with the first rebate instantly at the Boulder network dealer location.

MULTIFAMILY HOUSING PORTFOLIO

On June 26, 2021, the Company launched a robust set of advisory services to support customers in applying for the MFH Programs. Interested MFH owners, property managers, residents, and others can work directly with an Xcel Energy EV Concierge by submitting a short intake form linked on every commercial webpage. These dedicated EV advisors will meet with each individual customer 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. 201 intakes have been received for MFH projects.

The assigned parking model was significantly more popular than expected. Those in MFH, especially those that own condominiums, have given feedback that the billing issues that assigned parking models overcome 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 electrification. This makes the dedicated service provided by EVSI programs quite crucial.

Certain participation barriers still exist. For example, the chargers utilized by the assigned parking model are not authorized for use outdoors, limiting the applicability of the assigned parking model. Active steps are being made to remedy this limitation in order to increase the flexibility of the assigned parking model. The Company has also received feedback from potential MFH Rebate applicants that the current incentive amounts for the MFH IQ/HEC Rebates are insufficient to cover the actual costs of installing EV chargers, and the Company is considering options to offer additional support to potential participants.

Program	Applications as of 9/1/2022	Original TEP Initial Forecast Ports/Rebates Supported by Program (as of 12/31/2022)	Actual Ports/Rebates Awarded by Program (as of 3/1/2022)	Actual Ports/Rebates Awarded by Program (as of 9/1/2022)	Percent of Forecast
MFH– Shared Parking EVSI	29	210	114	140	67%
MFH– Assigned Parking EVSI	28	120	239	398	332%
MFH New Construction Rebate	1	225	0	0	0%
MFH IQ Rebate	0	48	0	0	0%

COMMERCIAL PORTFOLIO

Customer Programs

On June 26, 2021, the Company launched a robust set of advisory services to support customers in applying for the Commercial Programs. Interested customers (including but not limited to businesses, workplaces, fleets, property managers, commercial site hosts, and others) can work directly with an Xcel Energy EV Concierge to guide them on the journey of electrification and utilize the programs best suited for their needs. Customers can work directly with an EV Concierge by submitting a short intake form linked on every commercial webpage. The Company has received 119 Fleet intakes, 96 Public EVSI intakes, 18 Community Charging Hub intakes, and 148 Workplace intakes. The advisory services and intake process in effect create a robust set of initial program contacts with a high likelihood of EV program participation in the near term.

On September 9, 2021, the Company launched the application process for a suite of Commercial EV programs to support communities, fleets, workplaces, and businesses of all sizes in EV charging infrastructure. The table below summarizes commercial participation. The number of ports reported indicates projects that have been awarded by the Company and are currently in the process of signing the EVSI Agreement, design, and engineering. Importantly, this process takes some time to complete. One public charging EVSI project has completed construction, which is supporting eight DCFC

ports.[16] Due to limited results, the Company does not yet have information to report on the following metrics: (1) average costs for charging installations, including EVSI and charging equipment, and (2) average cost of a line extension for MFH and Commercial portfolios. However, the advanced state of committed participants indicates a strong likelihood for more projects to complete construction in the near future.

[16] For additional clarity, the Company has awarded 252 ports for the Public EVSI, but it has only completed construction of eight of those ports.

Program	Applications	Original TEP Initial Forecast Ports/Rebates Supported by Program (as of 12/31/2022)	Actual Ports/Rebates Awarded by Program (as of 3/1/2022)	Actual Ports/Rebates Awarded by Program (as of 9/1/2022)	Percent of Forecast
Fleet EVSI	32	557	120	197	35%
Workplace EVSI	56	558	146	359	64%
Fleet & Workplace –IQ/HEC Charger Rebate	6	90	0	0	0%
Small Business IQ/HEC Charger Rebate	5	4	0	1	25%
Small Business Market Rate Wiring Rebate	9	4	0	1	25%
Primary General EV Pilot	4	120	34	40	33%
Community Charging Hubs	10	139	4	70	50%
Community Charging Hubs - IQ Rebate	0	126[17]	0	0	0%
Public EVSI	49	96	167	252	263%
Xcel Energy Public DCFC	6	12	0	24	200%

[17] Upon further investigation, the Company identified the previously reported number of 96 to be incorrect.

