EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

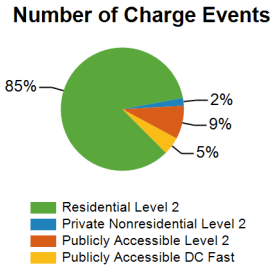
Region: ALL

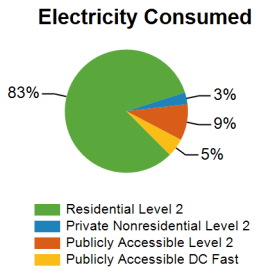
Report period: April 2013 through June 2013

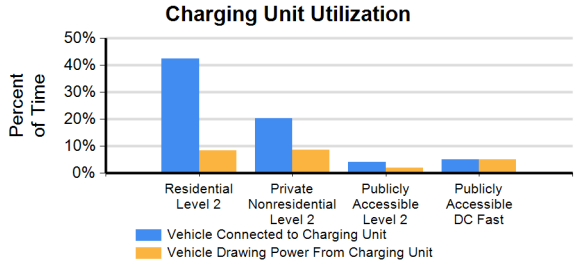
Number of EV Project vehicles in region: 6156

Charging Unit Usage

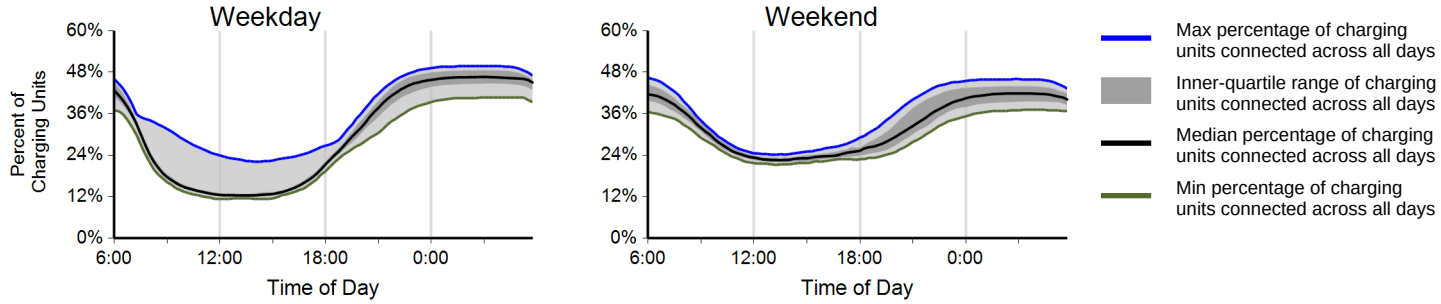
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	6,141	251	2,675	87	9,154
Number of charging events[2]	490,327	11,948	50,729	26,911	579,915
Electricity consumed (AC MWh)	3,808.41	143.89	437.69	222.52	4,612.51
Percent of time with a vehicle connected to charging unit	43%	20%	4%	5%	31%
Percent of time with a vehicle drawing power from charging unit	8%	9%	2%	5%	7%



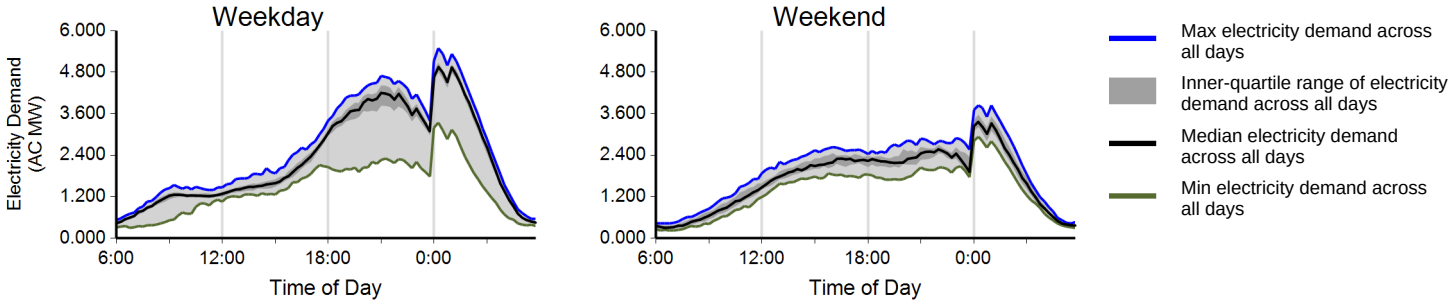




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

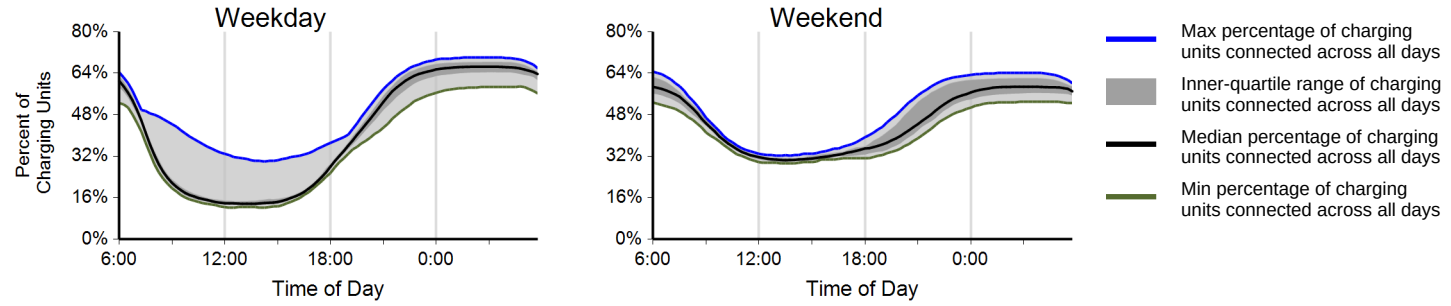
Region: ALL

Report period: April 2013 through June 2013

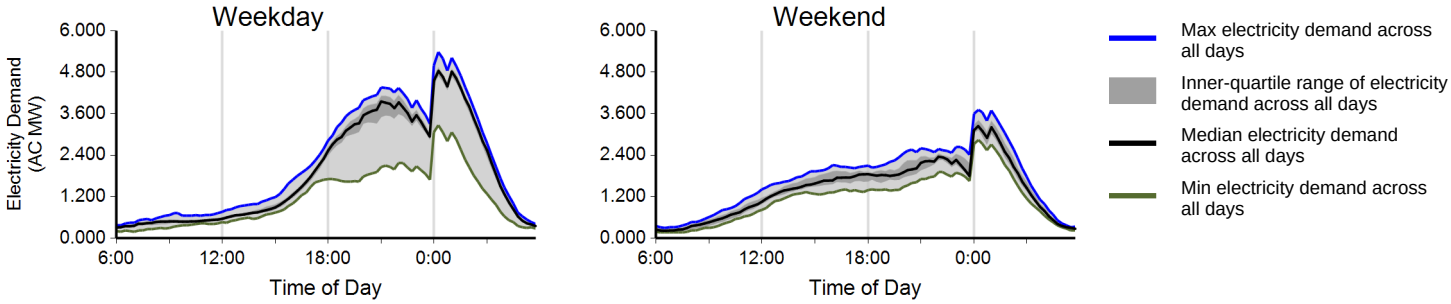
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	360,924	129,403	490,327
Electricity consumed (AC MWh)	2,912.03	896.38	3,808.41
Percent of time with a vehicle connected to EVSE	41%	46%	43%
Percent of time with a vehicle drawing power from EVSE	9%	7%	8%
Average number of charging events started per EVSE per day	0.93	0.83	0.90

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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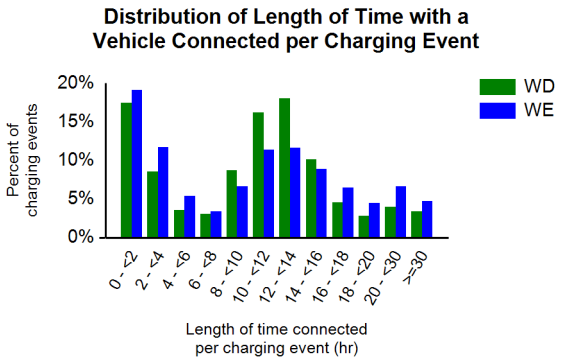
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

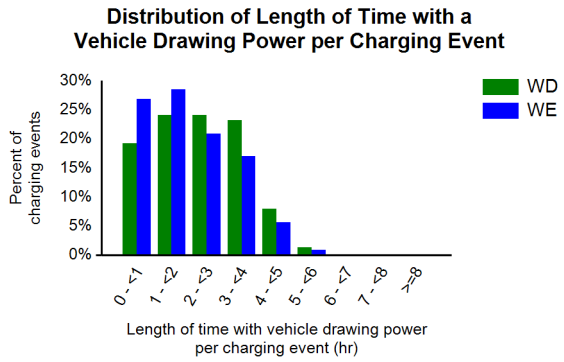
Region: ALL

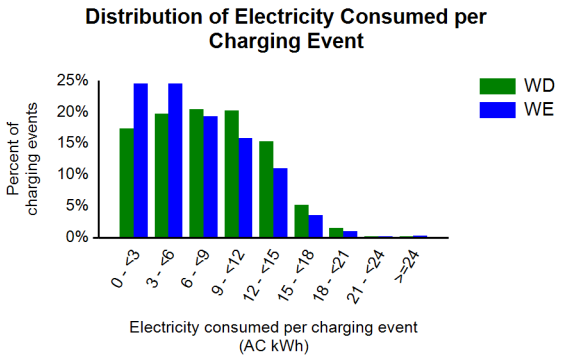
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	63%	37%	0%
Percent of electricity consumed	69%	31%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.5	11.5	11.5
Average length of time with vehicle drawing power per charging event (hr)	2.3	2.0	2.2
Average electricity consumed per charging event (AC kWh)	8.1	6.9	7.8







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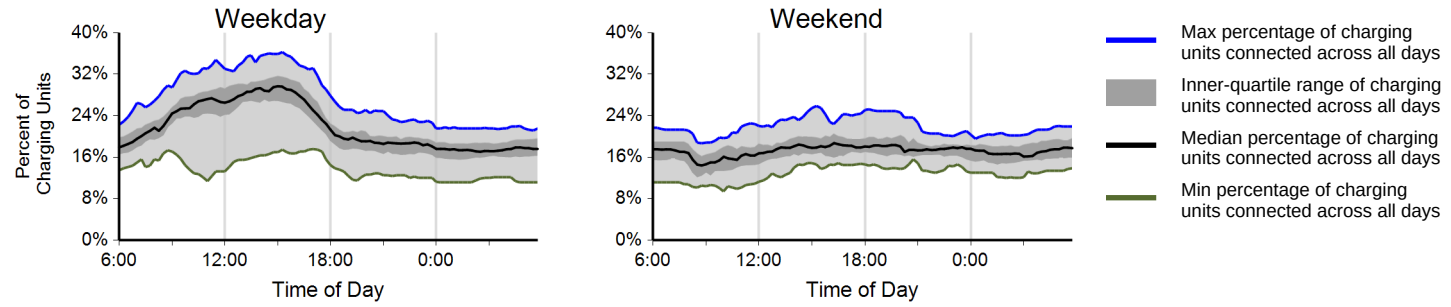
Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: ALL

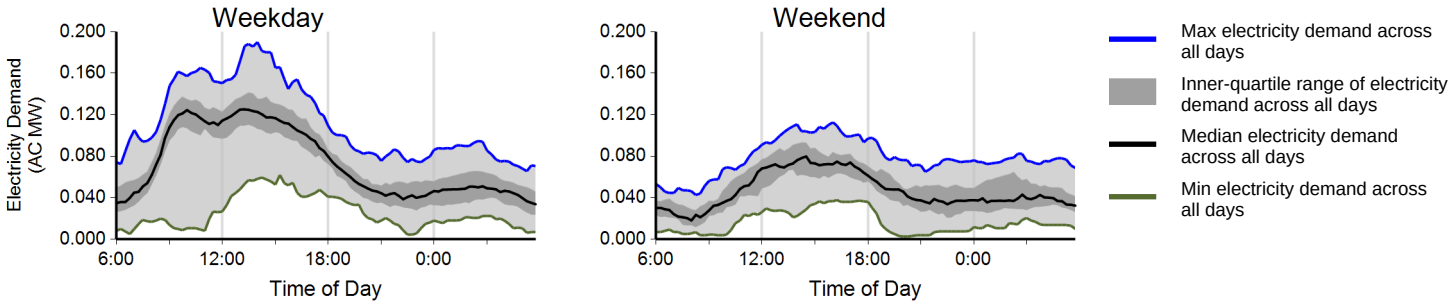
Report period: April 2013 through June 2013

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	9,899	2,049	11,948
Electricity consumed (AC MWh)	114.30	29.59	143.89
Percent of time with a vehicle connected to EVSE	21%	17%	20%
Percent of time with a vehicle drawing power from EVSE	10%	6%	9%
Average number of charging events started per EVSE per day	0.66	0.34	0.57

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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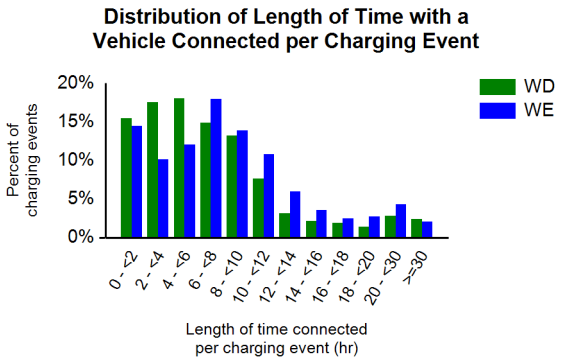
Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

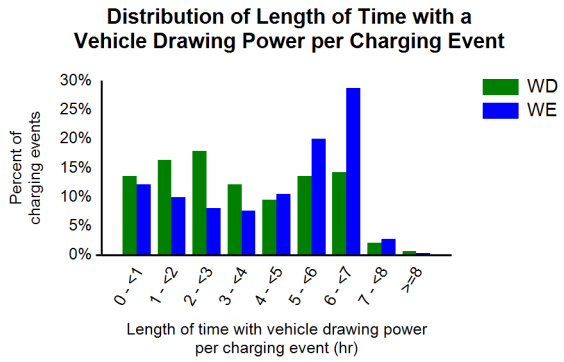
Region: ALL

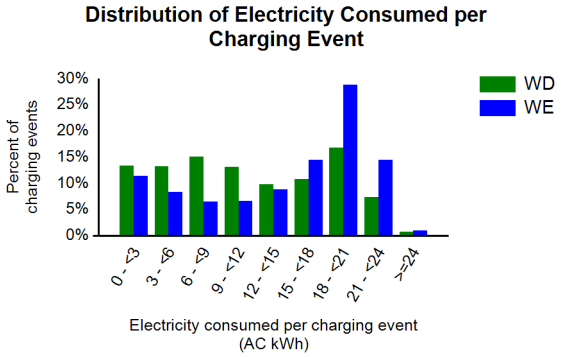
Report period: April 2013 through June 2013

Vehicles Charged	Car sharing fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	53%	6%	4%	36%
Percent of electricity consumed	69%	4%	3%	24%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	8.6	9.1	8.7
Average length of time with vehicle drawing power per charging event (hr)	3.6	4.3	3.7
Average electricity consumed per charging event (AC kWh)	11.5	14.5	12.0







[1] Car sharing fleets in the Oregon, Philadelphia, San Diego, and San Francisco regions use private nonresidential EV Project charging units to charge their grid-connected electric drive vehicles. The use of these charging units by car sharing fleet vehicles is included in this report.

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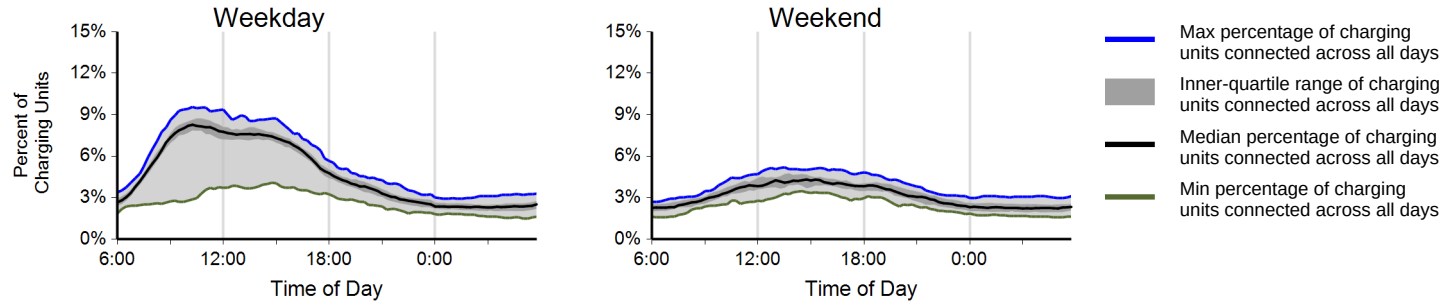
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: ALL

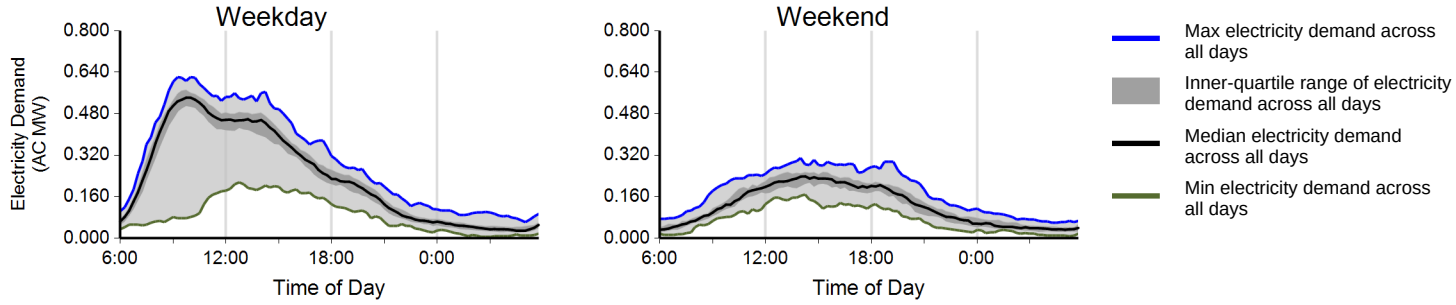
Report period: April 2013 through June 2013

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	41,621	9,108	50,729
Electricity consumed (AC MWh)	361.19	76.50	437.69
Percent of time with a vehicle connected to EVSE	5%	3%	4%
Percent of time with a vehicle drawing power from EVSE	2%	1%	2%
Average number of charging events started per EVSE per day	0.26	0.14	0.22

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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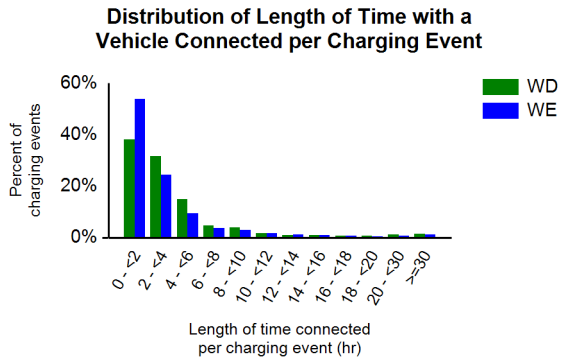
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

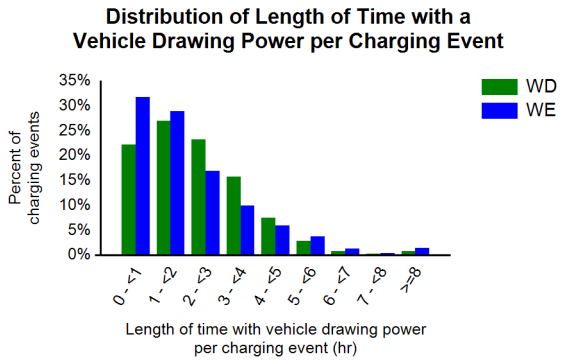
Region: ALL

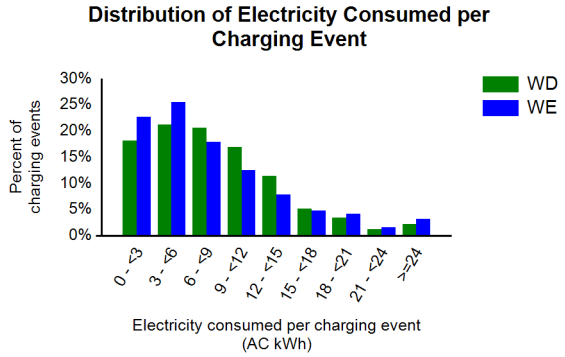
Report period: April 2013 through June 2013

Vehicles Charged	Car sharing fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	7%	14%	4%	74%
Percent of electricity consumed	10%	12%	3%	75%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.7	3.6	4.5
Average length of time with vehicle drawing power per charging event (hr)	2.3	2.1	2.3
Average electricity consumed per charging event (AC kWh)	8.7	8.4	8.6







[1] Car sharing fleets in the Oregon, Philadelphia, San Diego, and San Francisco regions use publicly accessible EV Project charging units to charge their grid-connected electric drive vehicles. The use of these charging units by car sharing fleet vehicles is included in this report.

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DC Fast Chargers

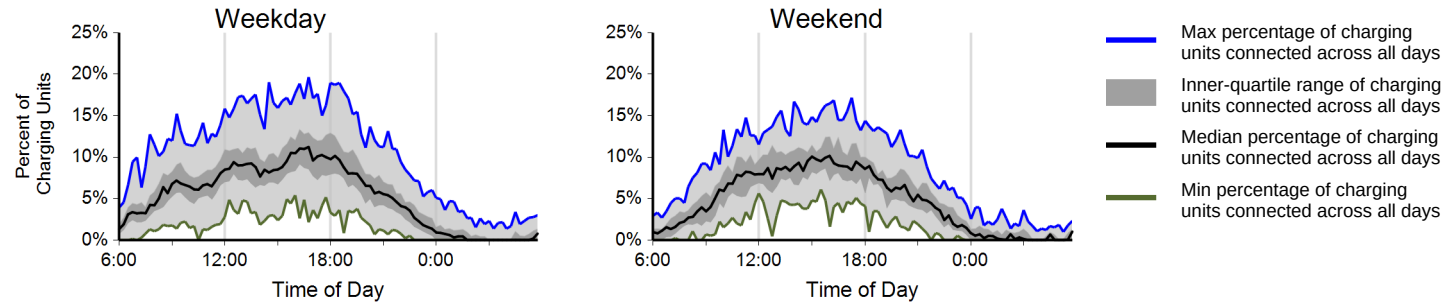
Region: ALL

Report period: April 2013 through June 2013

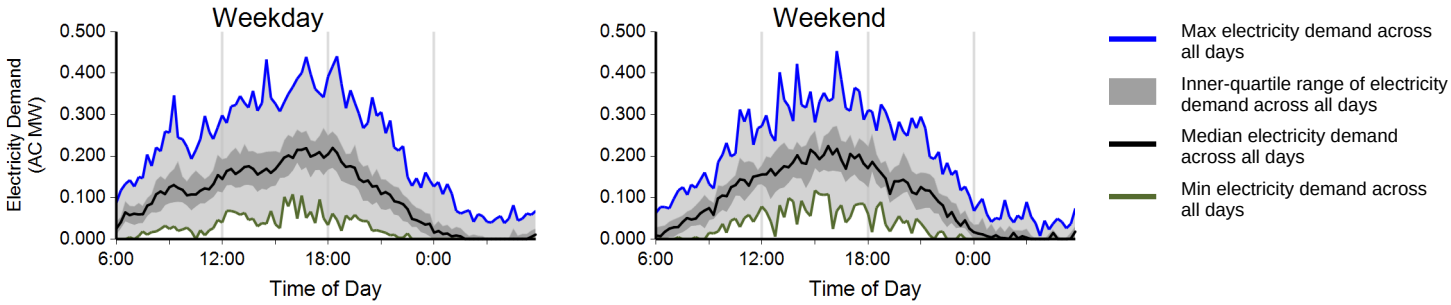
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	19,512	7,399	26,911
Electricity consumed (AC MWh)	160.87	61.65	222.52
Percent of time with a vehicle connected to EVSE	5%	5%	5%
Percent of time with a vehicle drawing power from EVSE	5%	5%	5%
Average number of charging events started per EVSE per day	3.84	3.63	3.78

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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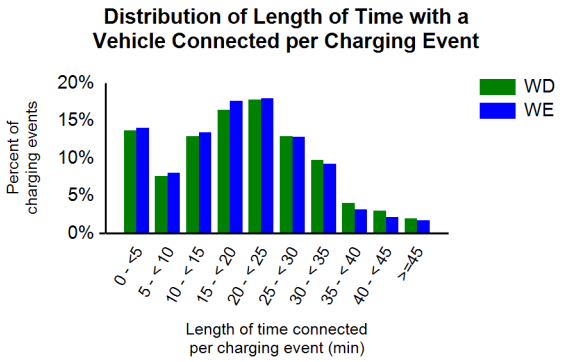
DC Fast Chargers

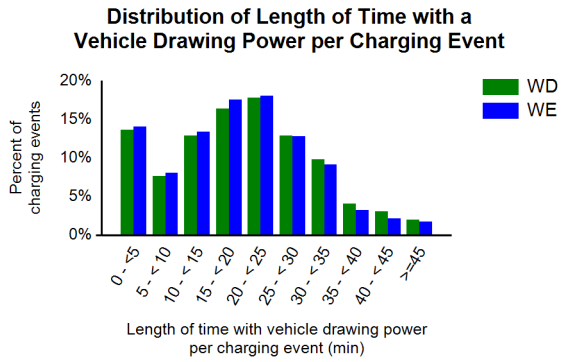
Region: ALL

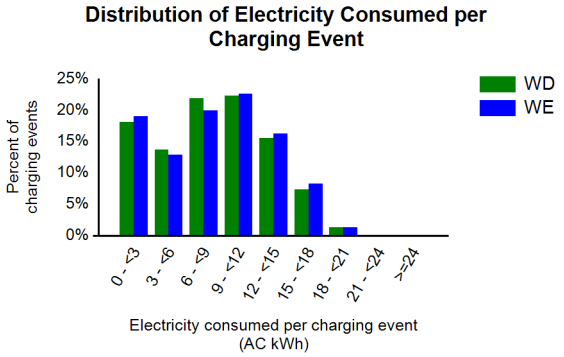
Report period: April 2013 through June 2013

Vehicles Charged	Car sharing fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	25%	0%	75%
Percent of electricity consumed	0%	24%	0%	76%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (min)	19.7	19.0	19.5
Average length of time with vehicle drawing power per charging event (min)	19.7	19.0	19.5
Average electricity consumed per charging event (AC kWh)	8.2	8.3	8.3







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

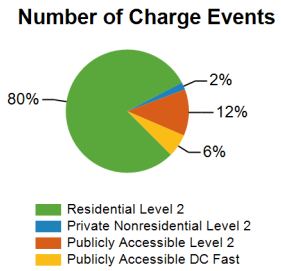
Region: Phoenix, AZ Metropolitan Area

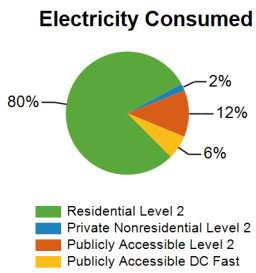
Report period: April 2013 through June 2013

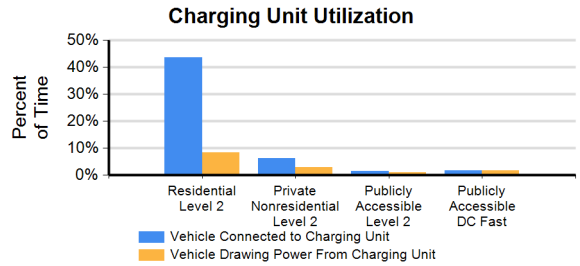
Number of EV Project vehicles in region: 313

Charging Unit Usage

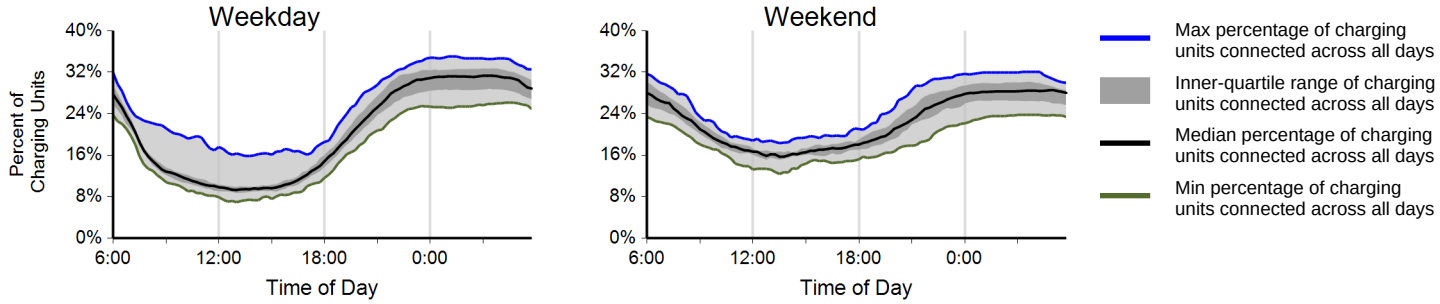
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	317	27	369	16	729
Number of charging events[2]	24,887	605	3,804	1,885	31,181
Electricity consumed (AC MWh)	188.19	4.42	28.84	14.82	236.28
Percent of time with a vehicle connected to charging unit	44%	6%	2%	2%	21%
Percent of time with a vehicle drawing power from charging unit	8%	3%	1%	2%	4%



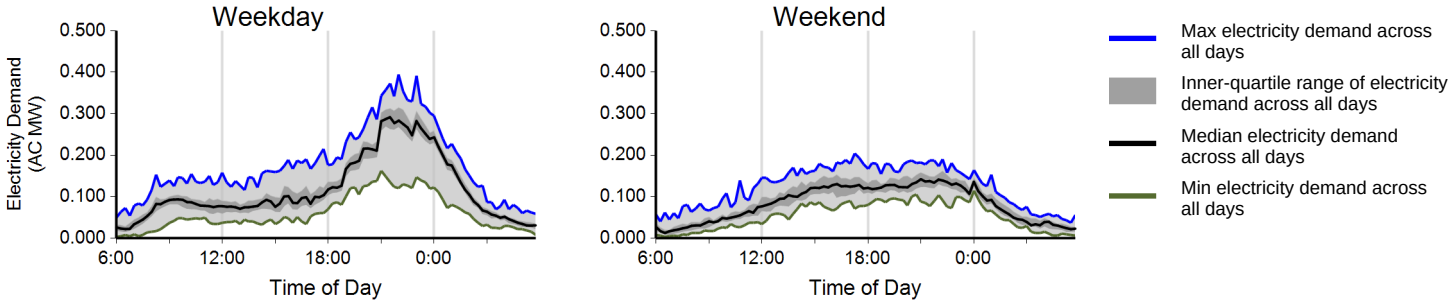




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

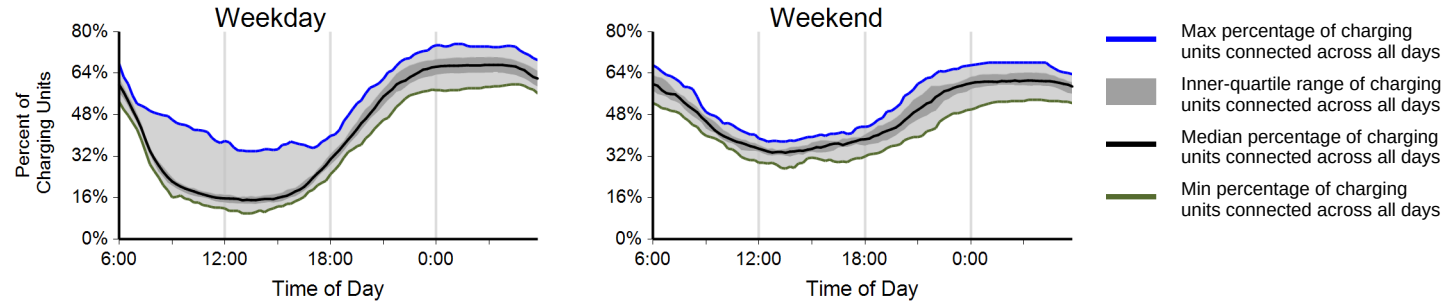
Region: Phoenix, AZ Metropolitan Area

Report period: April 2013 through June 2013

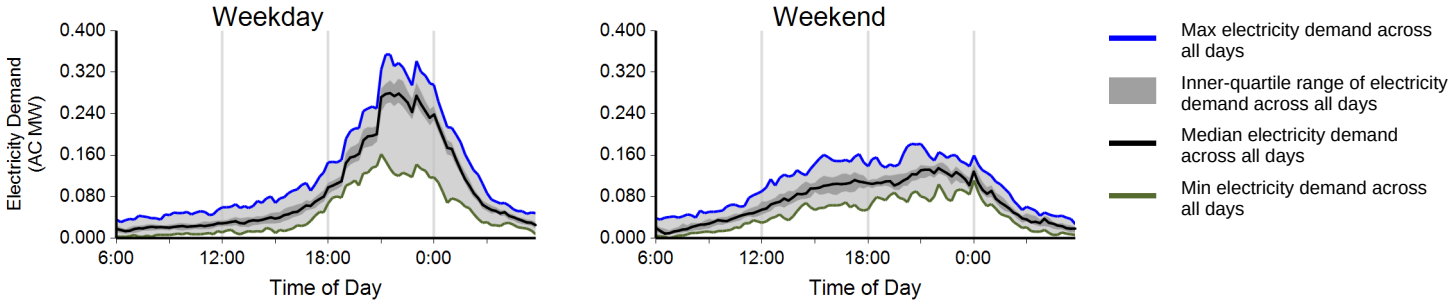
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	18,022	6,865	24,887
Electricity consumed (AC MWh)	143.14	45.05	188.19
Percent of time with a vehicle connected to EVSE	42%	48%	44%
Percent of time with a vehicle drawing power from EVSE	9%	7%	8%
Average number of charging events started per EVSE per day	0.90	0.86	0.89

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

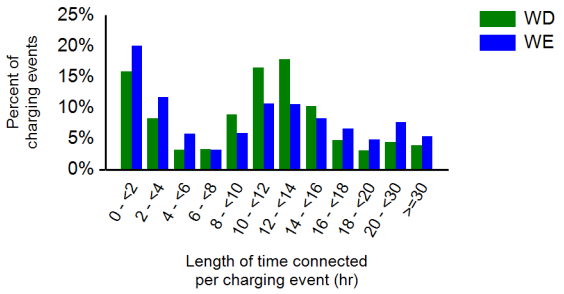
Region: Phoenix, AZ Metropolitan Area

Report period: April 2013 through June 2013

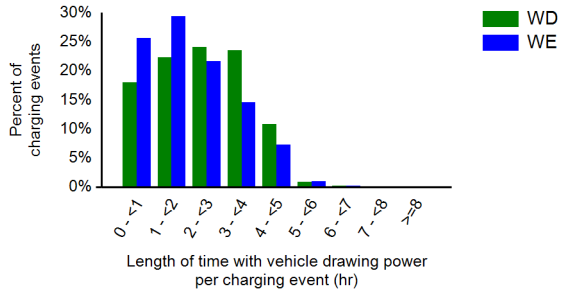
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	53%	47%	0%
Percent of electricity consumed	55%	45%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.0	11.8	11.9
Average length of time with vehicle drawing power per charging event (hr)	2.4	2.0	2.3
Average electricity consumed per charging event (AC kWh)	8.0	6.5	7.6

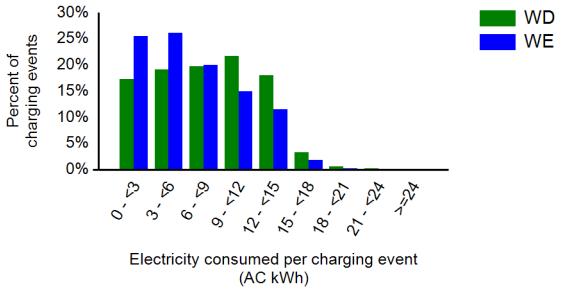
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

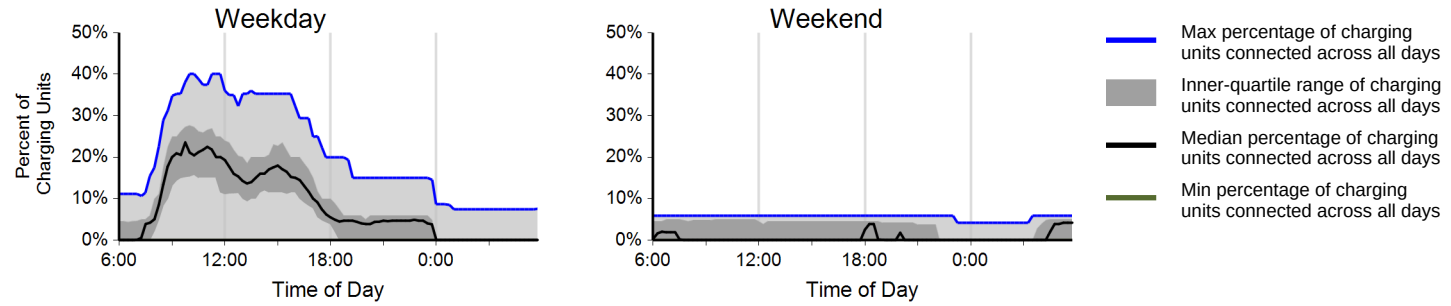
Region: Phoenix, AZ Metropolitan Area

Report period: April 2013 through June 2013

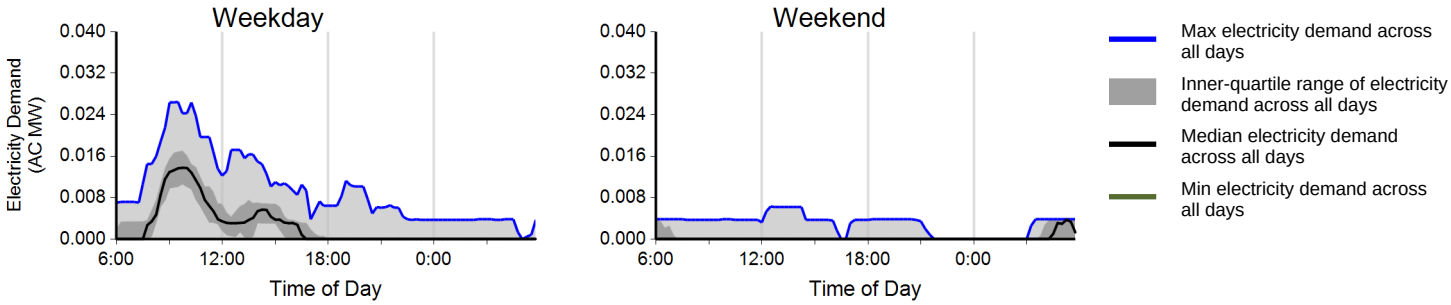
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	568	37	605
Electricity consumed (AC MWh)	4.16	0.27	4.42
Percent of time with a vehicle connected to EVSE	8%	2%	6%
Percent of time with a vehicle drawing power from EVSE	4%	1%	3%
Average number of charging events started per EVSE per day	0.41	0.07	0.31

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

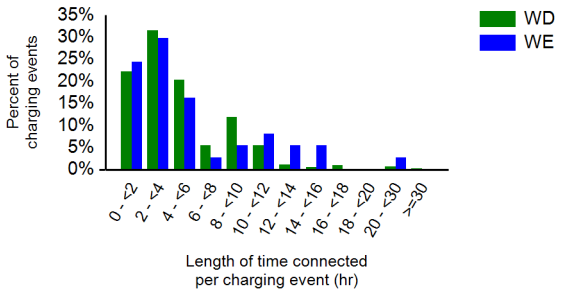
Region: Phoenix, AZ Metropolitan Area

Report period: April 2013 through June 2013

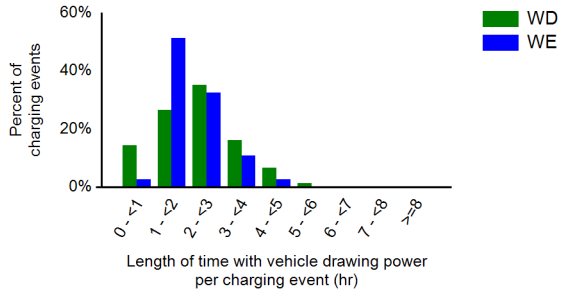
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	11%	7%	82%
Percent of electricity consumed	12%	7%	81%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.8	5.8	4.8
Average length of time with vehicle drawing power per charging event (hr)	2.3	2.1	2.2
Average electricity consumed per charging event (AC kWh)	7.3	7.4	7.3

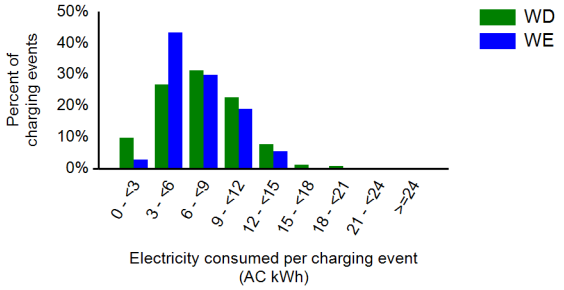
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

