



Public Service Company of Colorado (PSCo)
2021-2023 Transportation Electrification Plan (TEP)
Quarterly Stakeholder Meeting
June 23, 2021

AGENDA

Welcome

1. TEP Stakeholder Group Overview/TEP Regulatory Calendar

2. EV Charging Rates

-5 minute Break

3. Review of Final Commission-Approved TEP

4. TEP Program Development, Updates, and Timelines

-5 minute Break

5. 60/90 Day Notices

6. Wrap Up

1. TEP STAKEHOLDER GROUP

Schedule, Process, Goals, Reporting Schedule

Goals of TEP Stakeholder Group and Quarterly Meetings

Quarterly schedule – Q1 (Mar.), Q2 (June), Q3 (Sept.), Q4 (Dec.)

Process

Xcel Energy will provide a brief PowerPoint overview of TEP implementation covering:

- Updates
- Expenditures
- Milestones achieved each quarter
- Present on TEP topical areas

Goals

Quarterly meetings are intended 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.

Reporting schedule – October and April each year (semi-annual)

Does your colleague want to join the TEP Stakeholder Group?

Email patrick.j.murphy@xcelenergy.com

2. EV CHARGING RATES

Commercial S-EV Rate, New Commercial Charging Rate, DC Fast Charging (DCFC) Station Rate

Current Commercial Charging Rate Options

Small Commercial (Schedule C)

- 25kW Maximum Load
- Simple kWh charges
- Proposed TOU Structure in 2020 Rate Case

Standard Commercial Rate (Schedule SG)

- Based on Demand Charges
- Could be good option for fleets with high load factors

Low Load Factor (SGL)

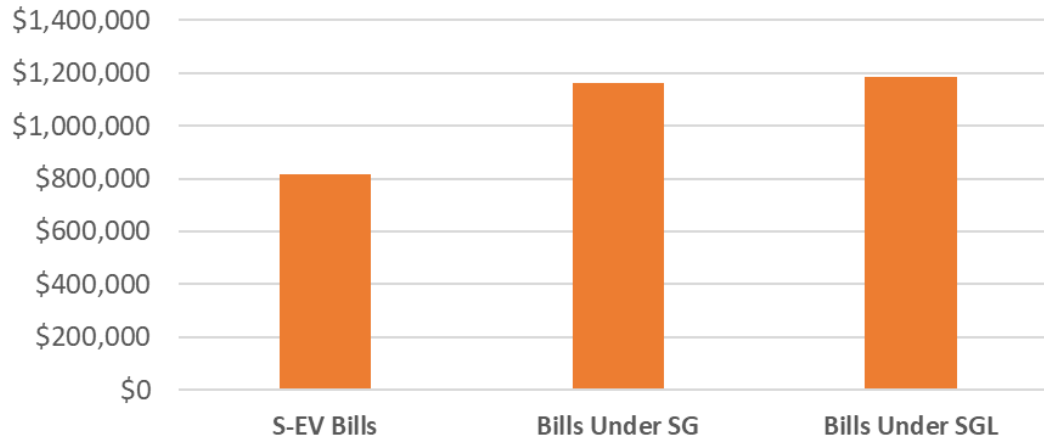
- Eliminates most demand charges
- Simple Summer/Winter energy charges

Schedule S-EV

- Eliminates most demand charges
- TOU energy charges

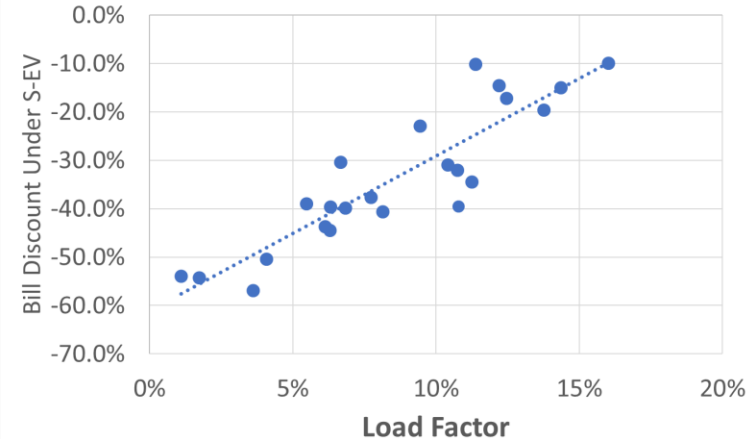
Schedule S-EV Rates Using 2020-2021 Data

2020 Total Revenue Comparison



S-EV bills were approximately 30% lower than they would have been under SG.

S-EV Bill Impacts vs Load Factor



The largest bills savings were realized by customers with the lowest load factors.

Additional EV Charging Rate Options - Background

2019 S-EV Settlement

The Settling Parties agree that on or before August 1, 2021, the Company will make a Future Advice Letter filing with the Commission with two optional rate schedules.

The objective of filing two rate schedules is to support both public and fleet charging and support the intent of Senate Bill 19-077.