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. 19 fleets have submitted intake forms and six fleets have completed their assessments with a total of 1,297 vehicles.

Small Business Program

Through the 60-Day Notice process, the Company developed a Small Business Program that launched in October 2021. The Company has received 14 applications and issued two rebates (one IQ/HEC Charger Rebate and one Market Rate Wiring Rebate).

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 the 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. Intakes are ongoing and three school districts have applied for the rebate. Currently, there are eight school districts enrolled in FEAP, which is a step towards the Electric School Bus Rebate. There is a high likelihood that Electric School Bus Rebate will be fully subscribed by the end of calendar year 2023.

Xcel Energy Owned Public DCFC

The Company continues to develop and prepare for the launch of the Xcel Energy Owned and Operated DCFC Program. In August 2021, the Company held two public stakeholder meetings to discuss the siting methodology and metrics for Company-owned connector and market stations, which culminated in a report to the Commission summarizing the final program designs discussed with stakeholders and as directed by the Commission.[18]

The Company hosted an RFP process in 2021 to select a vendor that used the information contained in the report to conduct a siting analysis to identify several good candidates for geographic locations throughout the service area for the Company's DCFC stations. The Company selected Guidehouse for this analysis. After compiling the siting results,

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

filtering out several higher-traffic market station locations in recognition of the balance this program seeks to strike with other third-party DCFC stations and incorporating several additional rural and HEC communities, the Company was left with a list of census tracts within which it began outreach to potential site hosts.

The Company is accepting and reviewing applications from site hosts located in the geographic locations identified. The Company has selected its design, engineering, and construction vendors, and has begun moving forward with preliminary design efforts for six down-selected sites. The Company anticipates construction starting in Q4 of 2022 and completing in the first half of 2023, with individual project schedules phased based on site-specific constraints. The Company also conducted an RFP in 2021 for charging equipment hardware and software to be featured in this program and is working to finalize a contract.

In October 2021 the Company filed proposed rates to be charged at Company-owned DCFC stations and in August 2022 the Commission issued Decision No. C22-0485 establishing rates for the initial Company-owned DCFC stations approved in the 2021-2023 TEP.[19]

PARTNERSHIPS, RESEARCH, INNOVATION PORTFOLIO

Through the PRI portfolio, the Company is working to develop partnerships with local communities, non-profits who focus 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 stakeholder groups and soliciting feedback.

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. 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.

[19] See Decision No. C22-0485 in Proceeding No. 21AL-0494E.

Project Name (As Filed)	Branded Name	Original Date Issued	60-Day Notice Status
Electric Car Sharing for Underserved Communities Pilot	EV Equitable Car Sharing	10/29/2022	Complete
Electrify Paratransit Mobility Pilot	EV Paratransit Fleets	10/29/2022	Complete
Municipal Refuse Fleet Electrification Pilot	EV Refuse Fleets	10/29/2022	Complete[20]
Residential Resiliency and Managed Charging Project	Not yet externally branded	10/29/2022	Complete
V2X and Resilience Project		11/5/2021	Complete
DCFC Charging + Storage Demonstration Project		1/31/2022	Complete
EV Load Disaggregation Project		4/29/2022	Complete

PRI Project Implementation Updates

Project Name	Implementation Update
Electric Car Sharing for Underserved Communities Pilot	• Signed Colorado Car Share as the car sharing fleet operator for the project • Engaged over 20 Colorado cities, counties, and private entities as potential car share site hosts • Hosted two application launch webinars in July and August 2022 • Applications under active review for advancement decision • Award notifications to be made in Q4 2022
Electrify Paratransit Mobility Pilot	• Engaged over five cities, bus operators and paratransit operators to drive program participation, webinar attendance, and provide information about the program • Hosted two application launch webinars in July and August 2022 • Applications under active review for advancement decision • Award notifications to be made in Q4 2022
Municipal Refuse Fleet Electrification Pilot	• Engaged over four cities, and private and municipal refuse operators to drive program participation, webinar attendance, and provide information about the program • Hosted two application launch webinars in July and August 2022 • Applications under active review for advancement decision • Award notifications to be made in Q4 2022

[20] The Company is considering a further modification to the design of the Municipal Refuse Fleet Electrification Pilot and anticipates including any necessary modification in a future 60-day notice filing.

