EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

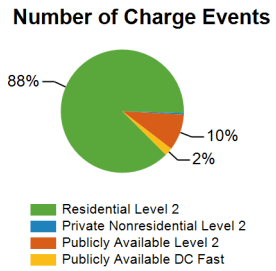
Region: ALL

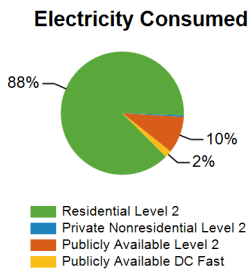
Report period: October 2012 through December 2012

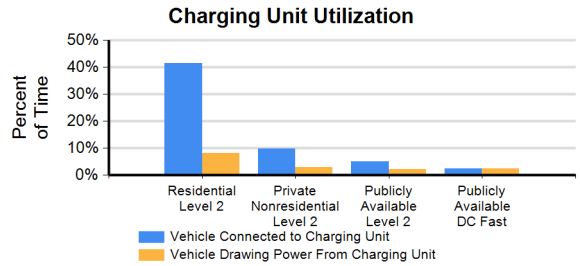
Number of EV Project vehicles in region: 4783

Charging Unit Usage

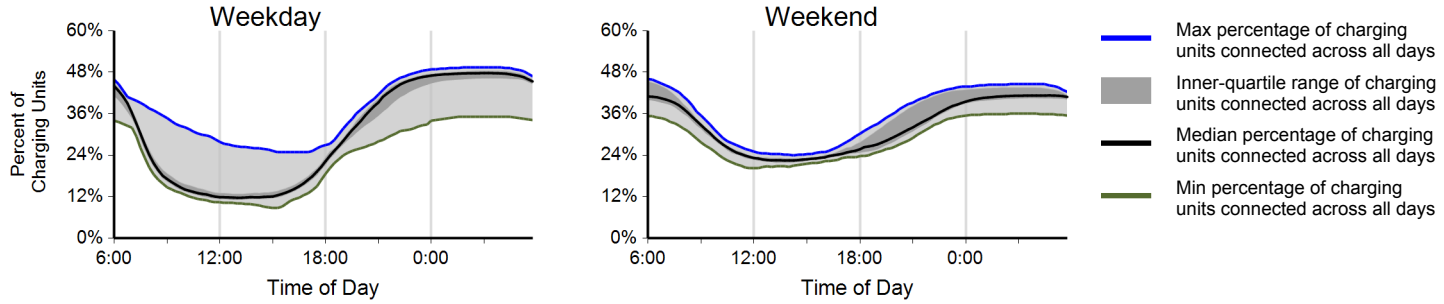
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	4,819	78	1,988	54	6,939
Number of charging events[2]	341,828	1,699	36,990	8,089	388,606
Electricity consumed (AC MWh)	2,827.92	14.83	311.16	58.39	3,212.30
Percent of time with a vehicle connected to charging unit	42%	10%	5%	2%	31%
Percent of time with a vehicle drawing power from charging unit	8%	3%	2%	2%	6%