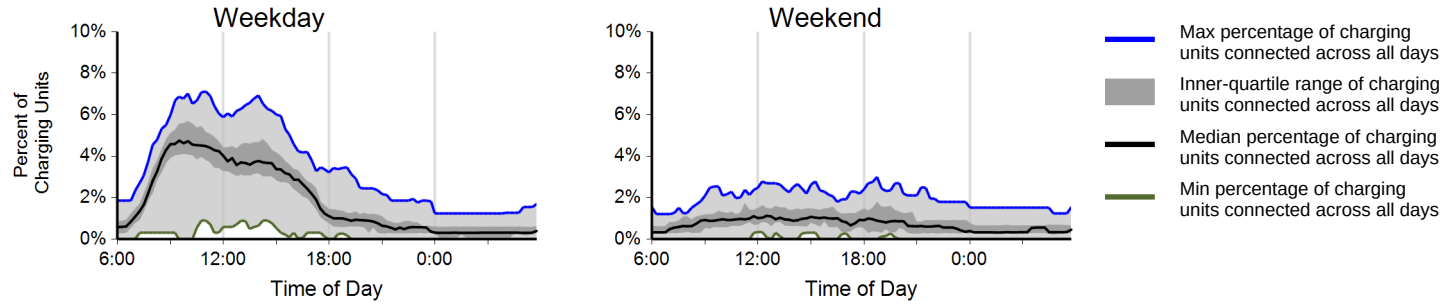
Region: Phoenix, AZ Metropolitan Area

Report period: April 2013 through June 2013

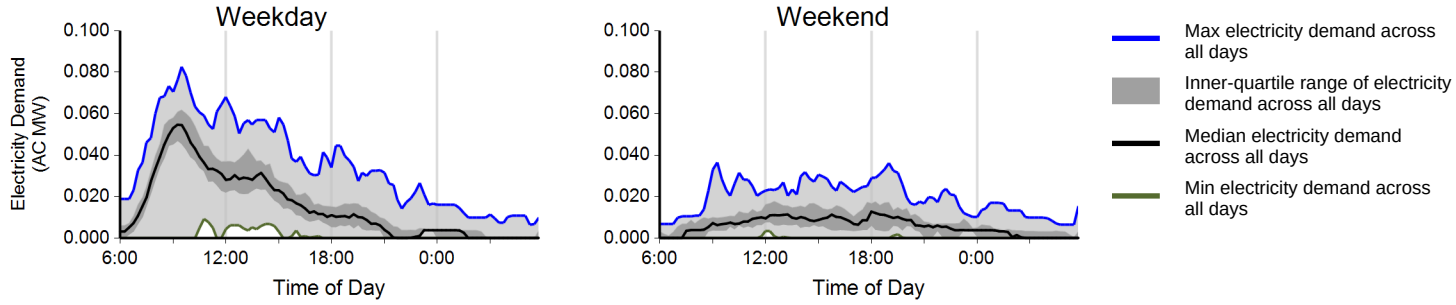
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	3,255	549	3,804
Electricity consumed (AC MWh)	24.72	4.12	28.84
Percent of time with a vehicle connected to EVSE	2%	1%	2%
Percent of time with a vehicle drawing power from EVSE	1%	1%	1%
Average number of charging events started per EVSE per day	0.15	0.06	0.12

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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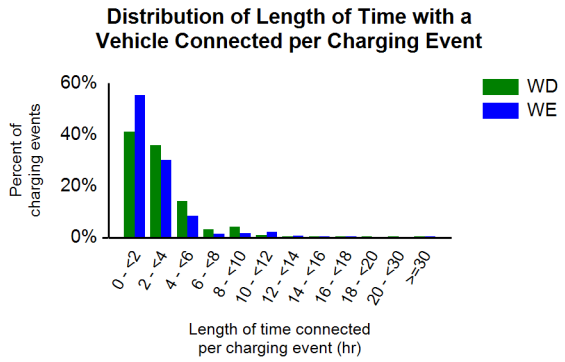
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

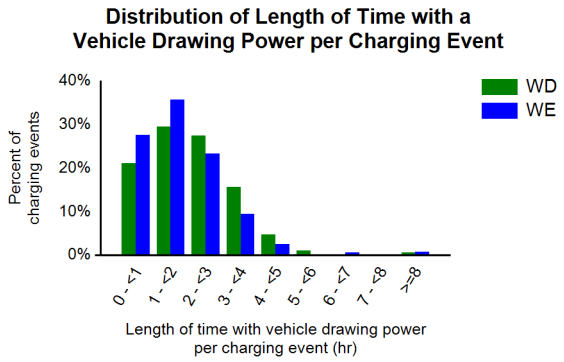
Region: Phoenix, AZ Metropolitan Area

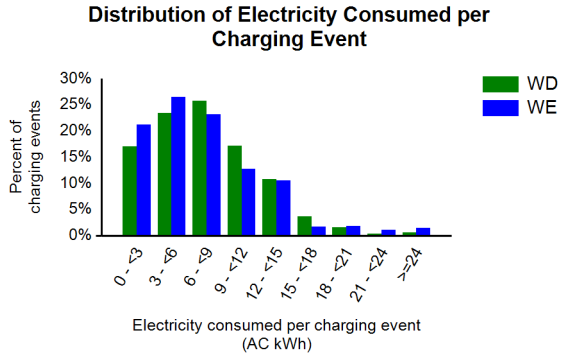
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	18%	9%	73%
Percent of electricity consumed	18%	7%	76%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	3.1	2.5	3.0
Average length of time with vehicle drawing power per charging event (hr)	2.2	1.8	2.1
Average electricity consumed per charging event (AC kWh)	7.6	7.5	7.6







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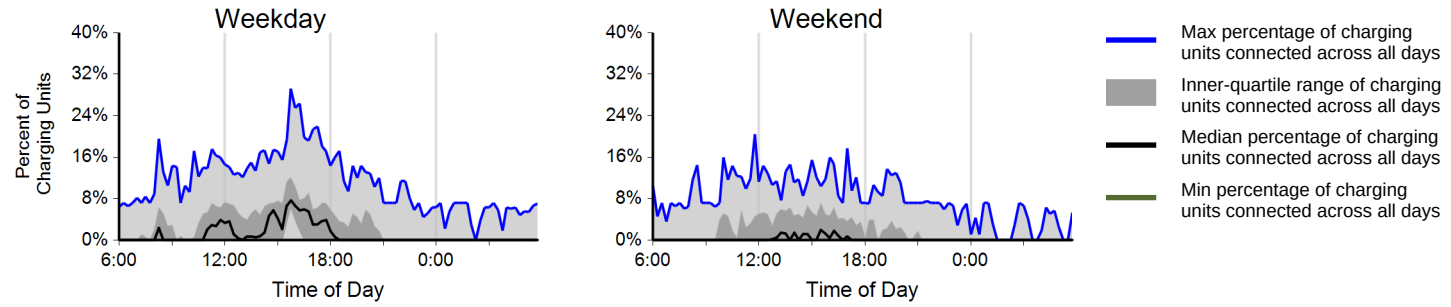
DC Fast Chargers

Region: Phoenix, AZ Metropolitan Area
Report period: April 2013 through June 2013

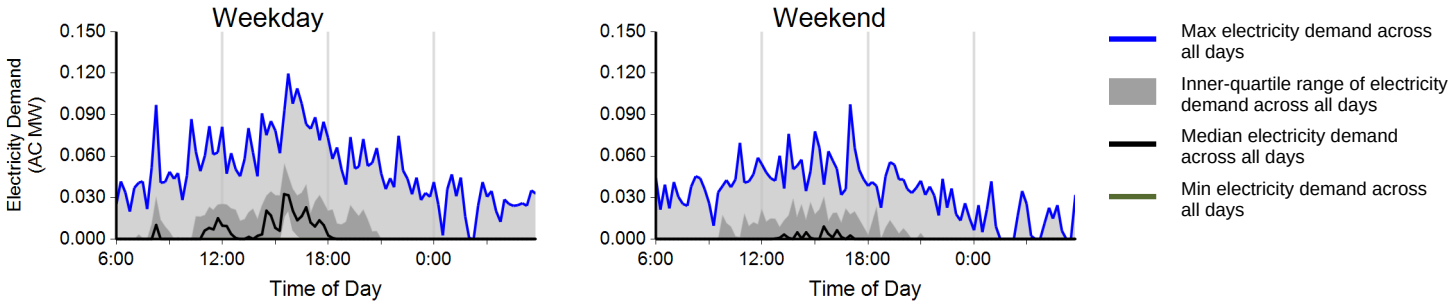
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	1,510	375	1,885
Electricity consumed (AC MWh)	11.77	3.05	14.82
Percent of time with a vehicle connected to EVSE	2%	1%	2%
Percent of time with a vehicle drawing power from EVSE	2%	1%	2%
Average number of charging events started per EVSE per day	1.60	0.99	1.42

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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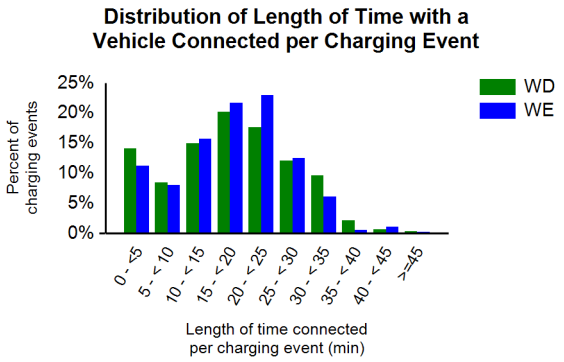
DC Fast Chargers

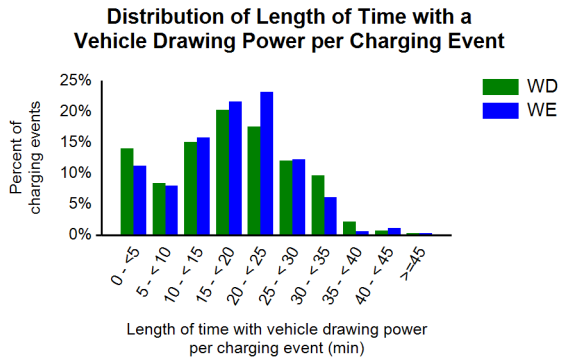
Region: Phoenix, AZ Metropolitan Area

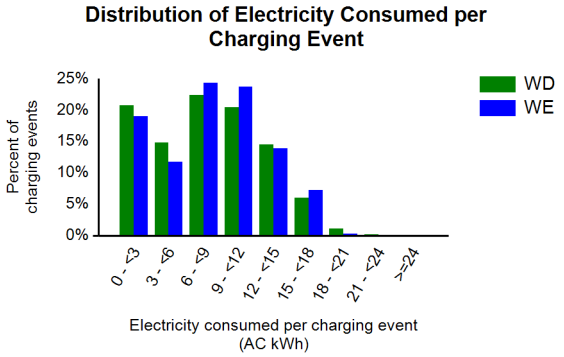
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	23%	0%	77%
Percent of electricity consumed	23%	0%	77%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (min)	17.8	17.8	17.8
Average length of time with vehicle drawing power per charging event (min)	17.7	17.8	17.8
Average electricity consumed per charging event (AC kWh)	7.8	8.1	7.9







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

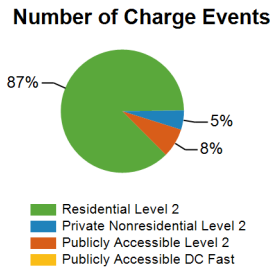
Region: Tucson, AZ Metropolitan Area

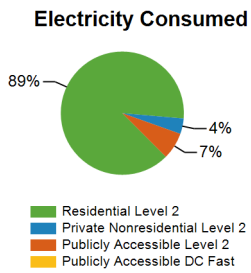
Report period: April 2013 through June 2013

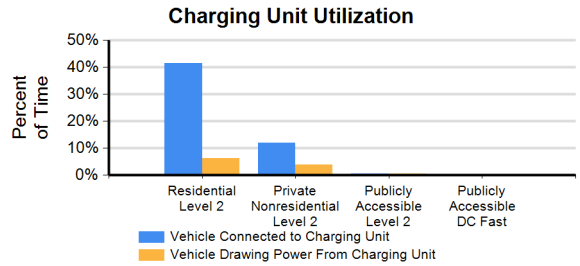
Number of EV Project vehicles in region: 59

Charging Unit Usage

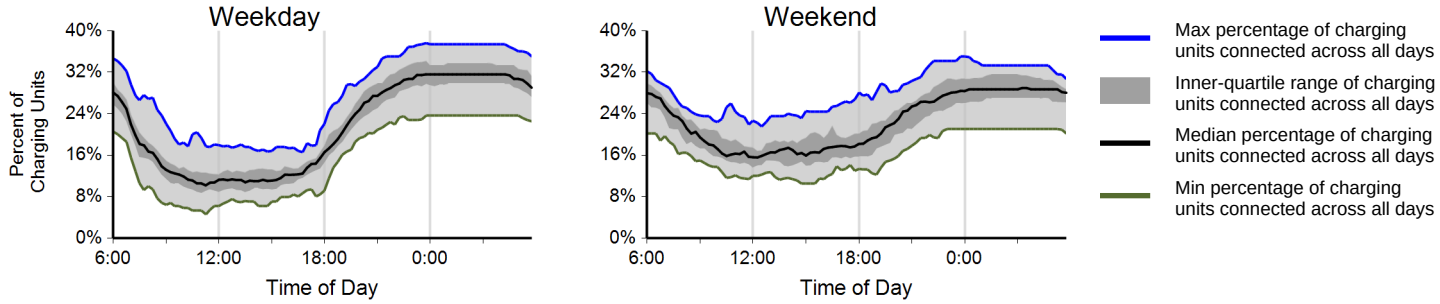
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	58	5	52	0	115
Number of charging events[2]	4,201	244	368	0	4,813
Electricity consumed (AC MWh)	28.05	1.29	2.23	0.00	31.57
Percent of time with a vehicle connected to charging unit	41%	12%	1%	0%	22%
Percent of time with a vehicle drawing power from charging unit	6%	4%	1%	0%	4%



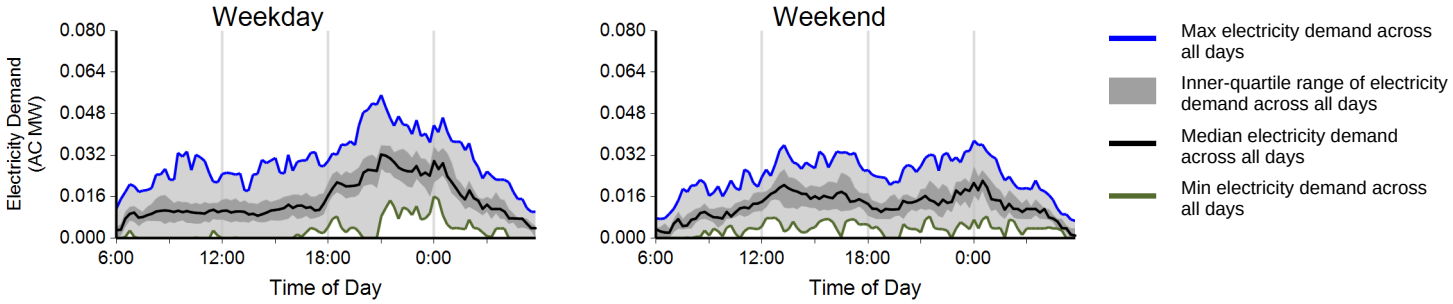




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

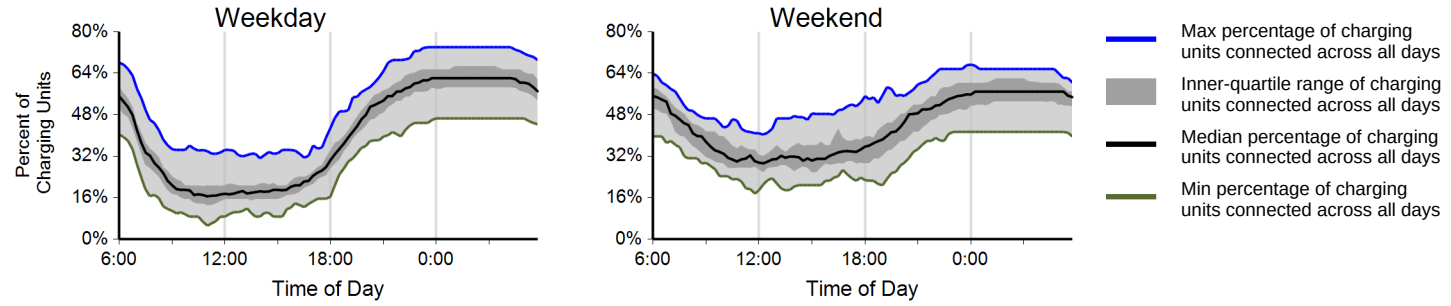
Region: Tucson, AZ Metropolitan Area

Report period: April 2013 through June 2013

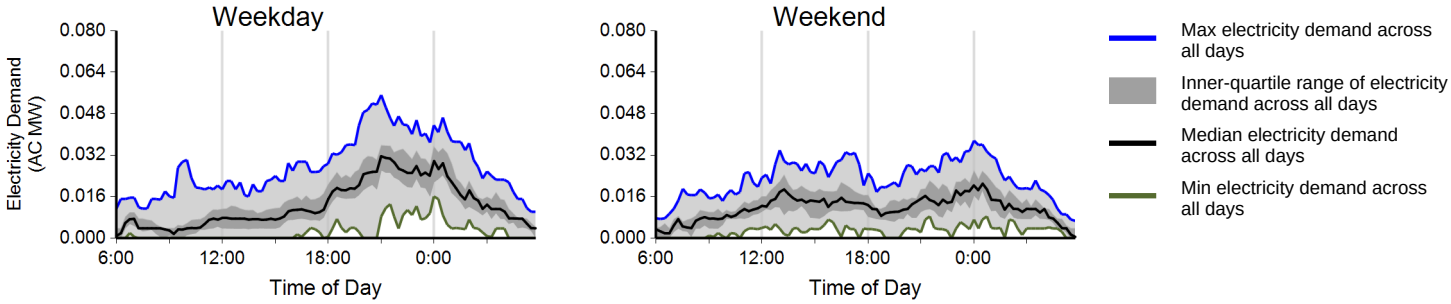
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	3,034	1,167	4,201
Electricity consumed (AC MWh)	20.81	7.25	28.05
Percent of time with a vehicle connected to EVSE	40%	44%	41%
Percent of time with a vehicle drawing power from EVSE	7%	6%	6%
Average number of charging events started per EVSE per day	0.82	0.79	0.81

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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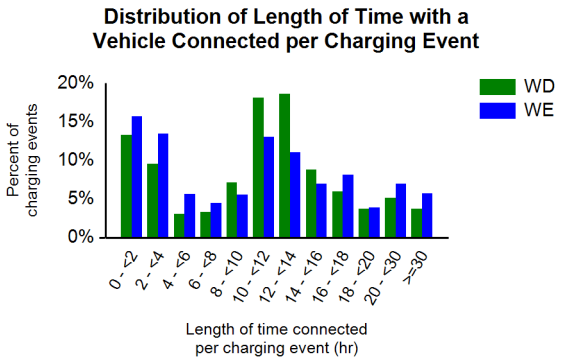
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

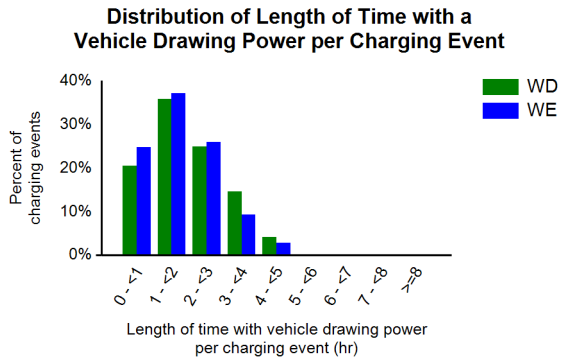
Region: Tucson, AZ Metropolitan Area

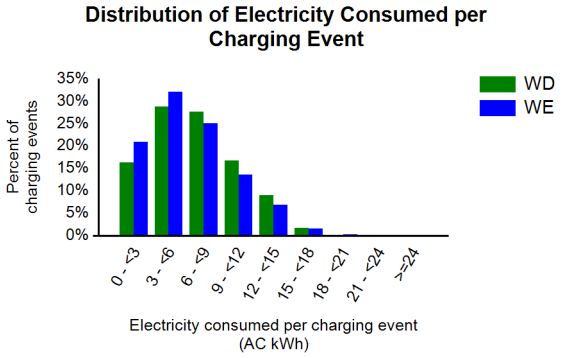
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	82%	18%	0%
Percent of electricity consumed	81%	19%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.5	12.3	12.5
Average length of time with vehicle drawing power per charging event (hr)	2.0	1.8	1.9
Average electricity consumed per charging event (AC kWh)	6.9	6.2	6.7







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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

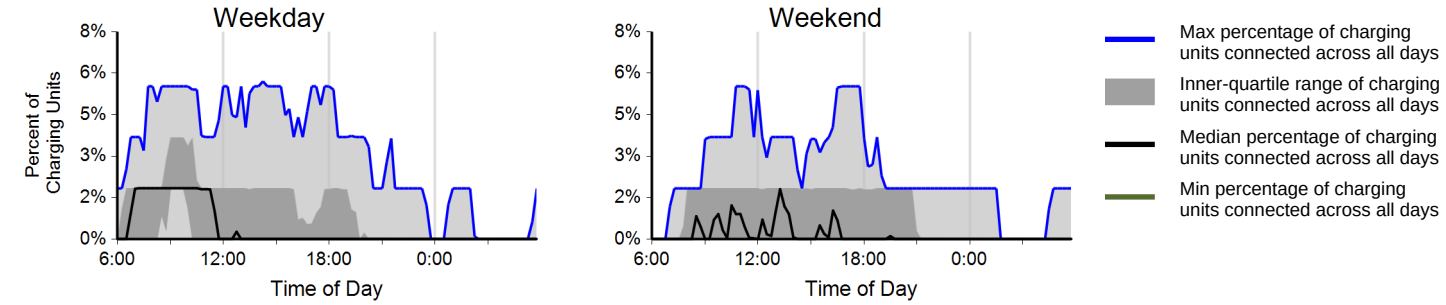
Region: Tucson, AZ Metropolitan Area

Report period: April 2013 through June 2013

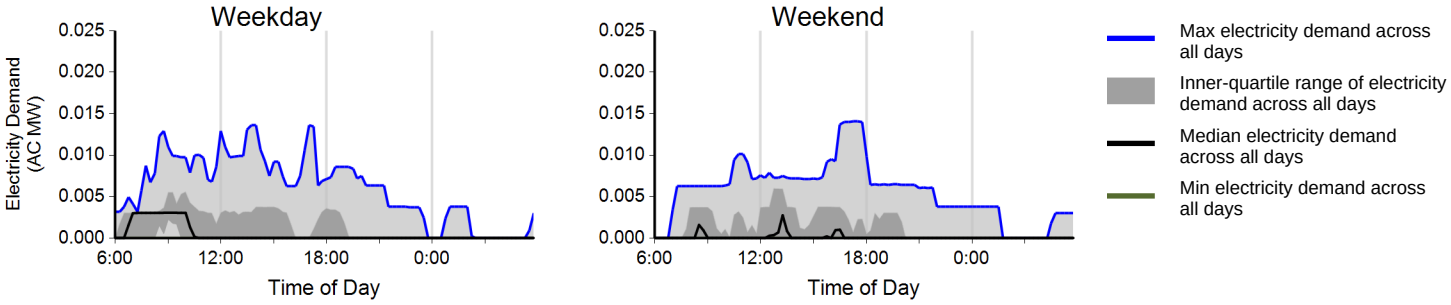
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	272	96	368
Electricity consumed (AC MWh)	1.64	0.58	2.23
Percent of time with a vehicle connected to EVSE	1%	1%	1%
Percent of time with a vehicle drawing power from EVSE	1%	0%	1%
Average number of charging events started per EVSE per day	0.08	0.07	0.08

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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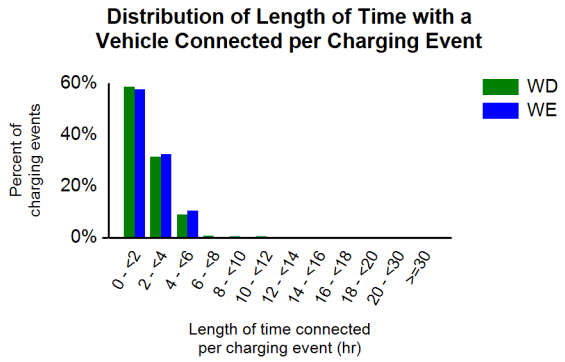
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

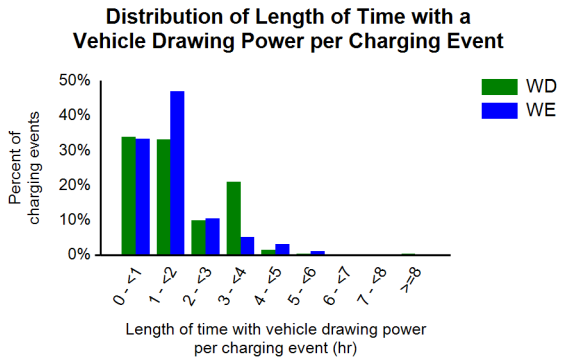
Region: Tucson, AZ Metropolitan Area

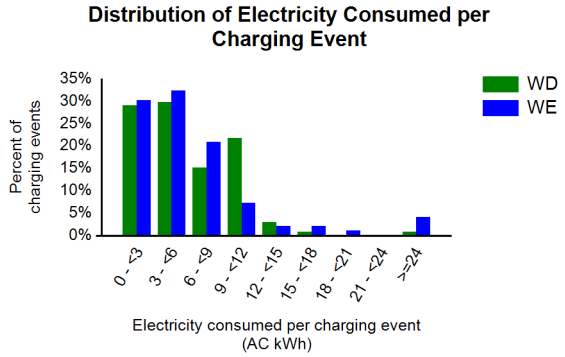
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	21%	2%	77%
Percent of electricity consumed	21%	1%	78%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	2.1	2.0	2.0
Average length of time with vehicle drawing power per charging event (hr)	1.7	1.5	1.7
Average electricity consumed per charging event (AC kWh)	6.0	6.2	6.1







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

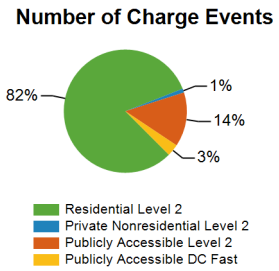
Region: Los Angeles, CA Metropolitan Area

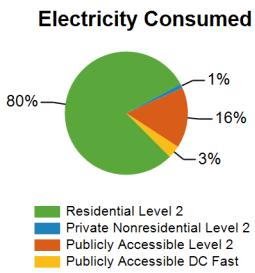
Report period: April 2013 through June 2013

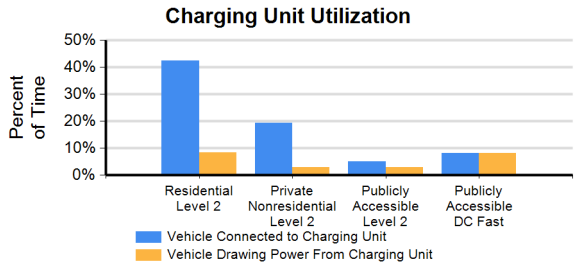
Number of EV Project vehicles in region: 596

Charging Unit Usage

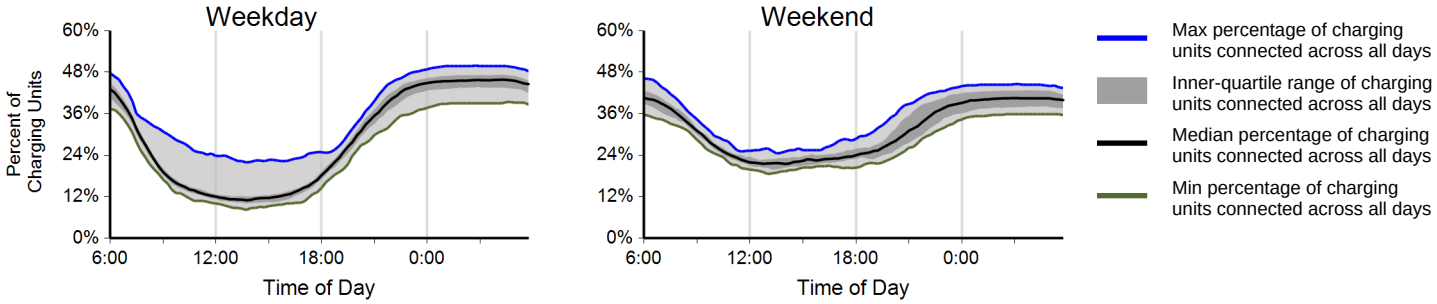
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	589	20	295	4	908
Number of charging events[2]	46,300	577	8,105	1,789	56,771
Electricity consumed (AC MWh)	357.31	4.73	71.54	14.85	448.44
Percent of time with a vehicle connected to charging unit	42%	19%	5%	8%	30%
Percent of time with a vehicle drawing power from charging unit	8%	3%	3%	8%	7%



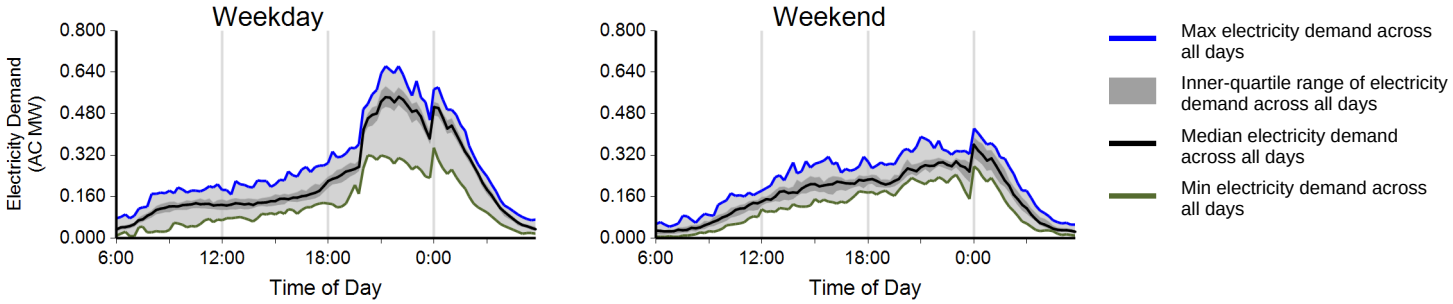




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

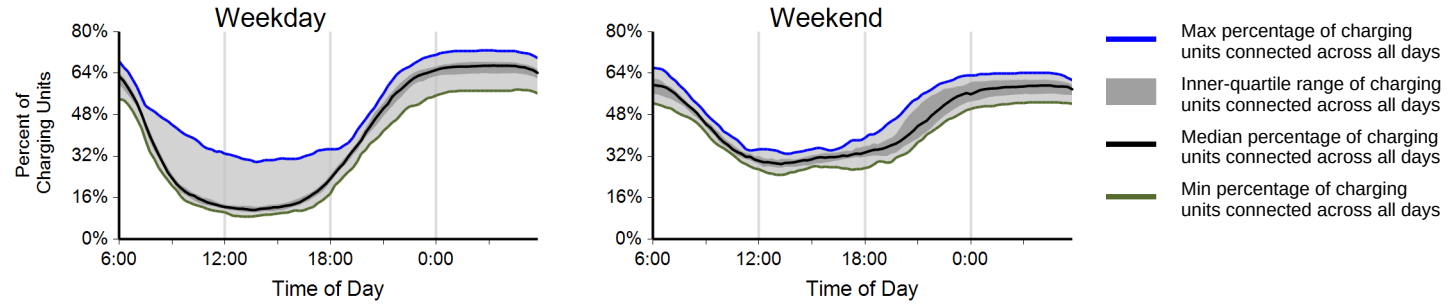
Region: Los Angeles, CA Metropolitan Area

Report period: April 2013 through June 2013

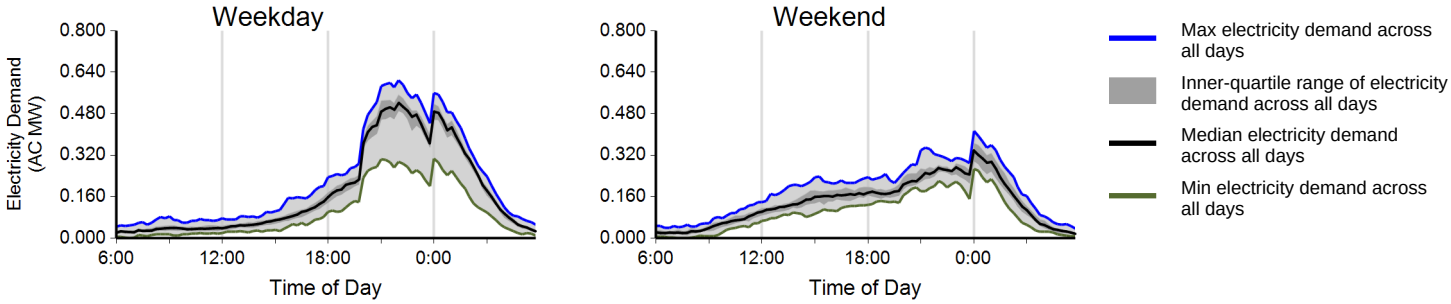
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	33,535	12,765	46,300
Electricity consumed (AC MWh)	270.23	87.09	357.31
Percent of time with a vehicle connected to EVSE	41%	46%	42%
Percent of time with a vehicle drawing power from EVSE	9%	7%	8%
Average number of charging events started per EVSE per day	0.91	0.86	0.89

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

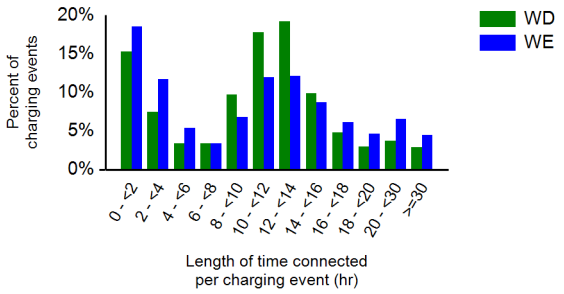
Region: Los Angeles, CA Metropolitan Area

Report period: April 2013 through June 2013

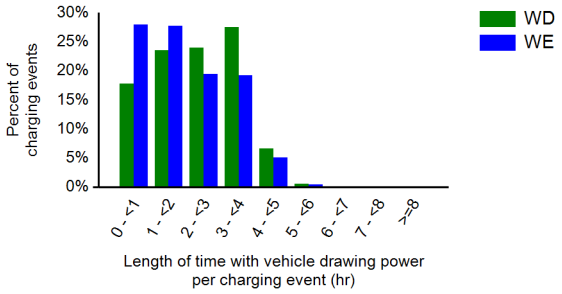
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	40%	60%	0%
Percent of electricity consumed	45%	55%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.6	11.4	11.5
Average length of time with vehicle drawing power per charging event (hr)	2.4	2.0	2.3
Average electricity consumed per charging event (AC kWh)	8.1	6.8	7.7

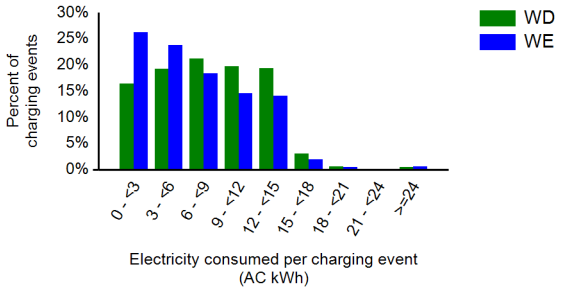
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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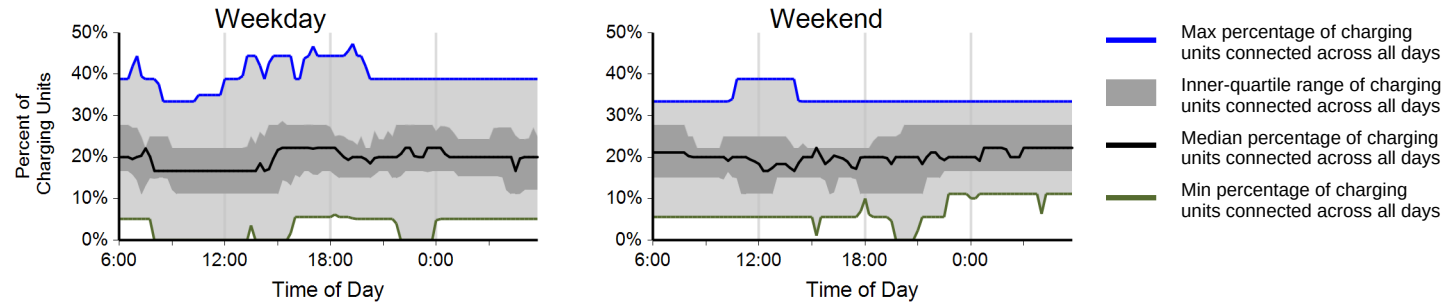
Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Los Angeles, CA Metropolitan Area

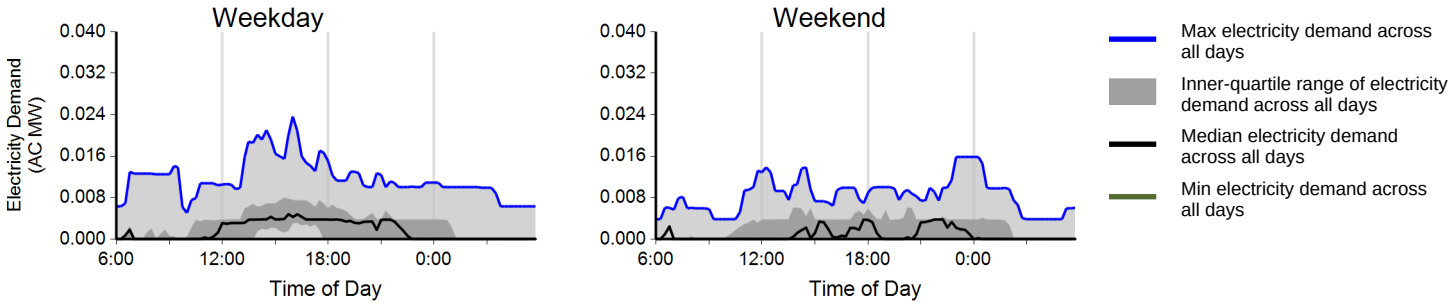
Report period: April 2013 through June 2013

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	444	133	577
Electricity consumed (AC MWh)	3.64	1.08	4.73
Percent of time with a vehicle connected to EVSE	19%	20%	19%
Percent of time with a vehicle drawing power from EVSE	3%	2%	3%
Average number of charging events started per EVSE per day	0.37	0.28	0.35

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

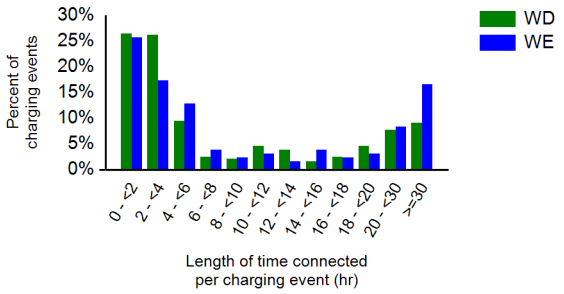
Region: Los Angeles, CA Metropolitan Area

Report period: April 2013 through June 2013

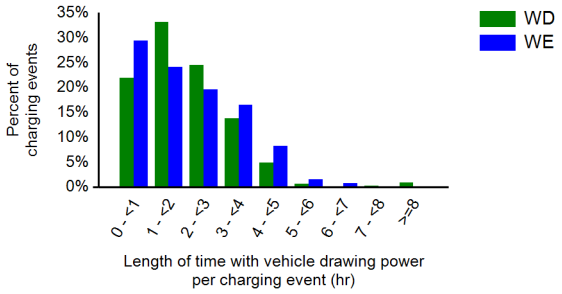
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	10%	0%	90%
Percent of electricity consumed	9%	0%	91%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	13.0	16.7	13.8
Average length of time with vehicle drawing power per charging event (hr)	2.1	2.1	2.1
Average electricity consumed per charging event (AC kWh)	8.2	8.1	8.2

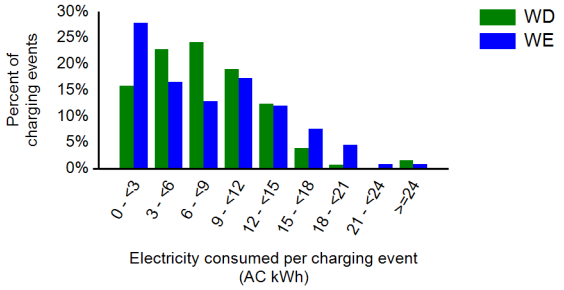
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

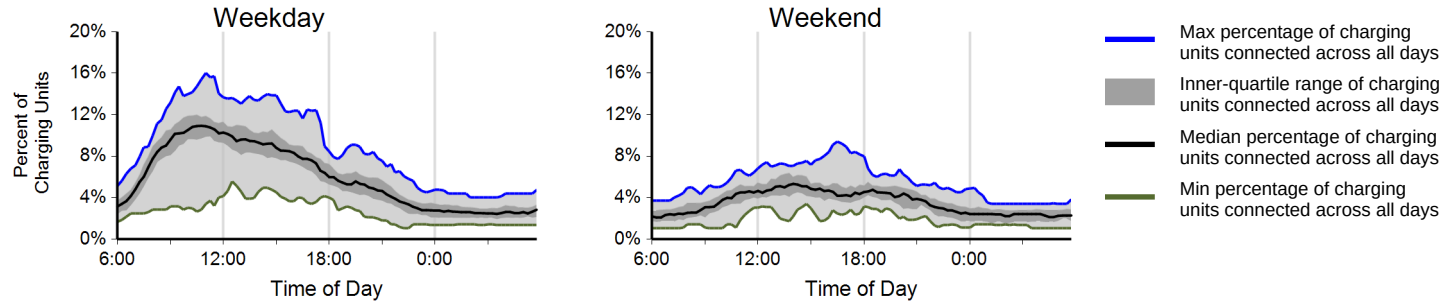
Region: Los Angeles, CA Metropolitan Area

Report period: April 2013 through June 2013

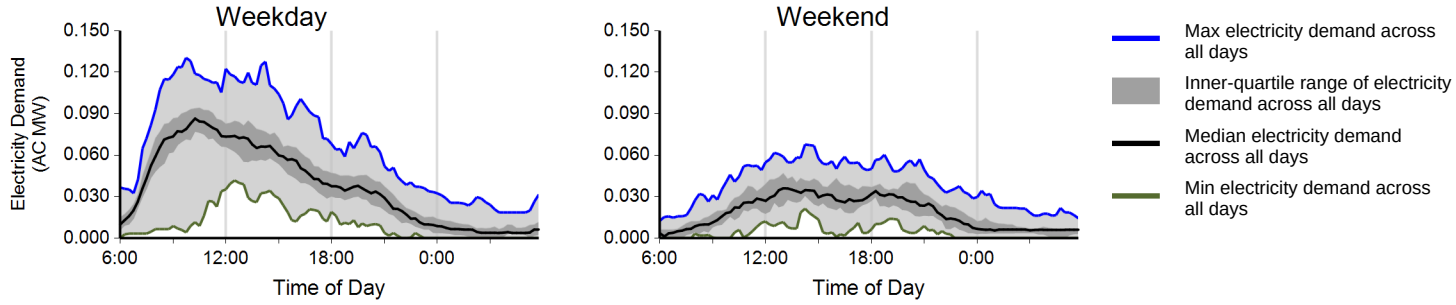
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	6,688	1,417	8,105
Electricity consumed (AC MWh)	59.68	11.86	71.54
Percent of time with a vehicle connected to EVSE	6%	3%	5%
Percent of time with a vehicle drawing power from EVSE	4%	2%	3%
Average number of charging events started per EVSE per day	0.38	0.20	0.33