Project Name	Implementation Update
	• Program modifications are being considered for improvement of program structure
Residential Resiliency and Managed Charging Project	• Work underway with the National Renewable Energy Laboratory ("NREL") • Active design and blueprinting of grid planning tool underway • College students being actively solicited and recruited to participate in the learning process • 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
V2X and Resilience Project	• Conducted a feasibility study on V2G potential[21] • Two Colorado school bus operators / school districts in active discussion for V2X implementation • Two individual EV residential truck owners in beta test for V2H application • One city withdrew from discussion concerning municipal electric fleet V2B/G studies – working to find a replacement • Identifying the siting of a V2B/G demonstration at a location in Boulder, CO to complement the Electric Car Sharing for Underserved Communities Pilot, serving one of the electrified Colorado Car Share, Xcel Energy funded cars
DCFC Charging + Storage Demonstration Project	• Conducted a Request for Information ("RFI") to assess technological availability and feasibility • Site identified in Poncha Springs, CO for proposed project siting and implementation. Negotiations underway on land rights. • RFP to be released in late 2022, early 2023 to inform active design and build of the system.
EV Load Disaggregation Project	• Project added to the PRI portfolio as a part of the Advanced Grid Intelligence and Security settlement agreement. • Actively recruiting distributed intelligence ("DI") vendors to support the work • Designing customer facing pilot program participation plan.

[21] The Company anticipates sharing the results of the feasibility study with the Company's next semi-annual report.

PRI Project Implementation Performance Metrics for Application Program

PRI Project	Application Goal	Applications Received	% of Target	Next Steps
Electric Car Sharing for Underserved Communities Pilot	*17	41	241%	• Finalizing applicant selections to fit program criteria and budget availability • Award / non-advance notifications to be made in Q4 2022
Electrify Paratransit Mobility Pilot	*3	5	167%	
Municipal Refuse Fleet Electrification Pilot	*4	7	175%	
Residential Resiliency and Managed Charging Project	Not designed as application programs			
V2X and Resilience Project				
DCFC Charging + Storage Demonstration Project				
EV Load Disaggregation Project	200 projected**	Program does not launch until 2023		• Application process in design phase

* One application per location proposed. One site host may propose multiple locations
**100 EV Owners and 100 Non-EV Owners)

ELECTRIC VEHICLE PURCHASE/LEASE REBATES PORTFOLIO

The Company's EV 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 launch, participation was slow in part because early adopter dealerships needed time to embrace the instant rebate program, the administration required, creating market awareness, and training on the process. More recent challenges have included the limited supply of EVs resulting from chip shortages and other pandemic-related supply chain issues, and increases in dealer pricing due to upward inflationary pressure. During 2022, we have expanded our dealership network with an additional 20 dealerships across Xcel Energy service territories that have focused

on processing and promoting the rebate, and have continued to work with our existing network. We have also implemented an instant income qualification pilot program at one of our dealers in Boulder, which decreases the amount of time it takes for a customer to get an eligibility determination and which creates a better customer experience.

The table below shows that 78 EV rebates have been issued to IQ customers purchasing an EV.

Program	Original TEP Initial Forecast Program Participants (as of 12/31/2022)	Actual Participants (as of 9/1/2022)	Percent of Forecast
New EV Purchase/Lease Rebates	225	57	25%
Used EV Purchase/Lease Rebates	425	21	5%

Customers interested in the program submit a rebate form which is preliminarily reviewed by the Company and then is verified for income eligibility by the Company's income verification vendor, GRID Alternatives Colorado. Customers then receive a code they can use at one of the Company's EV Dealer Network partners for a rebate at the point of sale. Alternatively, the customer can purchase or lease the EV from a non-partner dealer and receive the rebate check in the mail approximately six to eight weeks later.