Colorado Statute - Non-Discriminatory Rates

C.R.S. § 40-3-106(1)(a):

Except when operating under paragraph (c) or (d) of this subsection (1), a public utility, as to rates, charges, service, or facilities, or in any other respect, shall not make or grant any preference or advantage to a corporation or person or subject a corporation or person to any prejudice or disadvantage. A public utility shall not establish or maintain any unreasonable difference as to rates, charges, service, facilities, or between localities or class of service. The commission may determine any question of fact arising under this section.

2nd Commercial EV Charging Rate

Rate Design Elements

- No Critical Peak Pricing
- Elimination of Most Demand Charges
- TOU Energy Charges
- Demand Limiter?
- Seasonality?
- Review of Holidays?

Revenue Requirements

- Informed by S-EV Load Shapes & Other EV Charging Load Data
- Average Peak Demand 260 kW
- Average Load During Coincident Peak 53kW
- 10% Average Load Factor

Xcel Energy DCFC Station Rates

- PUC Decision: “...we must make reasonable judgements to balance between pricing competitiveness with the private market and charging fair rates for DCFC stations that were funded by ratepayers.” (para. 162)
- Design elements: kwh rate, time of use energy charge, dwell fee with a grace period

For Reference: Equivalent Cost per kwh

	XE DCFC (Direct Testimony)	XE DCFC (Rebuttal Testimony)
Standard Rate	\$0.36 / kwh	\$0.25 / kwh
Critical Peak Price	\$1.50 / kwh	\$1.50 / kwh
Dwell Fee	NA	\$0.50 / min after 10 mins from end of charging

3. REVIEW OF THE APPROVED TEP

Portfolios and Budgets, Program Changes

2021-2023 PSCo TEP Portfolios and Budgets

Residential	Multi-Family Housing	Commercial	Advisory Services	Research, Innovation, Partnership	Purchase/ Lease Rebates
Home Wiring Rebate Home Charging Service	Supply Infrastructure Charging Services New Construction Rebate	Supply Infrastructure Charging Service Community Charging Hubs Limited Own/Operate	Residential Fleets Community	Distribution Impacts Ride Sharing School Buses Batteries w/ Fast Charging	New and Used EVs (Income-Qualified Only)
Equity Programs: Home and Multi-Unit Rebates, Commercial Charging, Community Charging Hubs, Advisory Services \$20M across portfolios					
Ports: 16,650 Cost: \$18M	Ports: 1,185 Cost: \$8M	Ports: 2,155 Cost: \$50M	Cost: \$13M	Cost: \$12M	Cost: \$5M

Final TEP Changes

A few notable items in the Final TEP, as approved by the PUC:

- EV Purchase/Lease Rebates
 - \$5M budget, approved for income-qualified customers only
- Managed charging requirement
 - EV Optimization for 1 year for residential and MFH Assigned Parking participants, opt-out available for income-qualified customers
- Pass through of time-varying prices for MFH site hosts
 - Opt-out provision restored, sites hosts opting out must “charge fair and reasonable rates to tenants and agree to report pricing to Public Service”
- Xcel Energy DCFC stations
 - Stakeholder engagement in 2021 to develop siting metrics
 - New Advice Letter to establish rates at these stations
- Performance Incentive Mechanisms (PIMs)
 - Engage with stakeholders on innovative PIMs and file within 180 days
- Equity Program Spending
 - 15% of TEP budget, 30% of Partnership/Research/Innovation funds

4. TEP PROGRAM DEVELOPMENT, UPDATES, AND TIMELINES

Equity Programs, Residential Portfolio, MFH Portfolio, Commercial Portfolio, Advisory Services, Partnerships/Research/Innovation & Performance Incentives

Budgets for TEP Portfolios

Portfolio	2021	Total (2021-23)
Residential	\$4,134,000	\$18,198,000
Multifamily Housing	\$1,711,000	\$8,269,000
Commercial	\$10,076,000	\$50,110,000
Partnerships, Research, and Innovation	\$2,000,000	\$10,000,000
Advisory Services	\$3,766,000	\$13,103,000
EV Purchase & Lease Rebates	\$1,168,000	\$4,985,000
Program Evaluation	\$500,000	\$1,500,000
School Bus Electrification	\$0	\$2,200,000
Total	\$23,354,000	\$108,366,000

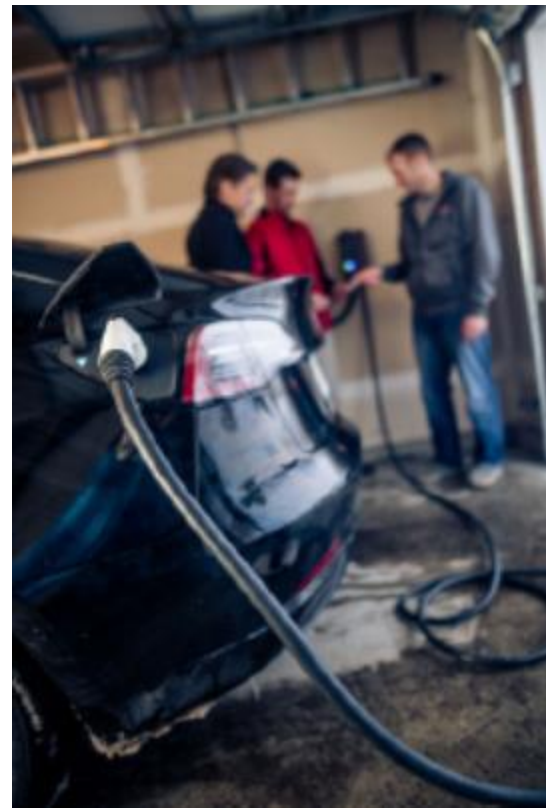
Equity-Focused TEP Programs

- Planned implementation approach:
 - Partnering with Grid Alternatives (for Residential programs)
 - Partnering with Energy Outreach Colorado (for MFH and Commercial programs)
- Open to additional partnerships to reach income-qualified customers and communities