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

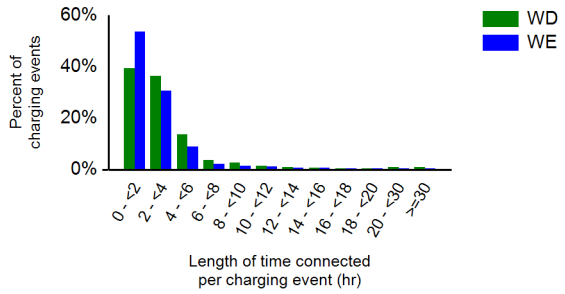
Region: Los Angeles, CA Metropolitan Area

Report period: April 2013 through June 2013

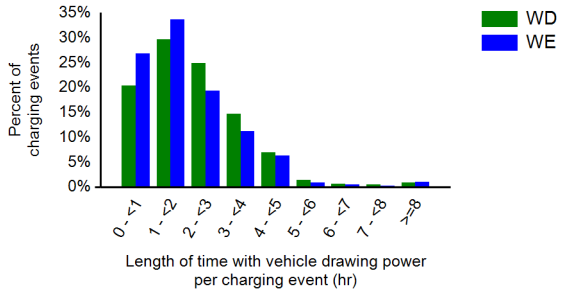
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	3%	3%	94%
Percent of electricity consumed	2%	2%	95%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.0	3.2	3.9
Average length of time with vehicle drawing power per charging event (hr)	2.3	2.0	2.2
Average electricity consumed per charging event (AC kWh)	8.9	8.4	8.8

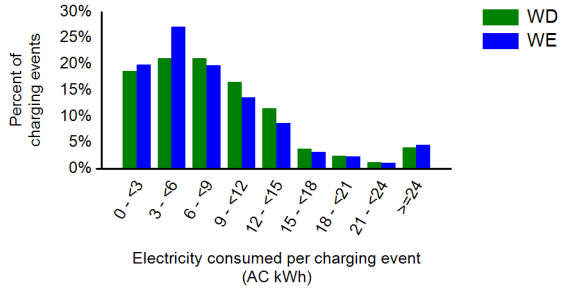
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: San Diego, CA Metropolitan Area

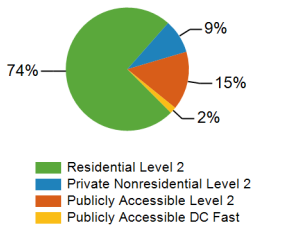
Report period: April 2013 through June 2013

Number of EV Project vehicles in region: 733

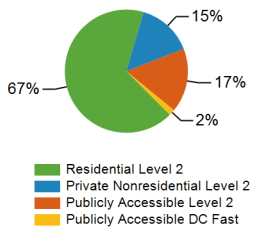
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	730	74	345	4	1,153
Number of charging events[2]	59,492	7,169	12,355	1,362	80,378
Electricity consumed (AC MWh)	483.55	105.37	121.18	11.37	721.47
Percent of time with a vehicle connected to charging unit	46%	34%	8%	6%	34%
Percent of time with a vehicle drawing power from charging unit	9%	20%	5%	6%	8%

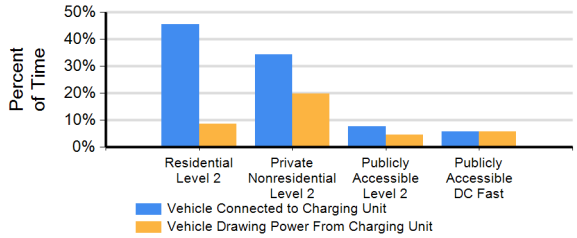
Number of Charge Events



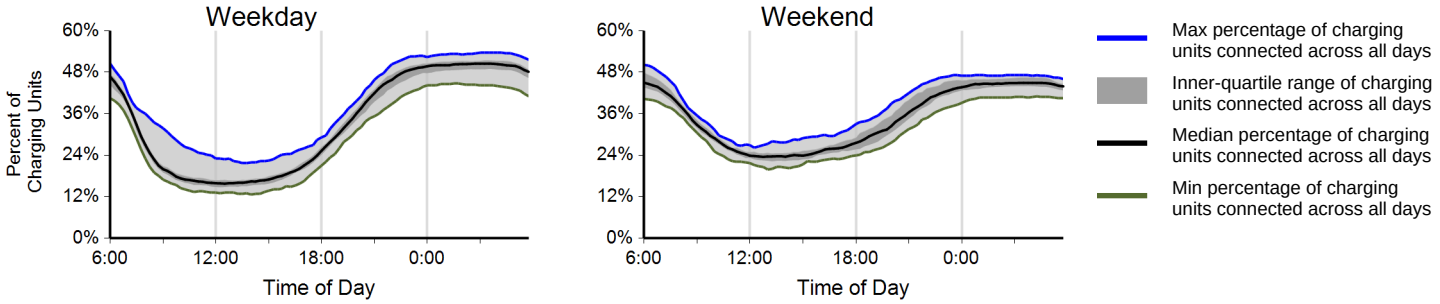
Electricity Consumed



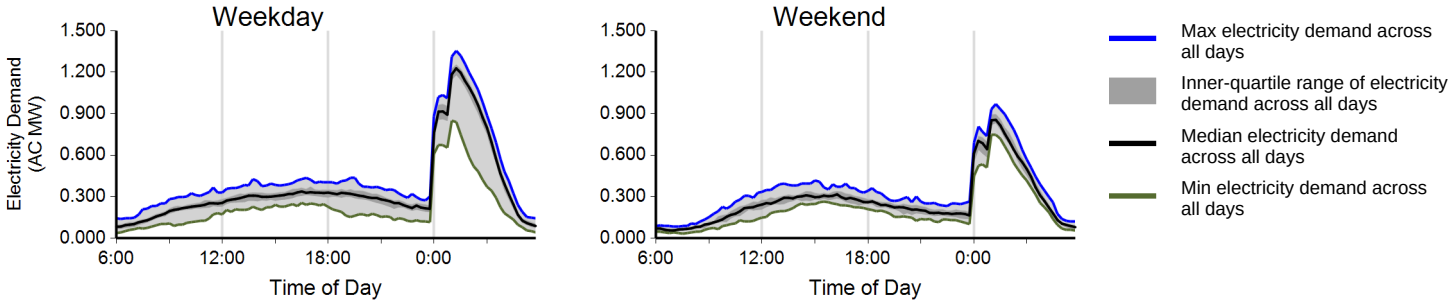
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

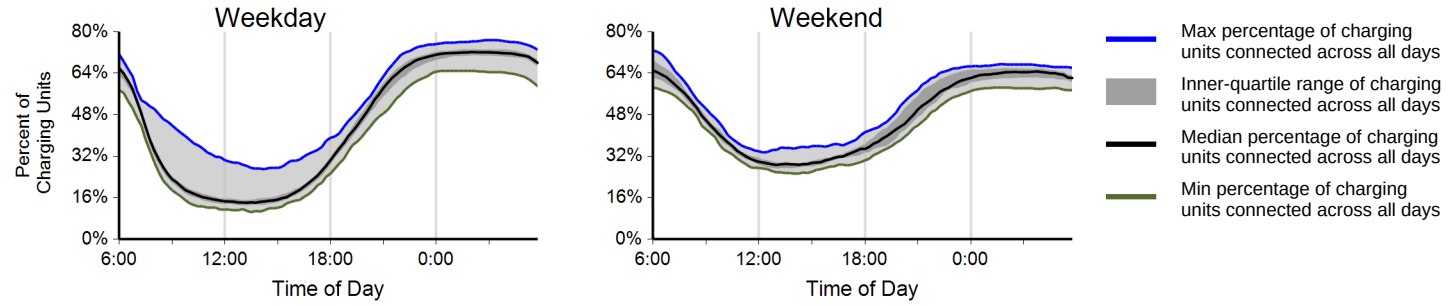
Region: San Diego, CA Metropolitan Area

Report period: April 2013 through June 2013

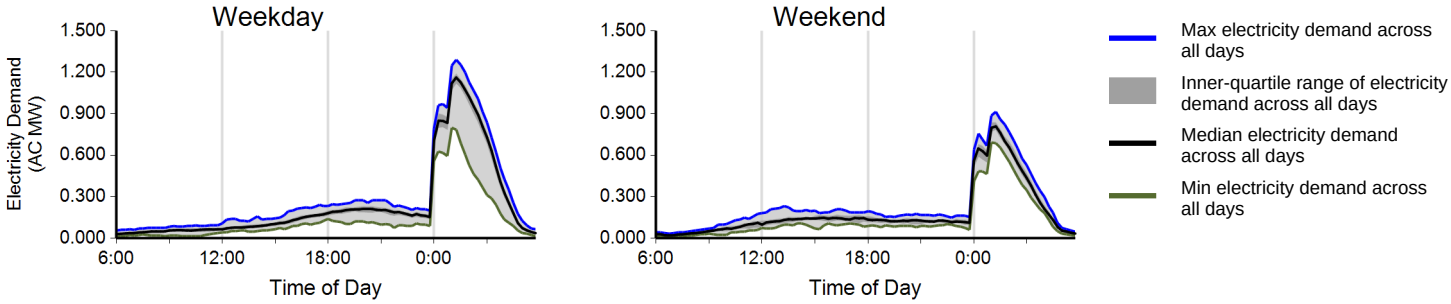
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	44,117	15,375	59,492
Electricity consumed (AC MWh)	371.13	112.41	483.55
Percent of time with a vehicle connected to EVSE	45%	48%	46%
Percent of time with a vehicle drawing power from EVSE	9%	7%	9%
Average number of charging events started per EVSE per day	0.95	0.83	0.91

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

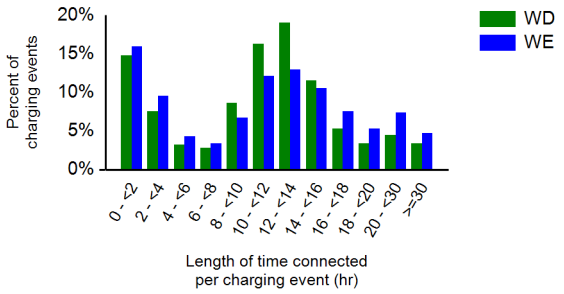
Region: San Diego, CA Metropolitan Area

Report period: April 2013 through June 2013

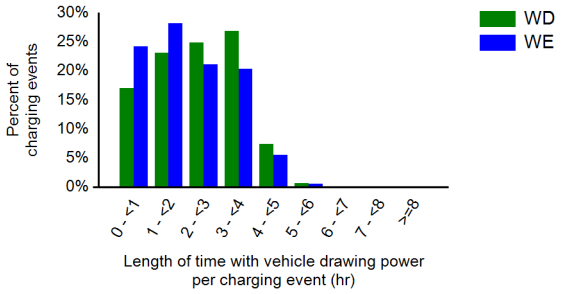
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	62%	38%	0%
Percent of electricity consumed	67%	33%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.0	12.3	12.1
Average length of time with vehicle drawing power per charging event (hr)	2.4	2.1	2.3
Average electricity consumed per charging event (AC kWh)	8.4	7.3	8.1

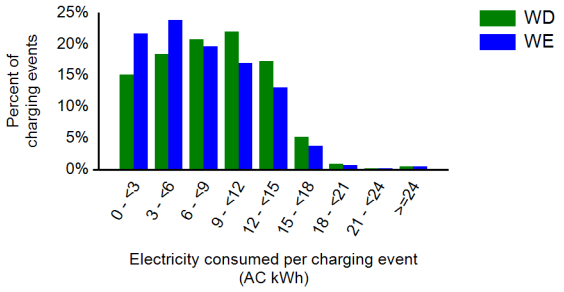
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

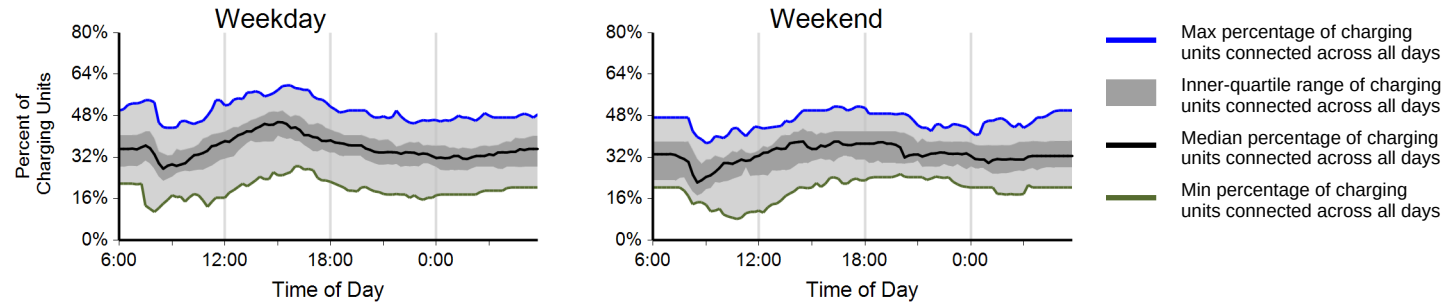
Region: San Diego, CA Metropolitan Area

Report period: April 2013 through June 2013

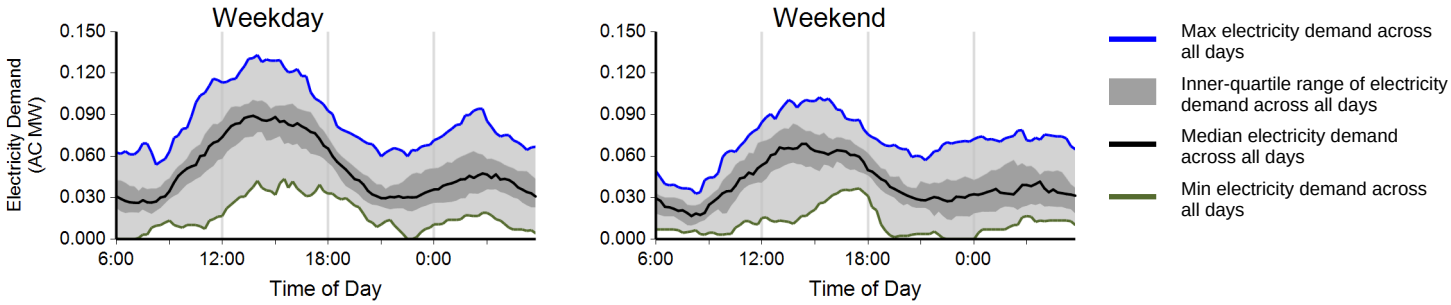
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	5,547	1,622	7,169
Electricity consumed (AC MWh)	79.86	25.51	105.37
Percent of time with a vehicle connected to EVSE	35%	32%	34%
Percent of time with a vehicle drawing power from EVSE	21%	17%	20%
Average number of charging events started per EVSE per day	1.15	0.84	1.07

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

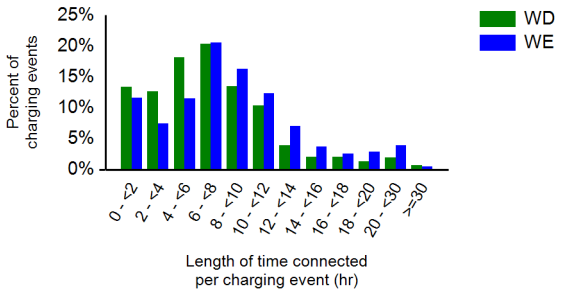
Region: San Diego, CA Metropolitan Area

Report period: April 2013 through June 2013

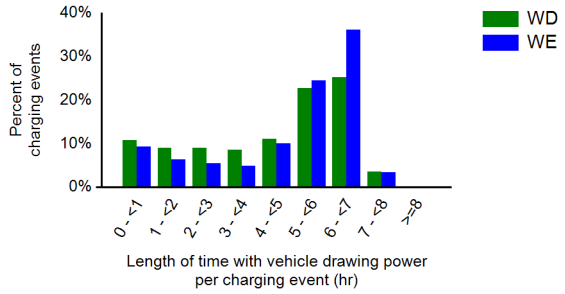
Vehicles Charged	Car2Go fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	85%	2%	1%	11%
Percent of electricity consumed	92%	1%	1%	6%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	7.6	8.7	7.8
Average length of time with vehicle drawing power per charging event (hr)	4.4	4.8	4.5
Average electricity consumed per charging event (AC kWh)	14.4	15.9	14.7

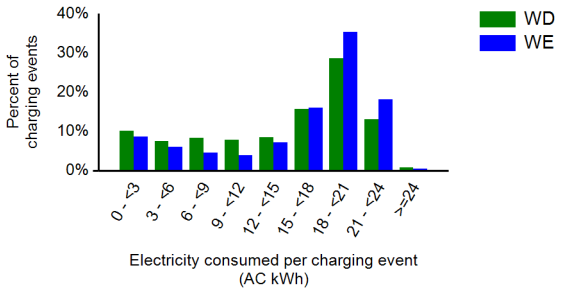
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



[1] Car2Go operates a car sharing fleet of Smart Fortwo Electric Drive vehicles in this region. Usage of private nonresidential EV Project charging units to charge these vehicles is included in this report.

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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

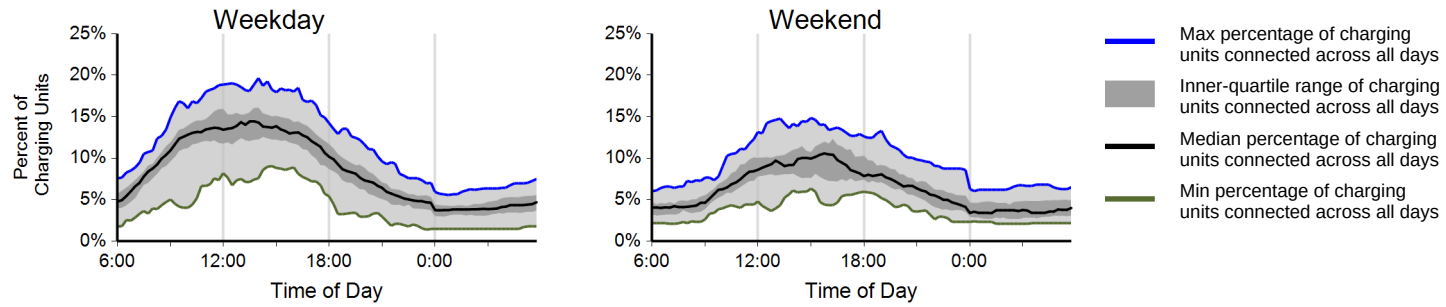
Region: San Diego, CA Metropolitan Area

Report period: April 2013 through June 2013

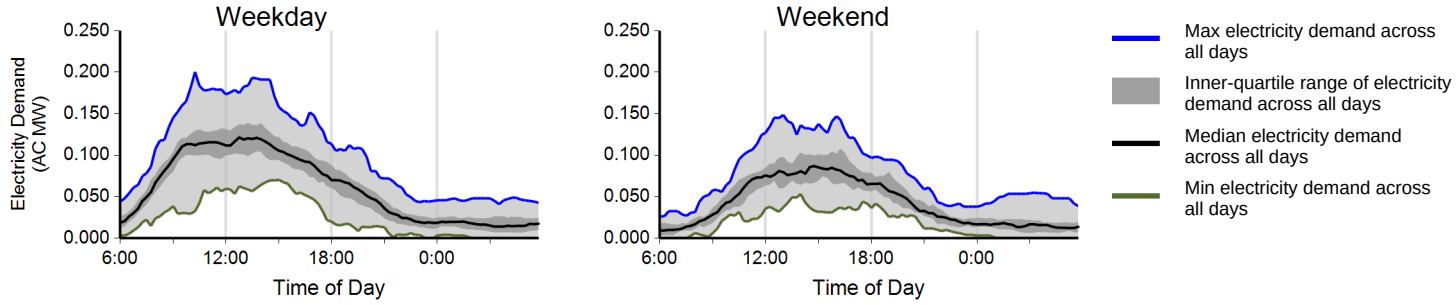
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	9,709	2,646	12,355
Electricity consumed (AC MWh)	94.61	26.57	121.18
Percent of time with a vehicle connected to EVSE	8%	6%	8%
Percent of time with a vehicle drawing power from EVSE	5%	3%	5%
Average number of charging events started per EVSE per day	0.47	0.32	0.43

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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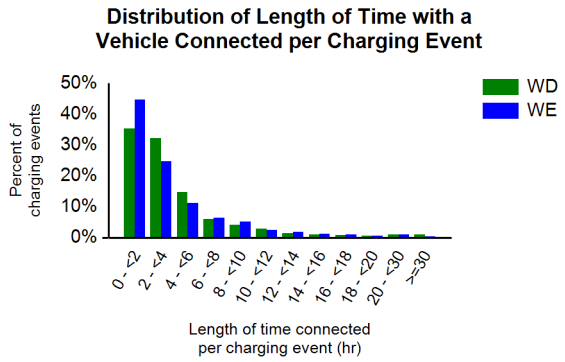
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

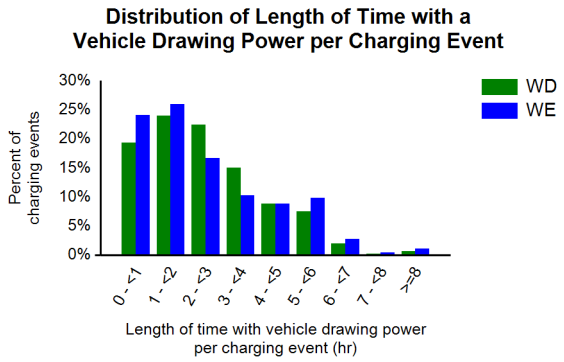
Region: San Diego, CA Metropolitan Area

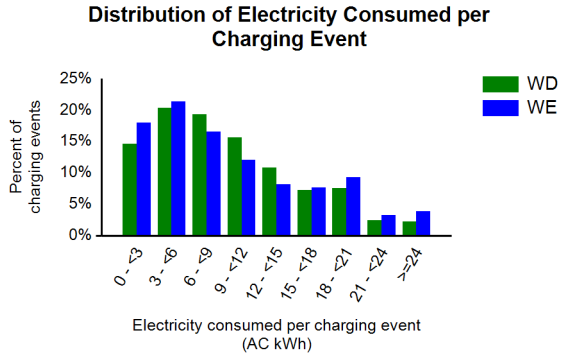
Report period: April 2013 through June 2013

Vehicles Charged	Car2Go fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	27%	12%	5%	56%
Percent of electricity consumed	35%	9%	3%	53%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.5	4.0	4.4
Average length of time with vehicle drawing power per charging event (hr)	2.6	2.6	2.6
Average electricity consumed per charging event (AC kWh)	9.7	10.1	9.8







[1] Car2Go operates a car sharing fleet of Smart Fortwo Electric Drive vehicles in this region. Usage of publicly accessible EV Project charging units to charge these vehicles is included in this report.

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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

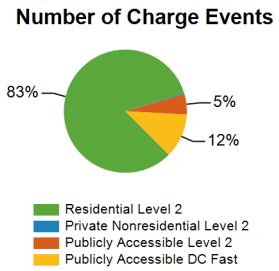
Region: San Francisco, CA Metropolitan Area

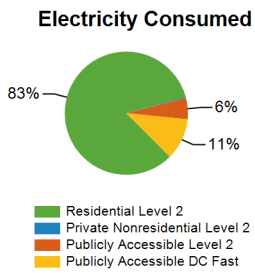
Report period: April 2013 through June 2013

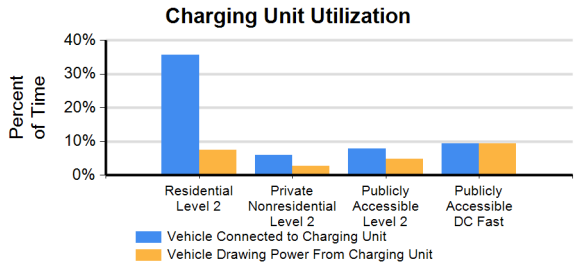
Number of EV Project vehicles in region: 1312

Charging Unit Usage

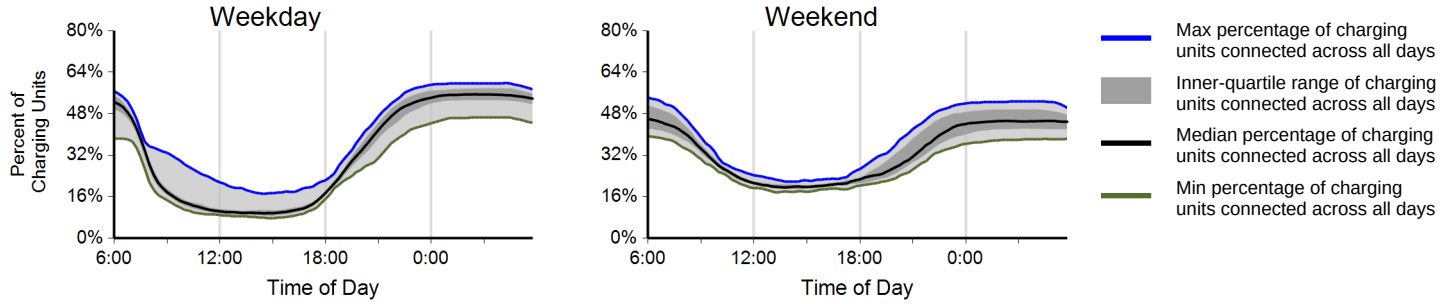
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	1,314	16	135	21	1,486
Number of charging events[2]	85,043	278	5,458	11,947	102,726
Electricity consumed (AC MWh)	784.00	2.50	51.79	102.79	941.08
Percent of time with a vehicle connected to charging unit	36%	6%	8%	9%	33%
Percent of time with a vehicle drawing power from charging unit	8%	3%	5%	9%	7%



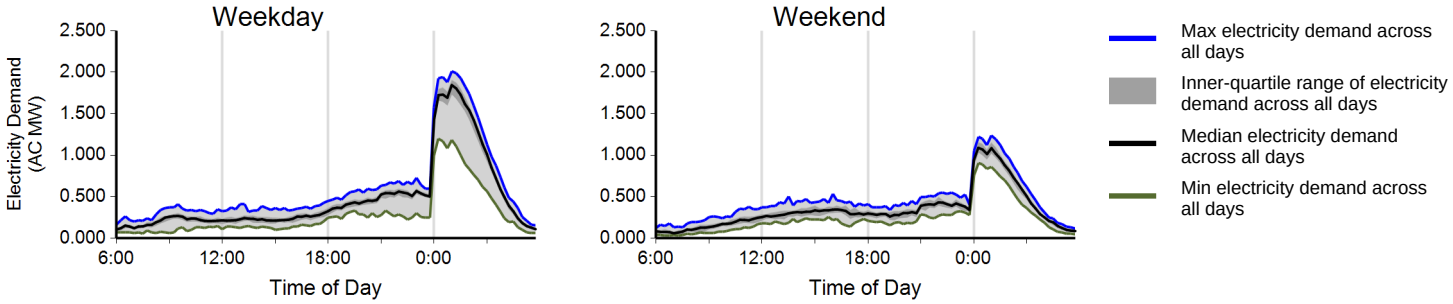




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

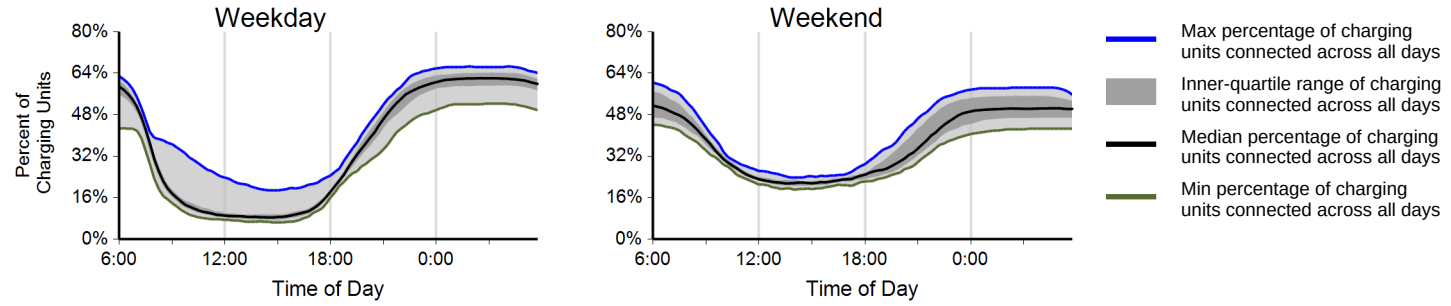
Region: San Francisco, CA Metropolitan Area

Report period: April 2013 through June 2013

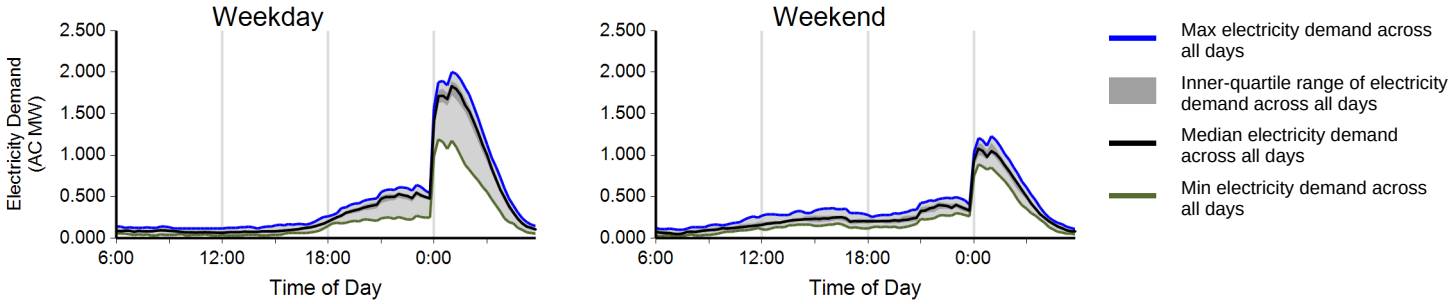
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	62,629	22,414	85,043
Electricity consumed (AC MWh)	605.09	178.92	784.00
Percent of time with a vehicle connected to EVSE	35%	37%	36%
Percent of time with a vehicle drawing power from EVSE	8%	6%	8%
Average number of charging events started per EVSE per day	0.74	0.67	0.72

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



© 2013 ECOtality

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

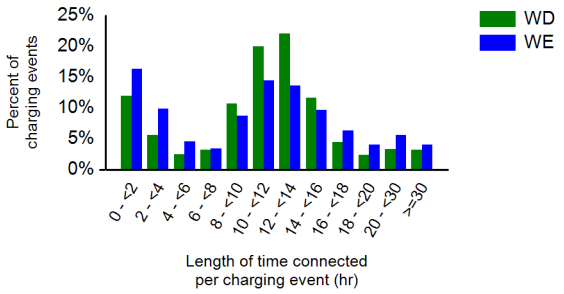
Region: San Francisco, CA Metropolitan Area

Report period: April 2013 through June 2013

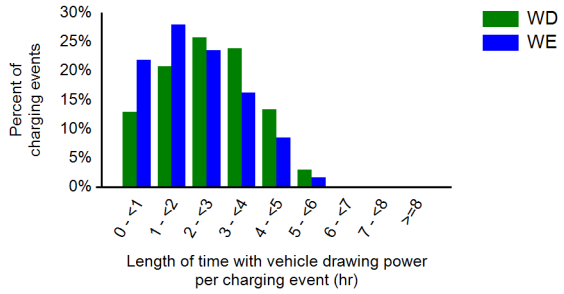
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	100%	0%	0%
Percent of electricity consumed	100%	0%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.2	11.5	12.0
Average length of time with vehicle drawing power per charging event (hr)	2.7	2.2	2.5
Average electricity consumed per charging event (AC kWh)	9.7	7.9	9.2

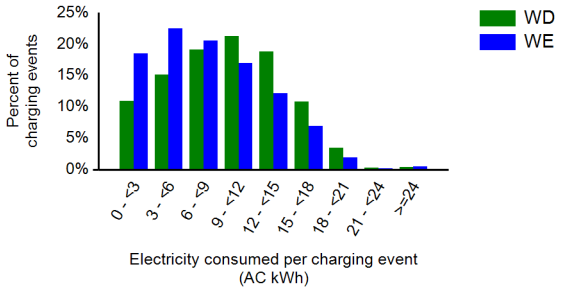
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

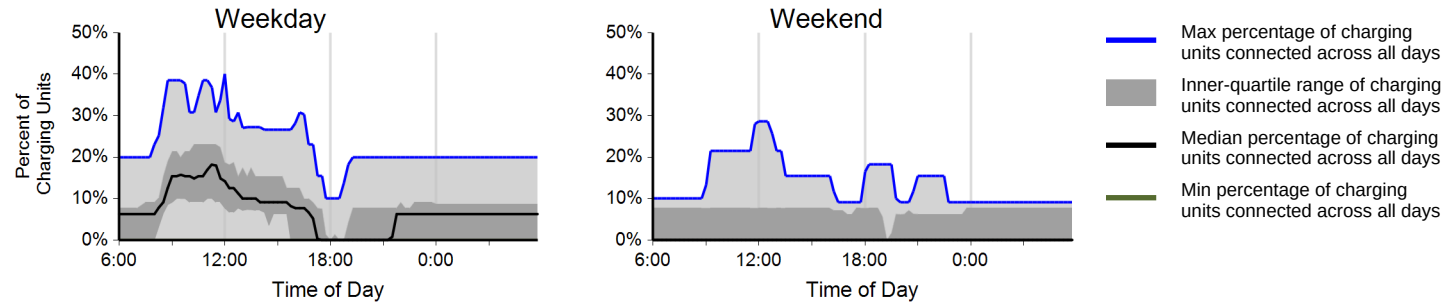
Region: San Francisco, CA Metropolitan Area

Report period: April 2013 through June 2013

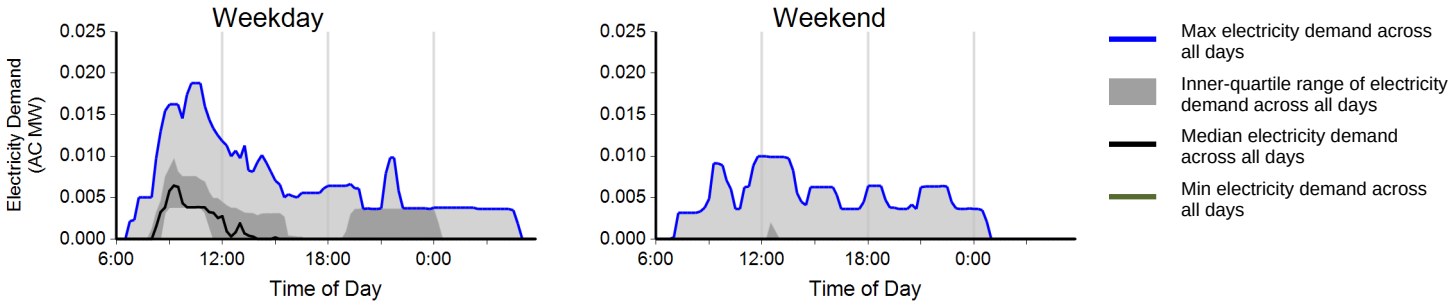
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	252	26	278
Electricity consumed (AC MWh)	2.29	0.21	2.50
Percent of time with a vehicle connected to EVSE	7%	3%	6%
Percent of time with a vehicle drawing power from EVSE	4%	1%	3%
Average number of charging events started per EVSE per day	0.31	0.08	0.24

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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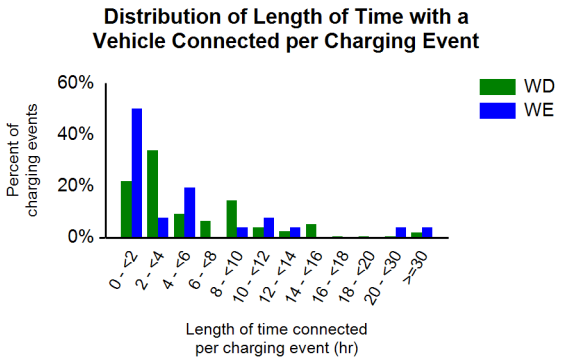
Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

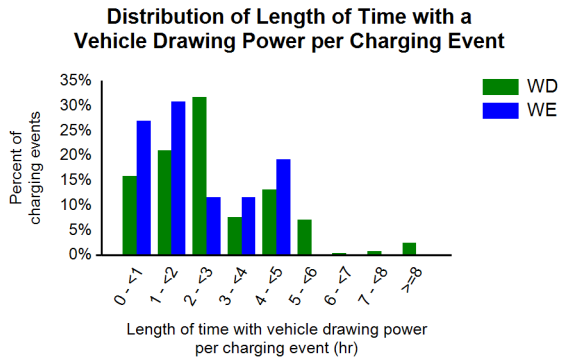
Region: San Francisco, CA Metropolitan Area

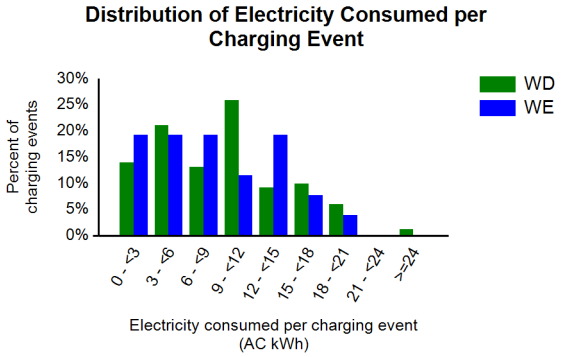
Report period: April 2013 through June 2013

Vehicles Charged	City CarShare fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	17%	0%	83%
Percent of electricity consumed	0%	11%	0%	89%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	6.0	5.9	5.9
Average length of time with vehicle drawing power per charging event (hr)	2.7	2.1	2.7
Average electricity consumed per charging event (AC kWh)	9.1	8.2	9.0







[1] City CarShare operates a car sharing fleet of Nissan Leaf, Chevrolet Volt, and Mitsubishi i-Miev vehicles in this region. Usage of private nonresidential EV Project charging units to charge these vehicles is included in this report.

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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

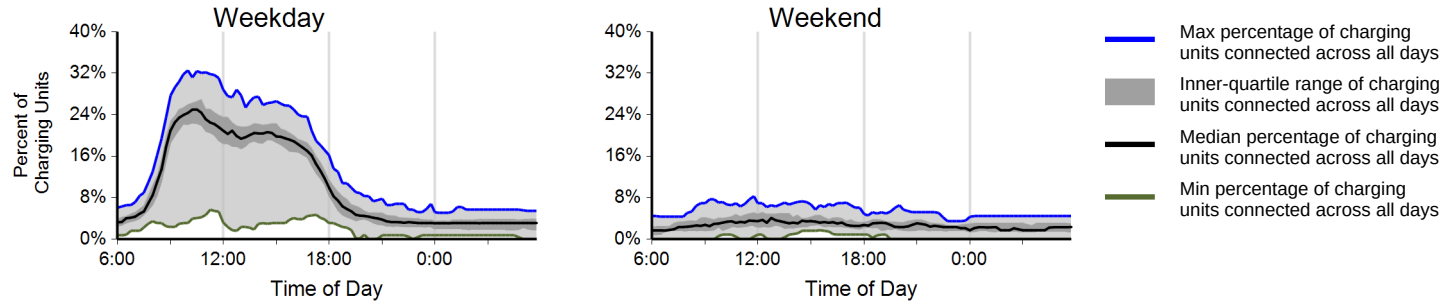
Region: San Francisco, CA Metropolitan Area

Report period: April 2013 through June 2013

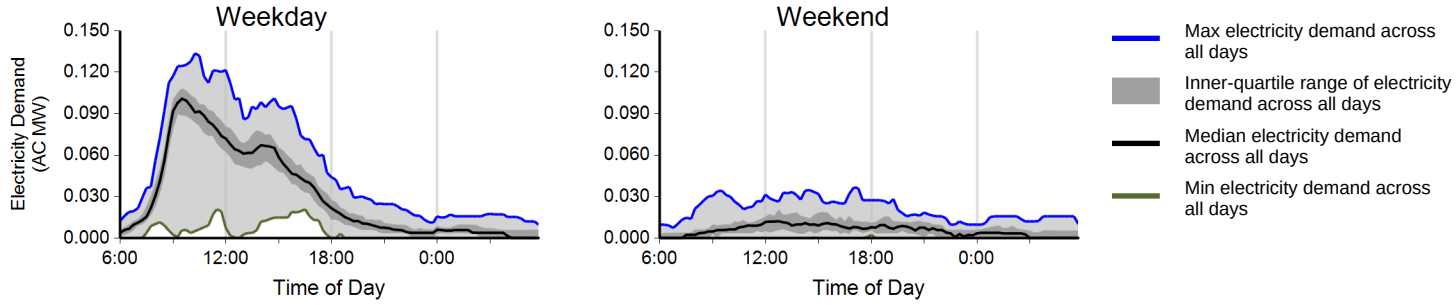
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	4,961	497	5,458
Electricity consumed (AC MWh)	47.70	4.09	51.79
Percent of time with a vehicle connected to EVSE	10%	3%	8%
Percent of time with a vehicle drawing power from EVSE	6%	1%	5%
Average number of charging events started per EVSE per day	0.61	0.15	0.48

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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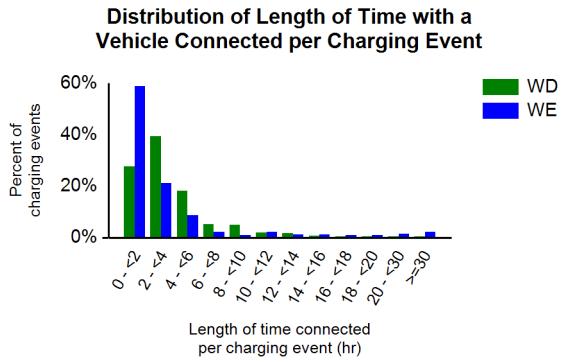
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

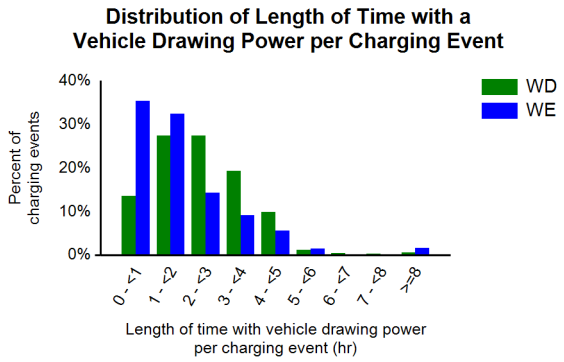
Region: San Francisco, CA Metropolitan Area

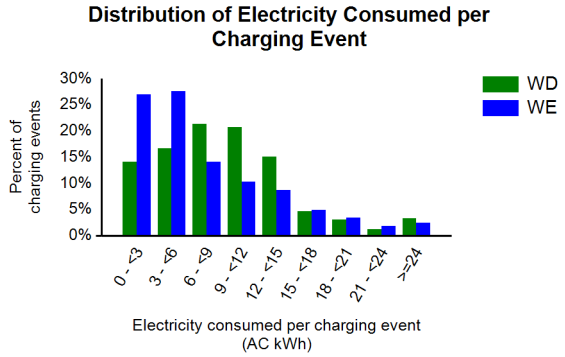
Report period: April 2013 through June 2013

Vehicles Charged	City CarShare fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	10%	0%	90%
Percent of electricity consumed	0%	8%	0%	92%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.0	3.9	4.0
Average length of time with vehicle drawing power per charging event (hr)	2.5	1.9	2.4
Average electricity consumed per charging event (AC kWh)	9.6	8.3	9.5







[1] City CarShare operates a car sharing fleet of Nissan Leaf, Chevrolet Volt, and Mitsubishi i-Miev vehicles in this region. Usage of publicly acccessible EV Project charging units to charge these vehicles is included in this report.