Eligible vehicles must not exceed $50,000 in price and can be either purchased or leased for a lease term of not less than two years. Customers must agree to forego claiming the state tax credit when receiving a rebate through the Company's EV Rebate program.

In accordance with the TEP reporting requirements and Commission Rule 3033(b), data for the following metrics has been collected and is set forth in Attachment B: aggregated income and zip code data for program participants; make and model of the EV purchased; purchase price; whether the EV Rebate impacted the customer's decision to buy or lease the EV; how the customer learned about the EV Rebate program. Demographics are also tracked including - approximate annual household income, marital status, ethnicity/race, and gender.

SECTION 5. REVENUE REQUIREMENT AND COST RECOVERY

As approved by the Commission in Advice No. 1865,[22] Public Service will report on the prior program year's actual revenue requirement as part of the April 1 semi-annual update. However, final previous year revenues are not known at the time of the April 1 filing and therefore the Company has committed to providing final revenues with its October 1 filings. Final TEPA revenues for 2021 were $8,441,463 resulting in an over-collection of $5,483,576 that will be refunded to customers.

Advice No. 1898, filed contemporaneously with this semi-annual report for TEPA rates to become effective January 1, 2023, shows a forecasted 2023 revenue requirement of $2,260,713[23]. The effect of this filing on the Company's average residential electric bill is an increase of $0.07 per month to $80.33, or 0.08 percent, when compared to the current TEPA rate of $0.00000 per kWh. The effect of this filing on the Company's average typical small commercial electric bill is an increase of $0.09 per month to $130.88, or 0.07 percent.

As discussed in Section 1, the Company's programs to date 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. In July 2022, the Company determined that the TEPA had collected sufficient revenue to fund TEP programs for 2022 and filed Advice No. 1891 to update its TEPA tariff and suspend collection of the TEPA beginning September 1, 2022 for the remainder of the year. 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 6. 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

[22]In Advice No. 1865, the Company proposed filing a report in April detailing TEPA expenditures and revenues from the preceding year. The April 1 filing establishes the true-up and over/under recovery amounts that are included in the October 1 TEPA rate update. The Commission allowed Advice No. 1865 to become effective by operation of law at the Commissioners Weekly Meeting on December 29, 2021.

[23] The 2023 revenue requirement of $2,260,713 is made up of the 2023 revenue requirement of $7,744,288 plus a refund adjustment of $5,483,576 from the true up of the 2021 TEPA.

requirement and updated 2022 estimate for sales to EVs and the cost to serve those sales.

Retail Rate Impact Calculation

		2022
	Revenue from EV Charging	($24,965,632)
+	Cost to Serve EV Charging	$11,226,151
=	Net Revenue from EV Charging	($13,739,482)
+	TEP Revenue Requirement	$12,116,321
=	Retail Rate Impact	($1,623,160)
÷	Approximate Total Retail Revenues	$3,116,229,530
=	Retail Rate Impact - Percentage	-0.05%

The Company uses historical EV sales data from IHS Market and forecasts sales going forward using two different methodologies.[24] 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 99 percent of the Company's sales to EVs are for light-duty vehicle charging.

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

EVs in the Company's Service Territory[25]

# of Vehicles	2020	2022	Incremental Growth 2020 to 2022
Light Duty Vehicles	29,361	64,084	34,723
Medium Duty Vehicles	0	0	0
Heavy Duty Vehicles	38	87	49
Sales Volumes			**Incremental Growth 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

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 CO_2 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 year[26] 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 L1 and L2 home charging, and a survey of public EV charging stations, the Company calculated that there is potentially over 300MW of demand potential from EVs.