PLANNED: Income-Qualified Rebate Program Implementation		
Residential Equity Rebate Programs		
	Xcel Energy	GRID
EV Purchase/Lease Rebate		
Admin (including income validation)		X
Outreach and Marketing	X	X
Rebate Fulfillment	X	
Home Wiring/Charger Rebate		
Admin		X
Outreach and Marketing	X	X
Rebate Fulfillment		X
C&I Equity Rebate Programs		
	Xcel Energy	EOC
MFH IQ Rebate		
Admin		X
Outreach and Marketing	X	X
Rebate Fulfillment		X
Commercial Fleet & Workplace Rebate		
Admin		X
Outreach and Marketing	X	X
Rebate Fulfillment	X	
Community Charging Hubs		
Admin		X
Outreach and Marketing	X	X
Rebate Fulfillment	X	

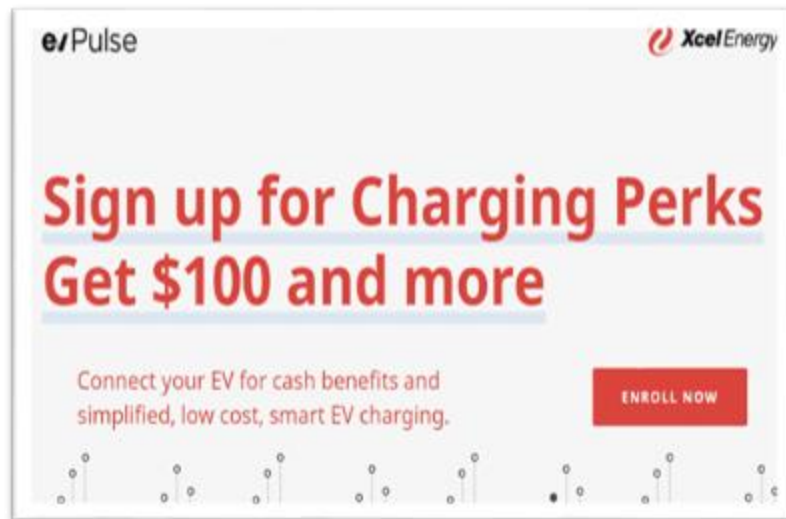
Residential TEP Programs

- Home Wiring/Charging Station Rebate
 - \$500, \$1,300 for income-qualified customers
 - Pre-qualified charging stations: networked, certified by national testing laboratory, 50 amps or less
- EV Accelerate At Home (i.e., Home Charging Service) Implementation
 - Sent out an RFI invite to 250 local electricians
 - 42 electricians responded
 - Invited over 30 to participate and bid on the RFP
 - Currently evaluating responses of 15 shops
 - Level 2 charging stations: RFP results under review
- Targeting Q3 for program launch
- EV optimization required for 1 year (opt-out for income-qualified customers)



Residential Optimization Programs

- Dynamic Optimization Program (Charging Perks)
 - Launched June 16 with WeaveGrid to support Tesla customers
- Major upcoming milestones
 - Continuing work with non-Tesla automakers on contracting
- Static Optimization Program
 - RFP in progress for data services



Multi-Family Housing (MFH) TEP Programs

EV Supply Infrastructure

- Shared Parking and Assigned Parking Programs
 - Selected EVSI Contractors for Design (EN Engineering), Construction (Sturgeon), and Materials (Border States)
 - Optional Level 2 charging stations: RFP results under review
 - Improved enrollment process – Intake launch 6/25

Rebates

- Income Qualified and High Emissions Rebate
 - Working with Energy Outreach Colorado on outreach to rebate provision
- New Construction Rebate
 - Validation and rebating done by Xcel



MULTI-FAMILY HOUSING

- Simplicity & affordability for condo, townhome & apartment residents
- Reduce infrastructure barriers facing landlords & building owners
- Solve “split incentive” issue among landlords & tenants

Commercial TEP Programs

Program	EVSI*	EV Advisor	Optional Xcel Energy Provided Charging Equipment	Income Qualified EVSE Rebate
Fleet and Workplace	X	X	X	X
Community Charging Hubs	X	X		X
Public Charging (Level 2, DCFC)	X	X		
Primary General EV Pilot	X	X	X	

***EVSI = Electric Vehicle Supply Infrastructure**

Commercial TEP Programs Updates

- EVSI Programs (Fleet, Workplace, Community, Public)
 - EVSI Contracting
 - EN Engineering for EV Supply Infrastructure (EVSI) Design
 - Border States to help with material procurement
 - Sturgeon Electric for EVSI Construction
- Income-Qualified Rebate Program
 - Working to develop implementer scope for commercial income-qualified rebates
- Major milestones
 - Webpages and Intake Forms launch 6/25