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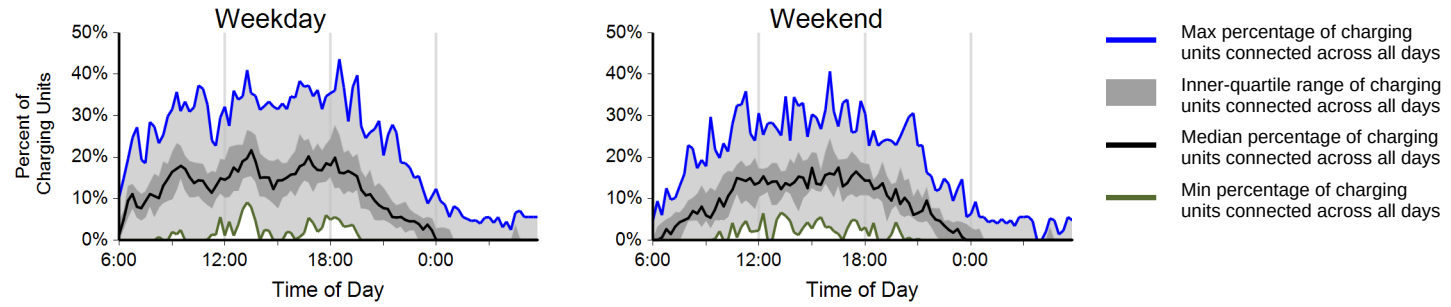
DC Fast Chargers

Region: San Francisco, CA Metropolitan Area
Report period: April 2013 through June 2013

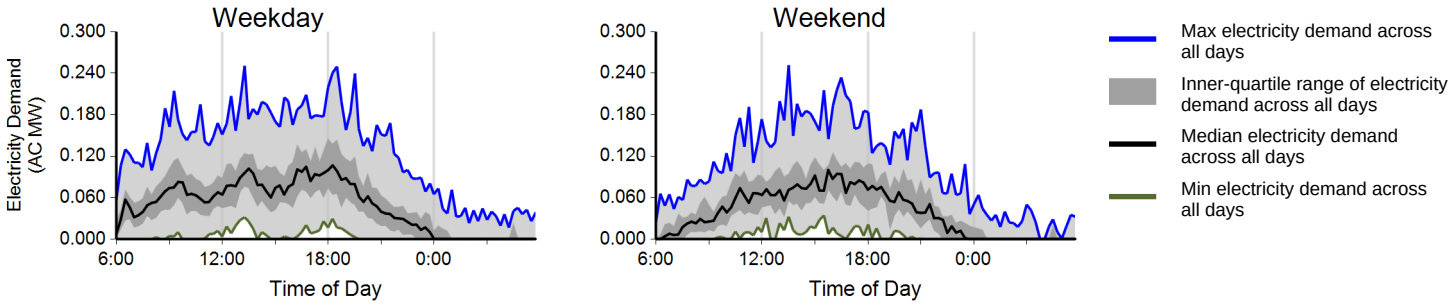
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	8,959	2,988	11,947
Electricity consumed (AC MWh)	76.94	25.84	102.79
Percent of time with a vehicle connected to EVSE	10%	8%	9%
Percent of time with a vehicle drawing power from EVSE	10%	8%	9%
Average number of charging events started per EVSE per day	7.05	5.84	6.71

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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DC Fast Chargers

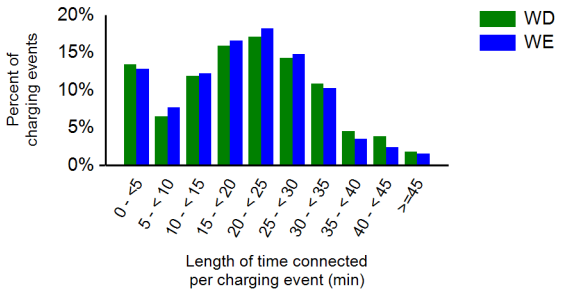
Region: San Francisco, CA Metropolitan Area

Report period: April 2013 through June 2013

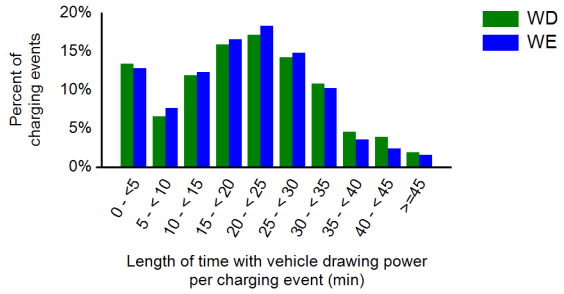
Vehicles Charged	City CarShare fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	27%	0%	73%
Percent of electricity consumed	0%	26%	0%	74%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (min)	20.4	19.8	20.3
Average length of time with vehicle drawing power per charging event (min)	20.4	19.8	20.2
Average electricity consumed per charging event (AC kWh)	8.6	8.7	8.6

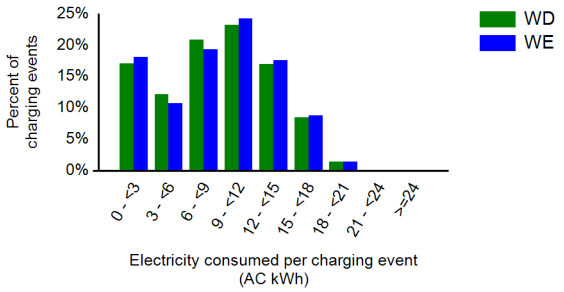
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



[1] City CarShare operates a car sharing fleet of Nissan Leaf, Chevrolet Volt, and Mitsubishi i-Miev vehicles in this region. Usage of publicly accessible EV Project charging units to charge these vehicles is included in this report.

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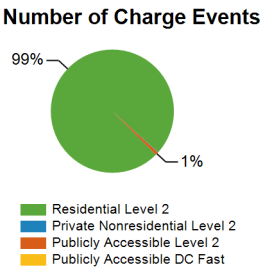
EV Project Electric Vehicle Charging Infrastructure Summary Report

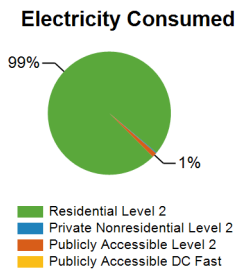
THE EV Project

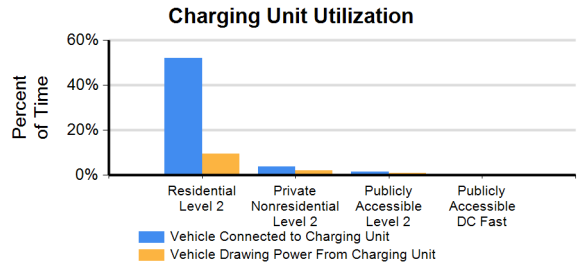
Region: Washington, D.C. Metropolitan Area
Report period: April 2013 through June 2013
Number of EV Project vehicles in region: 305

Charging Unit Usage

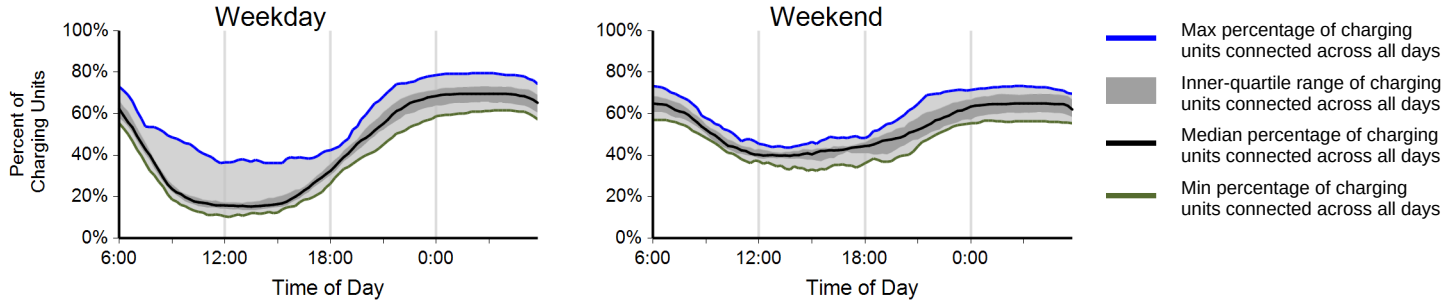
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	300	2	25	0	327
Number of charging events[2]	29,452	33	238	0	29,723
Electricity consumed (AC MWh)	190.95	0.45	2.32	0.00	193.73
Percent of time with a vehicle connected to charging unit	52%	4%	2%	0%	48%
Percent of time with a vehicle drawing power from charging unit	10%	2%	1%	0%	9%



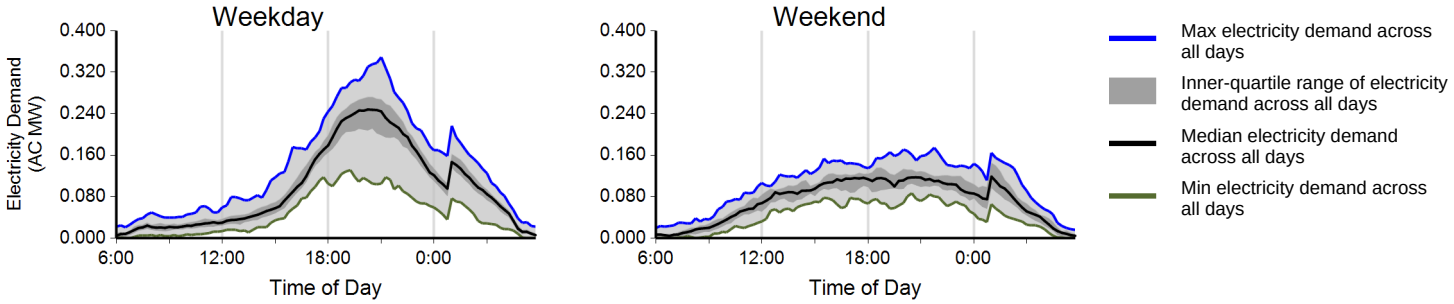




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

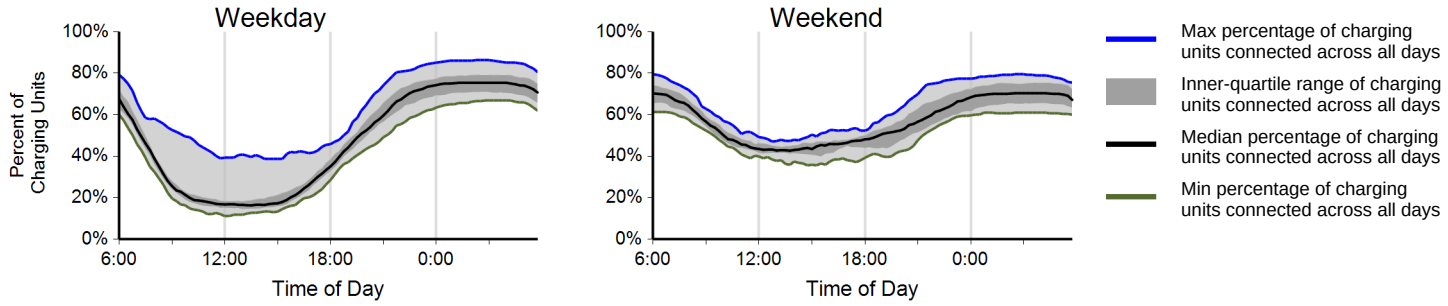
Region: Washington, D.C. Metropolitan Area

Report period: April 2013 through June 2013

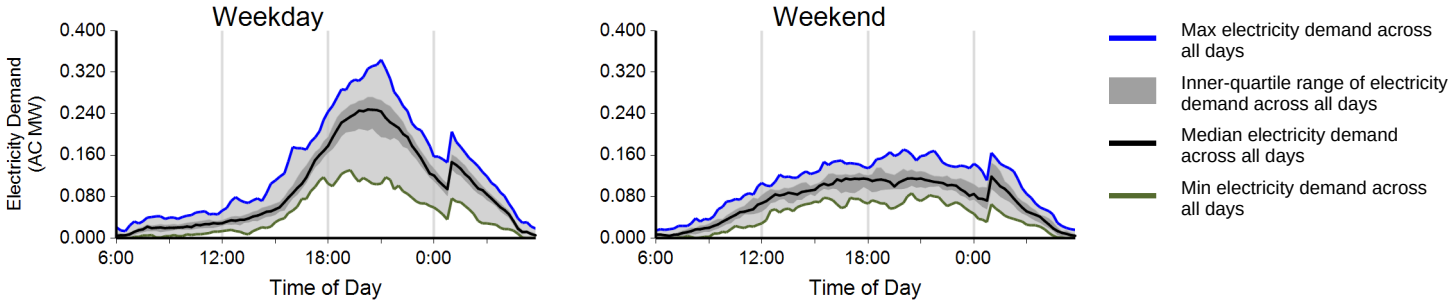
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	21,485	7,967	29,452
Electricity consumed (AC MWh)	146.69	44.27	190.95
Percent of time with a vehicle connected to EVSE	49%	59%	52%
Percent of time with a vehicle drawing power from EVSE	10%	8%	10%
Average number of charging events started per EVSE per day	1.16	1.08	1.14

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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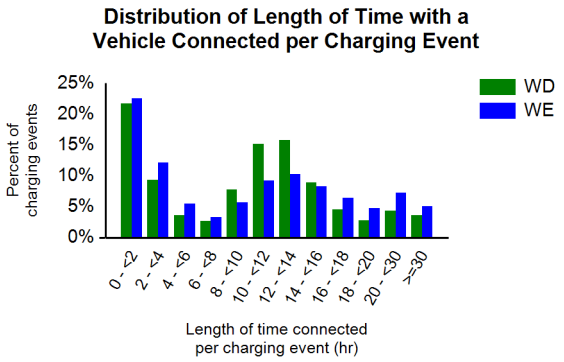
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

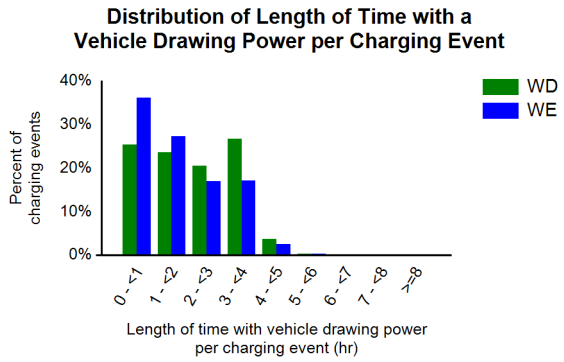
Region: Washington, D.C. Metropolitan Area

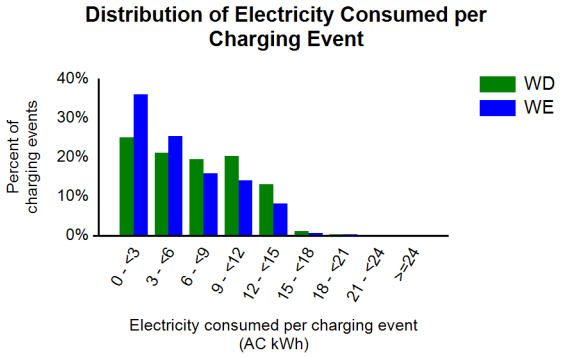
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	12%	88%	0%
Percent of electricity consumed	14%	86%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.1	11.3	11.2
Average length of time with vehicle drawing power per charging event (hr)	2.1	1.7	2.0
Average electricity consumed per charging event (AC kWh)	6.8	5.5	6.5







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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

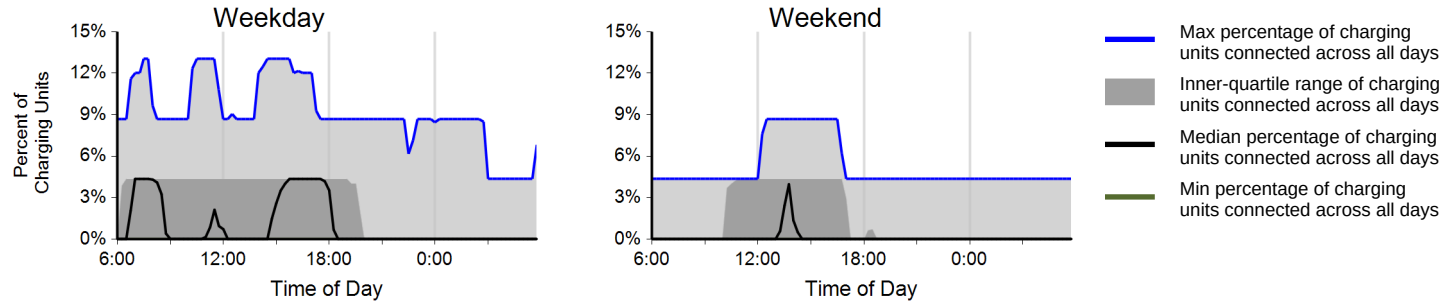
Region: Washington, D.C. Metropolitan Area

Report period: April 2013 through June 2013

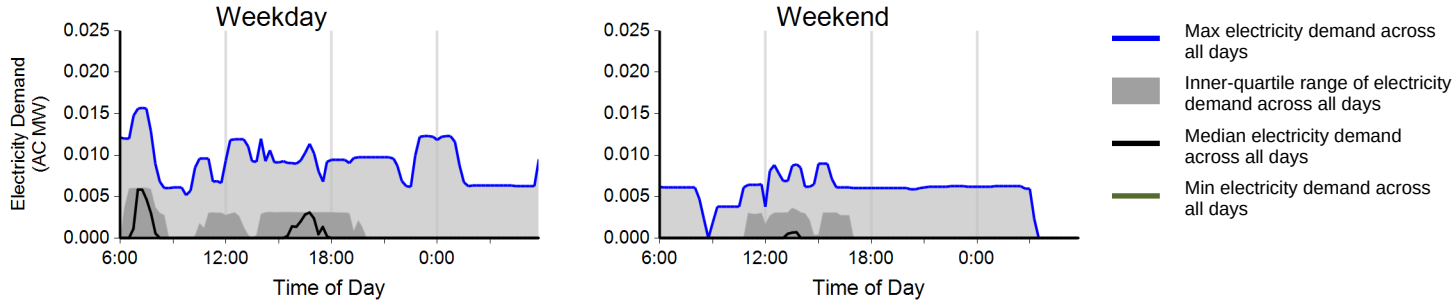
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	198	40	238
Electricity consumed (AC MWh)	1.89	0.44	2.32
Percent of time with a vehicle connected to EVSE	2%	1%	2%
Percent of time with a vehicle drawing power from EVSE	1%	1%	1%
Average number of charging events started per EVSE per day	0.13	0.07	0.11

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

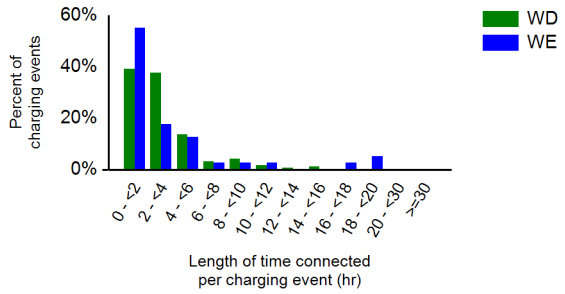
Region: Washington, D.C. Metropolitan Area

Report period: April 2013 through June 2013

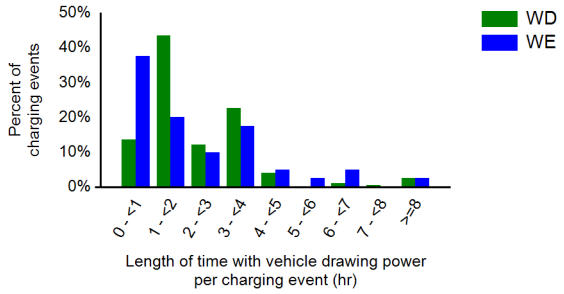
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	9%	91%
Percent of electricity consumed	0%	4%	96%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	3.2	3.7	3.3
Average length of time with vehicle drawing power per charging event (hr)	2.3	2.3	2.3
Average electricity consumed per charging event (AC kWh)	9.6	10.4	9.8

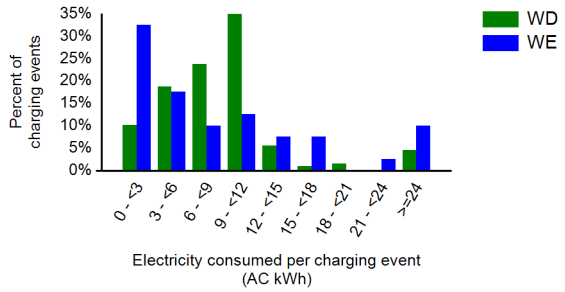
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Oregon

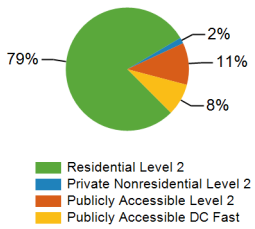
Report period: April 2013 through June 2013

Number of EV Project vehicles in region: 512

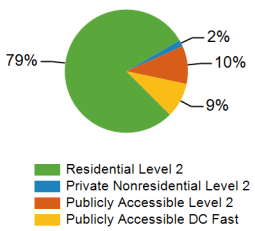
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	509	22	401	19	951
Number of charging events[2]	42,149	827	5,883	4,485	53,344
Electricity consumed (AC MWh)	309.11	6.54	38.97	35.79	390.42
Percent of time with a vehicle connected to charging unit	43%	33%	5%	4%	26%
Percent of time with a vehicle drawing power from charging unit	8%	8%	1%	4%	5%

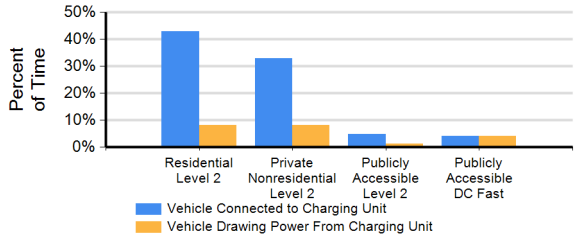
Number of Charge Events



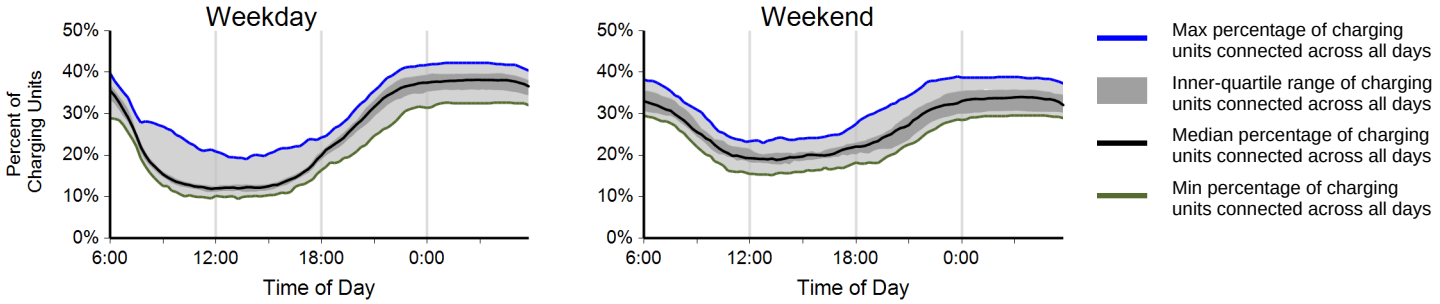
Electricity Consumed



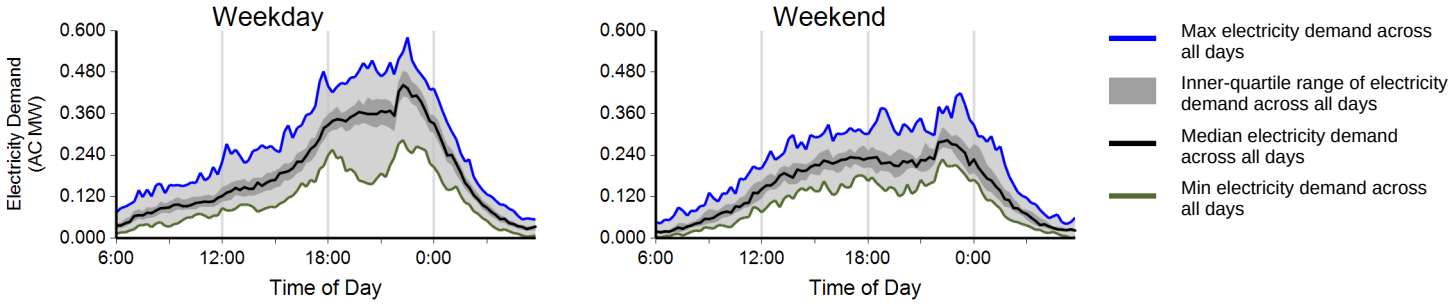
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

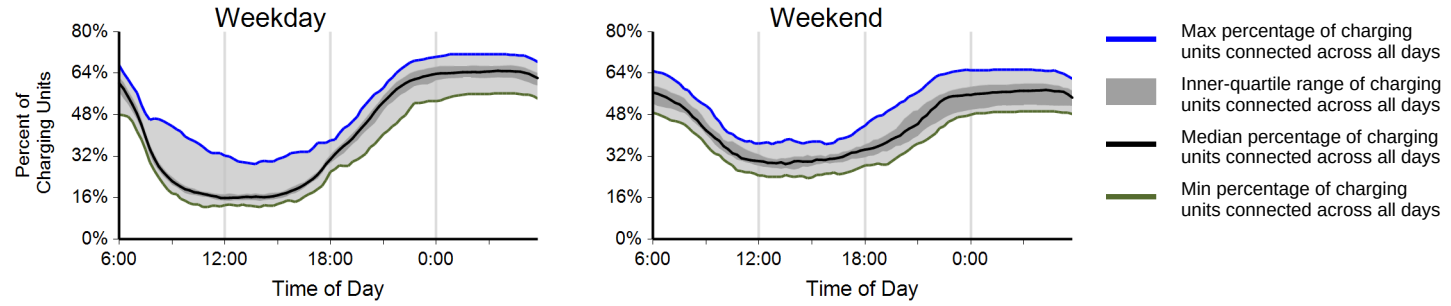
Region: Oregon

Report period: April 2013 through June 2013

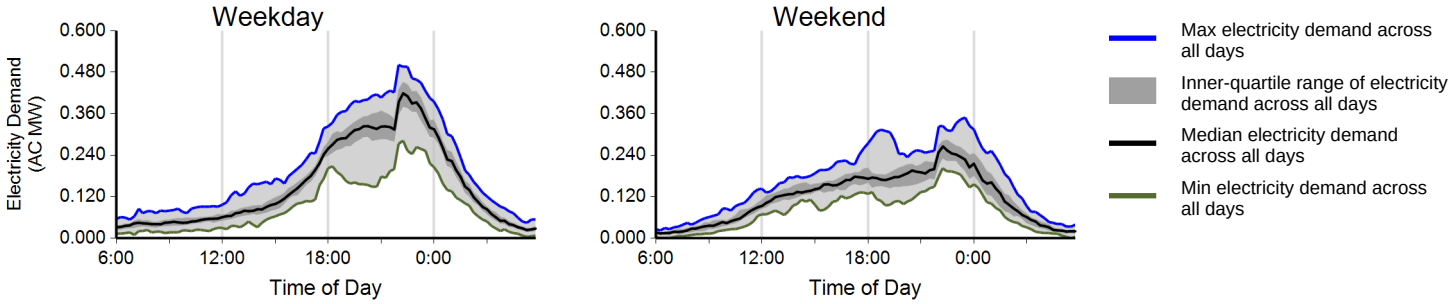
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	31,358	10,791	42,149
Electricity consumed (AC MWh)	236.68	72.43	309.11
Percent of time with a vehicle connected to EVSE	42%	45%	43%
Percent of time with a vehicle drawing power from EVSE	9%	7%	8%
Average number of charging events started per EVSE per day	0.97	0.84	0.94

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

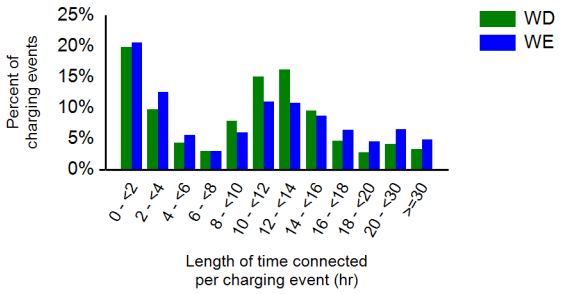
Region: Oregon

Report period: April 2013 through June 2013

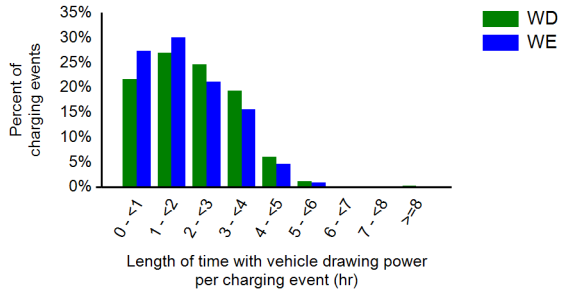
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	69%	31%	0%
Percent of electricity consumed	75%	25%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.0	11.4	11.1
Average length of time with vehicle drawing power per charging event (hr)	2.2	1.9	2.1
Average electricity consumed per charging event (AC kWh)	7.5	6.7	7.3

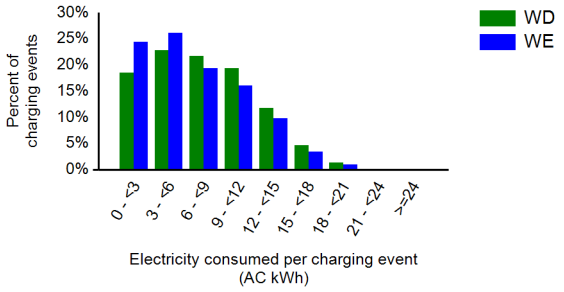
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

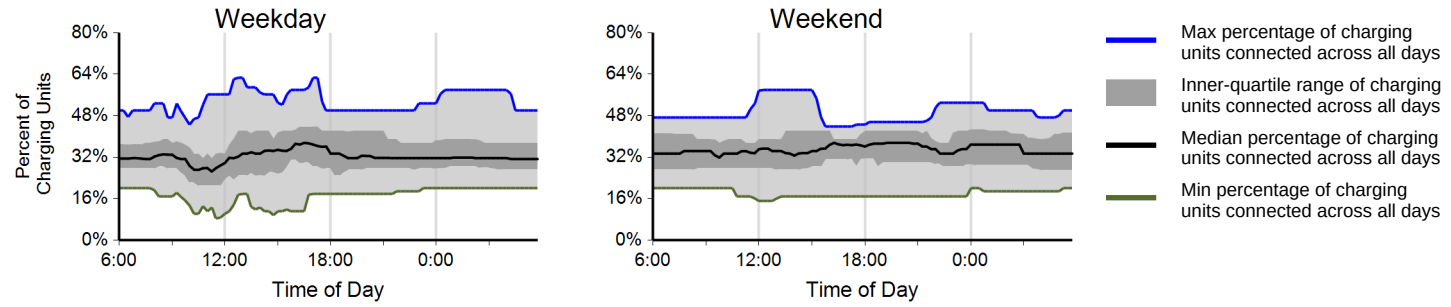
Region: Oregon

Report period: April 2013 through June 2013

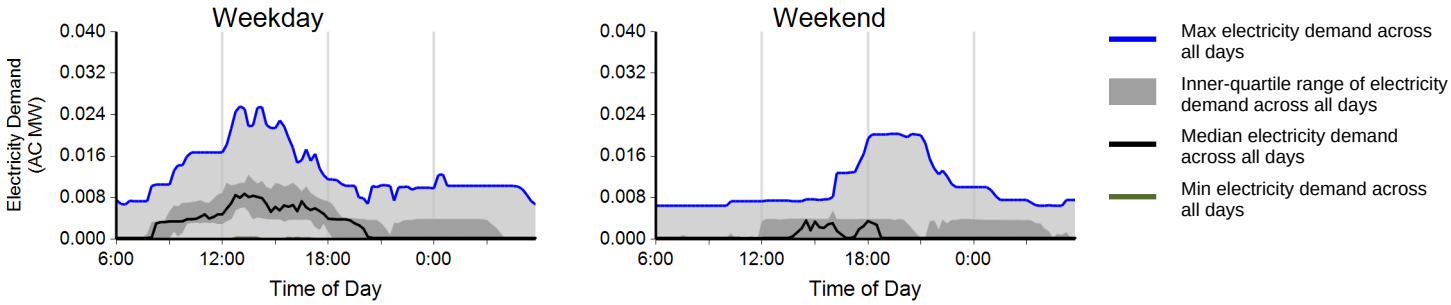
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	747	80	827
Electricity consumed (AC MWh)	5.44	1.11	6.54
Percent of time with a vehicle connected to EVSE	32%	34%	33%
Percent of time with a vehicle drawing power from EVSE	9%	5%	8%
Average number of charging events started per EVSE per day	0.63	0.17	0.50

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

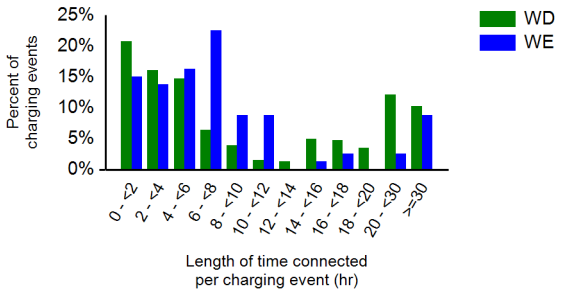
Region: Oregon

Report period: April 2013 through June 2013

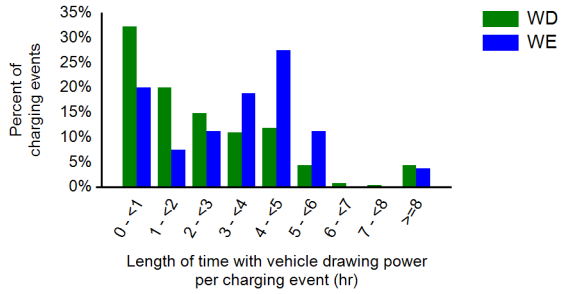
Vehicles Charged	Car2Go fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	33%	0%	0%	67%
Percent of electricity consumed	44%	0%	0%	56%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	16.8	10.6	16.2
Average length of time with vehicle drawing power per charging event (hr)	4.0	3.4	3.9
Average electricity consumed per charging event (AC kWh)	7.3	13.2	7.9

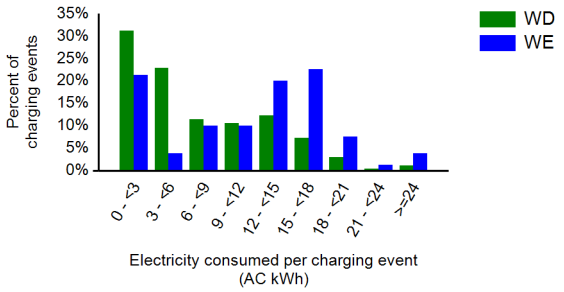
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



[1] Car2Go operates a car sharing fleet of Smart Fortwo Electric Drive vehicles in this region. Usage of private nonresidential EV Project charging units to charge these vehicles is included in this report.

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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

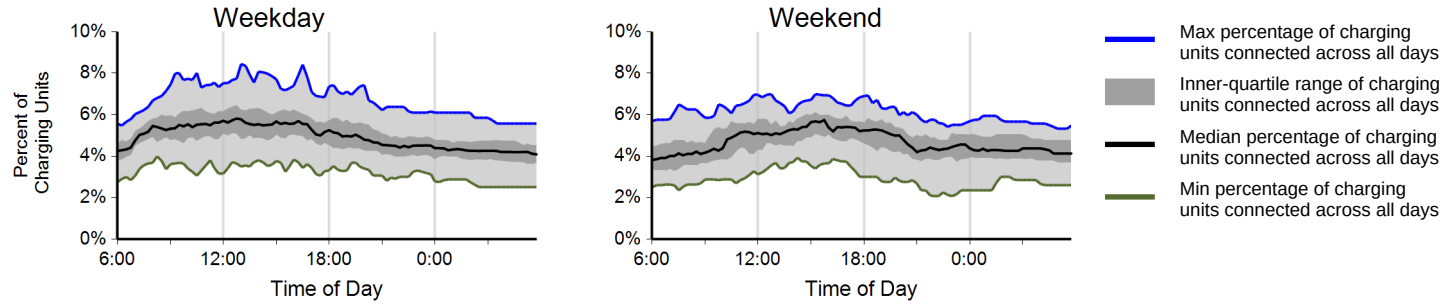
Region: Oregon

Report period: April 2013 through June 2013

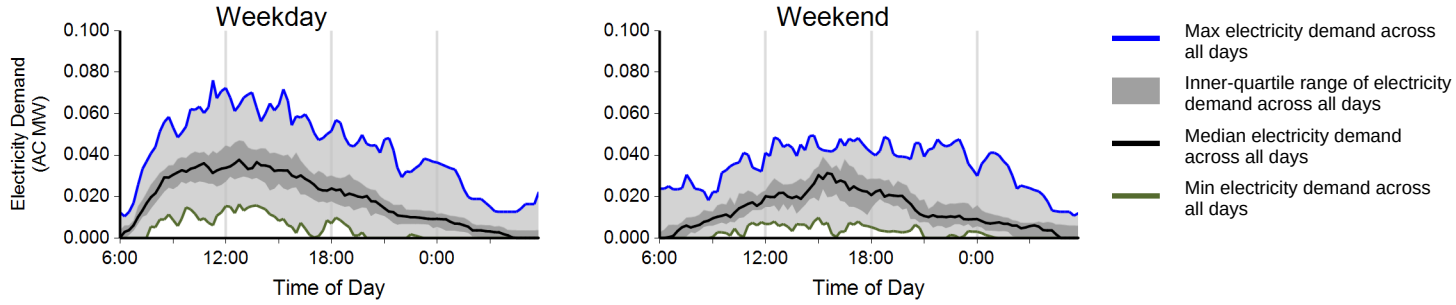
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	4,672	1,211	5,883
Electricity consumed (AC MWh)	30.28	8.69	38.97
Percent of time with a vehicle connected to EVSE	5%	5%	5%
Percent of time with a vehicle drawing power from EVSE	1%	1%	1%
Average number of charging events started per EVSE per day	0.19	0.12	0.17

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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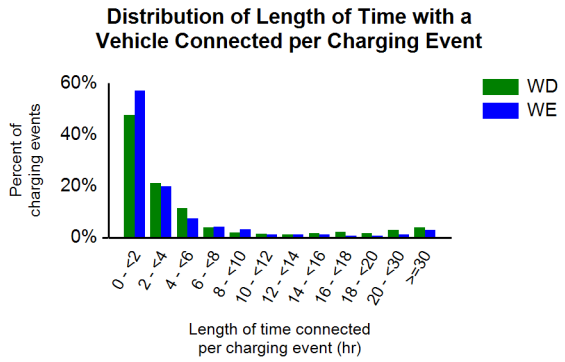
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

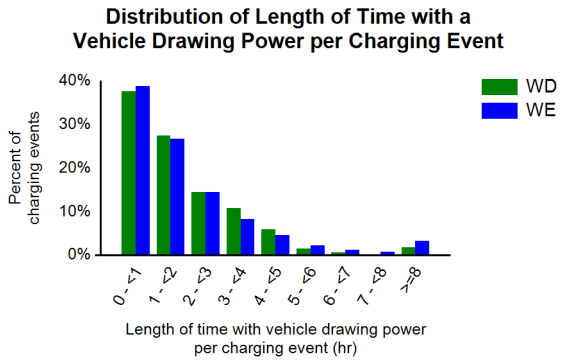
Region: Oregon

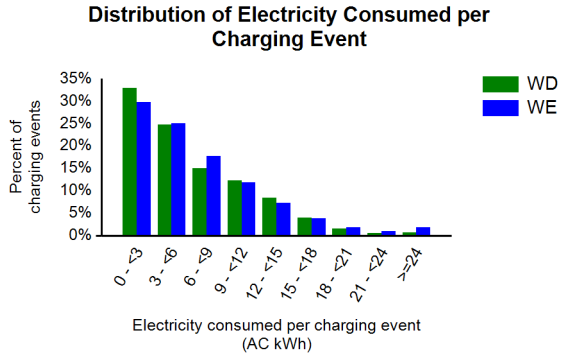
Report period: April 2013 through June 2013

Vehicles Charged	Car2Go fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	2%	22%	3%	72%
Percent of electricity consumed	5%	21%	3%	71%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	7.7	4.4	7.0
Average length of time with vehicle drawing power per charging event (hr)	1.9	2.1	2.0
Average electricity consumed per charging event (AC kWh)	6.5	7.2	6.6







[1] Car2Go operates a car sharing fleet of Smart Fortwo Electric Drive vehicles in this region. Usage of publicly accessible EV Project charging units to charge these vehicles is included in this report.