[25] EPRI, I.H.S Data (Includes BEV and PHEV, excludes vehicles registered with the U.S. DOT)
[26] https://www.bts.gov/content/estimated-national-average-vehicle-emissions-rates-vehicle-vehicle-type-using-gasoline-and

Total Charger Capacity

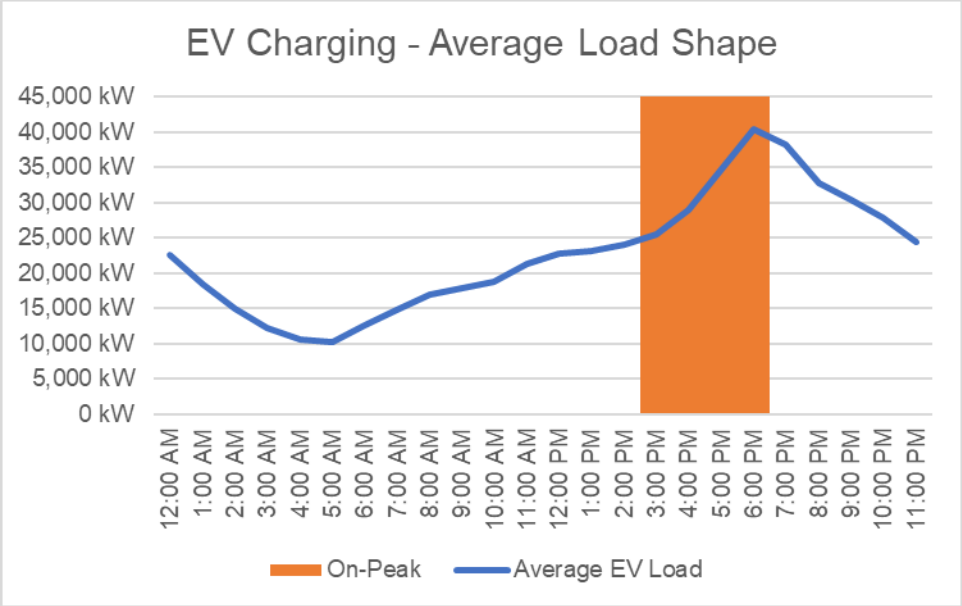
	Count	Avg. Capacity	Total
Home L1	29,799	1.8 kW	53,638 kW
Home L2	34,285	7 kW	239,995 kW
Fleet DCFC	-	50 kW	0 kW
Fleet DCFC	87	75 kW	6,490 kW
Public L1	56	2 kW	101 kW
Public L2	2,110	7 kW	14,770 kW
Public DCFC	456	~75 kW	34,200 kW

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	349,194 kW
Maximum Non-Coincident Demand	57,118 kW
Average Demand On-Peak July & August	33,993 kW
Average Load	22,672 kW

Currently, only a small amount of EV customers are on Time-of-Use ("TOU") rates. The Commercial EV charging rate, Schedule S-EV, has 41 charging stations. The Company's Residential TOU rate, RE-TOU, has 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 17.9 percent of the total. For comparison, the on-peak hours of 3:00 PM to 7:00 PM account for 11.9 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 7. 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.

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.
- 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.

2022 TEP Quarterly Stakeholder Meetings

March 25, 2022: The Company presented TEP program participation and rebate spending updates; regulatory updates for PRI projects; discussed the S-EV, S-EV-CPP, DCFC Rates, and Equity PIM filing in Proceeding No. 21AL-0494E; provided an update on Company-owned DCFC Siting; and proposed two 60-Day Notices.

June 30, 2022: The Company presented TEP program participation and rebate spending updates; provided an update on Company-owned DCFC Siting Analysis, Outreach, and Applications; presented the Company's TEP Evaluation Plan; and regulatory updates for PRI projects.

September 22, 2022: The Company presented TEP program participation and rebate spending updates; discussed plans for the Company's 2024-2026 TEP; and proposed two 60-Day Notices.

SECTION 8. 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. Where there are specific and unique programs available in another Xcel Energy service territory that are not available in Colorado, they will be described in this section.

MINNESOTA

On August 2, 2022 Northern States Power Company Minnesota ("NSPM") proposed new and enhanced EV charging programs and high-speed public charging options in Minnesota to make charging at home and on the go easy, fast and more affordable for all customers. The filing also includes new EV programs and solutions supporting businesses, multifamily buildings, community charging, transit and electric school buses.

