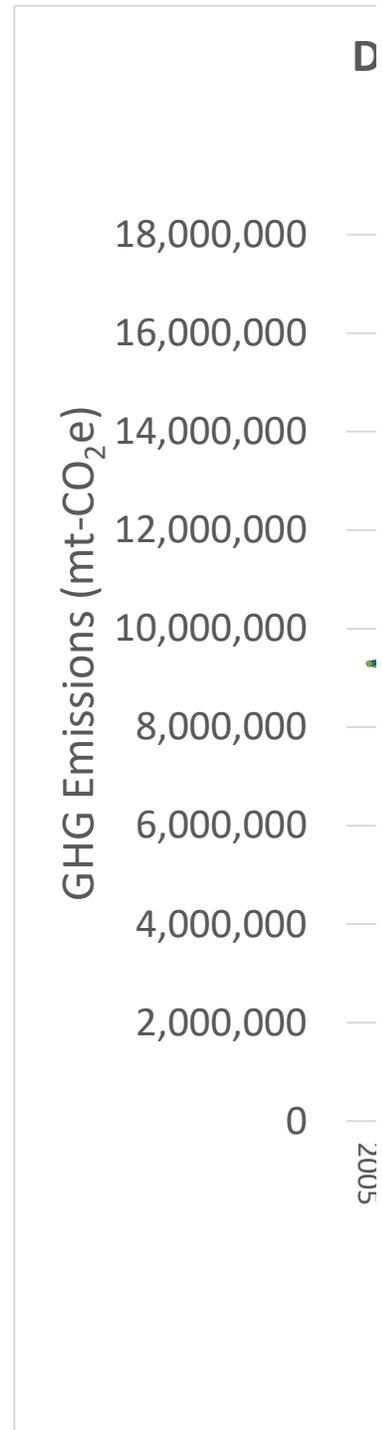


Year	Actual	Projected Known EF reduction	Estimate of Emissions Trajectory Pre-2030	Estimate of Emissions Trajectory Post-2030
2005	9,288,274			
2006				
2007	9,440,872			
2008				
2009	8,697,918			
2010	9,017,063			
2011	8,742,794			
2012	8,376,287			
2013	8,588,921			
2014	8,525,016			
2015	8,444,345			
2016	8,277,595			
2017	8,212,915	8,212,915	8,212,915	
2018		7,960,210	8,055,732	
2019		7,707,505	7,799,995	
2020		7,454,800	7,544,257	
2021		7,202,095	7,288,520	
2022		6,949,390	7,032,782	
2023		6,696,685	6,777,045	
2024		6,443,980	6,521,308	
2025		6,191,275	6,265,570	
2026		5,938,570	6,009,833	
2027		5,685,865	5,754,095	
2028		5,433,160	5,498,358	
2029		5,180,455	5,242,620	
2030		4,927,749	4,986,882	4,986,882
2031				4,942,861
2032				4,898,840
2033				4,854,819
2034				4,810,798
2035				4,766,777
2036				4,722,756
2037				4,678,735
2038				4,634,714
2039				4,590,693
2040				4,546,672
2041				4,502,651
2042				4,458,630
2043				4,414,609
2044				4,370,588
2045				4,326,567
2046				4,282,546
2047				4,238,525

2048
2049
2050

4,194,504
4,150,483
4,106,457

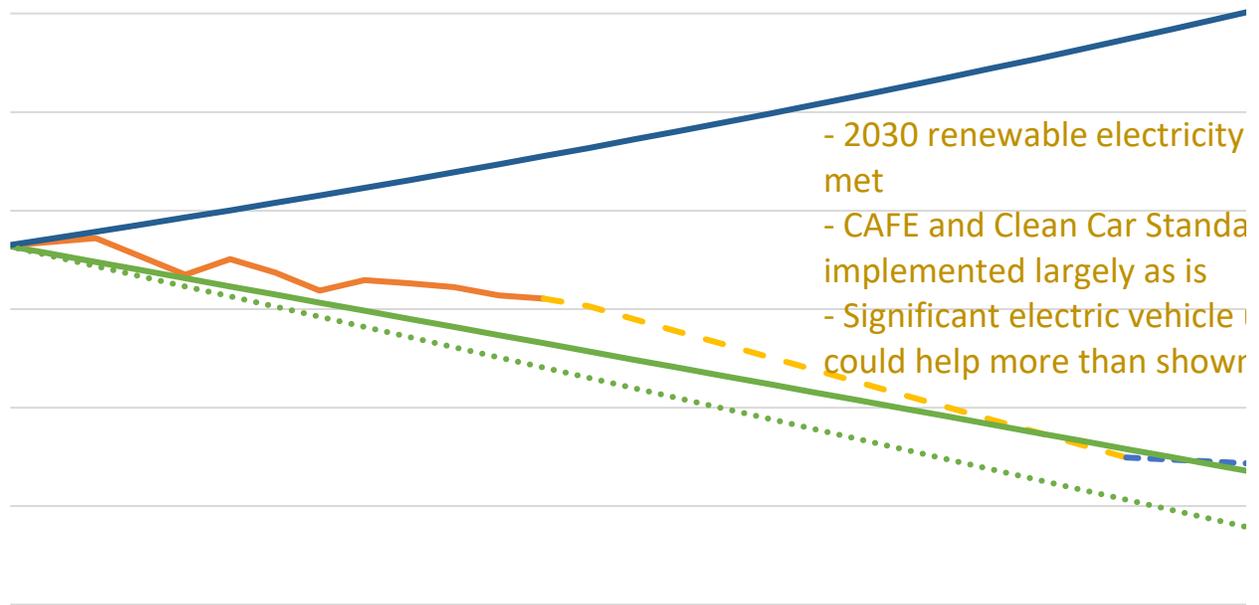
2005 Baseline 80% reduction	2005 Baseline 100% reduction	2005 BAU
9,288,274	9,288,274	9288274
9,123,149	9,081,864	9,427,598
8,958,024	8,875,454	9,569,012
8,792,899	8,669,044	9,712,547
8,627,774	8,462,634	9,858,235
8,462,649	8,256,224	10,006,109
8,297,524	8,049,814	10,156,201
8,132,399	7,843,404	10,308,544
7,967,274	7,636,994	10,463,172
7,802,149	7,430,584	10,620,119
7,637,024	7,224,174	10,779,421
7,471,899	7,017,764	10,941,112
7,306,774	6,811,354	11,105,229
7,141,649	6,604,944	11,271,808
6,976,524	6,398,534	11,440,885
6,811,399	6,192,124	11,612,498
6,646,274	5,985,714	11,786,685
6,481,149	5,779,304	11,963,486
6,316,024	5,572,894	12,142,938
6,150,899	5,366,484	12,325,082
5,985,774	5,160,074	12,509,958
5,820,649	4,953,664	12,697,608
5,655,524	4,747,254	12,888,072
5,490,399	4,540,844	13,081,393
5,325,274	4,334,434	13,277,614
5,160,149	4,128,024	13,476,778
4,995,024	3,921,614	13,678,930
4,829,899	3,715,204	13,884,114
4,664,774	3,508,794	14,092,375
4,499,649	3,302,384	14,303,761
4,334,524	3,095,974	14,518,317
4,169,399	2,889,564	14,736,092
4,004,274	2,683,154	14,957,134
3,839,149	2,476,744	15,181,491
3,674,024	2,270,334	15,409,213
3,508,899	2,063,924	15,640,351
3,343,774	1,857,514	15,874,956
3,178,649	1,651,104	16,113,081
3,013,524	1,444,694	16,354,777
2,848,399	1,238,284	16,600,099
2,683,274	1,031,874	16,849,100
2,518,149	825,464	17,101,837
2,353,024	619,054	17,358,364