Commercial & MFH Customer Experience

- Business EV Solutions Landing Page
- Individual Portfolio Pages
 - Fleet
 - Multifamily Buildings
 - Public Fast Charging
 - Workplace Charging
 - Community Charging Hubs
- Intake Form on Landing Page and Individual Portfolio Pages

The screenshot shows the 'Portfolio Page' on a mobile device. At the top, the status bar shows the time as 1:30 and the URL as 'co.my.xcelenergy.com'. Below the status bar is a dark header with the Xcel Energy logo and two circular icons. The main content area features an icon of a building with a leaf, followed by the heading 'Community Charging Hubs'. Below this, there is a paragraph of text and a link 'SUPPORT EVS IN YOUR AREA' with a right-pointing arrow. At the bottom, there is a white box with the heading 'Ready to Get Started?' and a paragraph of text. A red button with the text 'Let's Connect' and a right-pointing arrow is located at the bottom of this box.

Portfolio Page

1:30

Mail

co.my.xcelenergy.com — Private

Xcel Energy

Community Charging Hubs

Partner with us to expand access to EV charging stations in your community and increase awareness for all electric transportation.

[SUPPORT EVS IN YOUR AREA →](#)

Ready to Get Started?

You've done the research, and we're ready to power where you want to go. Set up a meeting with our EV experts.

[Let's Connect →](#)

The screenshot shows the 'Intake Form' on a mobile device. At the top, the status bar shows the time as 1:37 and the URL as 'dev.my.xcelenergy.com'. Below the status bar is a dark header with the Xcel Energy logo and a circular menu icon. The main content area features the heading 'EV Assessment and Infrastructure Interest Form'. Below this, there is a paragraph of text and a link 'SUPPORT EVS IN YOUR AREA' with a right-pointing arrow. At the bottom, there is a white box with the heading 'Ready to Get Started?' and a paragraph of text. A red button with the text 'Let's Connect' and a right-pointing arrow is located at the bottom of this box.

Intake Form

1:37

Mail

dev.my.xcelenergy.com — Private

Xcel Energy

EV Assessment and Infrastructure Interest Form

Work with our electric vehicle experts to power where you want to go.

Just fill out the form below, and we'll be in touch to work with you on a customized plan tailored to your financial and operational needs.

Fields marked with a * are required.