The table below summarizes all Minnesota EV filings:

Filing Name	Docket Number	Pilot & Program Names	Status
August 2022 Filing	E002/M-22-342	- Public Charging Network - Residential Program Modifications - Commercial EVSI Pilots (Public Charging Pilot, Fleet Pilot, and Multi-Dwelling Unit ("MDU") Pilot - Partnerships, Research, and Innovation (School Bus V2G Pilot) - Expanding EV Advisory Services Program	Proposed
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

Filing Name	Docket Number	Pilot & Program Names	Status
Electric Vehicle Pilot Programs	E002/M-18-643	- Fleet EV Service Pilot - Public Charging Pilot	In market (2021-2023)
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 (Permanent)
Pilot Programs General Time-Of-Use Service Tariffs	E002/M-20-86	- General TOU Service Rate - Critical Peak Pricing Rate (CPP)	Under review (TBD)
Multi-Dwelling Unit Electric Vehicle Service Pilot	E002/M-20-711	- Multifamily Charging Pilot	In market (2021-2024)
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 w/ 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

On December 20, 2021, the Company received approval (Docket 4220-UR-125) to provide residential and commercial advisory services in Wisconsin. The Fleet Electrification Advisory Program launched on January 1, 2022 and allows fleet customers to sign up to incorporate telematics data into their vehicles to help them identify ways to address their electrification needs (types of EVs, charging needs, routes, etc.).

Northern States Power Wisconsin ("NSPW") filed a proposal for residential and commercial program modifications, a MFH pilot, a public charging program, and to expand EV advisory services on August 2, 2022.

The table below summarizes all Wisconsin EV filings:

Filing Name	Docket Number	Pilot & Program Names	Status
August 2022 Filing	4220-TE-113	- Residential Program Modifications - Commercial Program Modifications - MFH Electric Vehicle Service Pilot - Public Charging Network - EV Advisory Services Program	Proposed
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 (2022-2023)

NEW MEXICO

Southwestern Public Service Company ("SPS") received approval of its New Mexico TEP on September 22, 2021.

On March 2, 2022, the Company launched four new residential EV programs, making it easier and less costly for residential customers to drive electric. Customers can use digital tools to explore EV models, find charging on-the-go, and compare home charging program options. Eligible customers can also have a charger installed at their house for a low monthly fee, save on energy with a $50 annual reward, and get rebates for eligible Level 2 chargers and wiring upgrades. IQ customers can receive expanded rebates to save even more.

For the commercial side, the Company has launched the Make-Ready for Public Fast Charging program that provides EVSI to help lower the upfront costs of transportation electrification and the Public Fast Charging Service program that involves Xcel Energy

installing and owning public fast charging stations at select sites to cover the gaps, based on distance from other public charging stations.

Advisory services are also available for residential, fleet, and communities.

New Mexico TEP Programs	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

SECTION 9. THIRD PARTY CONSULTANT UPDATE

The Company selected Opinion Dynamics, through a competitive sourcing process, to lead the 2021-2023 Colorado TEP Evaluation and Colorado 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 completed the following TEP Evaluation and KPI Reporting tasks during the period from April 2022-October 2022:

- Opinion Dynamics worked collaboratively with the Company's staff to develop a draft and final Evaluation Framework for the 2021-2023 TEP Evaluation. The Evaluation Framework contains descriptions of planned research tasks as well as associated research objectives and questions. The research efforts scoped for 2021-2023 are designed to deliver insights to inform program improvements and adjust to program adaptations over the course of the TEP.
- Opinion Dynamics 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. Information gathered from these interviews will support future enhancements of these offerings. Opinion Dynamics will deliver a memo summarizing results from these interviews in Q4 2022.
- Opinion Dynamics worked collaboratively with the Company to review existing program tracking data and EV charging data streams and are building out a dashboard with a summary of TEP performance across key metrics for the residential portfolio.

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 easy, fast, 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.