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DC Fast Chargers

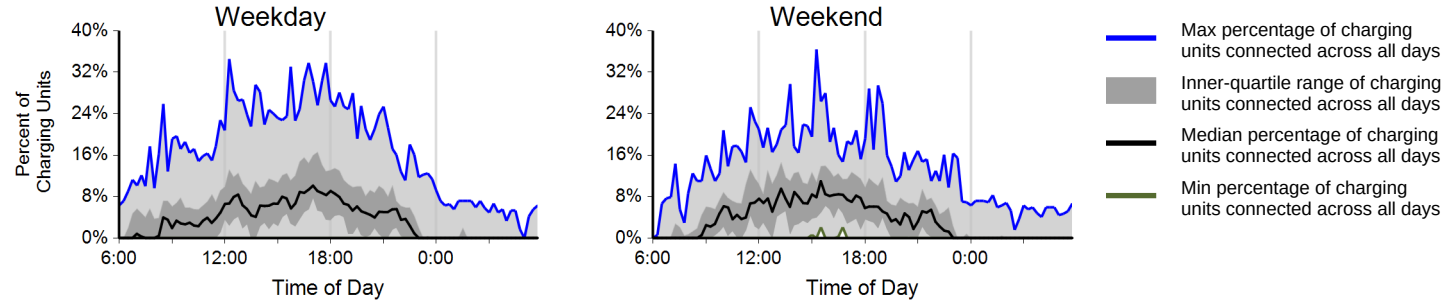
Region: Oregon

Report period: April 2013 through June 2013

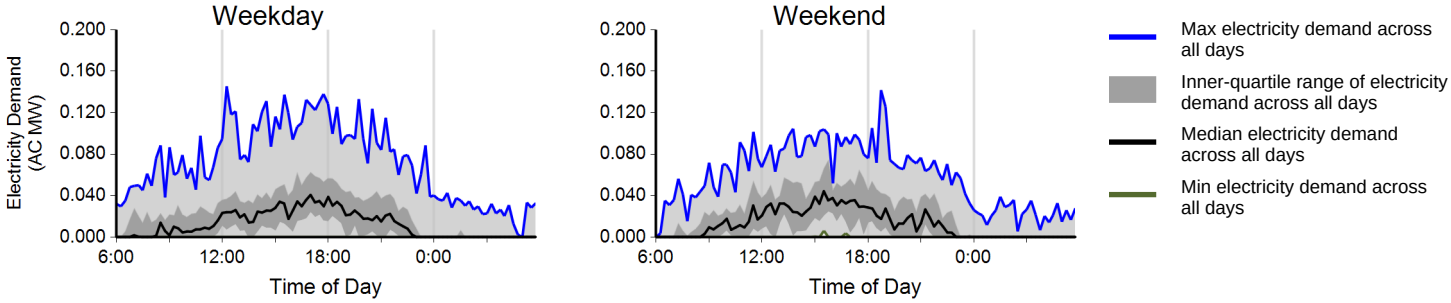
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	3,150	1,335	4,485
Electricity consumed (AC MWh)	25.36	10.43	35.79
Percent of time with a vehicle connected to EVSE	4%	4%	4%
Percent of time with a vehicle drawing power from EVSE	4%	4%	4%
Average number of charging events started per EVSE per day	2.97	3.13	3.02

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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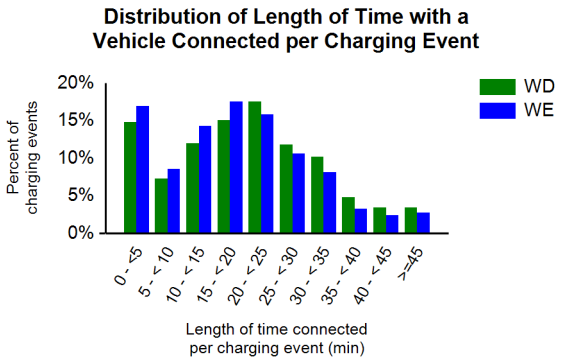
DC Fast Chargers

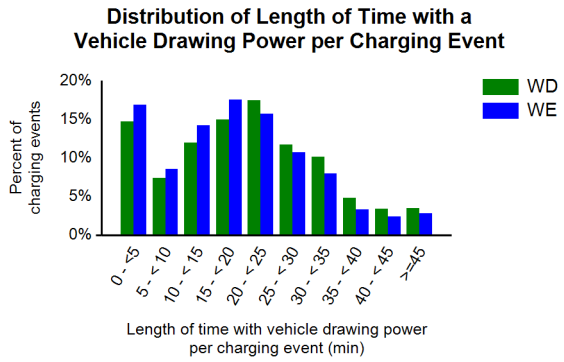
Region: Oregon

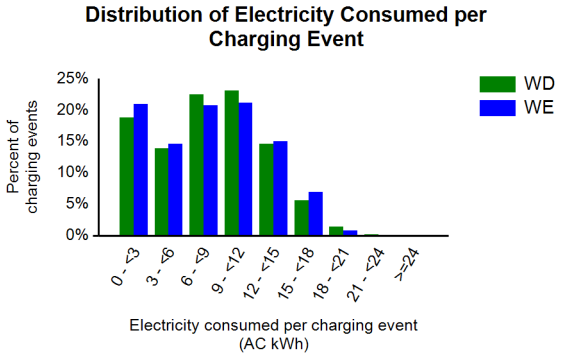
Report period: April 2013 through June 2013

Vehicles Charged	Car2Go fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	27%	0%	73%
Percent of electricity consumed	0%	26%	0%	74%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (min)	20.3	18.4	19.7
Average length of time with vehicle drawing power per charging event (min)	20.2	18.4	19.7
Average electricity consumed per charging event (AC kWh)	8.1	7.8	8.0







[1] Car2Go operates a car sharing fleet of Smart Fortwo Electric Drive vehicles in this region. Usage of publicly accessible EV Project charging units to charge these vehicles is included in this report.

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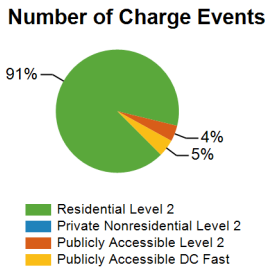
EV Project Electric Vehicle Charging Infrastructure Summary Report

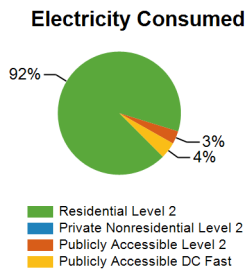
THE EV Project

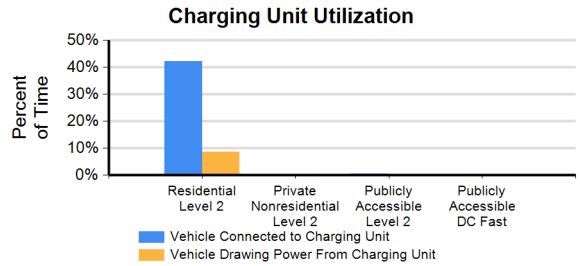
Region: Chattanooga, TN Metropolitan Area
Report period: April 2013 through June 2013
Number of EV Project vehicles in region: 52

Charging Unit Usage

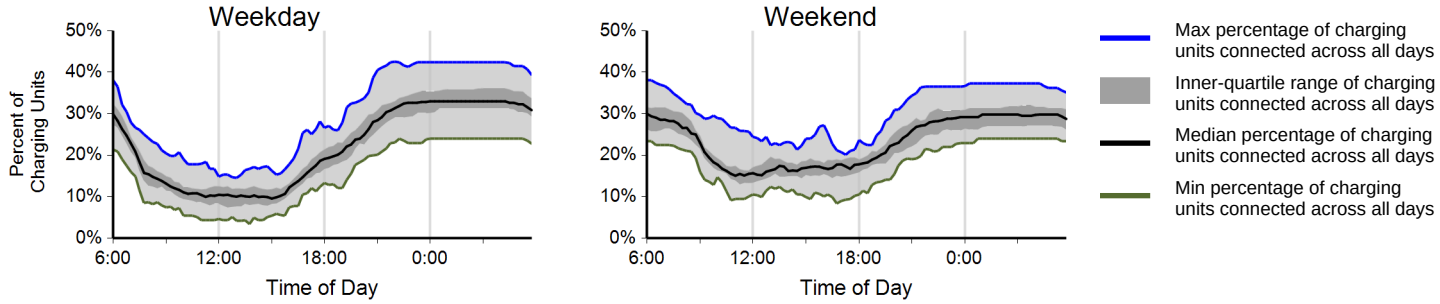
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	51	0	37	7	95
Number of charging events[2]	4,277	0	195	212	4,684
Electricity consumed (AC MWh)	33.13	0.00	1.22	1.56	35.91
Percent of time with a vehicle connected to charging unit	42%	0%	1%	0%	23%
Percent of time with a vehicle drawing power from charging unit	9%	0%	0%	0%	5%



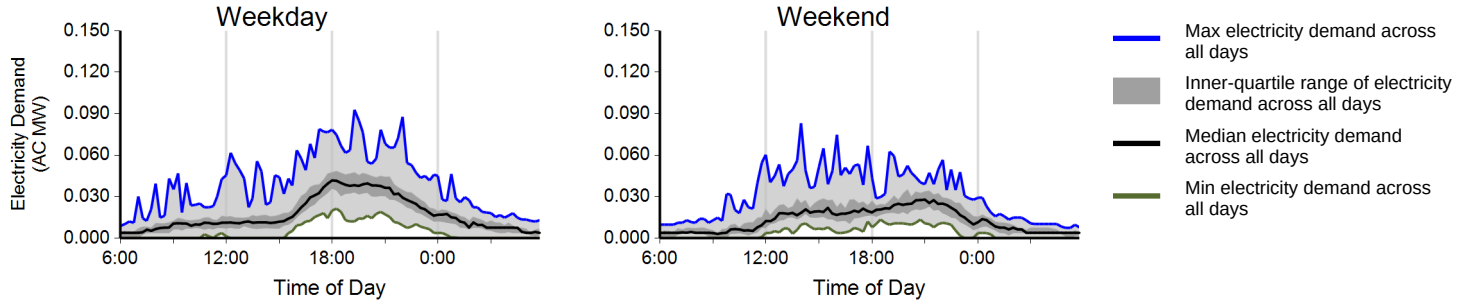




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

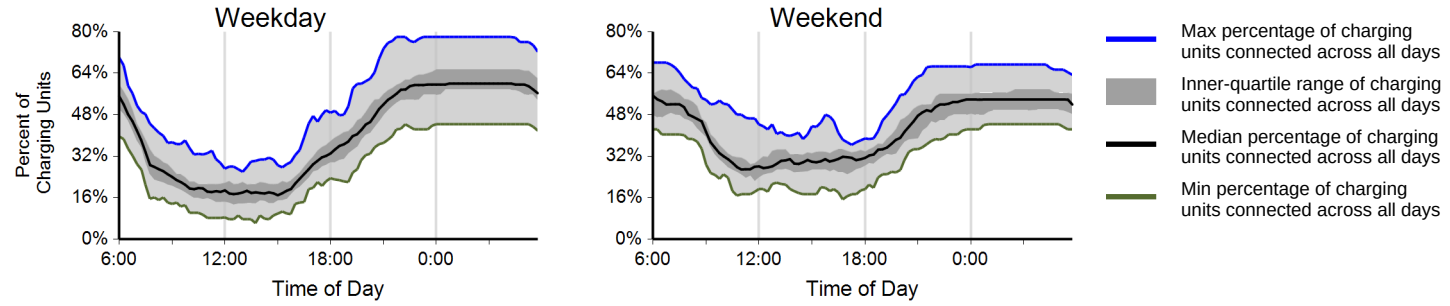
Region: Chattanooga, TN Metropolitan Area

Report period: April 2013 through June 2013

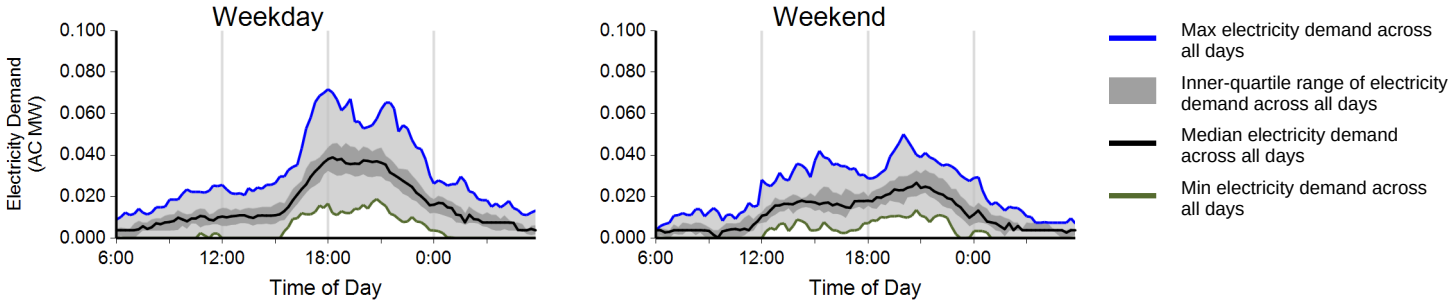
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	3,167	1,110	4,277
Electricity consumed (AC MWh)	25.65	7.49	33.13
Percent of time with a vehicle connected to EVSE	42%	43%	42%
Percent of time with a vehicle drawing power from EVSE	9%	7%	9%
Average number of charging events started per EVSE per day	0.99	0.86	0.95

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

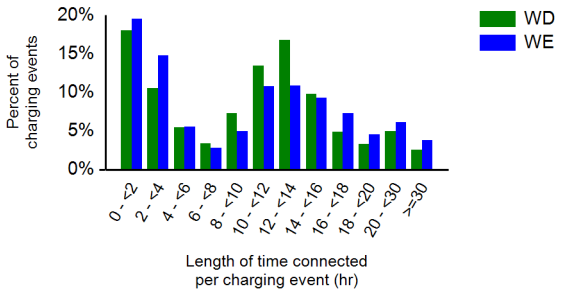
Region: Chattanooga, TN Metropolitan Area

Report period: April 2013 through June 2013

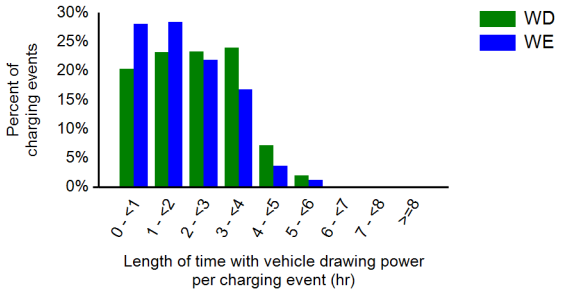
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	76%	24%	0%
Percent of electricity consumed	79%	21%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.8	10.9	10.8
Average length of time with vehicle drawing power per charging event (hr)	2.3	1.9	2.2
Average electricity consumed per charging event (AC kWh)	8.1	6.8	7.7

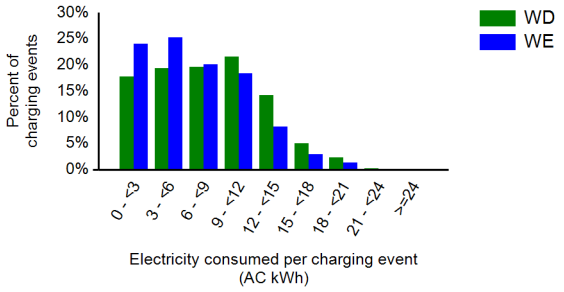
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

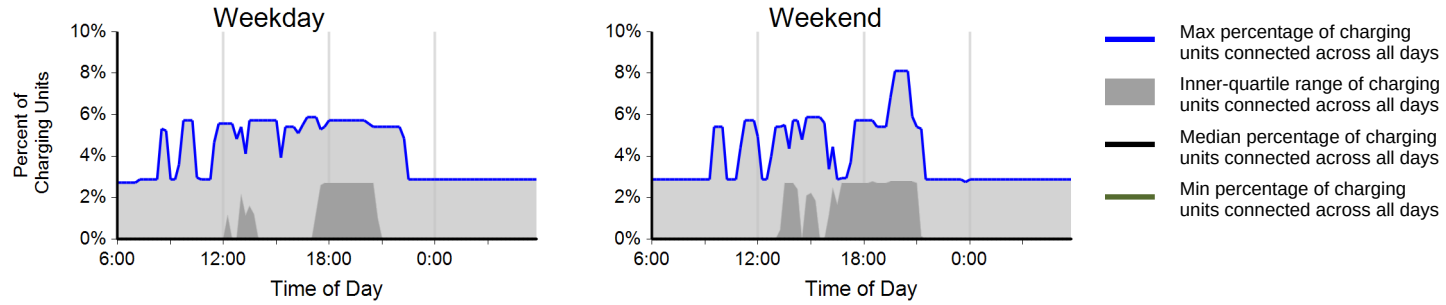
Region: Chattanooga, TN Metropolitan Area

Report period: April 2013 through June 2013

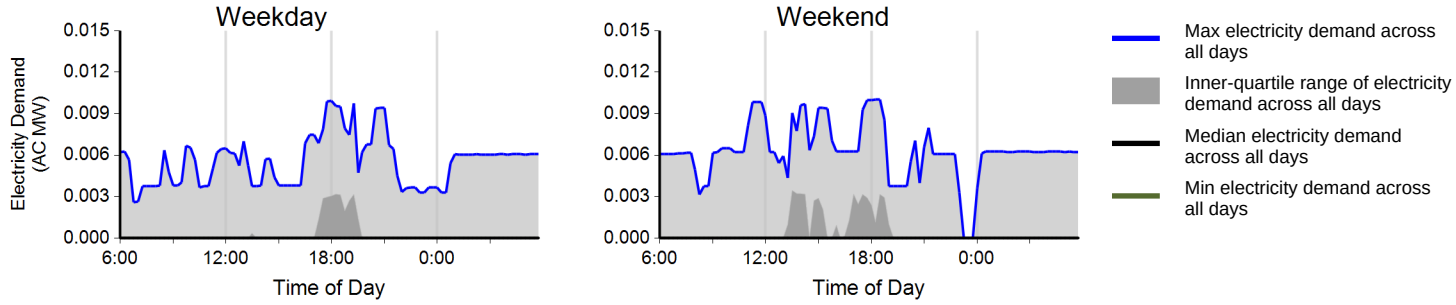
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	130	65	195
Electricity consumed (AC MWh)	0.80	0.42	1.22
Percent of time with a vehicle connected to EVSE	0%	1%	1%
Percent of time with a vehicle drawing power from EVSE	0%	0%	0%
Average number of charging events started per EVSE per day	0.06	0.07	0.06

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

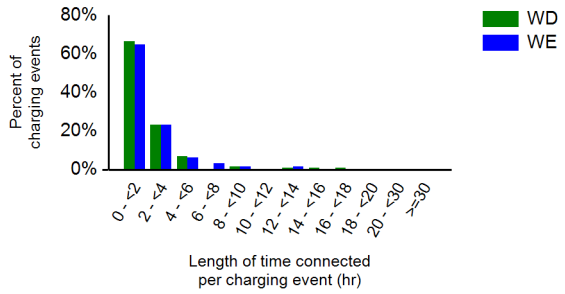
Region: Chattanooga, TN Metropolitan Area

Report period: April 2013 through June 2013

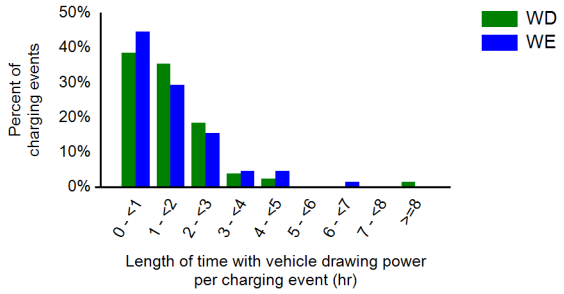
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	43%	7%	50%
Percent of electricity consumed	33%	7%	60%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	2.2	2.1	2.1
Average length of time with vehicle drawing power per charging event (hr)	1.7	1.5	1.6
Average electricity consumed per charging event (AC kWh)	6.2	6.3	6.2

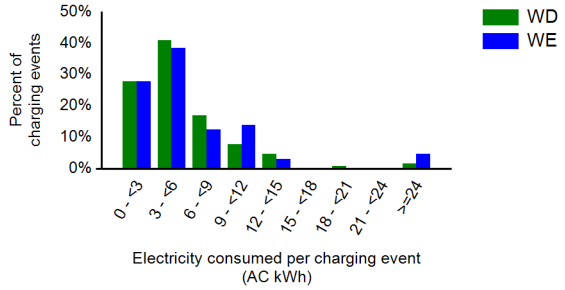
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

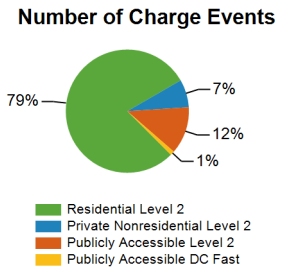
Region: Knoxville, TN Metropolitan Area

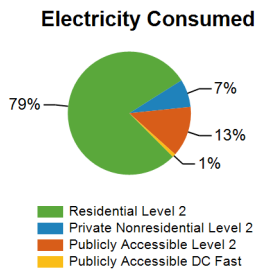
Report period: April 2013 through June 2013

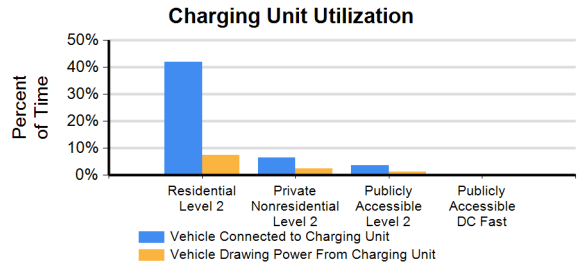
Number of EV Project vehicles in region: 109

Charging Unit Usage

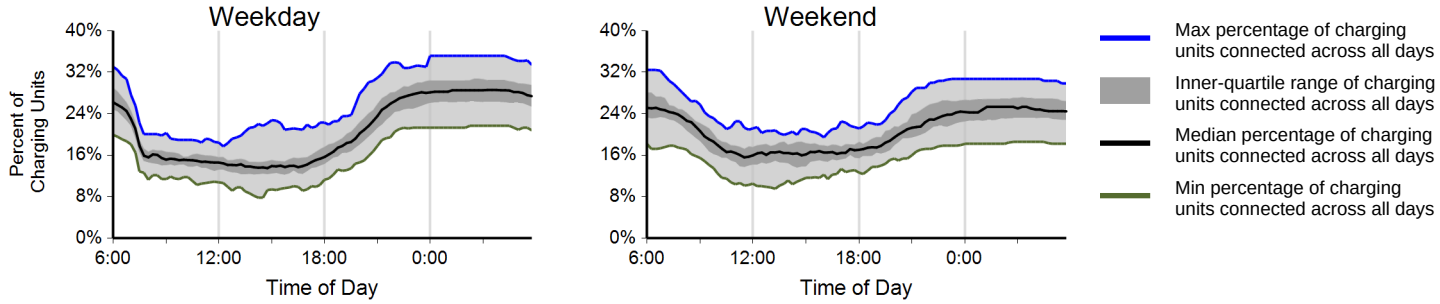
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	110	31	114	3	258
Number of charging events[2]	8,030	739	1,262	112	10,143
Electricity consumed (AC MWh)	60.03	5.58	10.14	0.67	76.41
Percent of time with a vehicle connected to charging unit	42%	7%	4%	0%	21%
Percent of time with a vehicle drawing power from charging unit	7%	3%	1%	0%	4%



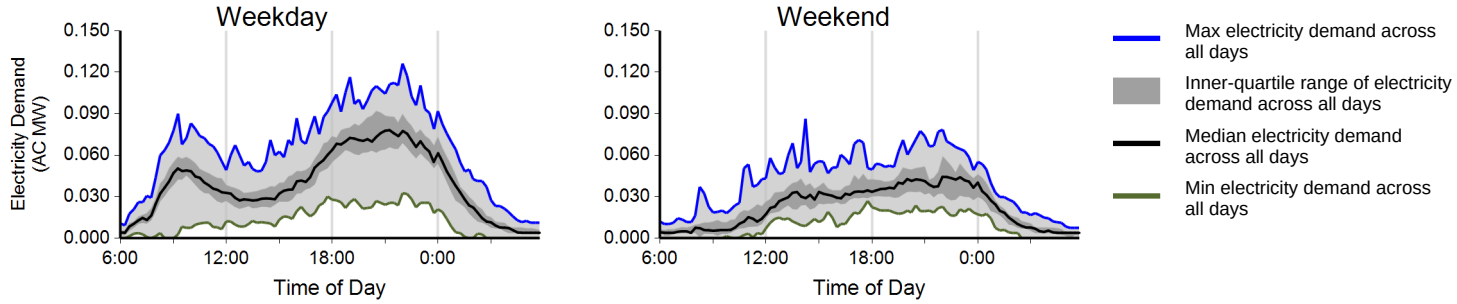




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

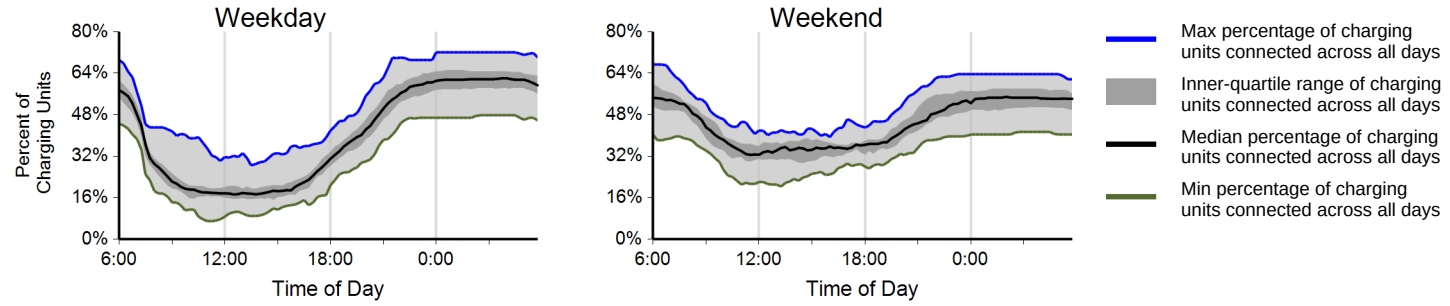
Region: Knoxville, TN Metropolitan Area

Report period: April 2013 through June 2013

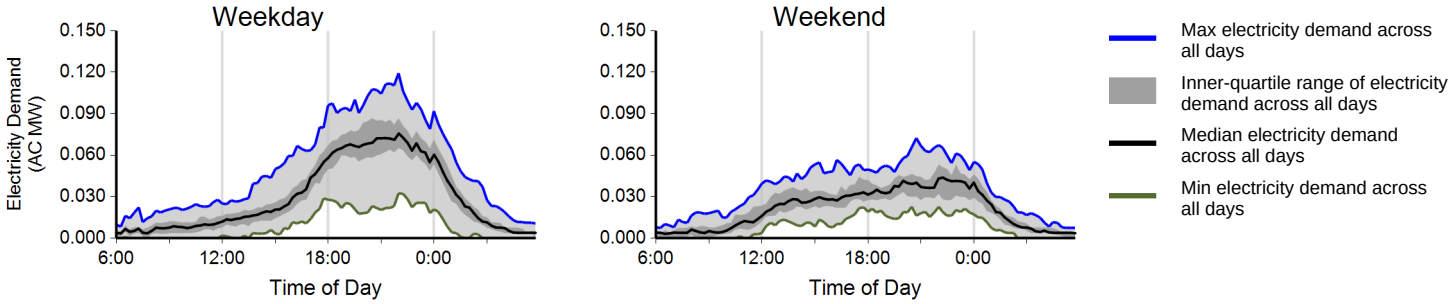
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	6,060	1,970	8,030
Electricity consumed (AC MWh)	46.86	13.17	60.03
Percent of time with a vehicle connected to EVSE	41%	45%	42%
Percent of time with a vehicle drawing power from EVSE	8%	6%	7%
Average number of charging events started per EVSE per day	0.88	0.72	0.84

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

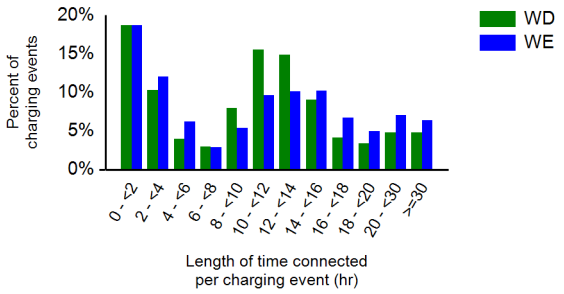
Region: Knoxville, TN Metropolitan Area

Report period: April 2013 through June 2013

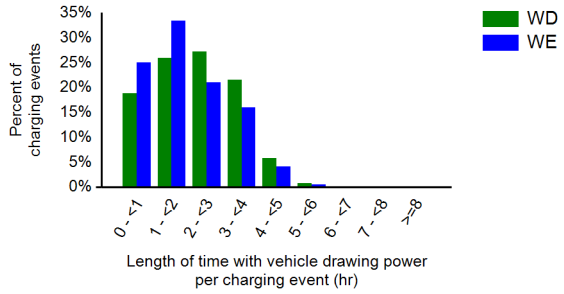
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	66%	34%	0%
Percent of electricity consumed	71%	29%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.2	12.1	12.2
Average length of time with vehicle drawing power per charging event (hr)	2.2	1.9	2.1
Average electricity consumed per charging event (AC kWh)	7.7	6.6	7.5

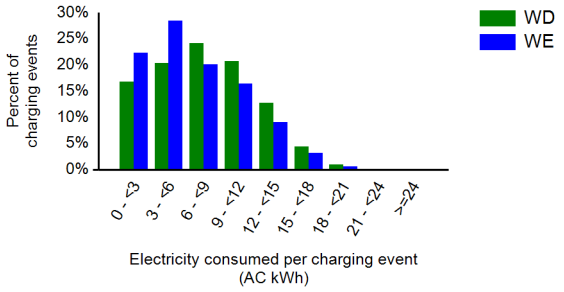
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

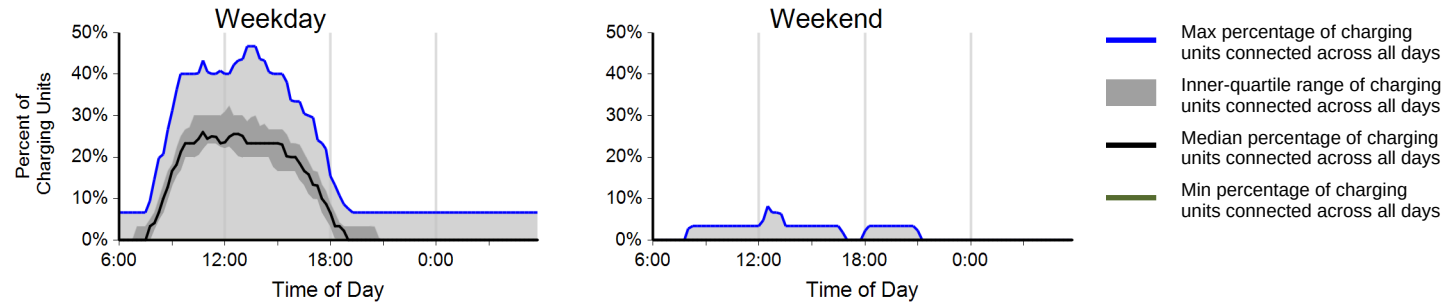
Region: Knoxville, TN Metropolitan Area

Report period: April 2013 through June 2013

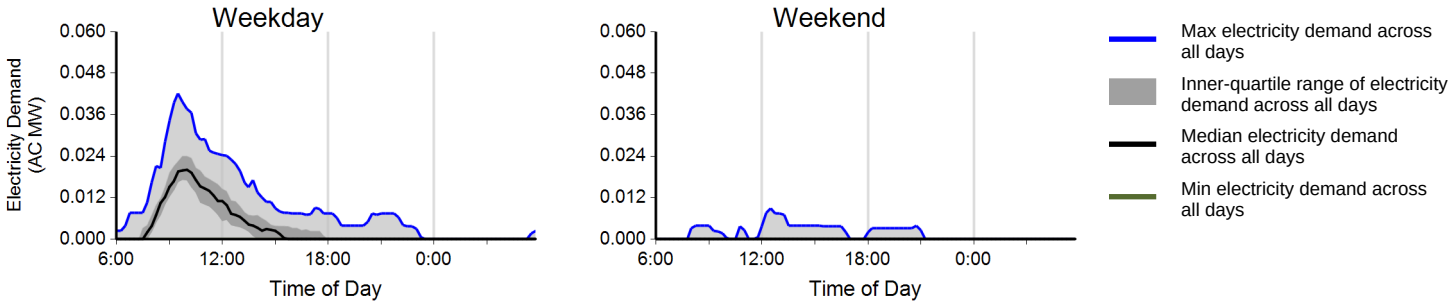
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	723	16	739
Electricity consumed (AC MWh)	5.51	0.07	5.58
Percent of time with a vehicle connected to EVSE	9%	0%	7%
Percent of time with a vehicle drawing power from EVSE	4%	0%	3%
Average number of charging events started per EVSE per day	0.37	0.02	0.27

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

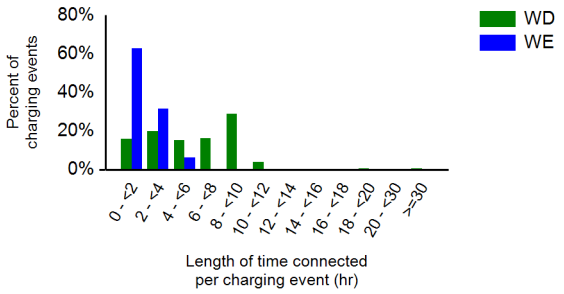
Region: Knoxville, TN Metropolitan Area

Report period: April 2013 through June 2013

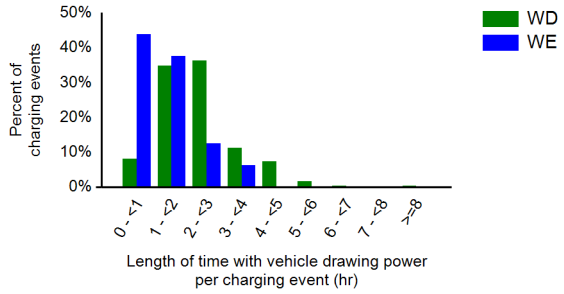
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	7%	3%	90%
Percent of electricity consumed	6%	3%	91%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	5.9	1.7	5.8
Average length of time with vehicle drawing power per charging event (hr)	2.3	1.3	2.3
Average electricity consumed per charging event (AC kWh)	7.6	4.5	7.6

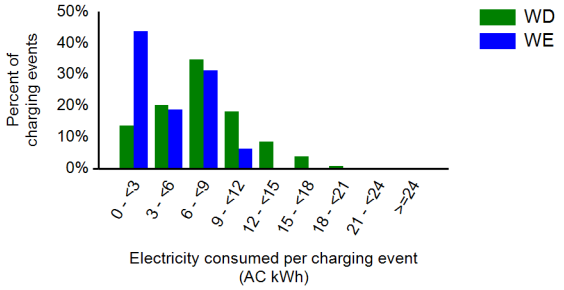
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

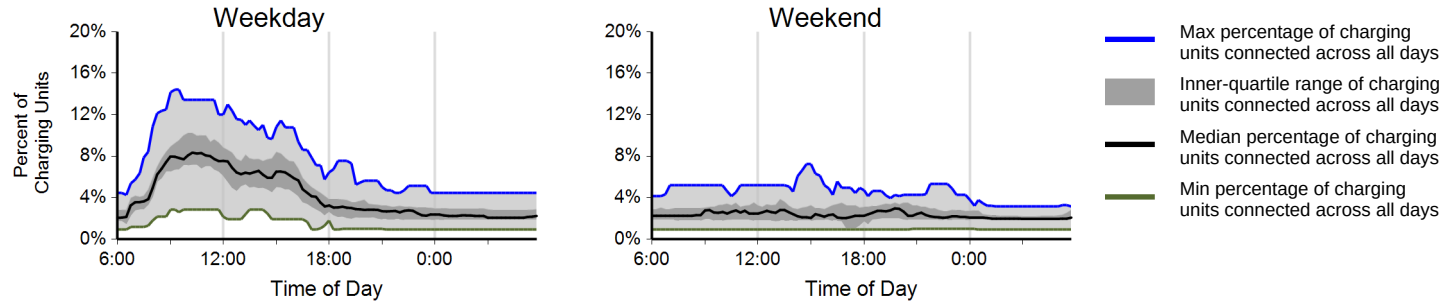
Region: Knoxville, TN Metropolitan Area

Report period: April 2013 through June 2013

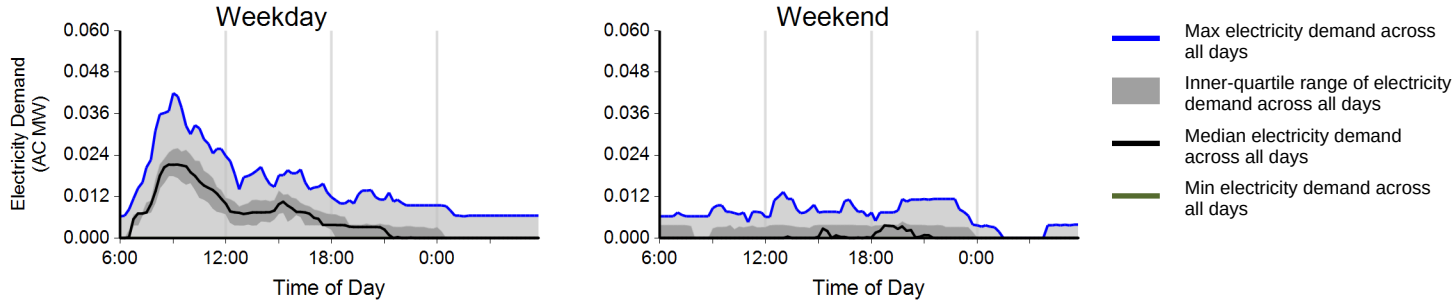
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	1,120	142	1,262
Electricity consumed (AC MWh)	9.28	0.86	10.14
Percent of time with a vehicle connected to EVSE	4%	2%	4%
Percent of time with a vehicle drawing power from EVSE	2%	0%	1%
Average number of charging events started per EVSE per day	0.17	0.05	0.14

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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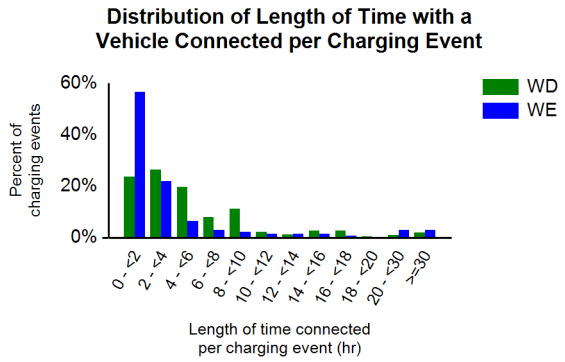
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

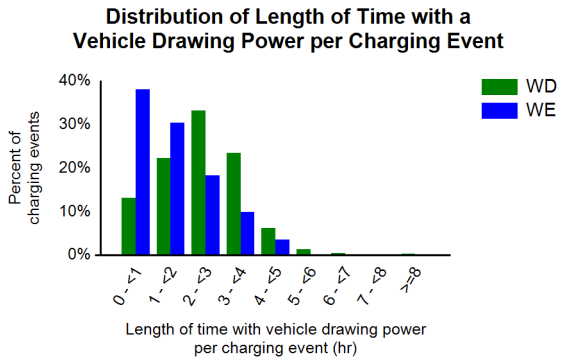
Region: Knoxville, TN Metropolitan Area

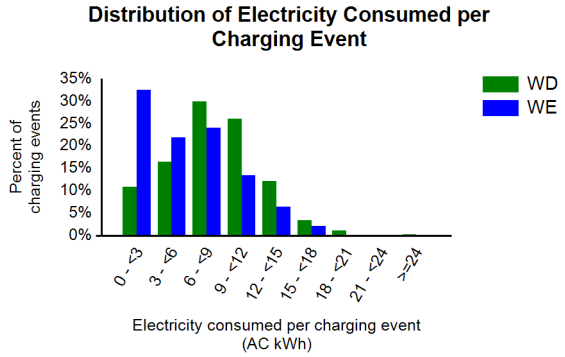
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	29%	2%	69%
Percent of electricity consumed	24%	1%	75%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	6.7	6.3	6.6
Average length of time with vehicle drawing power per charging event (hr)	2.4	1.7	2.3
Average electricity consumed per charging event (AC kWh)	8.3	5.8	8.0







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

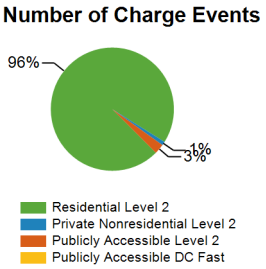
Region: Memphis, TN Metropolitan Area

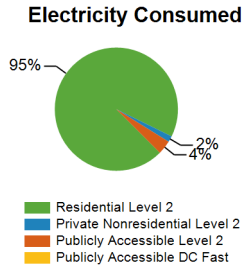
Report period: April 2013 through June 2013

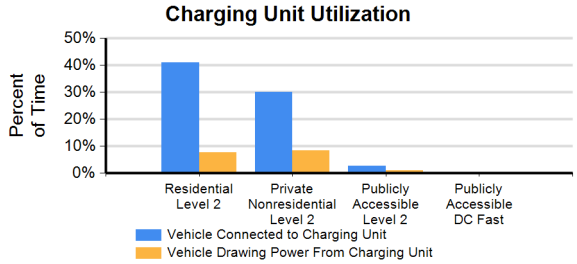
Number of EV Project vehicles in region: 72

Charging Unit Usage

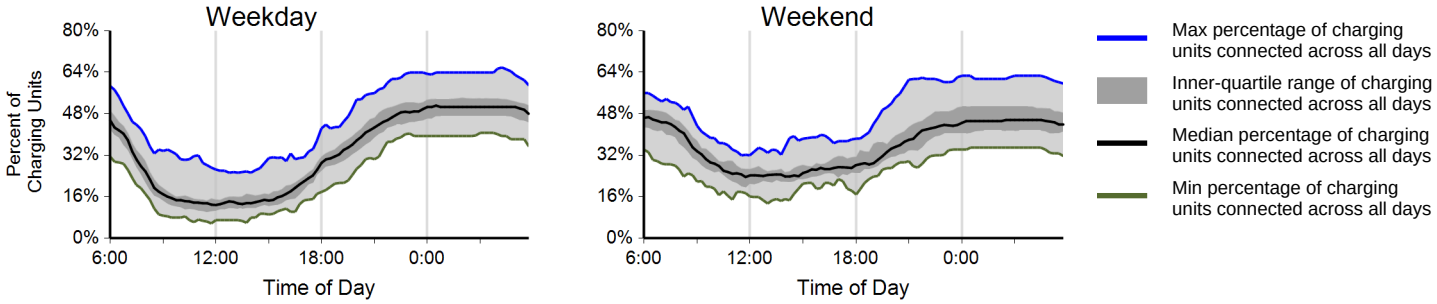
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	71	1	18	0	90
Number of charging events[2]	5,950	61	161	0	6,172
Electricity consumed (AC MWh)	39.81	0.67	1.53	0.00	42.01
Percent of time with a vehicle connected to charging unit	41%	30%	3%	0%	34%
Percent of time with a vehicle drawing power from charging unit	8%	8%	1%	0%	6%