Personal Information

*First Name

*Last Name

Job Role

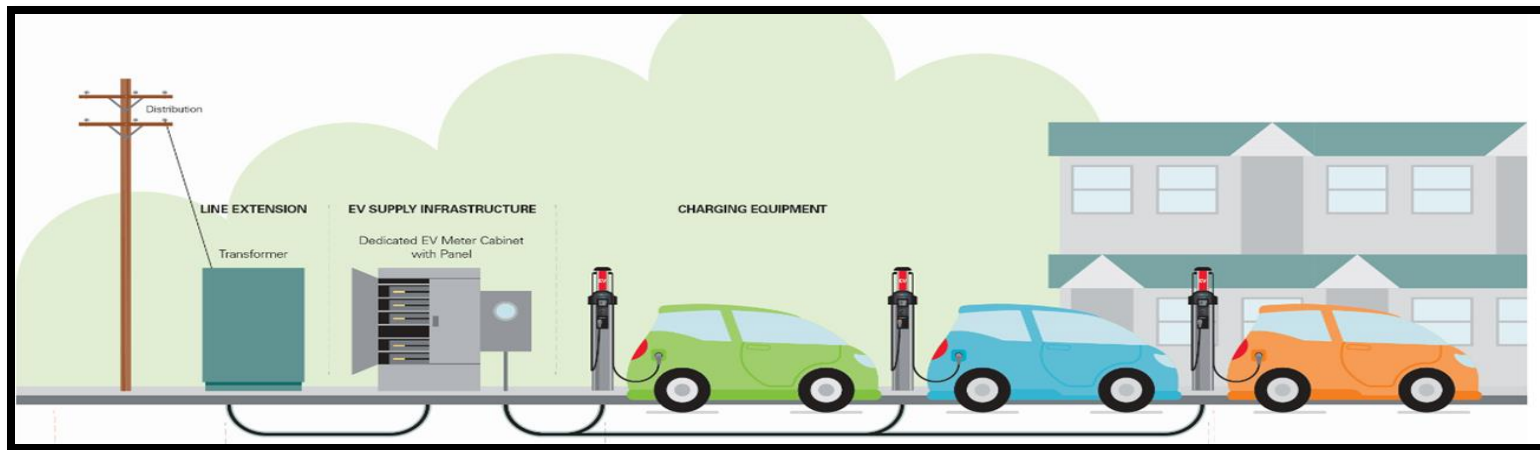
*Email Address

*Phone Type

Select an Option

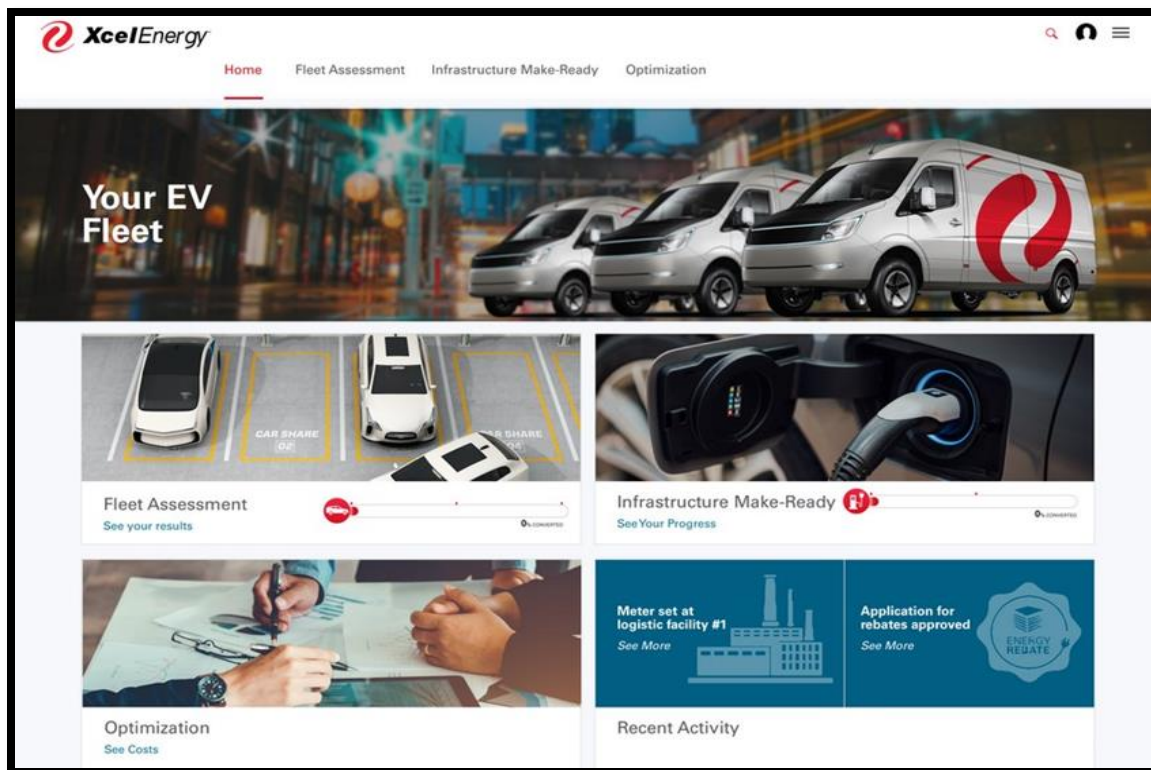
Advisory Services - Multi-Family Housing

- Preliminary meetings with interested customers continue:
 - Customers have reached out via general EV Inbox
- EV Advisors will be available to work with MFH customers after intake:
 - Intake Launch 6/25



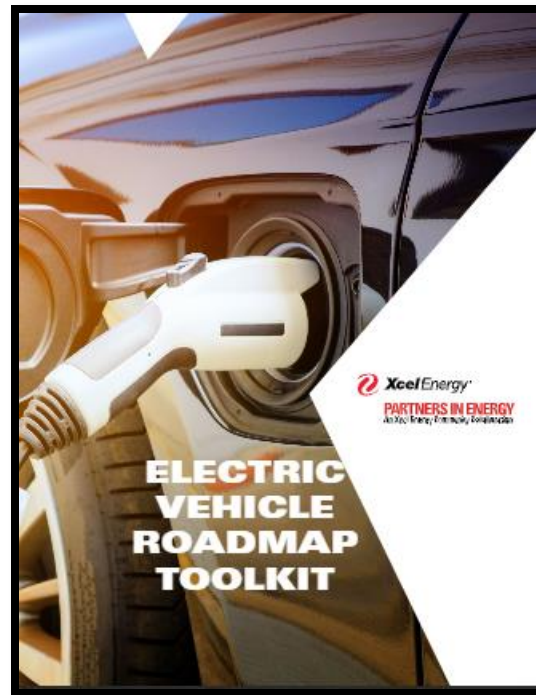
Advisory Services – Fleet Electrification

- Launched early 2020
 - Engagement has begun with ~6 fleets
 - Goal is 10 fleet assessments by end of 2021
- New features include:
 - Ability to assess all classes of vehicles (LD/MD/HD) including eBus
 - EVSE sizing and peak demand forecasting



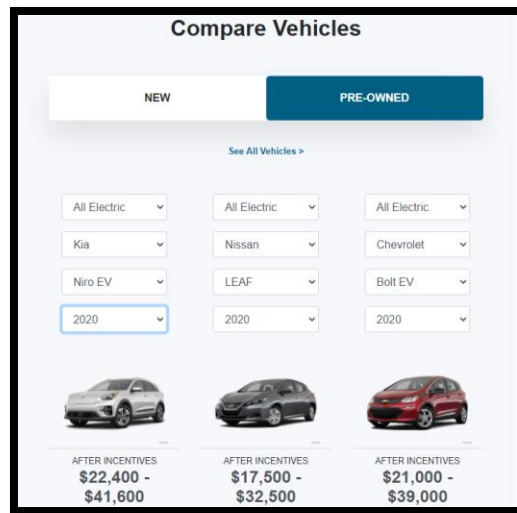
Advisory Services - Communities

- Continued EV planning at the community level:
 - Next applications due July 15th
- Launching Regional EV Collaboration Cohort:
 - Boulder County launch 2nd quarter
- Developing High Emission Community offering:
 - Launch late 3rd/early 4th quarter



