

THE OUTLET

The Official Member Newsletter of CORE Electric Cooperative

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HIT THE ROAD

CORE unveils public chargers

CORE recently cut the ribbon on a publicly accessible electric vehicle charger at Castle Rock's Miller Activity Complex - one of 11 new CORE-owned and maintained Level 2 and 3 public chargers that will be operational this summer and fall.

Additional chargers will be located in Bailey, Castle Pines, Parker, Bennett, Deer Trail, Kiowa, Elizabeth, Woodland Park and other parts of Douglas County. State grants helped fund eight of the 11 chargers.

Eligible residential CORE members receive a discounted rate of \$0.15 per kilowatt-hour (kWh) at CORE's public chargers - more than 60% off the general public rate of \$0.40 per kWh. The CORE member discount requires enrollment in CORE's member driver group.

View www.CORE.coop > **News and Resources > Electric Vehicles > Public Chargers** for more information and to join the discount member driver group via the ChargePoint app.



CORE's stance on broadband service

Members in parts of CORE's service area sometimes ask if we plan to offer high-speed internet service. CORE has analyzed this possibility considerably and currently has no plans to provide broadband services. This decision is based on many considerations, including:

- Colorado law prohibits an electric utility from directly providing retail commercial broadband services. We also could not subsidize a related but separate broadband company with CORE's resources.
- CORE's mission and focus is on delivering reliable, affordable electricity to our existing and future members. We have plenty to keep us busy striving to be the best electricity provider in Colorado.
- Broadband is a risky business, requiring extensive capital costs and new debt, and the great majority of our territory is already served by competitive internet service providers.
- New entrants in the broadband business, especially co-ops, have experienced mixed success, at best, and provide little to no economic benefit to their existing electric membership.
- Though CORE already has poles throughout much of our territory, that doesn't mean we can just hang fiber on them. Many poles would have to be replaced to add fiber, and CORE must charge the fiber company fees to attach to the poles. In many areas, fiber would have to be placed underground, making it one of the most expensive technologies to build.

Eyeing an EV? Things to consider

Like any vehicle purchase, an EV represents a significant financial investment. Even with so many advantages – including lower maintenance and operating costs, fuel savings, financial incentives, reduced pollution, additional convenience and unique features – an EV is not right for everyone.

Questions to ask yourself as you consider an EV purchase or lease, courtesy of *Consumer Reports* and CORE:

How many miles do I drive each day? And how often do I take long road trips?

Most late-model, all-electric EVs have ranges between 300 and 500 miles on a full charge – more than enough for a week's commute for an average driver, and typically enough for a full day of driving. Even a multi-day road trip is possible with minimal planning.

Do I have regular access to charging at home and/or work?

Most EV drivers need a charger at either their home or workplace. Employers continue to install on-site chargers as EV ownership grows among employees. If you don't have access to a charger at your workplace, consider installing one at your home through COREV, our upcoming residential charger program. Check our website for updates.

How much will it cost to charge my electrical vehicle?

This varies by where and when you charge your EV. A home charger typically is the cheapest option. An average residential CORE member

pays less than \$0.12 per kWh to charge during the off-peak hours after 8 p.m. and before 4 p.m. Most public chargers, on the other hand, cost between \$0.30 and \$0.50 per kWh. At any of CORE's public chargers – see the front page – members enrolled in our discount driver group pay just \$0.15 per kWh; the general public pays \$0.40 per kWh.

Do I need a faster charging option, or can I charge overnight at home?

This depends on your vehicle, lifestyle and personal preferences. Most EV drivers find it convenient to “set it and forget it” when they arrive home, and set their vehicle to charge overnight. If you don't have a home charger – and assuming you drive a battery-only electric vehicle – you can expect to wait up to an hour to fully charge at a public Level 3 station, and between four and 10 hours at a Level 2 station.

Are there public charging stations in my immediate area and/or travel corridors?

Colorado currently has more than 1,800 publicly accessible electric charging stations – most of which are along the Front Range – and the Colorado Energy Office has partnered with local governments, utilities and private companies to further expand the state's EV charging infrastructure and allow Coloradans to drive anywhere in the state in an EV.



Other CORE EV resources

As your trusted energy adviser, CORE is here to help as you consider the purchase or lease of an electric vehicle.

Visit our online electric vehicle hub at **CORE.coop > News and Resources > Electric Vehicles** to access additional EV resources, including:

- Information on current and upcoming charger programs
- Plug In America's PlugStar EV Shopping Assistant
- Links to the latest tax credit information
- Fuel economy information via the Office of Energy Efficiency & Renewable Energy
- Charging station maps
- The U.S. Department of Energy's vehicle cost calculator
- EV etiquette tips

2022 Year in Review

2022 was a pivotal year for CORE. Take a look back in our Year in Review, which covers the many exciting developments, at **www.CORE.coop > News and Resources > 2022 Year in Review**.