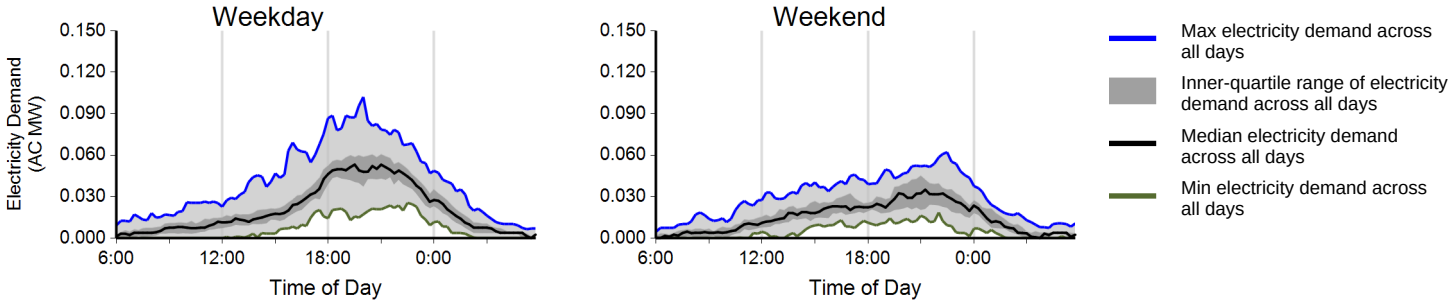




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

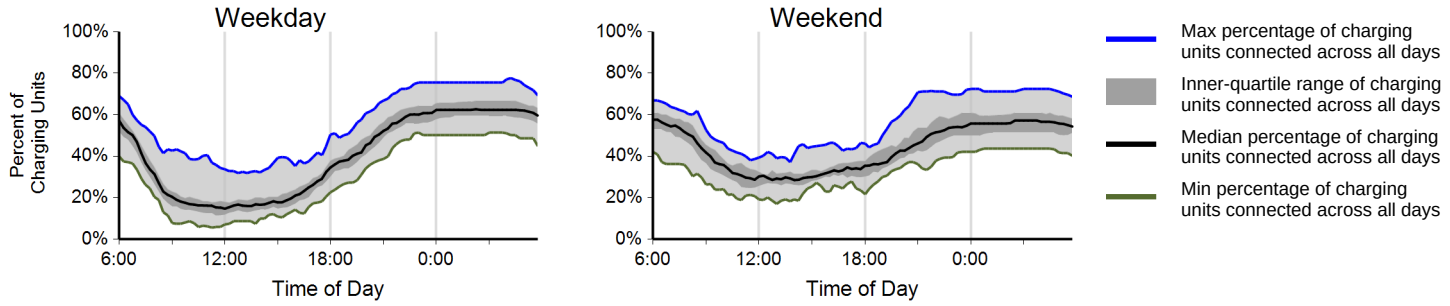
Region: Memphis, TN Metropolitan Area

Report period: April 2013 through June 2013

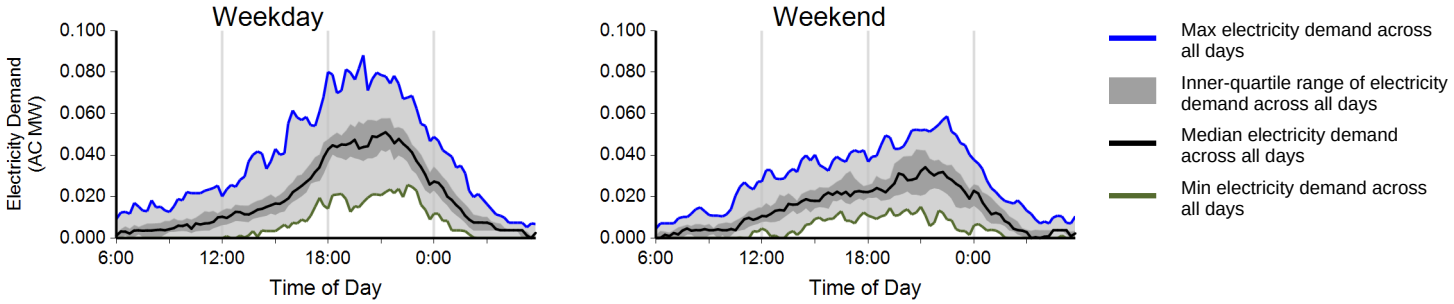
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	4,420	1,530	5,950
Electricity consumed (AC MWh)	30.77	9.04	39.81
Percent of time with a vehicle connected to EVSE	40%	44%	41%
Percent of time with a vehicle drawing power from EVSE	8%	6%	8%
Average number of charging events started per EVSE per day	0.98	0.85	0.94

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

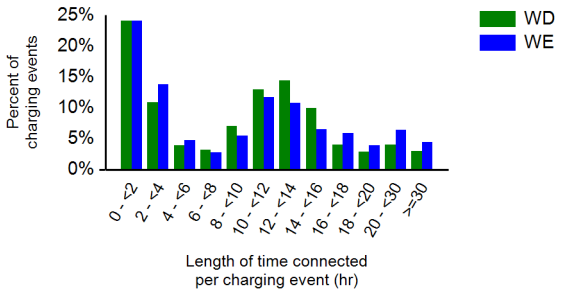
Region: Memphis, TN Metropolitan Area

Report period: April 2013 through June 2013

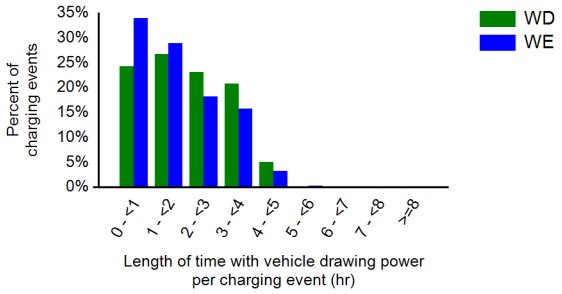
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	51%	49%	0%
Percent of electricity consumed	56%	44%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.6	10.6	10.6
Average length of time with vehicle drawing power per charging event (hr)	2.1	1.8	2.0
Average electricity consumed per charging event (AC kWh)	7.0	5.9	6.7

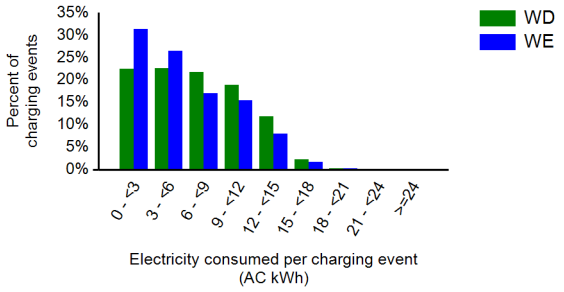
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

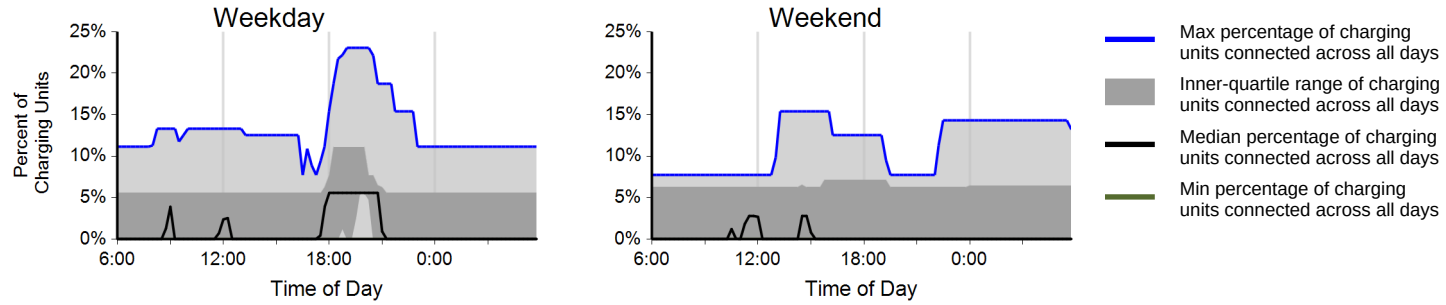
Region: Memphis, TN Metropolitan Area

Report period: April 2013 through June 2013

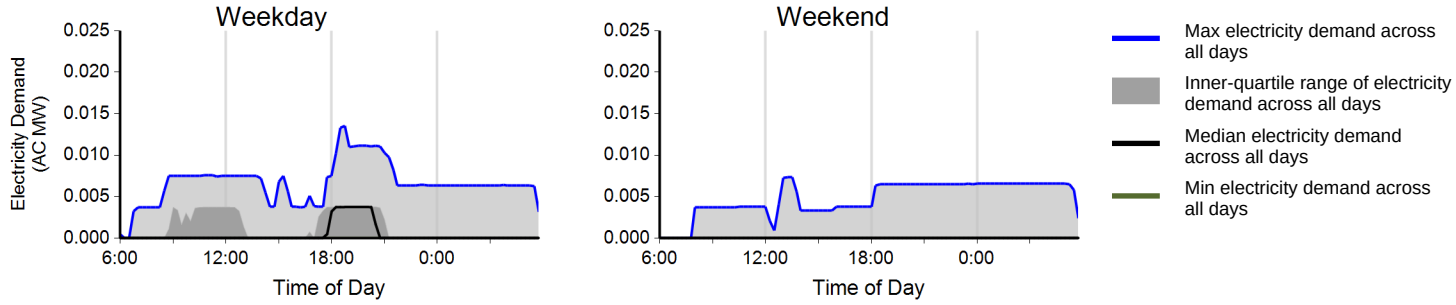
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	144	17	161
Electricity consumed (AC MWh)	1.35	0.18	1.53
Percent of time with a vehicle connected to EVSE	3%	3%	3%
Percent of time with a vehicle drawing power from EVSE	1%	0%	1%
Average number of charging events started per EVSE per day	0.13	0.04	0.11

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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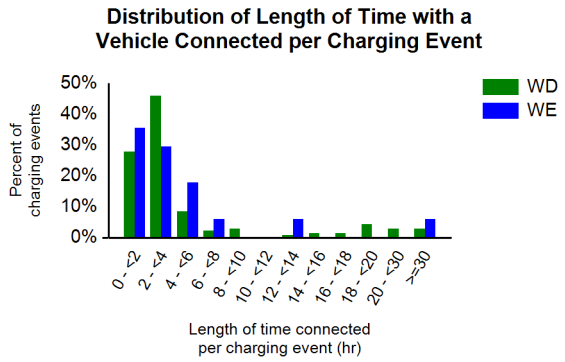
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

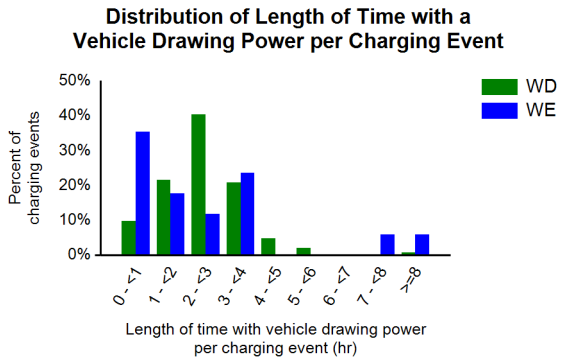
Region: Memphis, TN Metropolitan Area

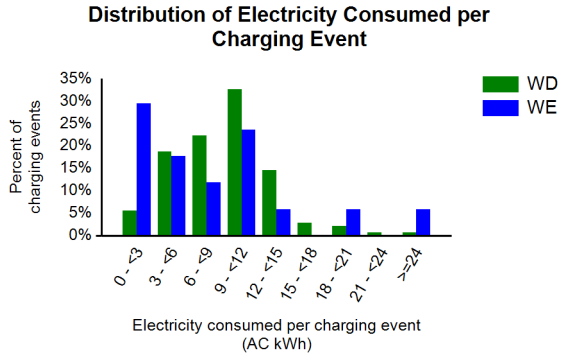
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	40%	40%	20%
Percent of electricity consumed	39%	32%	28%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	6.2	5.7	6.2
Average length of time with vehicle drawing power per charging event (hr)	2.5	2.6	2.5
Average electricity consumed per charging event (AC kWh)	9.4	11.0	9.5







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

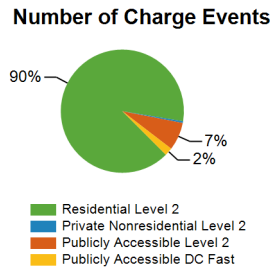
Region: Nashville, TN Metropolitan Area

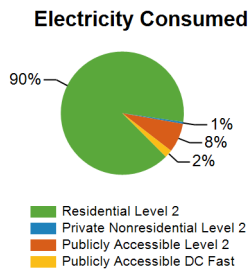
Report period: April 2013 through June 2013

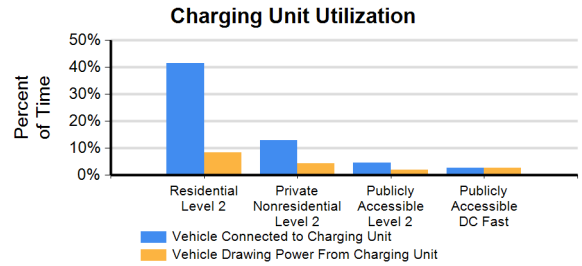
Number of EV Project vehicles in region: 566

Charging Unit Usage

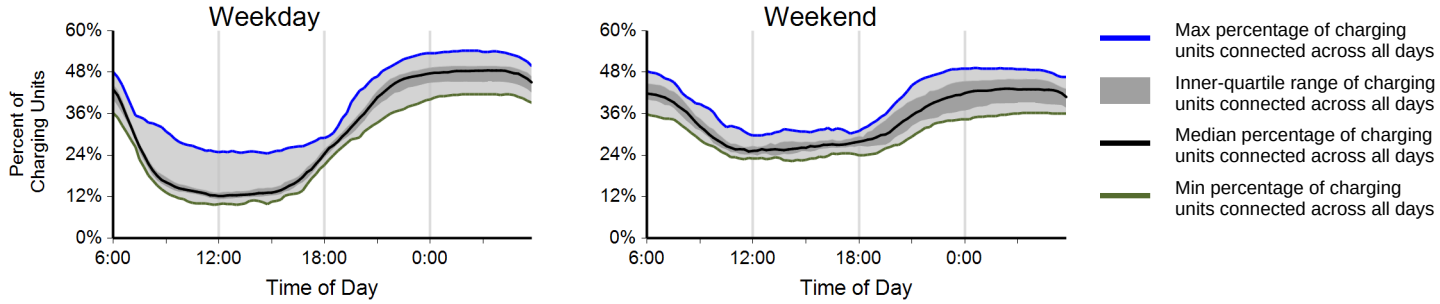
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	568	6	190	6	770
Number of charging events[2]	45,114	232	3,674	1,047	50,067
Electricity consumed (AC MWh)	362.55	2.08	30.96	8.27	403.86
Percent of time with a vehicle connected to charging unit	41%	13%	5%	3%	32%
Percent of time with a vehicle drawing power from charging unit	8%	4%	2%	3%	7%



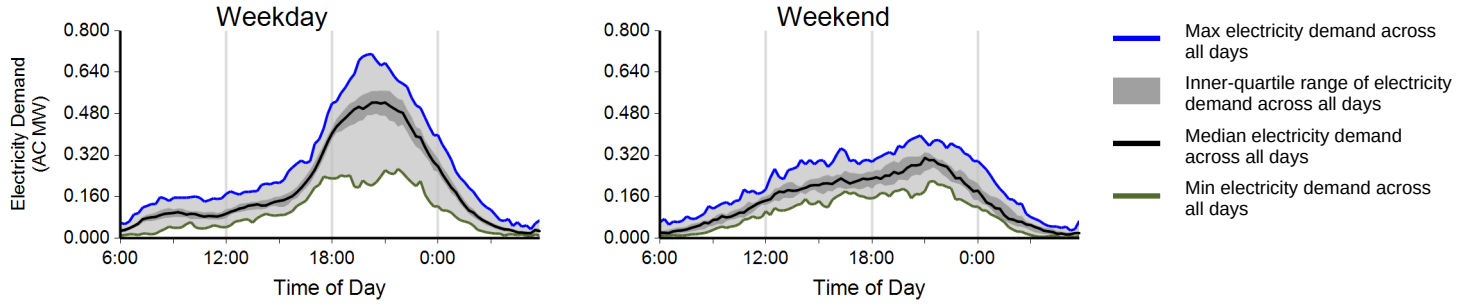




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

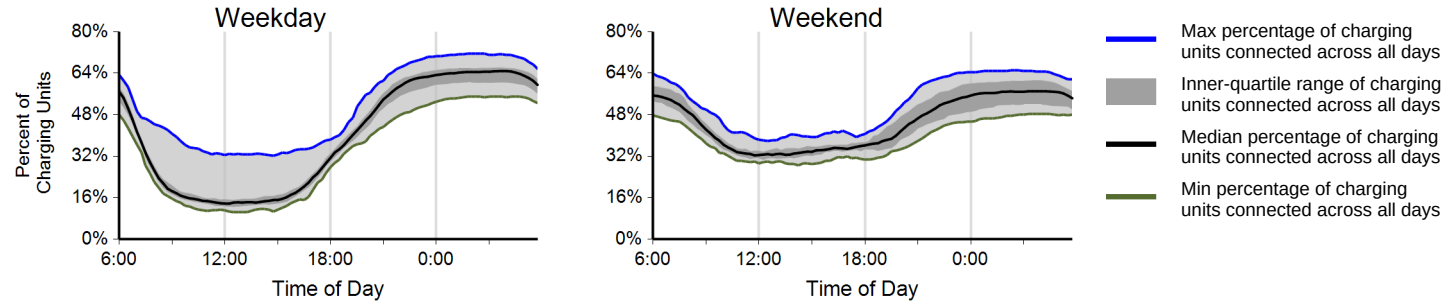
Region: Nashville, TN Metropolitan Area

Report period: April 2013 through June 2013

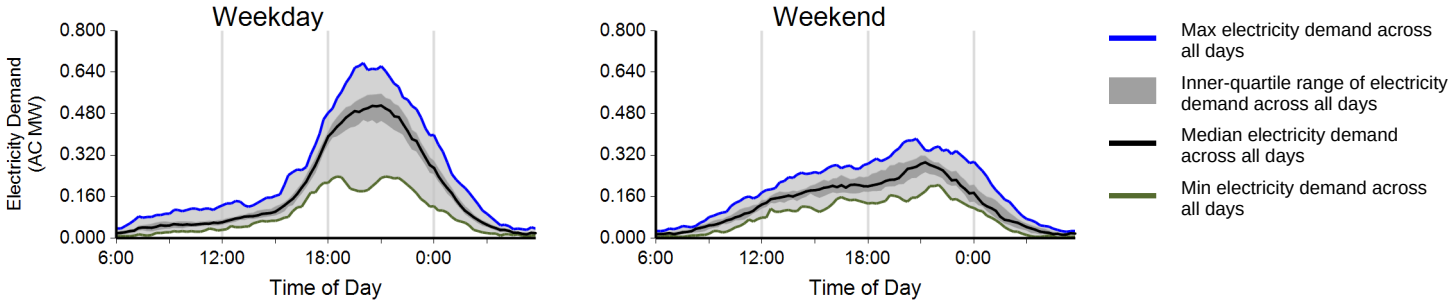
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	33,435	11,679	45,114
Electricity consumed (AC MWh)	278.66	83.88	362.55
Percent of time with a vehicle connected to EVSE	40%	45%	41%
Percent of time with a vehicle drawing power from EVSE	9%	7%	8%
Average number of charging events started per EVSE per day	0.93	0.81	0.90

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

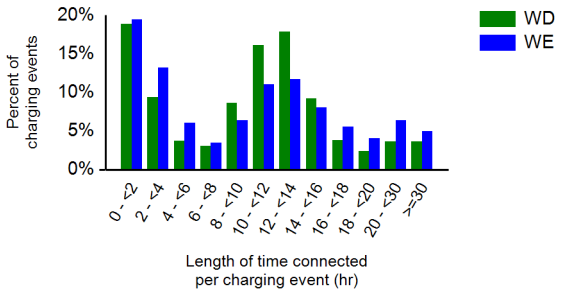
Region: Nashville, TN Metropolitan Area

Report period: April 2013 through June 2013

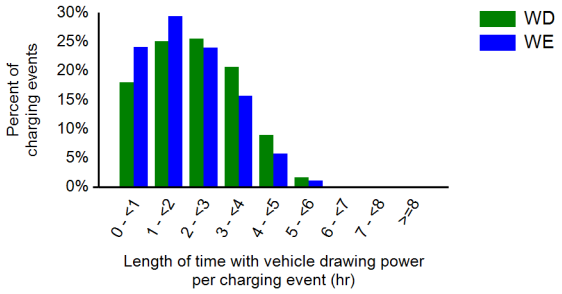
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	89%	11%	0%
Percent of electricity consumed	91%	9%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.2	11.2	11.2
Average length of time with vehicle drawing power per charging event (hr)	2.3	2.0	2.2
Average electricity consumed per charging event (AC kWh)	8.3	7.2	8.0

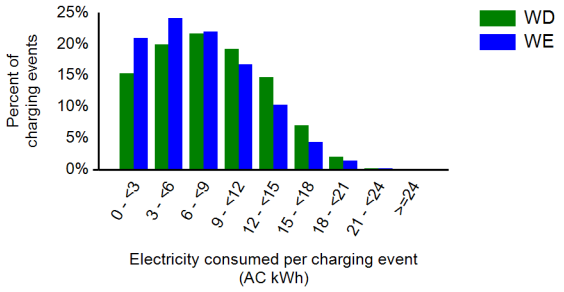
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

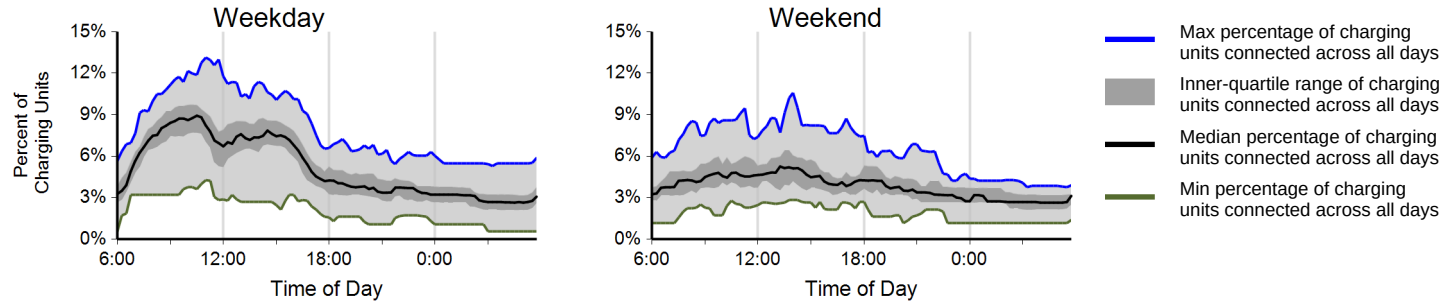
Region: Nashville, TN Metropolitan Area

Report period: April 2013 through June 2013

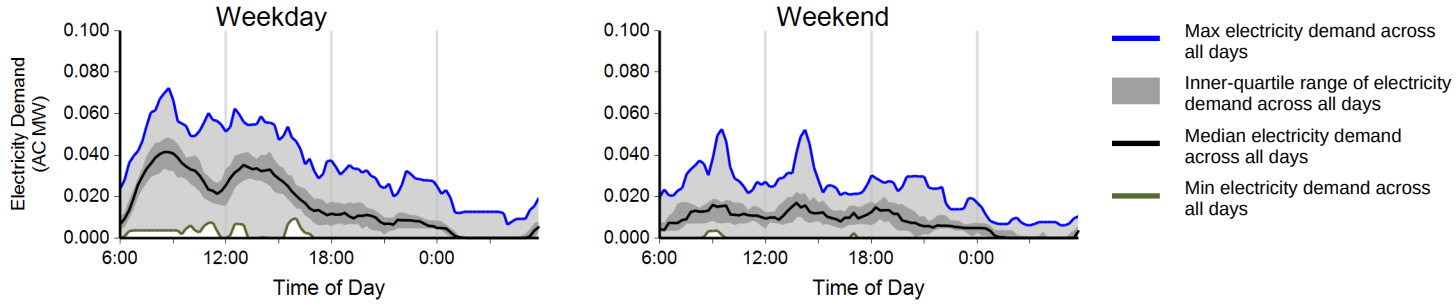
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	3,009	665	3,674
Electricity consumed (AC MWh)	25.60	5.36	30.96
Percent of time with a vehicle connected to EVSE	5%	4%	5%
Percent of time with a vehicle drawing power from EVSE	2%	1%	2%
Average number of charging events started per EVSE per day	0.25	0.14	0.22

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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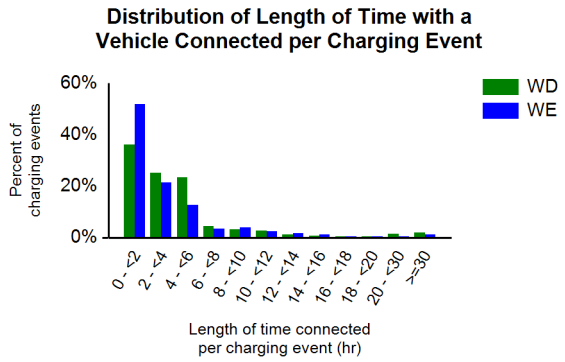
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

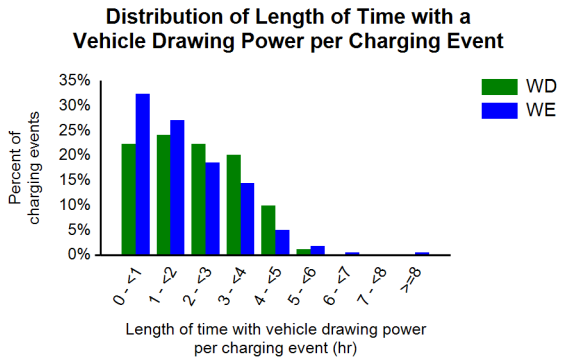
Region: Nashville, TN Metropolitan Area

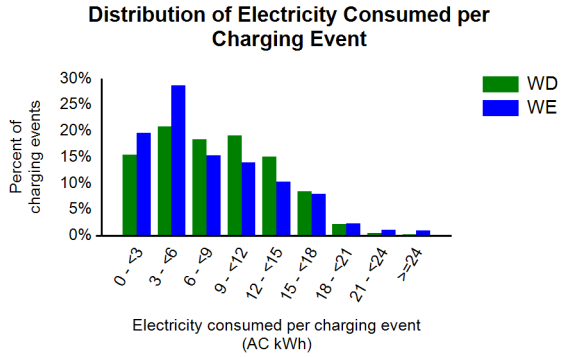
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	40%	1%	58%
Percent of electricity consumed	39%	1%	

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	5.6	3.7	5.2
Average length of time with vehicle drawing power per charging event (hr)	2.3	2.0	
Average electricity consumed per charging event (AC kWh)	8.5	7.9	8.4







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

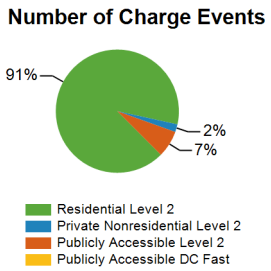
Region: Dallas/Ft. Worth, TX Metropolitan Area

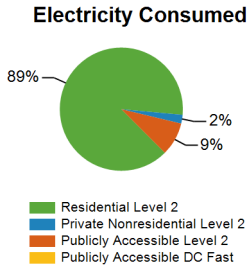
Report period: April 2013 through June 2013

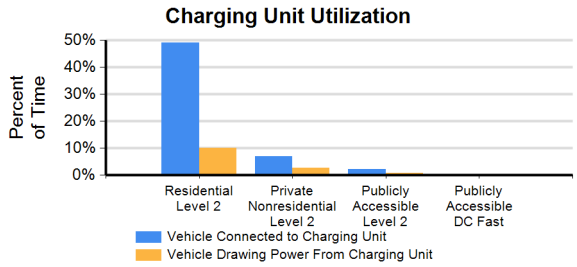
Number of EV Project vehicles in region: 196

Charging Unit Usage

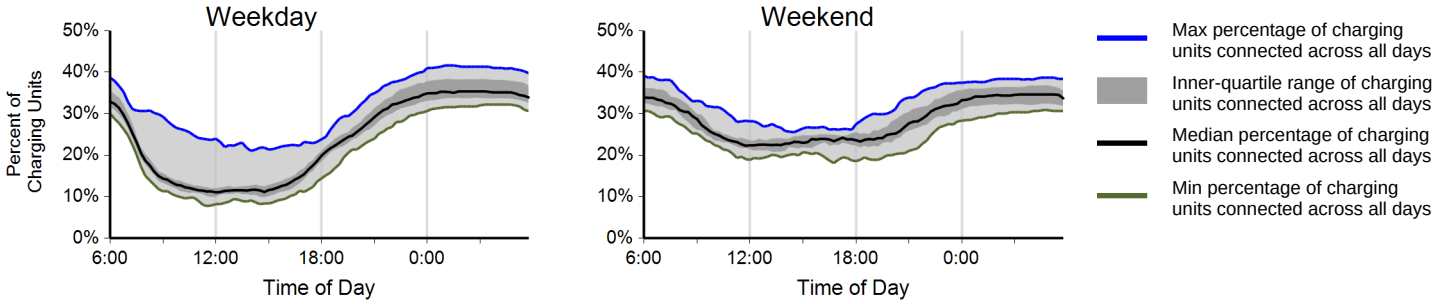
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	198	18	195	0	411
Number of charging events[2]	20,407	460	1,576	0	22,443
Electricity consumed (AC MWh)	130.42	3.37	12.82	0.00	146.61
Percent of time with a vehicle connected to charging unit	49%	7%	2%	0%	26%
Percent of time with a vehicle drawing power from charging unit	10%	3%	1%	0%	5%



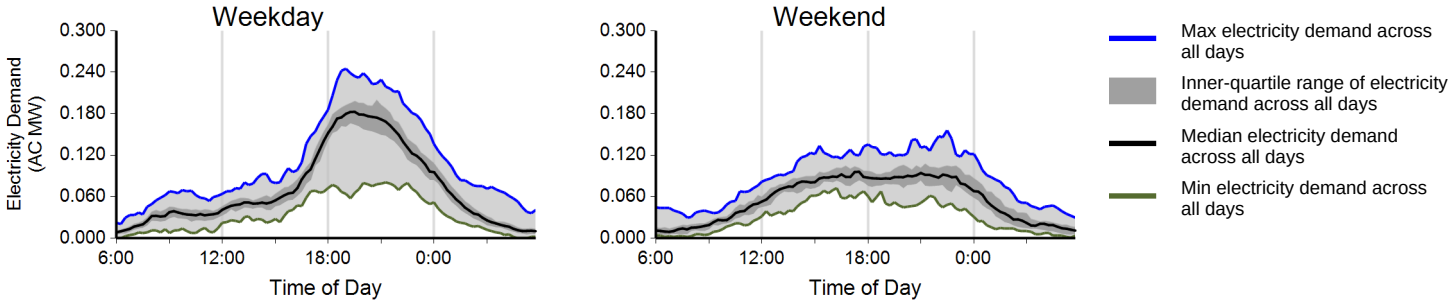




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

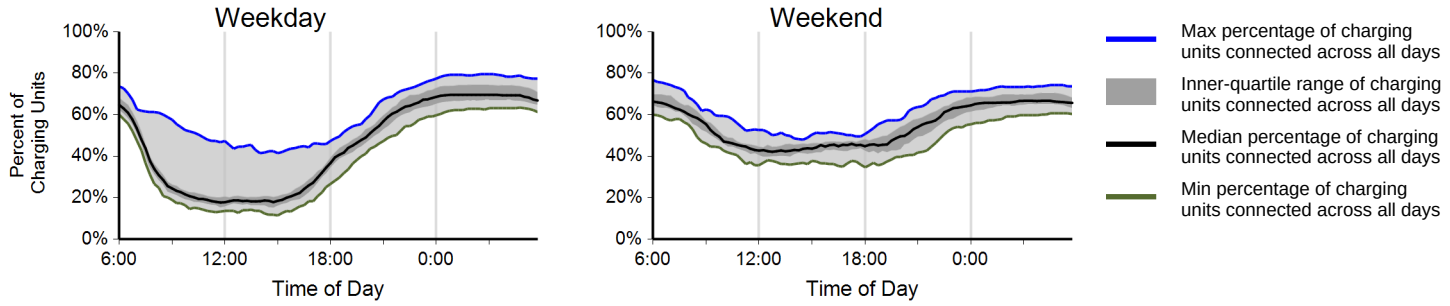
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: April 2013 through June 2013

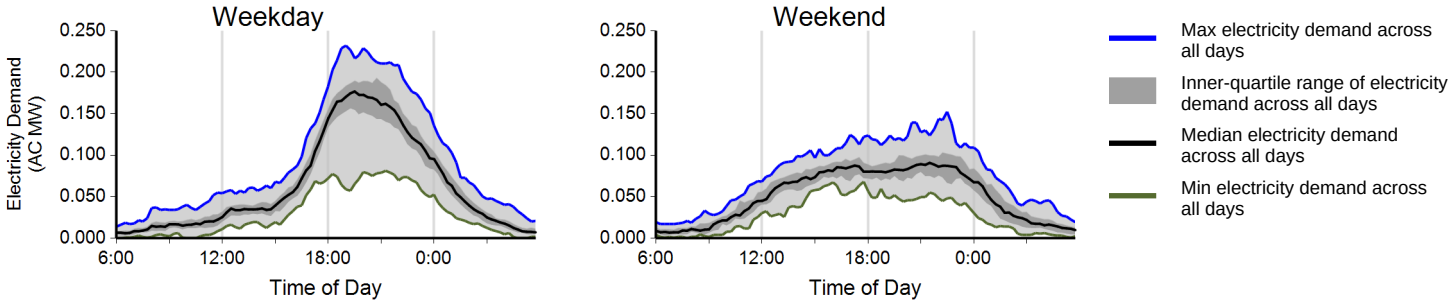
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	14,896	5,511	20,407
Electricity consumed (AC MWh)	98.61	31.81	130.42
Percent of time with a vehicle connected to EVSE	46%	56%	49%
Percent of time with a vehicle drawing power from EVSE	11%	9%	10%
Average number of charging events started per EVSE per day	1.21	1.11	1.18

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

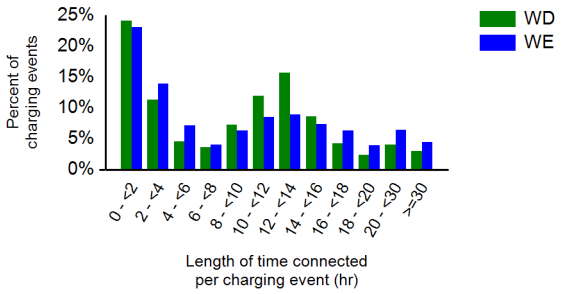
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: April 2013 through June 2013

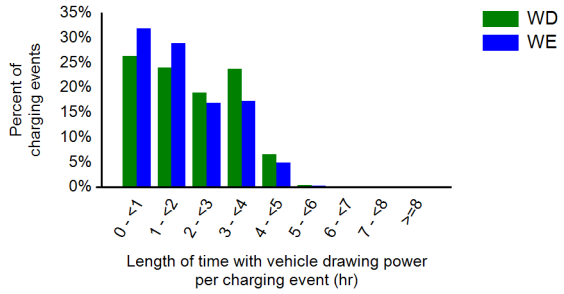
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	8%	92%	0%
Percent of electricity consumed	10%	90%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.1	10.4	10.1
Average length of time with vehicle drawing power per charging event (hr)	2.1	1.8	2.0
Average electricity consumed per charging event (AC kWh)	6.6	5.7	6.4

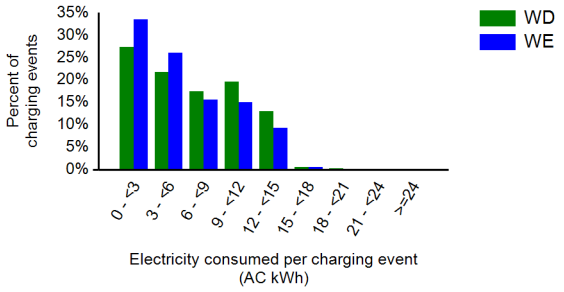
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

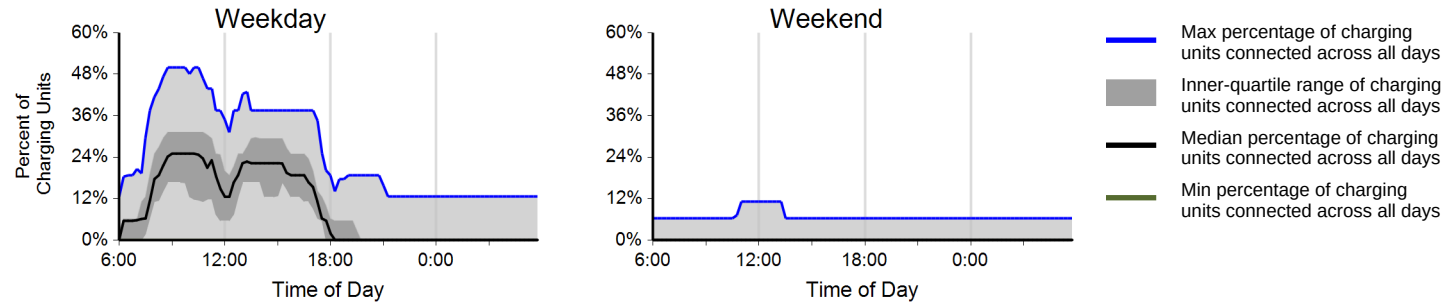
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: April 2013 through June 2013

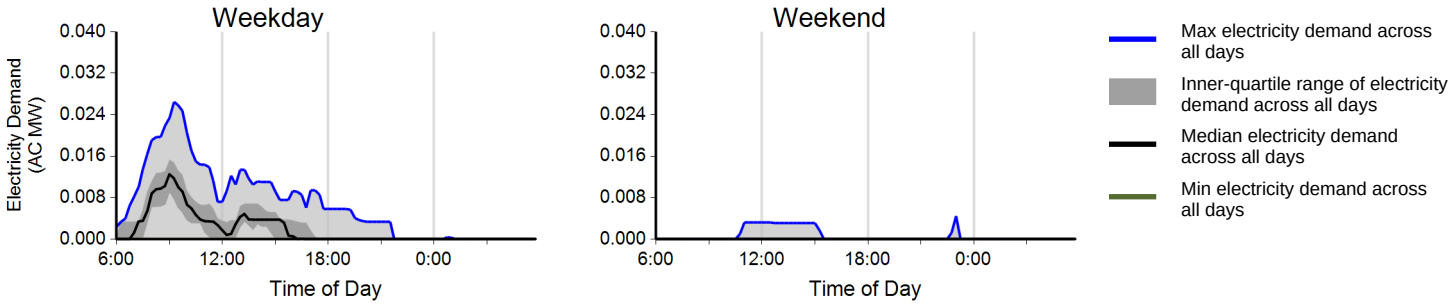
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	456	4	460
Electricity consumed (AC MWh)	3.35	0.02	3.37
Percent of time with a vehicle connected to EVSE	9%	1%	7%
Percent of time with a vehicle drawing power from EVSE	4%	0%	3%
Average number of charging events started per EVSE per day	0.42	0.01	0.30

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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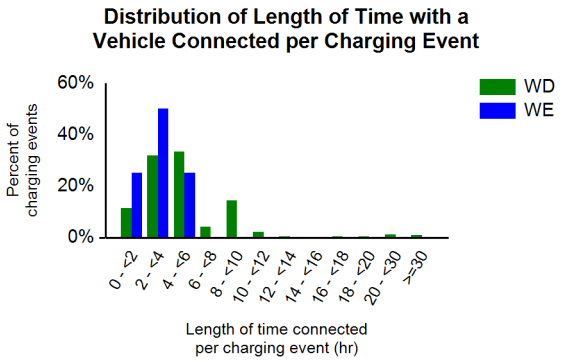
Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

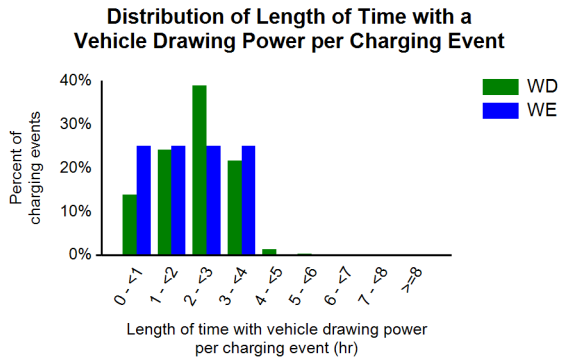
Region: Dallas/Ft. Worth, TX Metropolitan Area

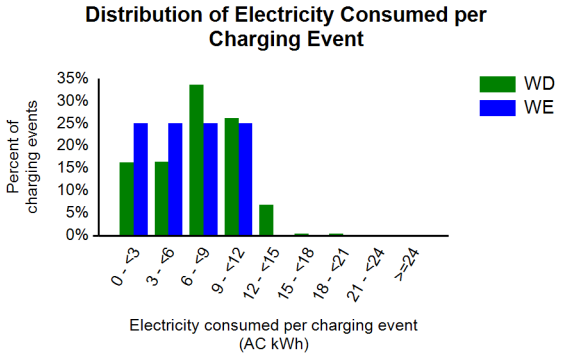
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	64%	36%
Percent of electricity consumed	0%	63%	37%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	5.6	2.8	5.6
Average length of time with vehicle drawing power per charging event (hr)	2.3	1.7	2.3
Average electricity consumed per charging event (AC kWh)	7.3	5.3	7.3







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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