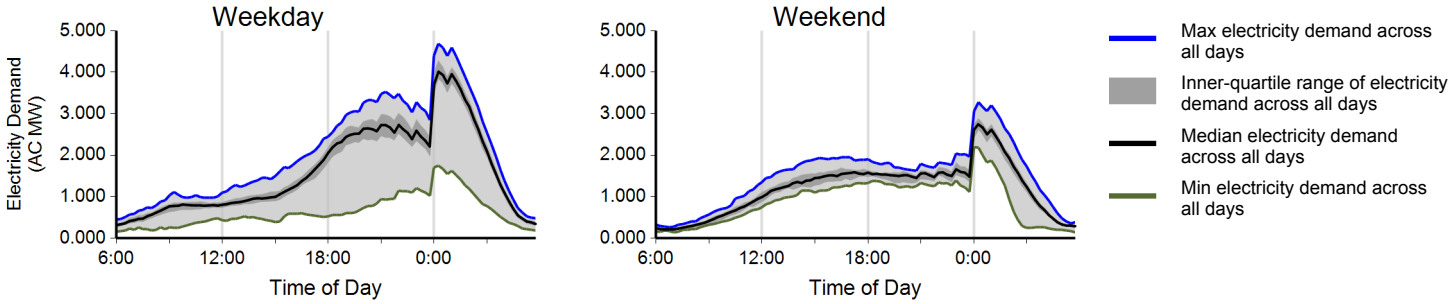




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

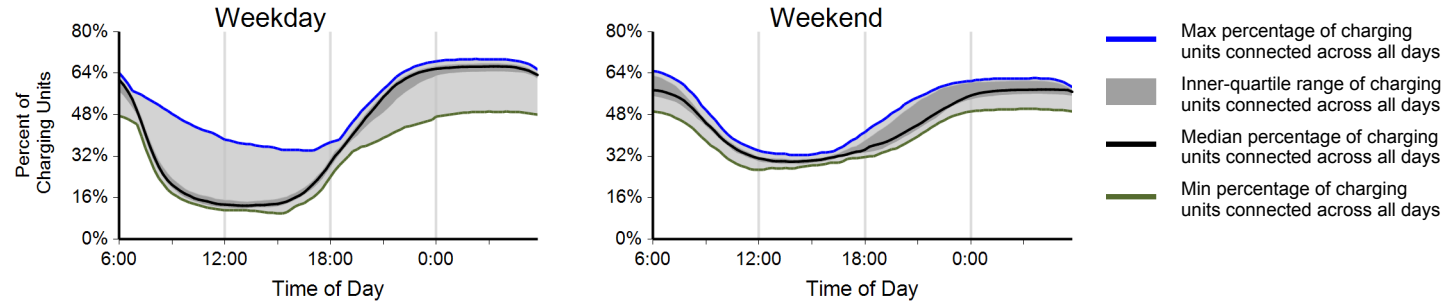
Region: ALL

Report period: October 2012 through December 2012

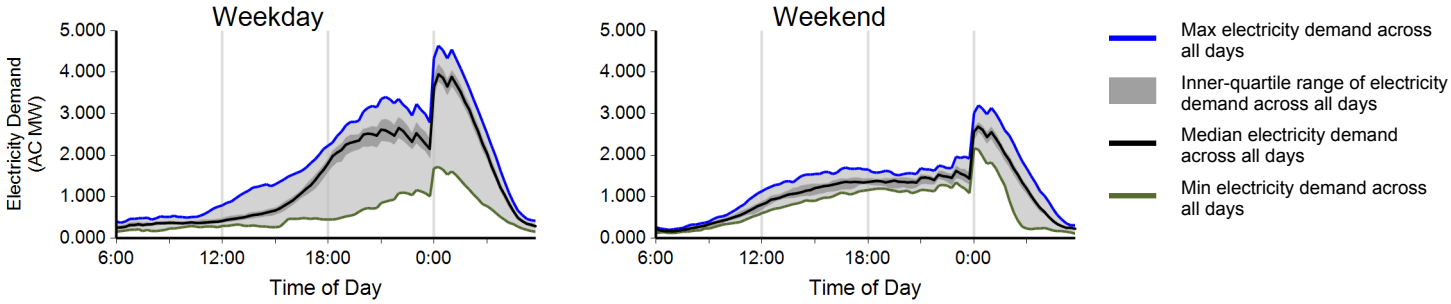
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	251,657	90,171	341,828
Electricity consumed (AC MWh)	2,161.64	666.29	2,827.92
Percent of time with a vehicle connected to EVSE	40%	45%	42%
Percent of time with a vehicle drawing power from EVSE	9%	7%	8%
Average number of charging events started per EVSE per day	0.86	0.77	0.83

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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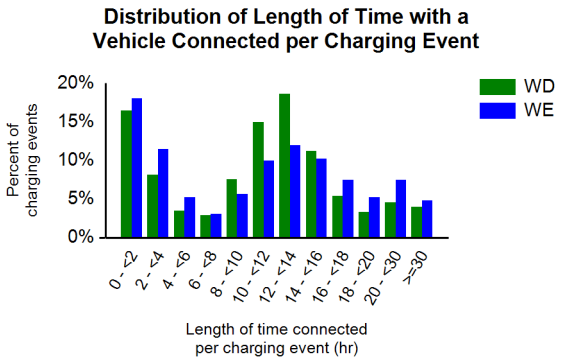
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