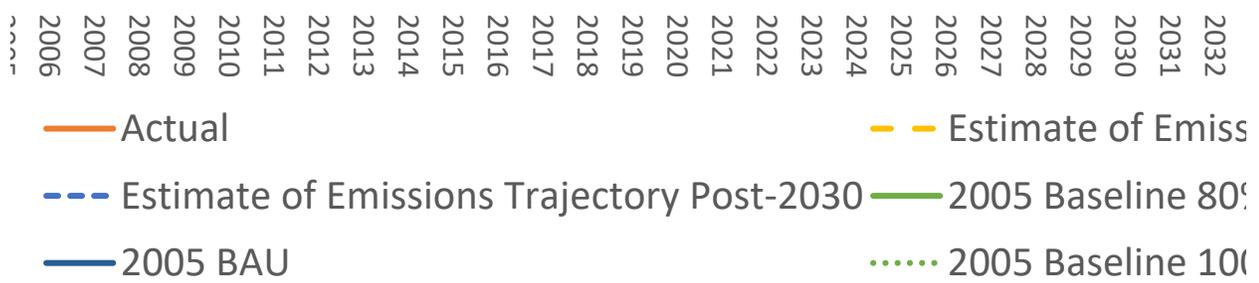
2,187,899	412,644	17,618,740
2,022,774	206,234	17,883,021
1,857,655	0	18,151,266

Denver Core GHG Emissions Relative to Business as Usual (BAU) Needed Reductions to Meet 80x50 or 100x50

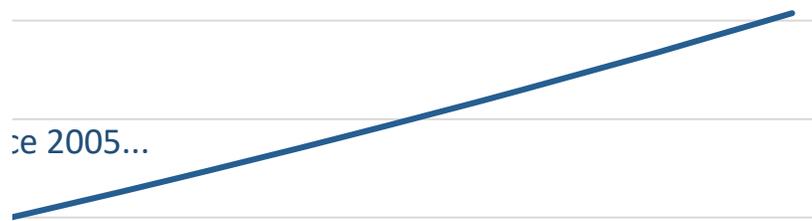
If per capita emissions had stayed the same since 2005



- 2030 renewable electricity met
- CAFE and Clean Car Standards implemented largely as is
- Significant electric vehicle adoption could help more than shown



Known Reductions, and Goal



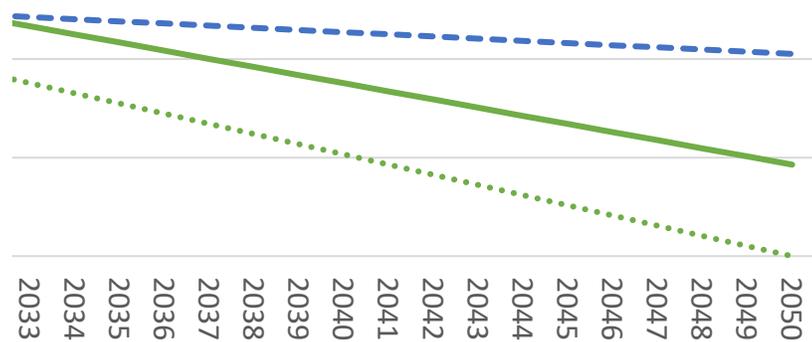
targets are

targets are

- Xcel reaches 90% RE by 2050
- EVs across all fleet classes could help

uptake

- Various buildings policies could make a big impact in this timeframe



missions Trajectory Pre-2030

% reduction

0% reduction