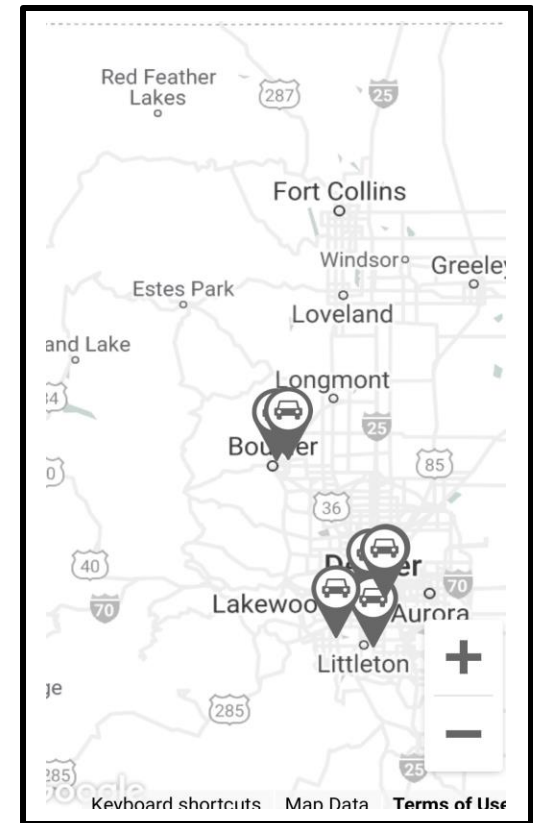
Advisory Services - Residential

- Ongoing Education & Awareness Campaigns in market
 - Digital banner + video, paid search, email, social media
- New tools added to website
 - Pre-owned EV catalog and comparison feature
- Expanding our new EV Dealer network (see next slide)
 - Simplifying our shared customers EV journey, from finding the right EV to charging at home
- Planning for in-person events
 - Denver Auto Show: educational garage + EV ride & drive
 - Levitt Pavillion: education and awareness of new rebate programs at 2 free concerts late summer/fall



Advisory Services - Dealer Network

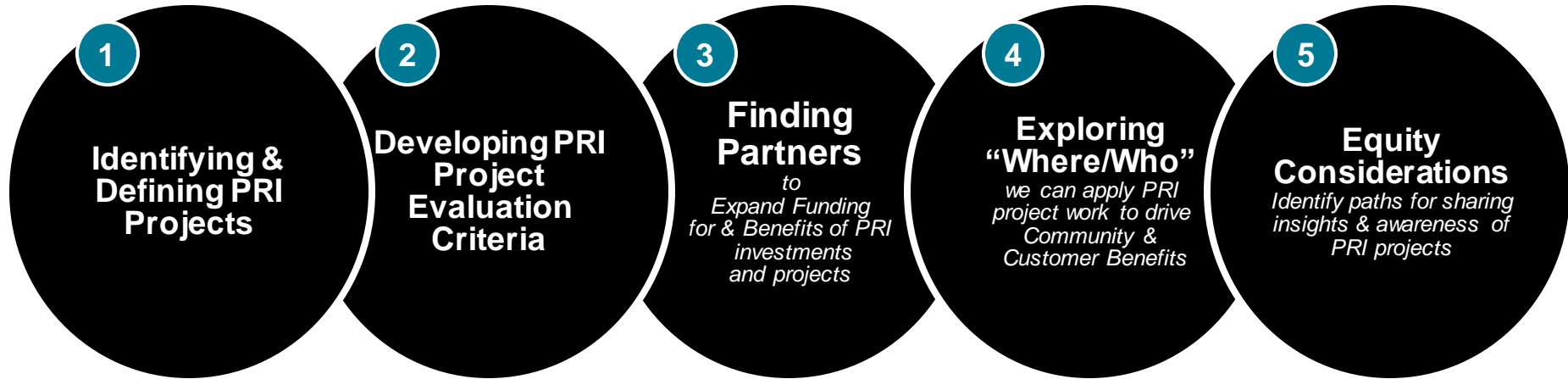
- Developing a tiered network of EV dealers across service area
 - Gold Status: limited participation, premium services & marketing support
 - Silver Status: broader participation, baseline services & marketing support
 - All dealerships in our network selling new and pre-owned EVs
- Xcel Energy offering services that directly address barriers that dealers face on EVs
 - Training, customer info/tools, lead generation for EV programs
- Organically growing the network, developing relationships with trusted and customer-focused dealers that support our EV Vision
- New Dealers on-boarding each month



Emich Volkswagen, McDonald Volvo, Polestar Denver, Peak Kia, Green Eyed Motors, Stevinson Chevy, Stevinson Porsche-Jaguar, Boulder Nissan, Summit Ford, Glenwood Springs Ford, Glenwood Springs Audi, Grand Junction Volkswagen, Prestige Imports

Partnerships, Research & Innovation (PRI) Portfolio

Developing the PRI portfolio for Sept. Stakeholder Mtg.