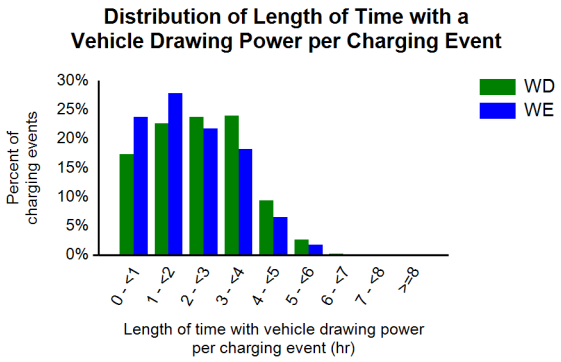
Region: ALL

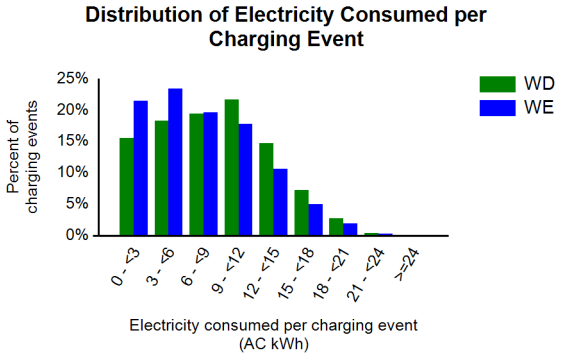
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	73%	27%	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)	12.1	12.2	12.1
Average length of time with vehicle drawing power per charging event (hr)	2.4	2.1	2.4
Average electricity consumed per charging event (AC kWh)	8.6	7.4	8.3







Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

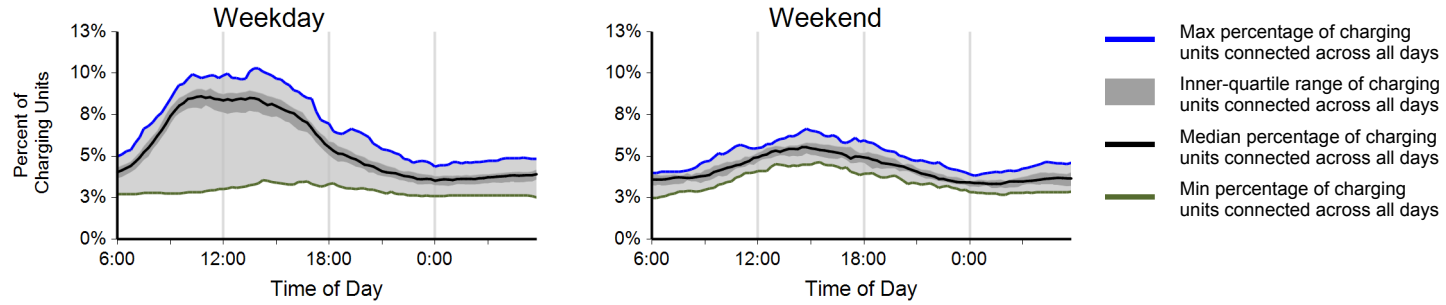
Region: ALL

Report period: October 2012 through December 2012

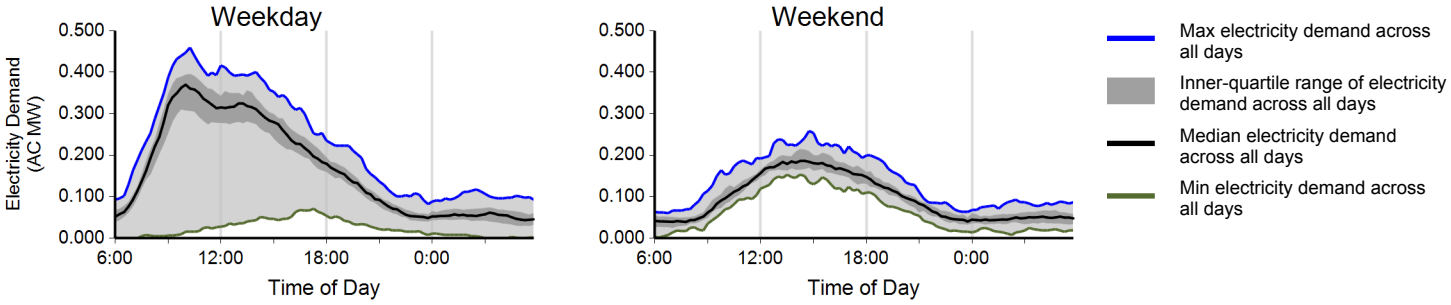
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	29,789	7,201	36,990
Electricity consumed (AC MWh)	250.94	60.21	311.16
Percent of time with a vehicle connected to EVSE	5%	4%	5%
Percent of time with a vehicle drawing power from EVSE	3%	2%	2%
Average number of charging events started per EVSE per day	0.25	0.15	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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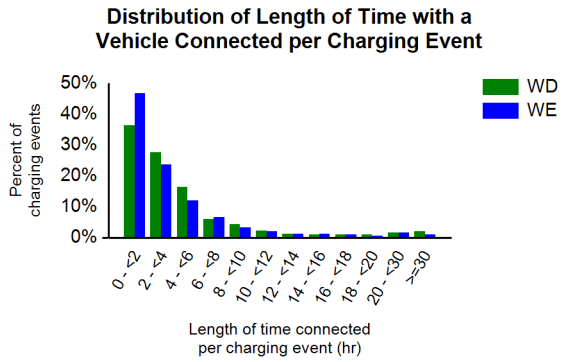
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