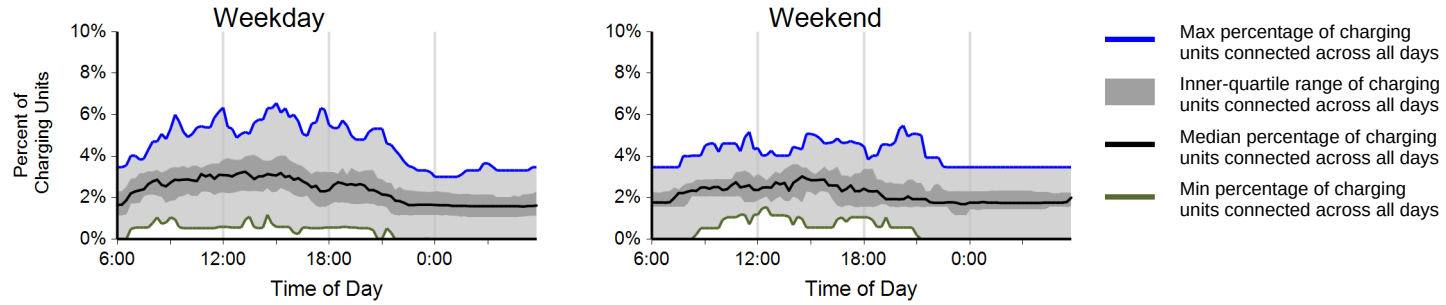
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: April 2013 through June 2013

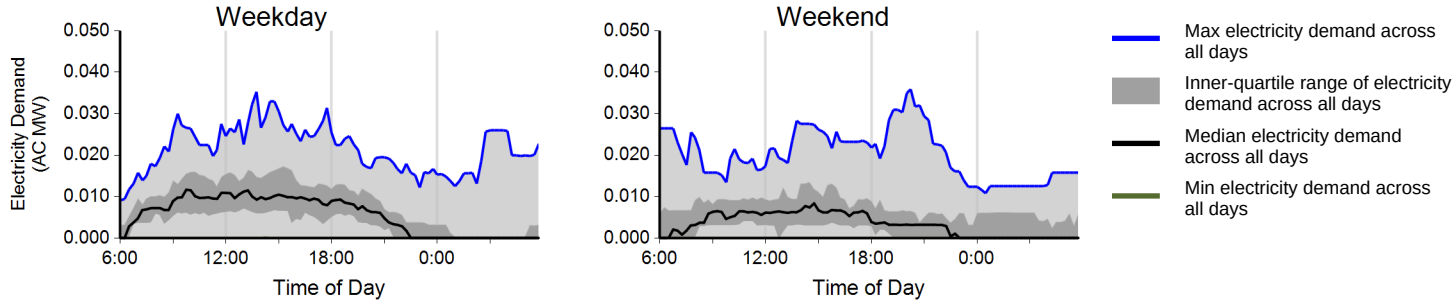
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	1,247	329	1,576
Electricity consumed (AC MWh)	9.79	3.03	12.82
Percent of time with a vehicle connected to EVSE	2%	2%	2%
Percent of time with a vehicle drawing power from EVSE	1%	1%	1%
Average number of charging events started per EVSE per day	0.11	0.07	0.10

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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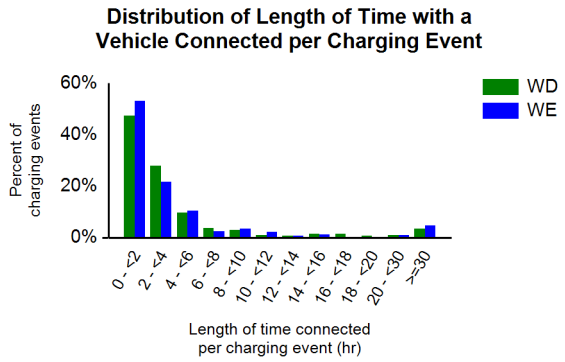
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

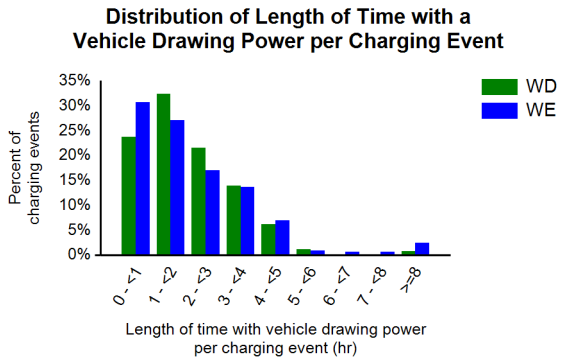
Region: Dallas/Ft. Worth, TX Metropolitan Area

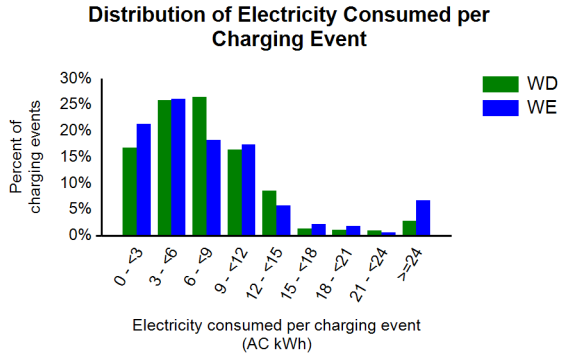
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	5%	9%	86%
Percent of electricity consumed	4%	7%	89%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	5.6	6.2	5.7
Average length of time with vehicle drawing power per charging event (hr)	2.1	2.1	2.1
Average electricity consumed per charging event (AC kWh)	7.9	9.0	8.1







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

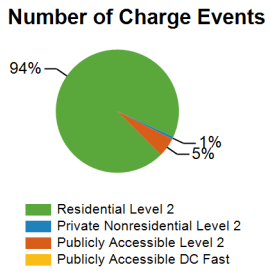
Region: Houston, TX Metropolitan Area

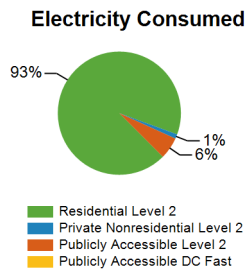
Report period: April 2013 through June 2013

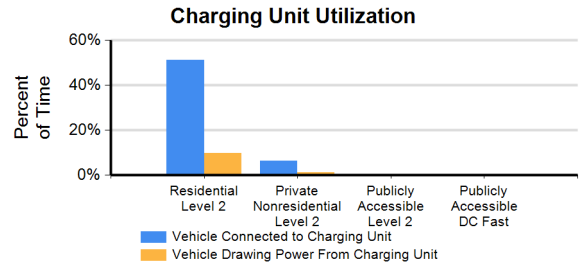
Number of EV Project vehicles in region: 77

Charging Unit Usage

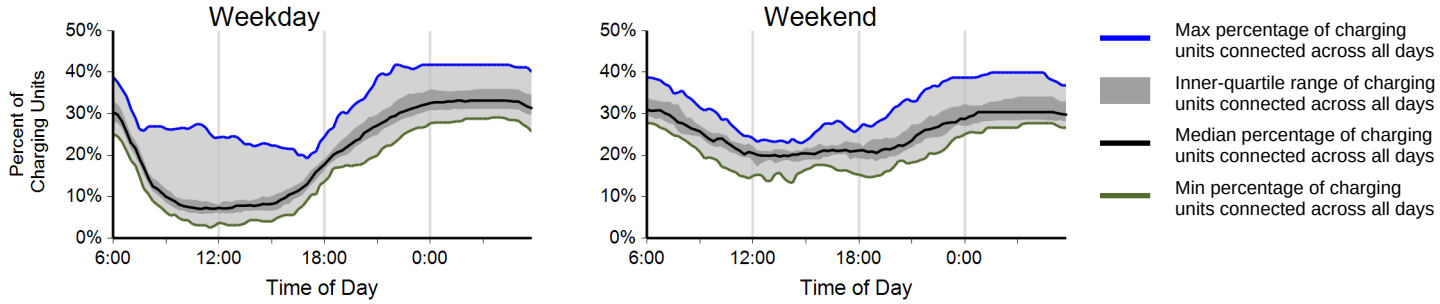
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	76	5	87	0	168
Number of charging events[2]	7,122	48	380	0	7,550
Electricity consumed (AC MWh)	46.45	0.58	2.86	0.00	49.90
Percent of time with a vehicle connected to charging unit	51%	6%	0%	0%	23%
Percent of time with a vehicle drawing power from charging unit	10%	1%	0%	0%	5%



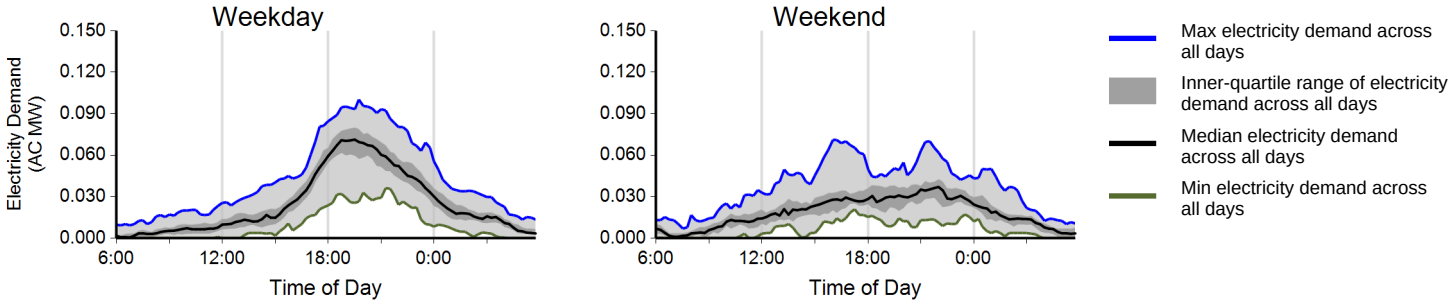




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

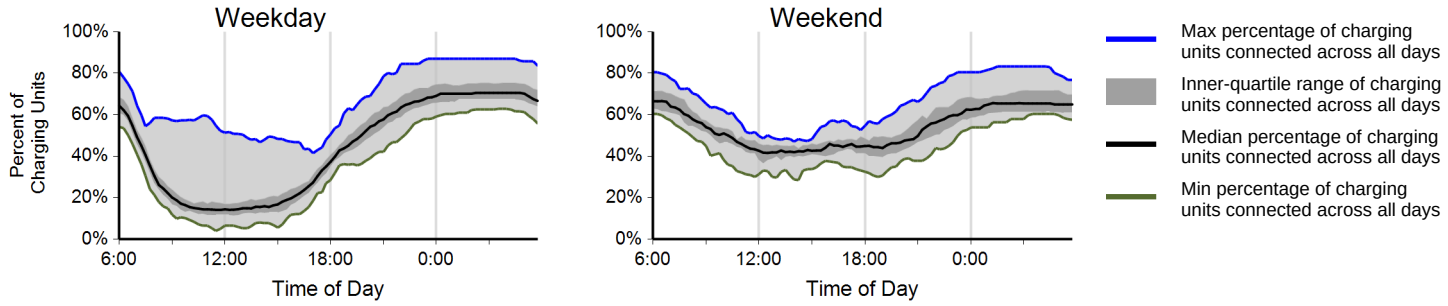
Region: Houston, TX Metropolitan Area

Report period: April 2013 through June 2013

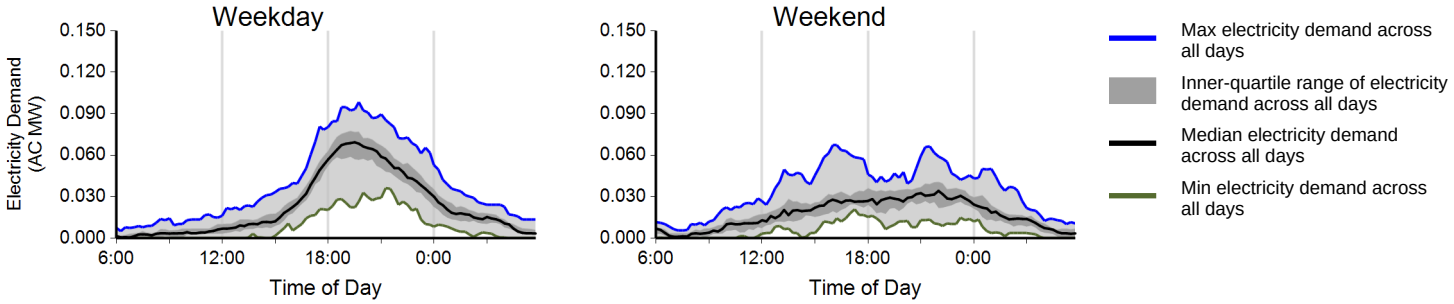
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	5,185	1,937	7,122
Electricity consumed (AC MWh)	35.58	10.88	46.45
Percent of time with a vehicle connected to EVSE	48%	58%	51%
Percent of time with a vehicle drawing power from EVSE	10%	8%	10%
Average number of charging events started per EVSE per day	1.14	1.07	1.12

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

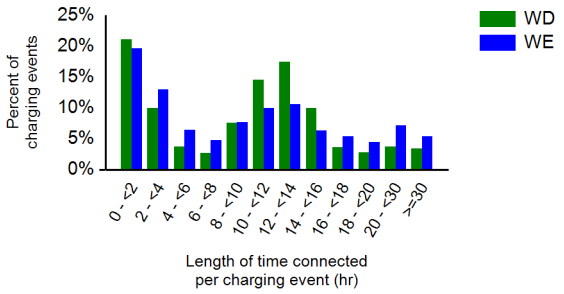
Region: Houston, TX Metropolitan Area

Report period: April 2013 through June 2013

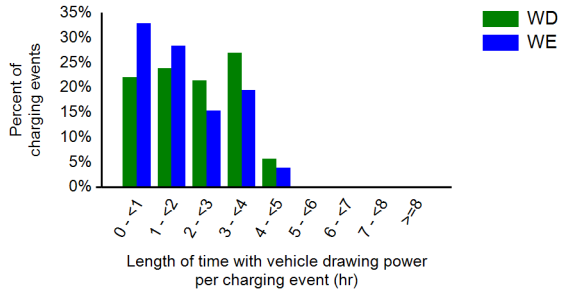
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	5%	95%	0%
Percent of electricity consumed	5%	95%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.9	11.5	11.1
Average length of time with vehicle drawing power per charging event (hr)	2.2	1.8	2.1
Average electricity consumed per charging event (AC kWh)	6.9	5.6	6.5

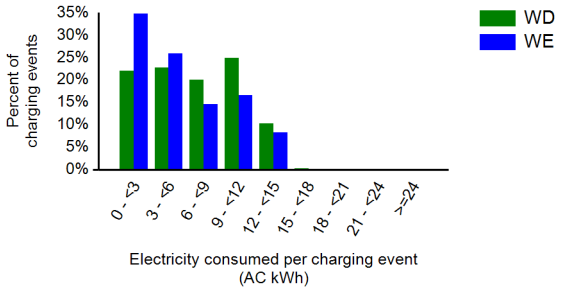
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

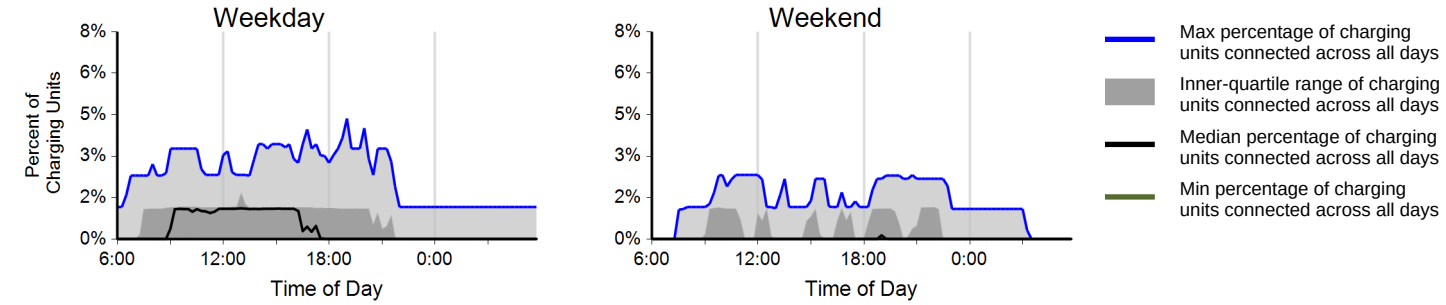
Region: Houston, TX Metropolitan Area

Report period: April 2013 through June 2013

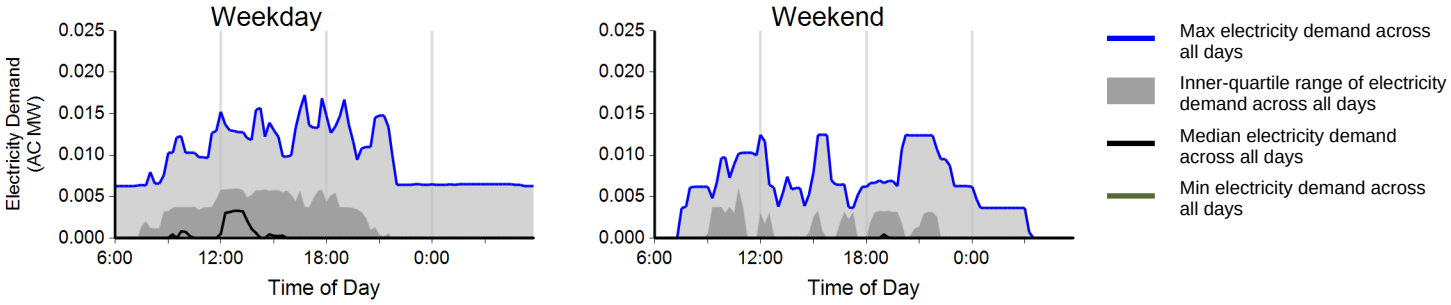
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	289	91	380
Electricity consumed (AC MWh)	2.38	0.49	2.86
Percent of time with a vehicle connected to EVSE	1%	0%	0%
Percent of time with a vehicle drawing power from EVSE	0%	0%	0%
Average number of charging events started per EVSE per day	0.05	0.04	0.05

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

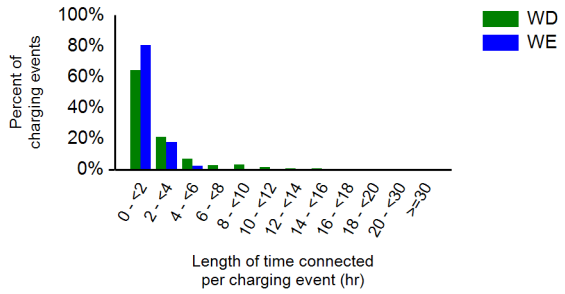
Region: Houston, TX Metropolitan Area

Report period: April 2013 through June 2013

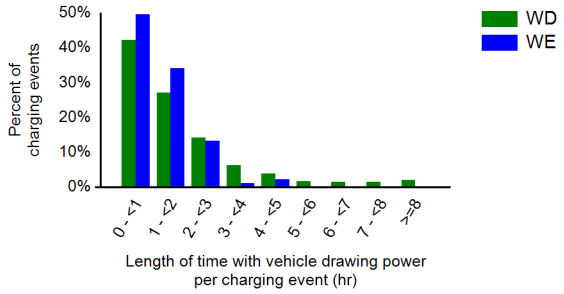
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	1%	17%	82%
Percent of electricity consumed	1%	12%	87%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	2.3	1.3	2.0
Average length of time with vehicle drawing power per charging event (hr)	1.8	1.3	1.7
Average electricity consumed per charging event (AC kWh)	8.2	5.3	7.5

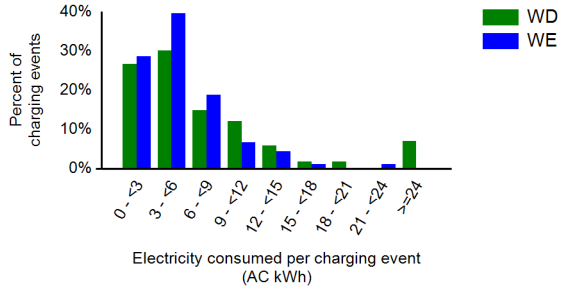
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

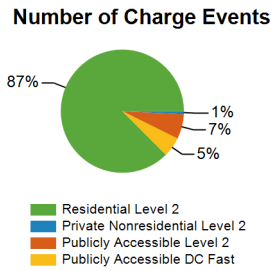
Region: Washington State

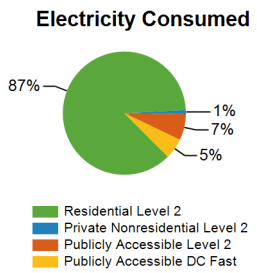
Report period: April 2013 through June 2013

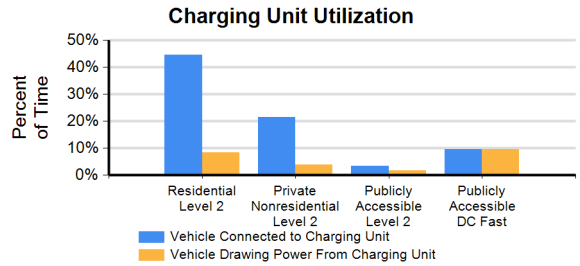
Number of EV Project vehicles in region: 819

Charging Unit Usage

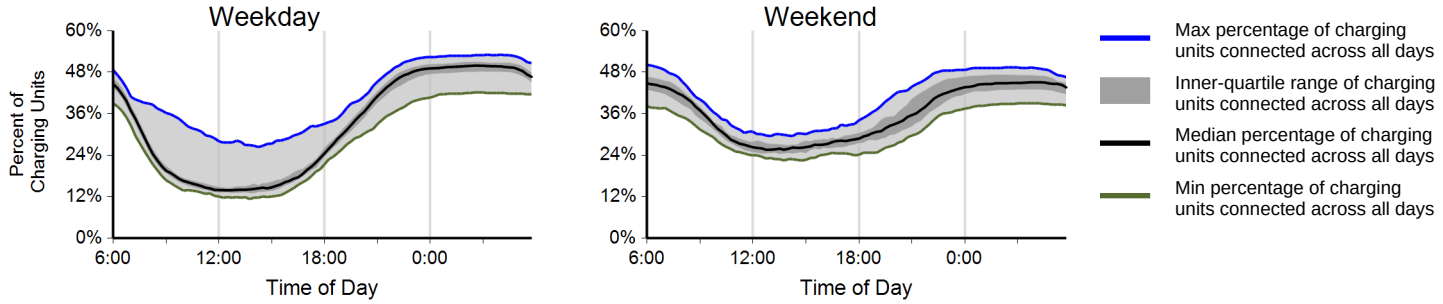
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	810	23	293	7	1,133
Number of charging events[2]	68,928	664	5,131	4,072	78,795
Electricity consumed (AC MWh)	520.76	6.22	41.23	32.40	600.60
Percent of time with a vehicle connected to charging unit	45%	22%	3%	10%	34%
Percent of time with a vehicle drawing power from charging unit	8%	4%	2%	10%	7%



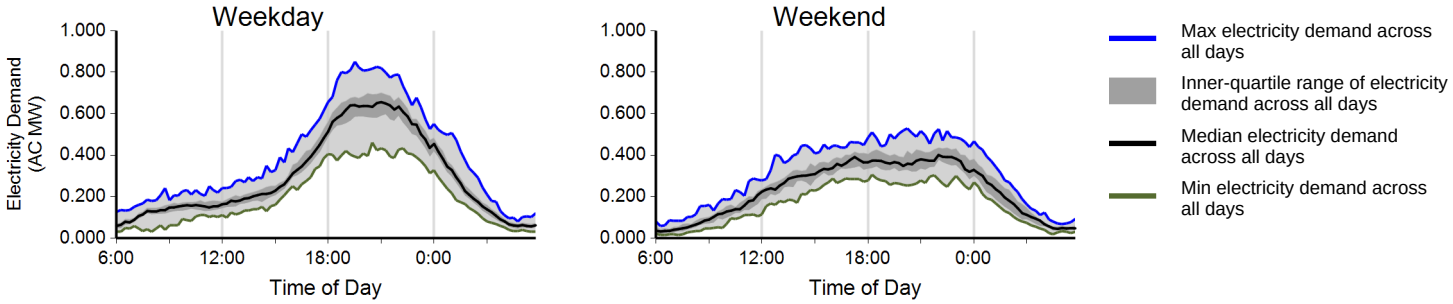




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

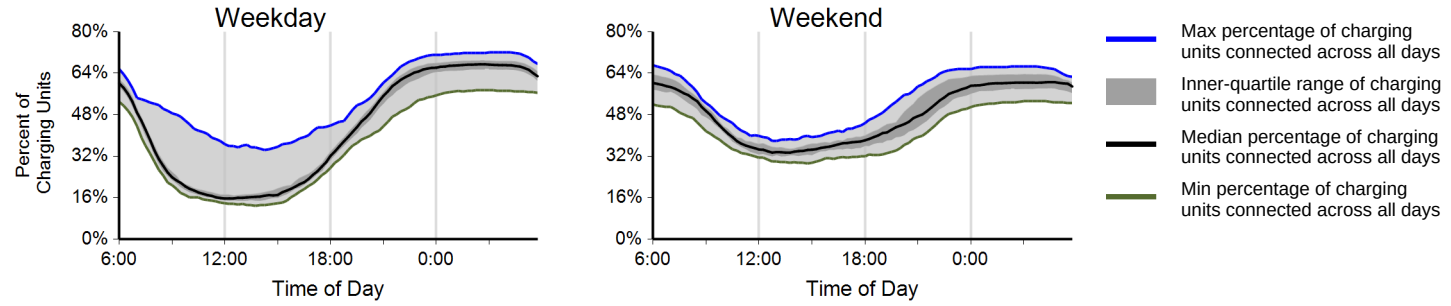
Region: Washington State

Report period: April 2013 through June 2013

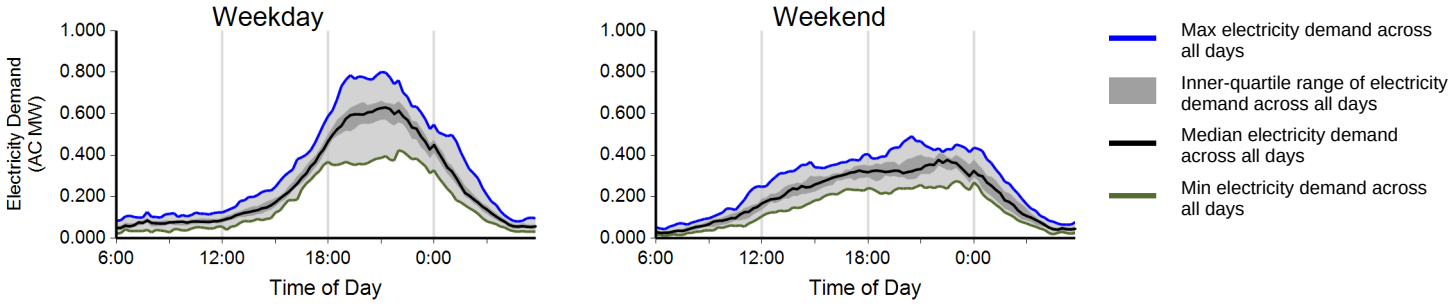
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	51,114	17,814	68,928
Electricity consumed (AC MWh)	394.91	125.85	520.76
Percent of time with a vehicle connected to EVSE	43%	49%	45%
Percent of time with a vehicle drawing power from EVSE	9%	7%	8%
Average number of charging events started per EVSE per day	0.99	0.86	0.96

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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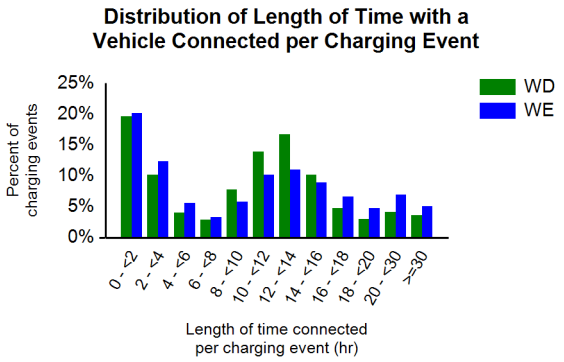
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

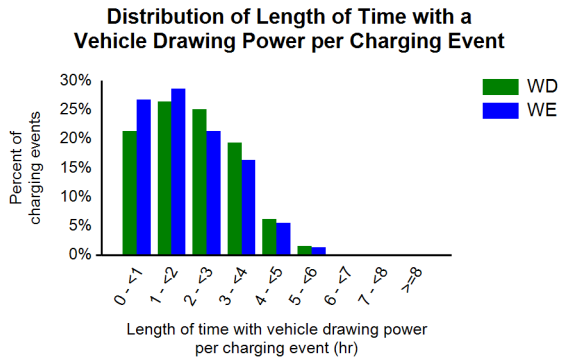
Region: Washington State

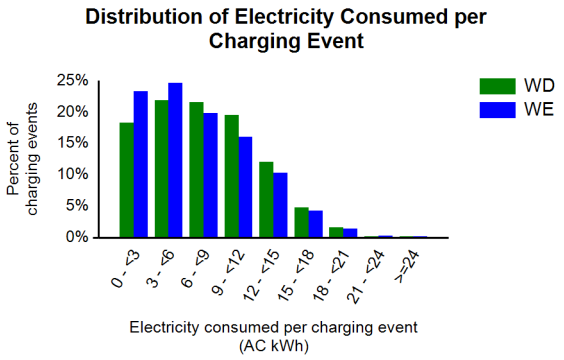
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	76%	24%	0%
Percent of electricity consumed	80%	20%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.2	11.6	11.3
Average length of time with vehicle drawing power per charging event (hr)	2.2	2.0	2.1
Average electricity consumed per charging event (AC kWh)	7.7	7.1	7.6







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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

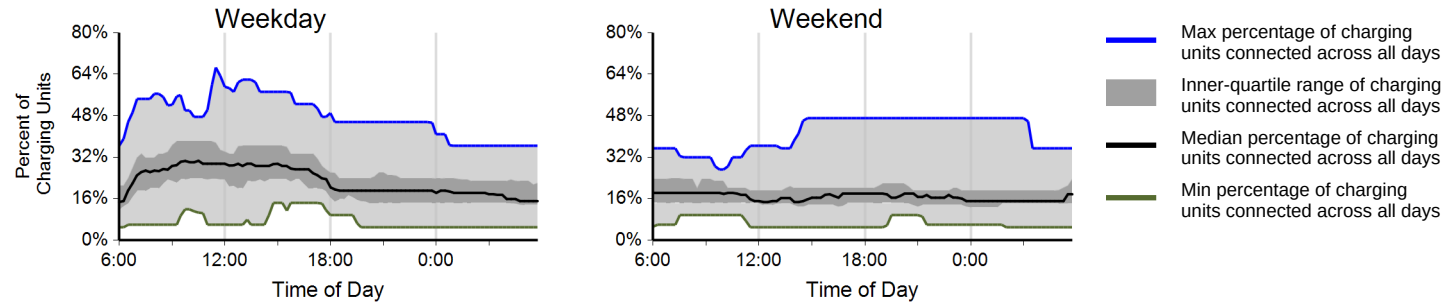
Region: Washington State

Report period: April 2013 through June 2013

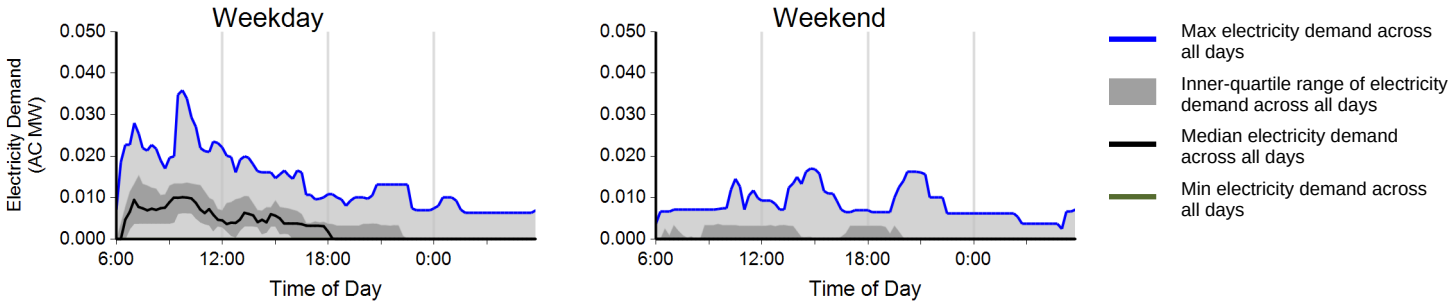
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	605	59	664
Electricity consumed (AC MWh)	5.57	0.65	6.22
Percent of time with a vehicle connected to EVSE	23%	18%	22%
Percent of time with a vehicle drawing power from EVSE	5%	1%	4%
Average number of charging events started per EVSE per day	0.46	0.11	0.36

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

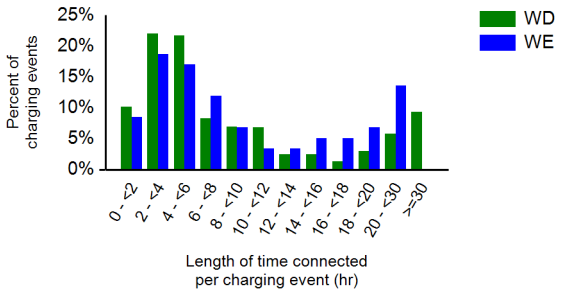
Region: Washington State

Report period: April 2013 through June 2013

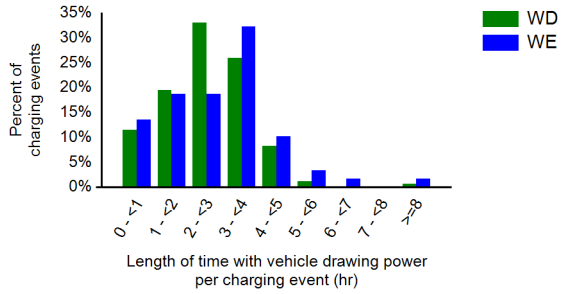
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	12%	0%	88%
Percent of electricity consumed	8%	0%	92%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	15.4	9.8	14.9
Average length of time with vehicle drawing power per charging event (hr)	2.6	2.8	2.6
Average electricity consumed per charging event (AC kWh)	9.2	11.1	9.4

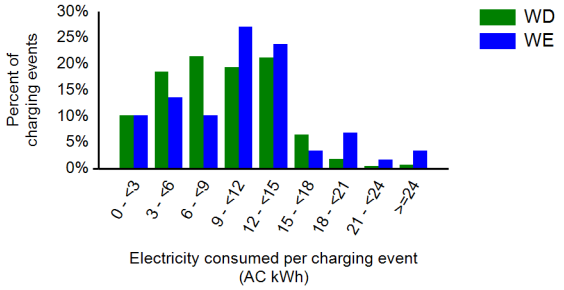
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

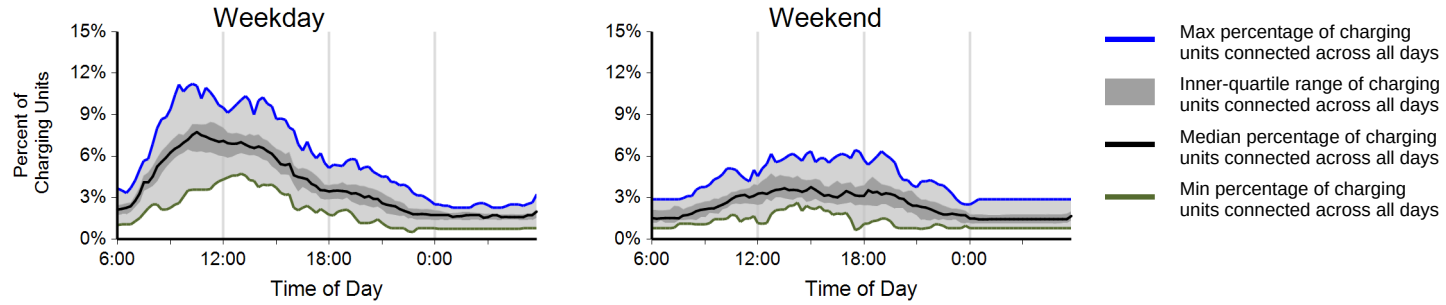
Region: Washington State

Report period: April 2013 through June 2013

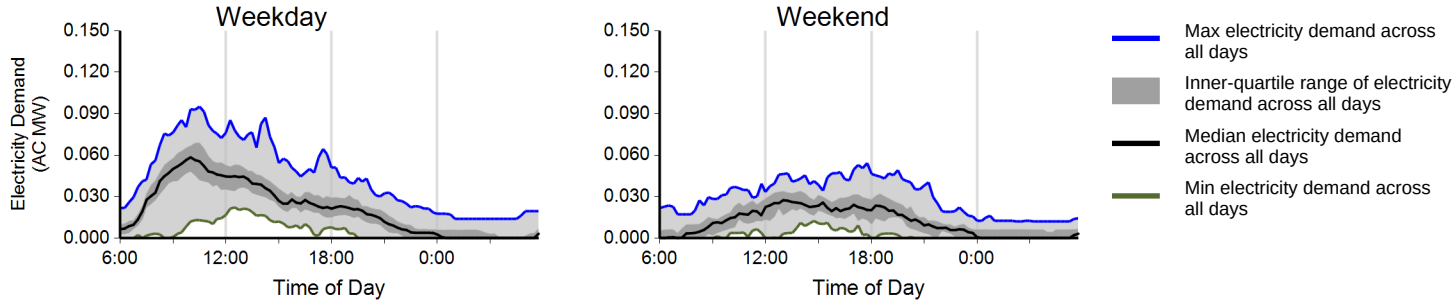
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	4,071	1,060	5,131
Electricity consumed (AC MWh)	33.55	7.69	41.23
Percent of time with a vehicle connected to EVSE	4%	2%	3%
Percent of time with a vehicle drawing power from EVSE	2%	1%	2%
Average number of charging events started per EVSE per day	0.23	0.15	0.20

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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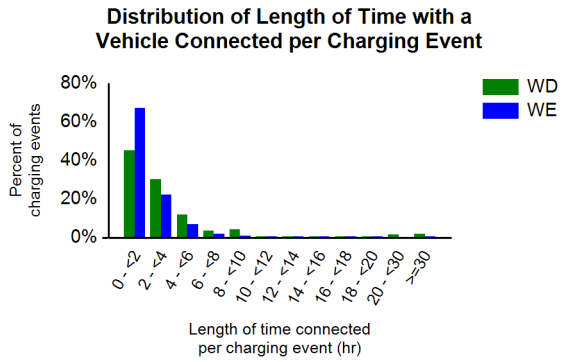
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

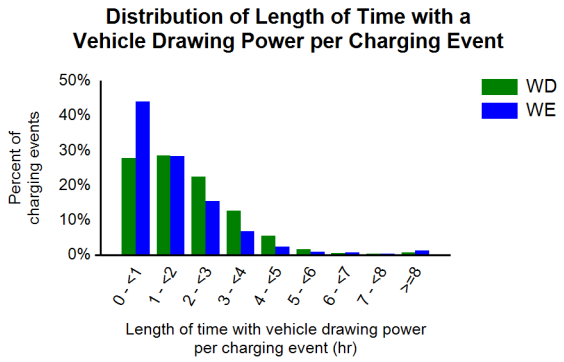
Region: Washington State

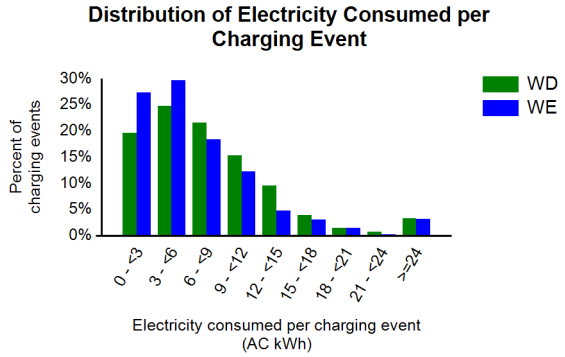
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	14%	4%	83%
Percent of electricity consumed	11%	3%	86%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.5	2.2	4.0
Average length of time with vehicle drawing power per charging event (hr)	2.0	1.7	2.0
Average electricity consumed per charging event (AC kWh)	8.2	7.3	8.0







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

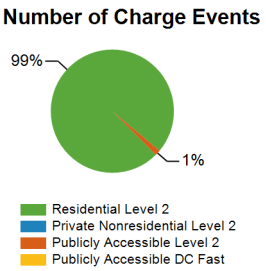
Region: Chicago, IL Metropolitan Area

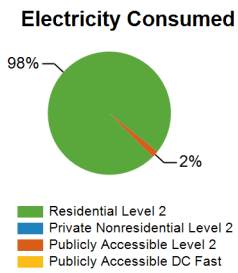
Report period: April 2013 through June 2013

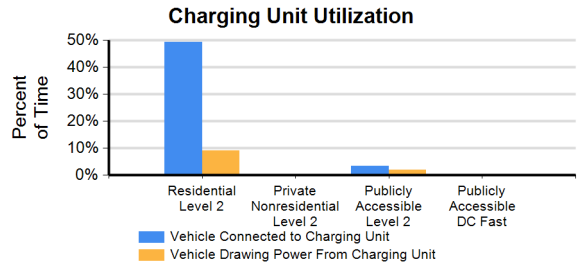
Number of EV Project vehicles in region: 151

Charging Unit Usage

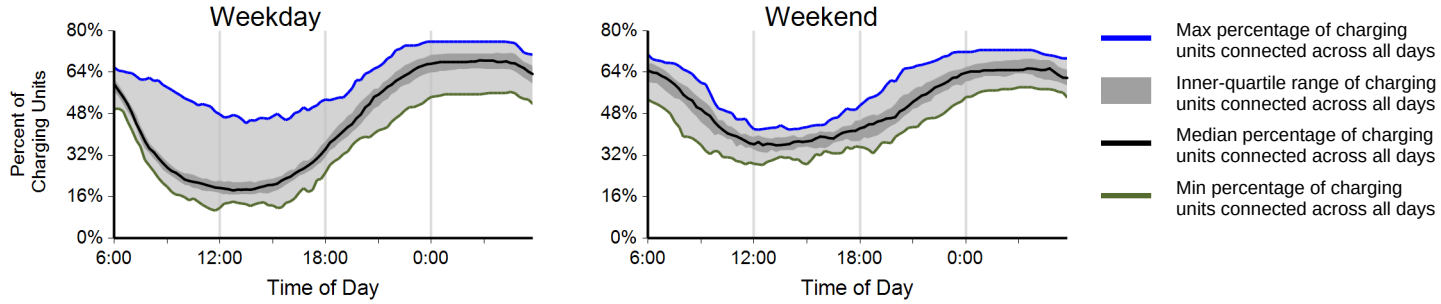
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	153	0	15	0	168
Number of charging events[2]	15,433	0	222	0	15,655
Electricity consumed (AC MWh)	97.67	0.00	1.77	0.00	99.44
Percent of time with a vehicle connected to charging unit	49%	0%	4%	0%	46%
Percent of time with a vehicle drawing power from charging unit	9%	0%	2%	0%	9%