Performance Incentive Mechanism (PIM)

- PUC Order on ARRR (C21-0117):
 - *The Commission...encourages Public Service and parties to use the stakeholder process to engage on innovative PIMs that have clear and defined metrics, and that result in an outcome where there is clearly a lack of incentives on behalf of the Company, particularly focused on ways to address issues of equity and communities impacted by higher-emissions from the transportation sector. We extend the deadline for this filing to 180 days after the Commission's final decision granting or denying parties' RRR.*
- Deadline is now Monday August 30, 2021

Equity PIM Ideas from Testimony

	Equity PIM Ideas / Goals
Xcel Energy	Metric tied to cumulative ports installed through participation in equity-focused TEP programs
PUC Staff	Metric tied to increasing participation in equity-focused TEP programs
SWEEP	Metric tied to meeting or exceeding minimum level of spending on income-qualified and environmental justice parts of the TEP
WRA	Metric tied to increasing access to charging in income-qualified communities
Environmental Justice Coalition	Metric tied to participation in residential and multi-family housing TEP programs
City of Boulder	Metric tied to participation in residential and multi-family housing TEP programs

Other PIM Ideas?

5. 60/90 DAY NOTICES

Process, Schedule, Upcoming Notices

60/90 Day Notices

Process

- Proposal: Notices will be filed in the month following each quarterly stakeholder meeting
 - i.e., January, April, July, October

Pending/Upcoming notices

- Higher Emissions Communities (issued May 2021)
- School Buses
- Small Commercial Program

Summaries filed

- The Company will provide a written summary of input submitted through the 60/90 Day Notice process and what feedback was incorporated, or not, and why
- The Company will file this information into Proceeding No. 20A-0204E

60/90 Day Notices: Higher Emissions Communities

Process Overview

May 2 – Notice was issued

June 2 – Comments were due

- Received comments from several stakeholders:
 - Colorado Energy Office
 - SWEEP, WRA, NRDC
 - Lauren McDonell, Project Manager for CDPHE Climate Equity Framework and Data Viewer

July – PSCo to file an overview of comments received & responses to all comments

60/90 Day Notices: Higher Emissions Communities

Overview of Feedback

Category	Suggestion
HEC Designation, Eligibility, and Application Process	<ul style="list-style-type: none">• Permit entities with stake in communities, such as gov. agencies and non-profit CBOs, to respond to the questions to allow communities to be considered for HEC designation that were not identified by data viewer• Allow a community to be considered for a designation even if it isn't submitting a project• Designate an Xcel Energy employee to serve as a Spanish-speaking Point-of-Contact for business owners in order to provide technical assistance on applications
Communication, Outreach, and Education	<ul style="list-style-type: none">• Provide more detail on outreach and communication plan for sharing which communities have been designated as HEC• How will we communicate to communities, local gov't, other entities?• Will the Company provide maps on website? Who will have access?• Conduct accessible, multi-lingual, and culturally competent outreach• Use empowering language when referring to disadvantaged communities

60/90 Day Notices: School Buses

- Provide funds directly to school districts to be used for fleet electrification
 - No requirement to destroy a diesel bus
- Funds to cover bus, charging equipment and infrastructure costs
 - 75% of Total Project Cost
 - Capped at \$275k
- 60 Day Notice to be filed along with Program Terms and Conditions for comment

Funds Available	\$2,200,000
Rebate per Bus	\$275,000
Buses Funded	8



60/90 Day Notices: Small Commercial Program

- Partial Settlement/Stipulation: “...parties agree that the Company will develop a Small Commercial program offering, proposed through the 60/90-Day Notice Process.”
- PUC Order C21-0017: “we direct the Company to include access for smaller MFH buildings as a topic for the quarterly stakeholder meetings.”
- Design goals:
 - Support the adoption of EVs and installation of EV charging infrastructure for those unable to commit to 4-port minimum for TEP EV supply infrastructure programs (MFH, Commercial)
 - Provide increasing levels of support for each additional port installed (1, 2, and 3 ports) to help maximize the benefits and minimize the costs of EV infrastructure

60/90 Day Notices: Small Commercial Program

Preliminary program design to focus on small businesses, potentially including small MFH sites

Number of Ports	Market-Rate Rebate	Income-Qualified Rebate
1	Up to \$2,500 of EVSI costs (no charger support)	50% EVSI average + L2 station (\$2,500 for EVSI and \$2,000 per port)
2	Up to \$5,000 of EVSI costs (no charger support)	50% EVSI average + L2 stations (\$5,000 for EVSI and \$2,000 per port)
3	Up to \$7,500 of EVSI costs (no charger support)	50% EVSI average + L2 stations (\$7,500 for EVSI and \$2,000 per port)
4 +	[eligible for EVSI program]	[eligible for EVSI program]