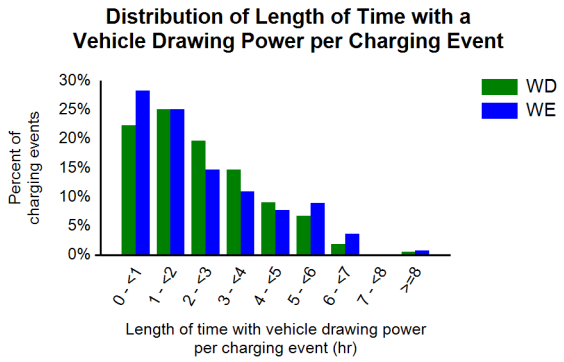
Region: ALL

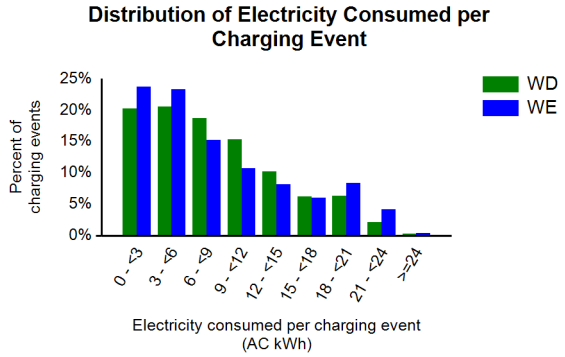
Report period: October 2012 through December 2012

Vehicles Charged	Car sharing fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	22%	20%	5%	54%
Percent of electricity consumed	34%	17%	3%	45%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	5.9	4.1	5.6
Average length of time with vehicle drawing power per charging event (hr)	2.5	2.5	2.5
Average electricity consumed per charging event (AC kWh)	8.4	8.4	8.4







[1] Car sharing fleets in the Oregon, Philadelphia, San Diego, and San Francisco regions use publicly available 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