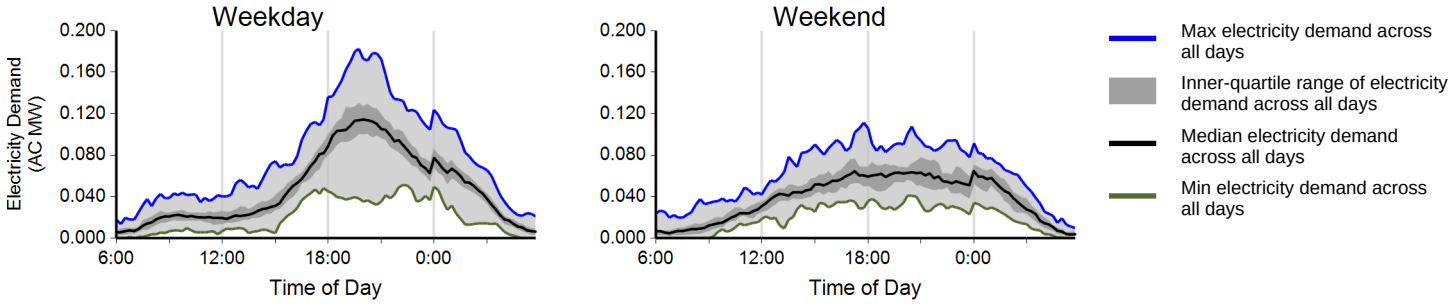




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

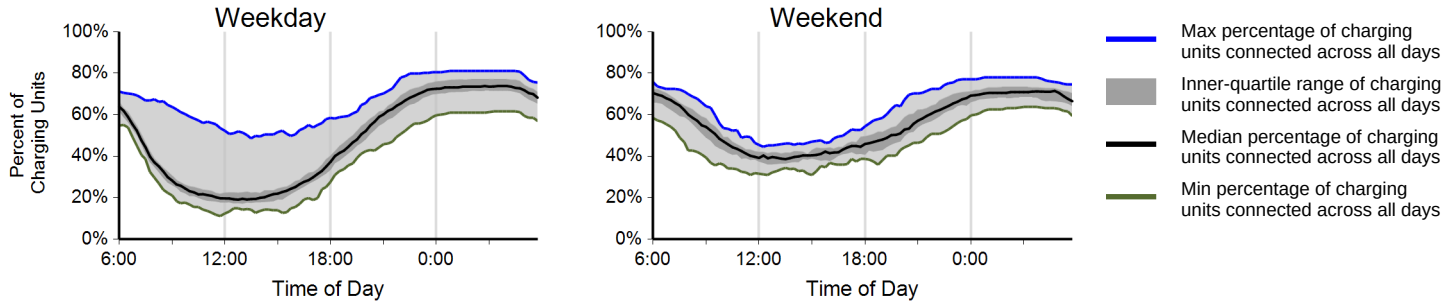
Region: Chicago, IL Metropolitan Area

Report period: April 2013 through June 2013

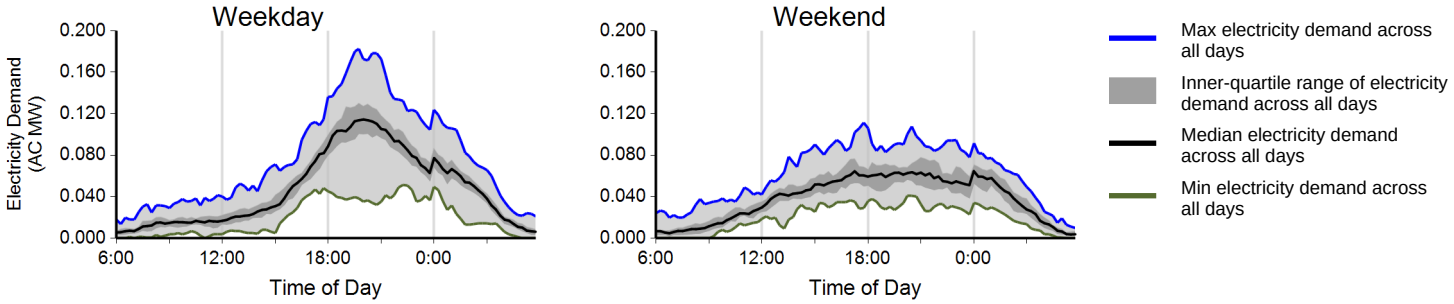
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	11,173	4,260	15,433
Electricity consumed (AC MWh)	73.68	23.99	97.67
Percent of time with a vehicle connected to EVSE	47%	55%	49%
Percent of time with a vehicle drawing power from EVSE	10%	8%	9%
Average number of charging events started per EVSE per day	1.15	1.09	1.13

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



© 2013 ECOtality

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

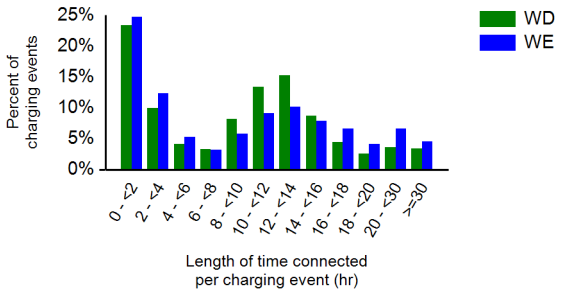
Region: Chicago, IL Metropolitan Area

Report period: April 2013 through June 2013

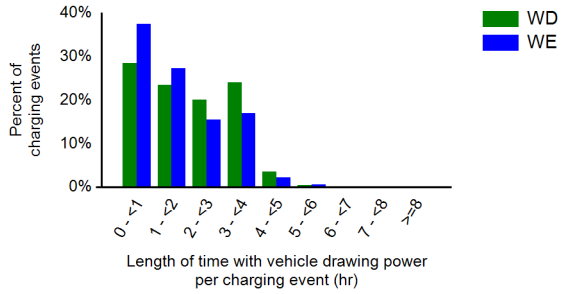
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	12%	88%	0%
Percent of electricity consumed	15%	85%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.6	10.6	10.6
Average length of time with vehicle drawing power per charging event (hr)	2.0	1.7	1.9
Average electricity consumed per charging event (AC kWh)	6.6	5.6	6.3

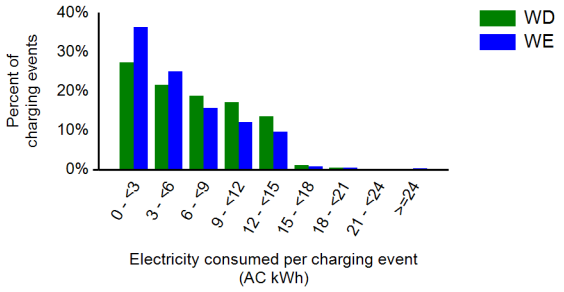
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

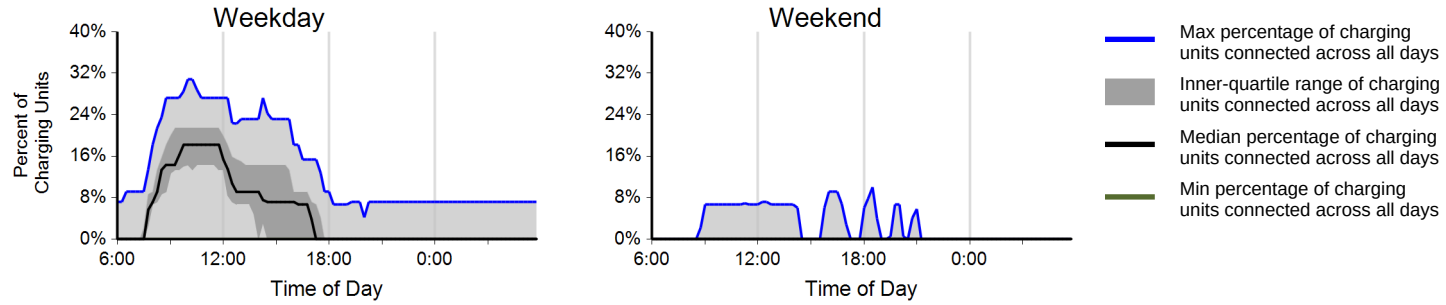
Region: Chicago, IL Metropolitan Area

Report period: April 2013 through June 2013

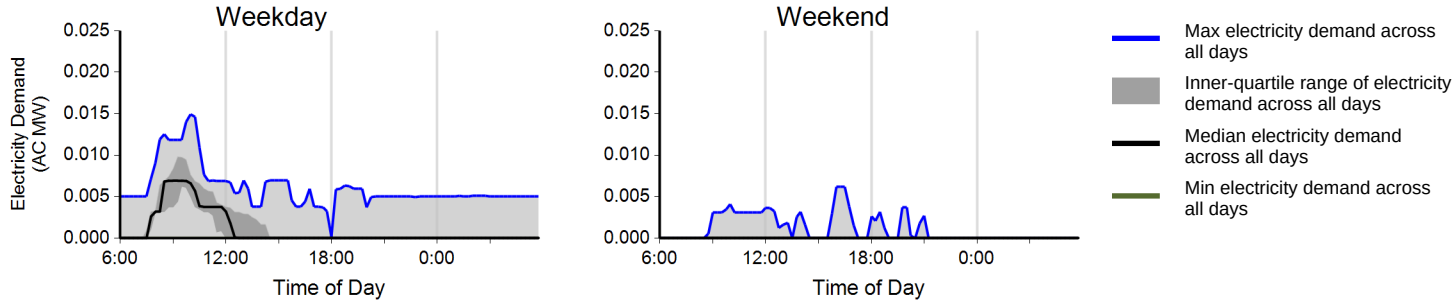
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	208	14	222
Electricity consumed (AC MWh)	1.73	0.04	1.77
Percent of time with a vehicle connected to EVSE	5%	0%	4%
Percent of time with a vehicle drawing power from EVSE	3%	0%	2%
Average number of charging events started per EVSE per day	0.26	0.04	0.20

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

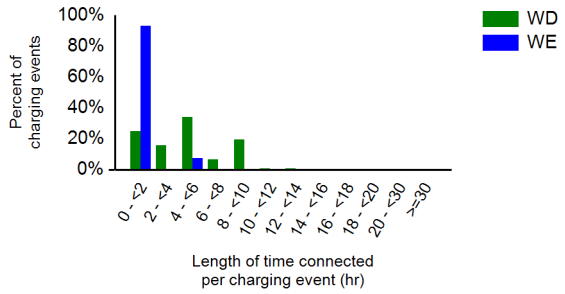
Region: Chicago, IL Metropolitan Area

Report period: April 2013 through June 2013

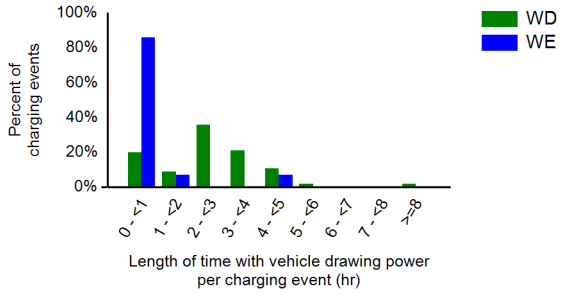
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	4%	25%	71%
Percent of electricity consumed	2%	20%	78%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.5	0.9	4.3
Average length of time with vehicle drawing power per charging event (hr)	2.7	0.9	2.5
Average electricity consumed per charging event (AC kWh)	8.3	2.8	8.0

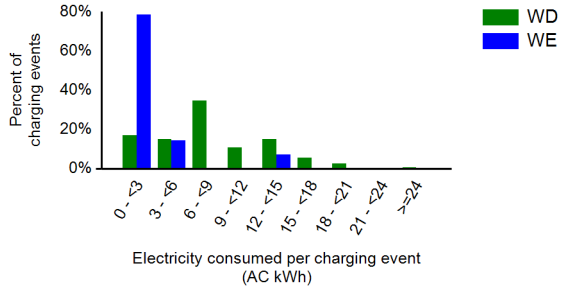
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

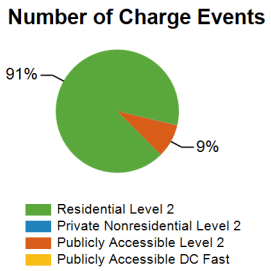
Region: Atlanta, GA Metropolitan Area

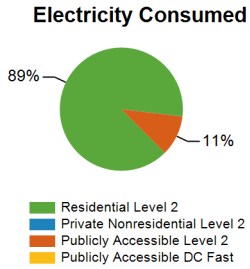
Report period: April 2013 through June 2013

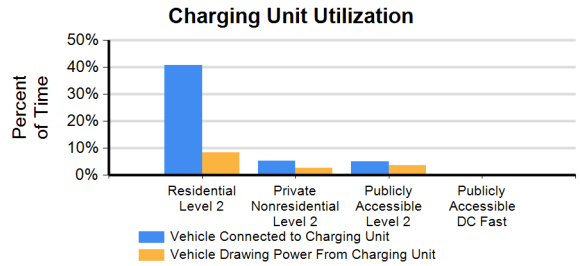
Number of EV Project vehicles in region: 213

Charging Unit Usage

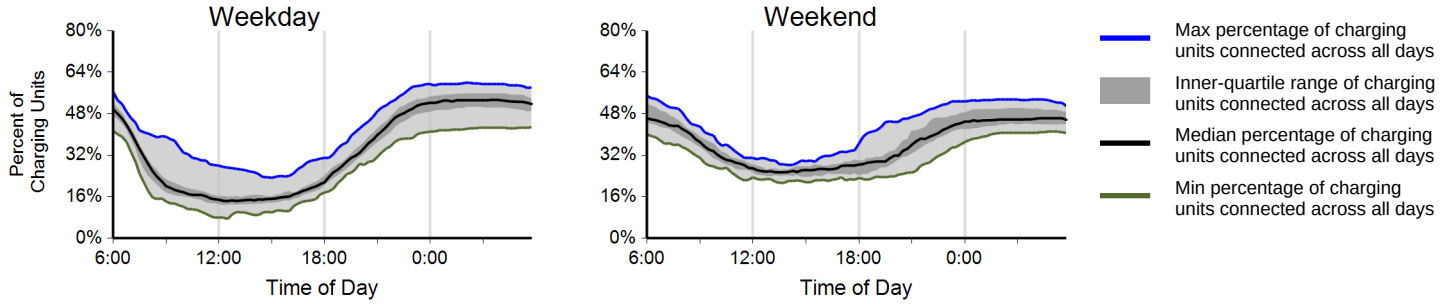
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	212	1	63	0	276
Number of charging events[2]	16,711	11	1,610	0	18,332
Electricity consumed (AC MWh)	130.78	0.08	15.51	0.00	146.38
Percent of time with a vehicle connected to charging unit	41%	5%	5%	0%	34%
Percent of time with a vehicle drawing power from charging unit	8%	3%	4%	0%	7%



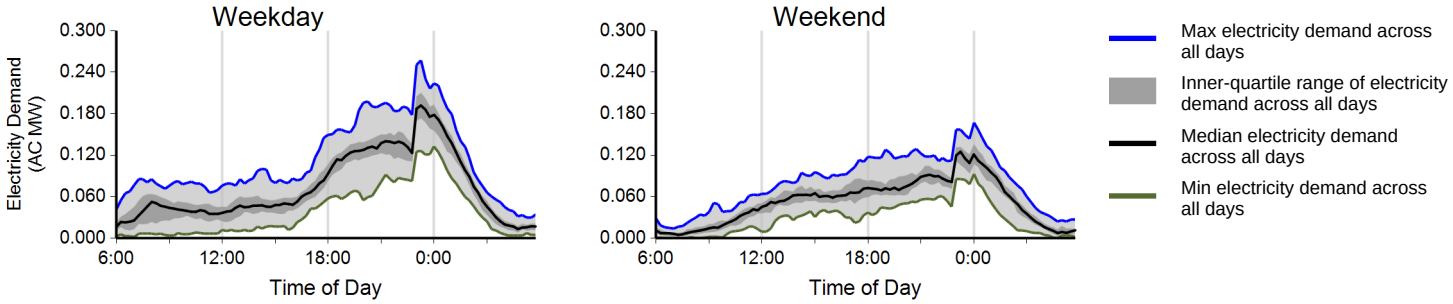




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

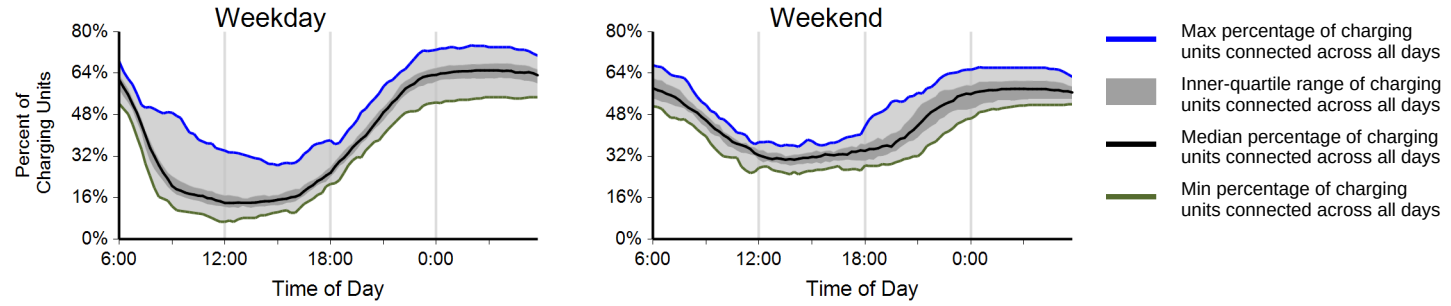
Region: Atlanta, GA Metropolitan Area

Report period: April 2013 through June 2013

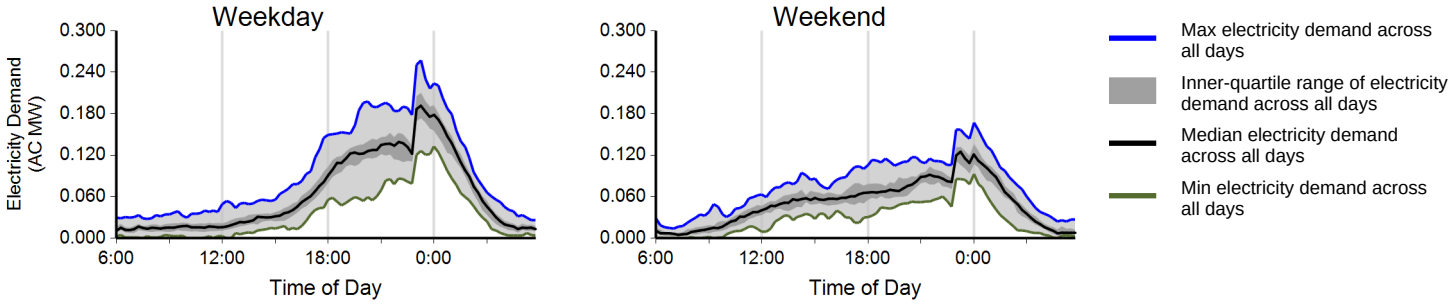
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	12,209	4,502	16,711
Electricity consumed (AC MWh)	98.92	31.86	130.78
Percent of time with a vehicle connected to EVSE	39%	44%	41%
Percent of time with a vehicle drawing power from EVSE	9%	7%	8%
Average number of charging events started per EVSE per day	0.90	0.83	0.88

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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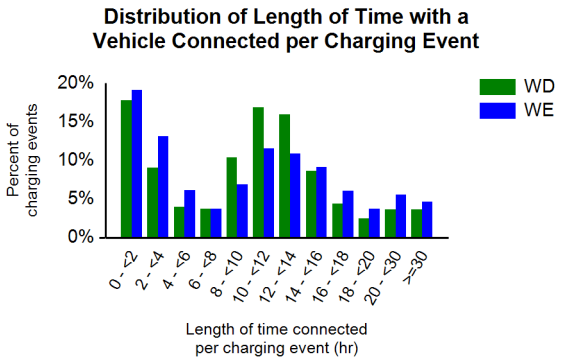
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

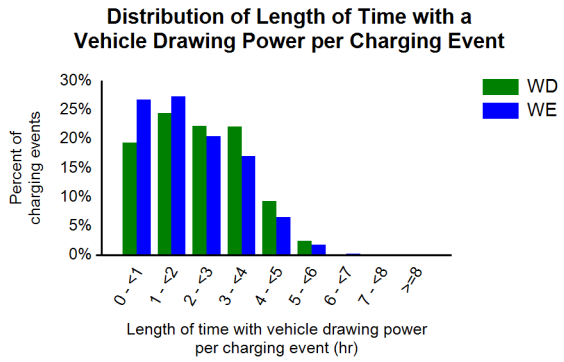
Region: Atlanta, GA Metropolitan Area

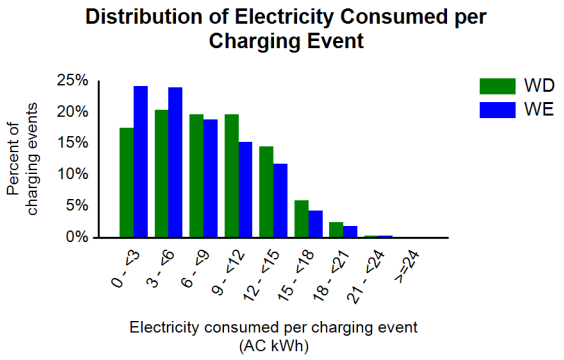
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	63%	37%	0%
Percent of electricity consumed	69%	31%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.3	11.1	11.2
Average length of time with vehicle drawing power per charging event (hr)	2.4	2.1	2.3
Average electricity consumed per charging event (AC kWh)	8.1	7.1	7.8







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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

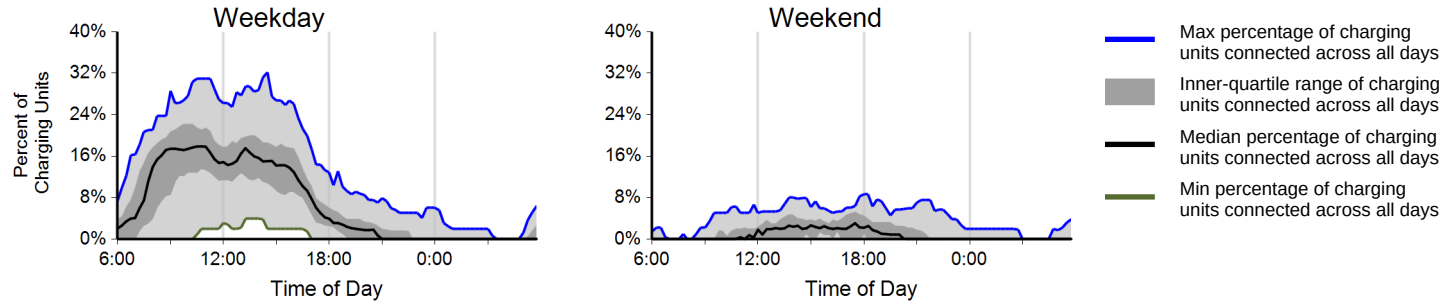
Region: Atlanta, GA Metropolitan Area

Report period: April 2013 through June 2013

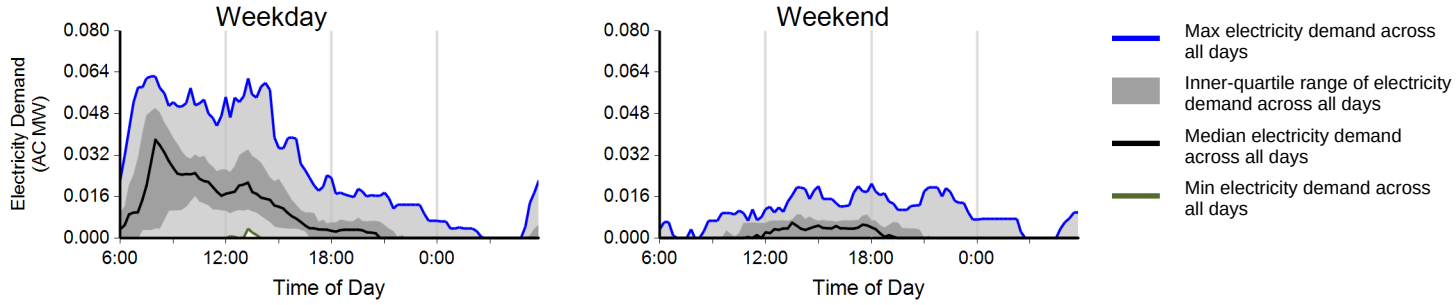
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	1,425	185	1,610
Electricity consumed (AC MWh)	14.30	1.22	15.51
Percent of time with a vehicle connected to EVSE	7%	1%	5%
Percent of time with a vehicle drawing power from EVSE	5%	1%	4%
Average number of charging events started per EVSE per day	0.46	0.15	0.37

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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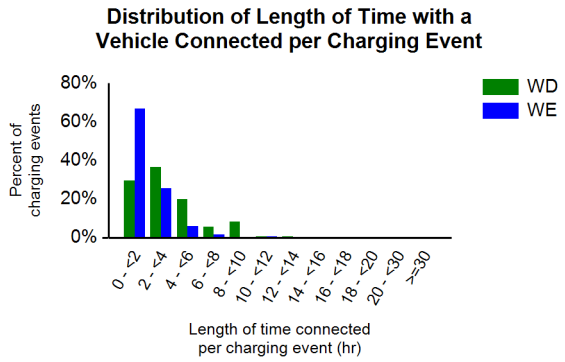
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

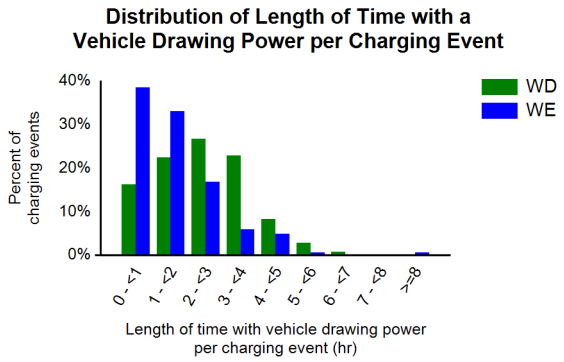
Region: Atlanta, GA Metropolitan Area

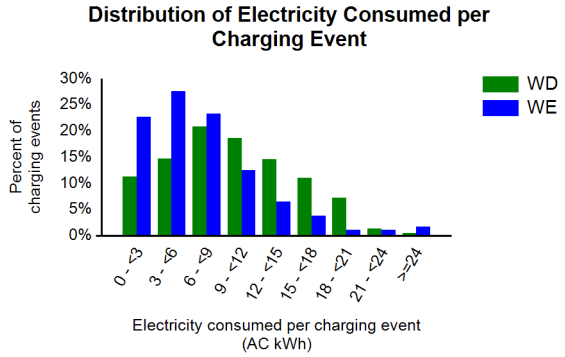
Report period: April 2013 through June 2013

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	5%	3%	92%
Percent of electricity consumed	5%	2%	93%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	3.6	1.8	3.4
Average length of time with vehicle drawing power per charging event (hr)	2.5	1.6	2.4
Average electricity consumed per charging event (AC kWh)	10.0	7.1	9.6







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

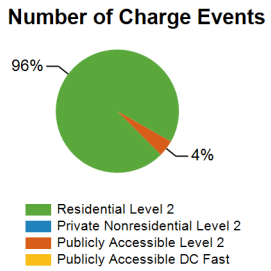
Region: Philadelphia, PA Metropolitan Area

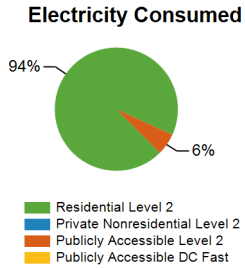
Report period: April 2013 through June 2013

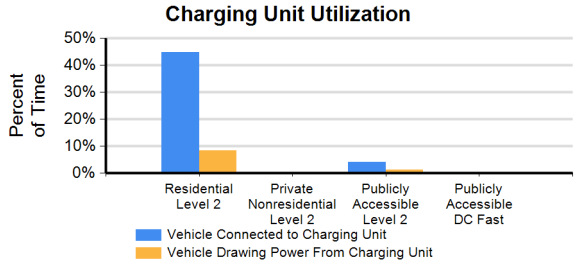
Number of EV Project vehicles in region: 75

Charging Unit Usage

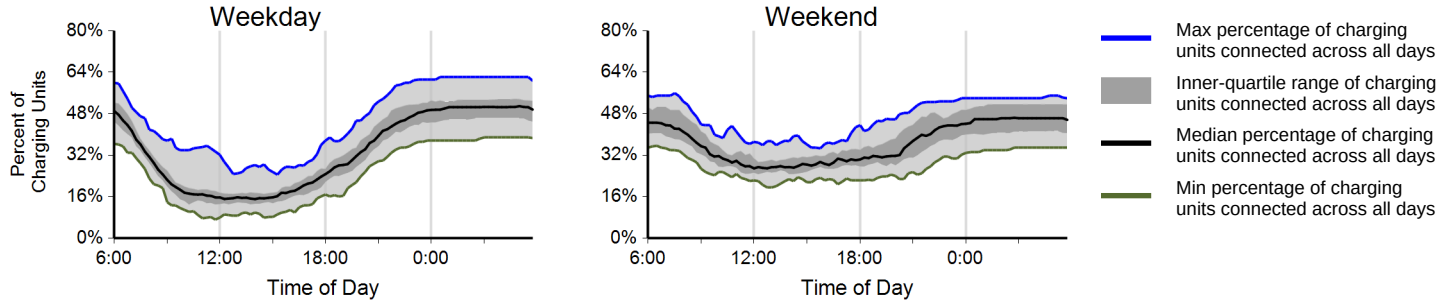
	Residential Level 2	Private Nonresidential Level 2	Publicly Accessible Level 2	Publicly Accessible DC Fast	Total
Number of charging units[1]	75	0	41	0	116
Number of charging events[2]	6,831	0	307	0	7,138
Electricity consumed (AC MWh)	45.66	0.00	2.76	0.00	48.41
Percent of time with a vehicle connected to charging unit	45%	0%	4%	0%	34%
Percent of time with a vehicle drawing power from charging unit	8%	0%	1%	0%	7%



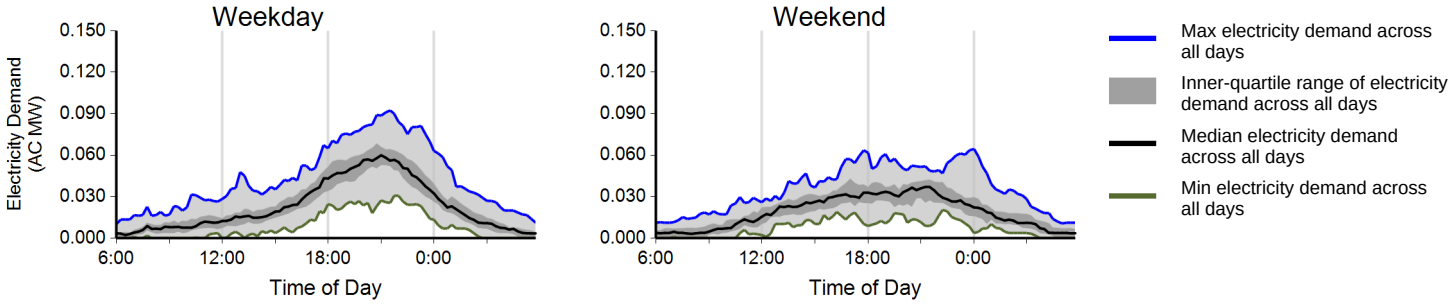




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



[1] Includes charging units that reported at least one use during the reporting period. Some residential charging units are excluded due to incomplete data.

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

[3] Considers the connection status of all charging units every minute

[4] Based on 15 minute rolling average power output from all charging units

Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

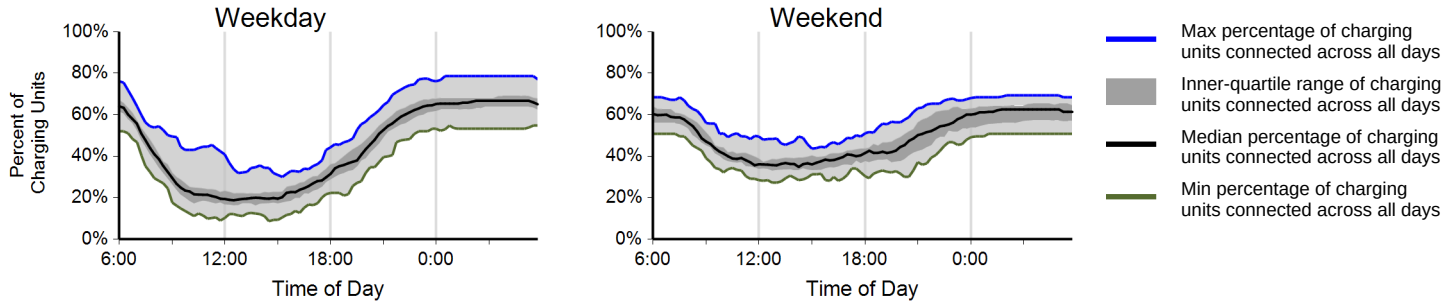
Region: Philadelphia, PA Metropolitan Area

Report period: April 2013 through June 2013

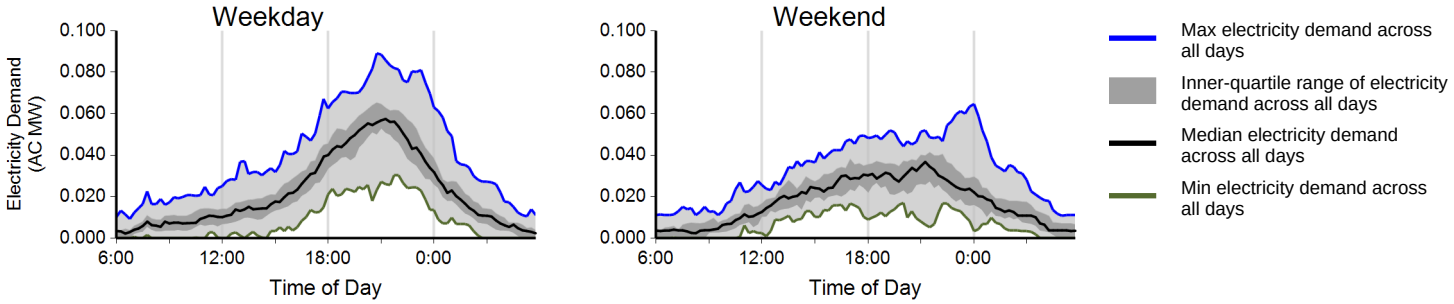
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	5,085	1,746	6,831
Electricity consumed (AC MWh)	34.65	11.01	45.66
Percent of time with a vehicle connected to EVSE	43%	48%	45%
Percent of time with a vehicle drawing power from EVSE	9%	7%	8%
Average number of charging events started per EVSE per day	1.05	0.90	1.01

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

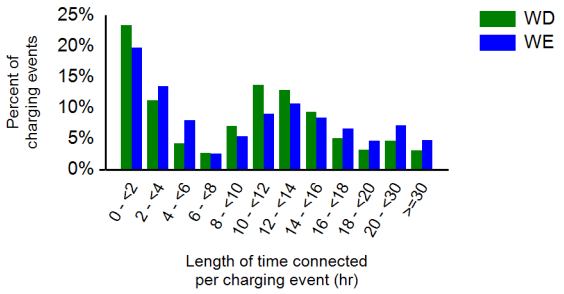
Region: Philadelphia, PA Metropolitan Area

Report period: April 2013 through June 2013

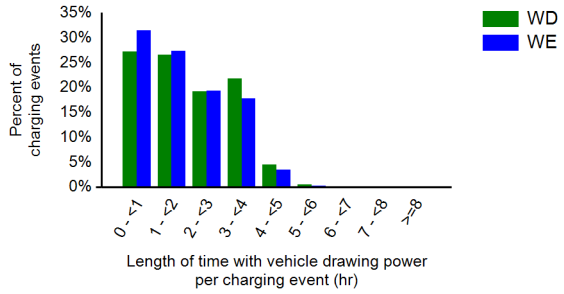
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	28%	72%	0%
Percent of electricity consumed	34%	66%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.6	11.2	10.7
Average length of time with vehicle drawing power per charging event (hr)	2.0	1.9	2.0
Average electricity consumed per charging event (AC kWh)	6.8	6.3	6.7

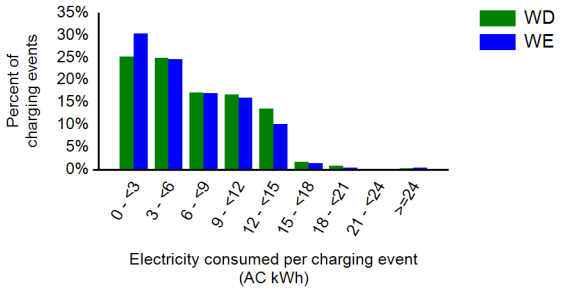
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of Electricity Consumed per Charging Event



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Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

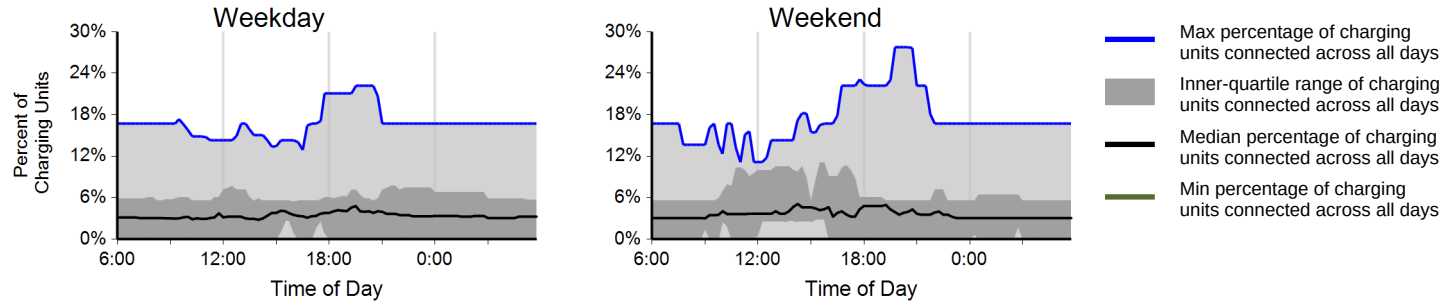
Region: Philadelphia, PA Metropolitan Area

Report period: April 2013 through June 2013

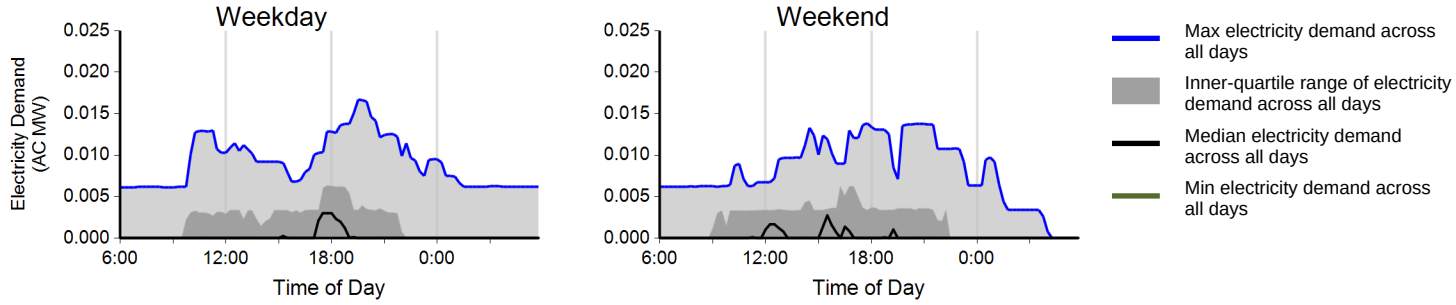
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	223	84	307
Electricity consumed (AC MWh)	1.89	0.86	2.76
Percent of time with a vehicle connected to EVSE	4%	4%	4%
Percent of time with a vehicle drawing power from EVSE	1%	1%	1%
Average number of charging events started per EVSE per day	0.13	0.12	0.13

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day[4]



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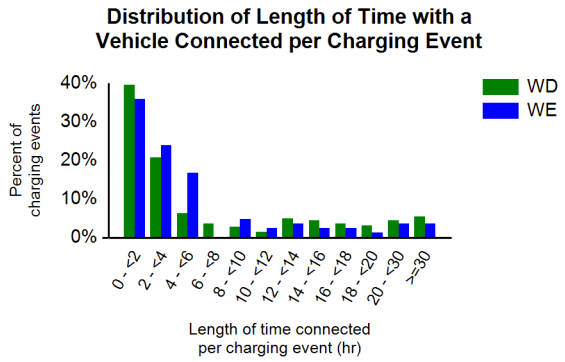
Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

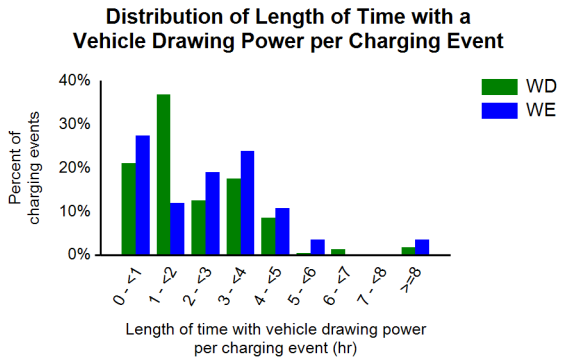
Region: Philadelphia, PA Metropolitan Area

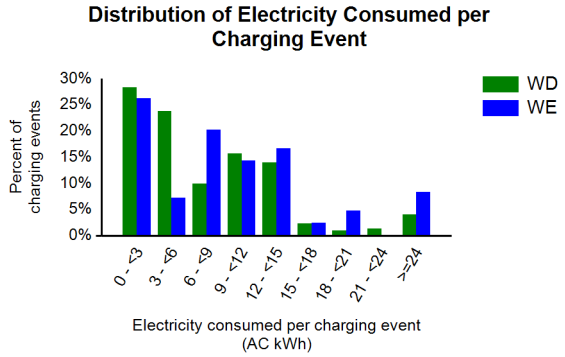
Report period: April 2013 through June 2013

Vehicles Charged	PhillyCarShare fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	29%	0%	18%	52%
Percent of electricity consumed	29%	0%	7%	64%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	8.2	7.0	7.9
Average length of time with vehicle drawing power per charging event (hr)	2.2	2.6	2.3
Average electricity consumed per charging event (AC kWh)	8.3	10.7	9.0







[1] PhillyCarShare operates a car sharing fleet of Chevrolet Volts in this region. Usage of publicly accessible EV Project charging units to charge these vehicles is included in this report.

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