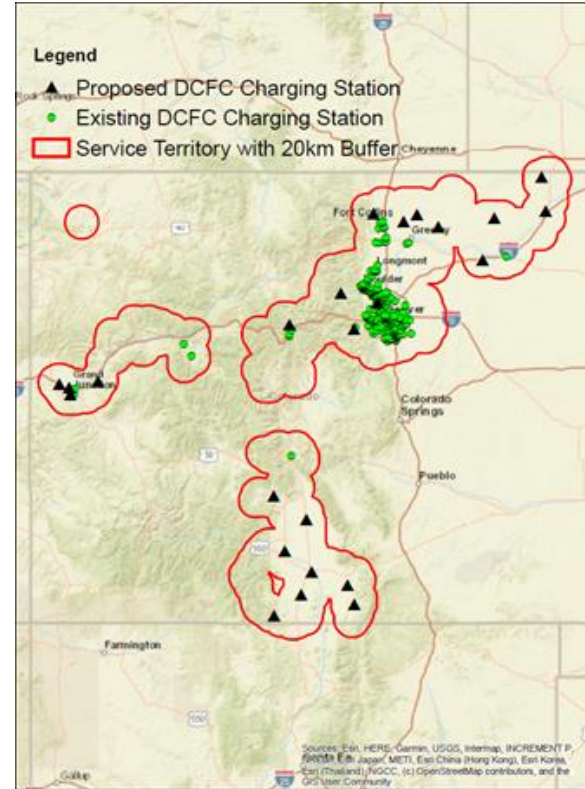
Based on estimated \$5,000 average EVSI costs per port (Guidehouse, 2020).

6. WRAP UP

Next meeting in September

Commercial: Xcel Energy DCFC Program

- PUC has directed Xcel Energy to work with stakeholders through the remainder of the year to determine siting criteria.
- Guidehouse has conducted initial modeling:
 - Two meetings to be scheduled this summer to refine this approach (additional meetings TBD)
- Will host a discussion at Q3 Stakeholder Meeting to provide updates and receive input.



Topics for Discussion for Q3 Stakeholder Meeting (Sept.)

- TEP program updates
- Xcel Energy DCFC stations
- Partnership/Research/Innovation project details
- Third-party evaluation

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Appendix

Budgets, including capital, rebates, and O&M expense, for TEP portfolios

Portfolio	Spending Type	2021	Total
Residential	Capital	\$1,808,000	\$8,256,000
	Rebates	\$1,865,000	\$7,940,000
	O&M Expenses	\$461,000	\$2,003,000
	Total	\$4,134,000	\$18,198,000
Multifamily Housing	Capital	\$1,348,000	\$6,450,000
	Rebates	\$174,000	\$1,094,000
	O&M Expenses	\$189,000	\$725,000
	Total	\$1,711,000	\$8,269,000
Commercial	Capital	\$8,673,000	\$43,692,000
	Rebates	\$915,000	\$4,096,000
	O&M Expenses	\$487,000	\$2,322,000
	Total	\$10,076,000	\$50,110,000
Partnerships, Research, and Innovation	Rebates	\$1,000,000	\$5,000,000
	O&M Expenses	\$1,000,000	\$5,000,000
	Total	\$2,000,000	\$10,000,000
Advisory Services	Rebates	\$350,000	\$2,500,000
	O&M Expenses	\$3,416,000	\$10,603,000
	Total	\$3,766,000	\$13,103,000
EV Purchase & Lease Rebates	Capital	\$50,000	\$50,000
	Rebates	\$863,000	\$4,163,000
	O&M Expenses	\$256,000	\$773,000
	Total	\$1,168,000	\$4,985,000
Program Evaluation	Total	\$500,000	\$1,500,000
School Bus Electrification	Total	\$0	\$2,200,000
Total		\$23,354,000	\$108,366,000

Dealership Network Marketing



Dealership Network Marketing

A red and white trade show banner for Xcel Energy's ChargeWI program. The banner features the headline "READY. SET. GO." and three bullet points: "YOU SELECT A LEVEL 2 CHARGER" (with a charging station icon), "WE INSTALL AND MAINTAIN" (with a technician icon), and "YOU CHARGE FOR LESS OVERNIGHT" (with a lightning bolt icon). It includes the website "ev.xcelenergy.com/ChargeWI" and the Xcel Energy logo.

Xcel Energy®

ELECTRIC VEHICLE CHARGING IS EASY. JUST PLUG IT IN.

LEVEL 1 CHARGER

BASIC, SLOWER HOME CHARGING

IT USES 120V. EVERY EV COMES WITH THIS TYPE OF CHARGER.

ENABLES 4 TO 8 MILES OF RANGE FOR EVERY HOUR OF CHARGING.

LEVEL 2 CHARGER

CONVENIENT, FASTER HOME CHARGING

IT USES 240V. "INSTALLATION" OFTEN REQUIRES AN ELECTRICIAN.

ENABLES 25 TO 40 MILES OF RANGE FOR EVERY HOUR OF CHARGING.

ELECTRIC PANELS

COST TO ADD 240V PANELS DEPENDS ON:

- DISTANCE AND ROUTE FROM THE EXISTING PANEL TO A LEVEL 2 CHARGER
- SPACE IN YOUR ELECTRIC PANEL TO ADD A DEDICATED CIRCUIT

Dealership Network Marketing



Dealership Network Marketing



EV Education/Awareness Ads

[Xcel Energy – EV Multiply :15 - YouTube](#)



EV Education/Awareness Ads

[Xcel Energy – EV Question :15 - YouTube](#)



Quick Break

Returning at 11:30 MT