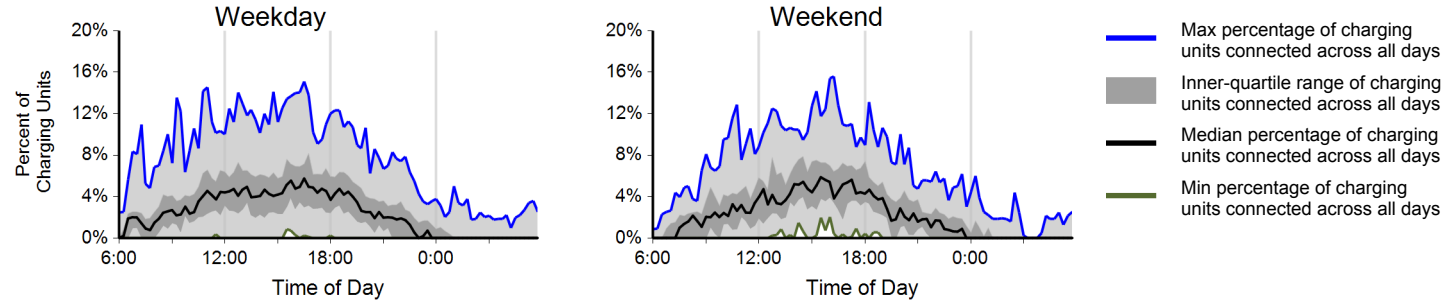
Region: ALL

Report period: October 2012 through December 2012

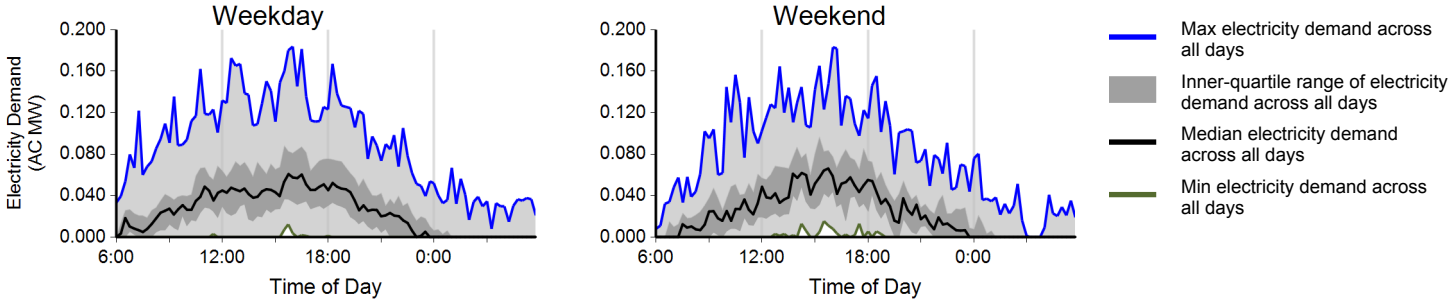
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	6,025	2,064	8,089
Electricity consumed (AC MWh)	42.32	16.07	58.39
Percent of time with a vehicle connected to EVSE	3%	2%	2%
Percent of time with a vehicle drawing power from EVSE	3%	2%	2%
Average number of charging events started per EVSE per day	1.94	1.66	1.86

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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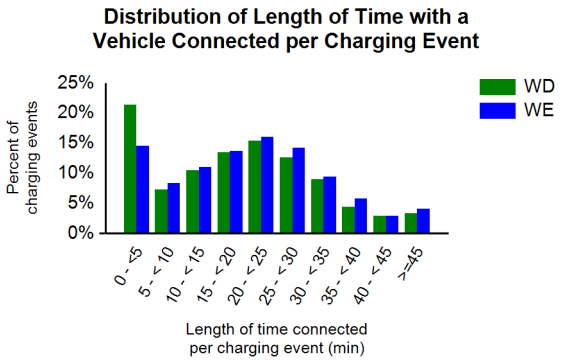
DC Fast Chargers

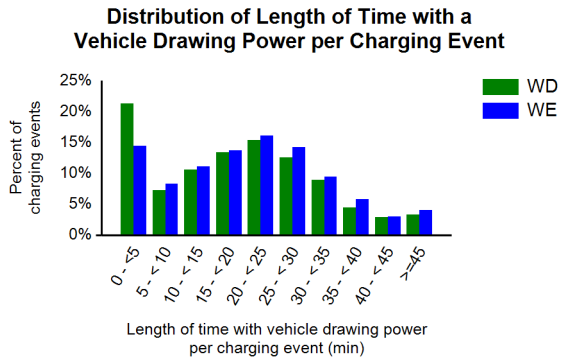
Region: ALL

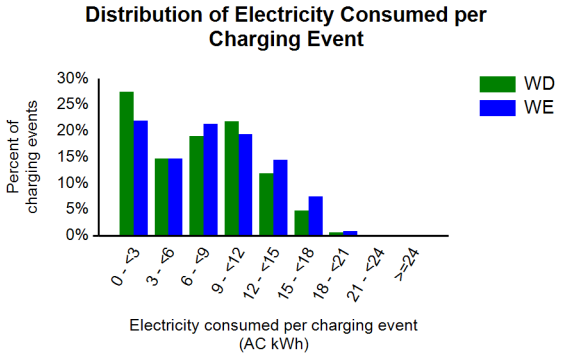
Report period: October 2012 through December 2012

Vehicles Charged	Car sharing fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	43%	0%	57%
Percent of electricity consumed	0%	45%	0%	55%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (min)	18.9	20.6	19.3
Average length of time with vehicle drawing power per charging event (min)	18.8	20.6	19.3
Average electricity consumed per charging event (AC kWh)	7.0	7.8	7.2







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

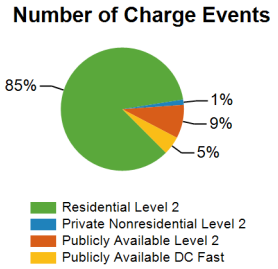
Region: Phoenix, AZ Metropolitan Area

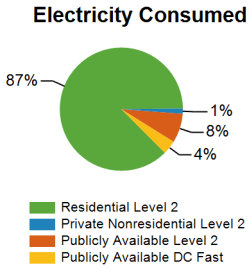
Report period: October 2012 through December 2012

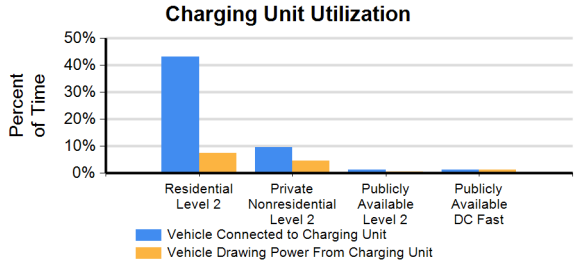
Number of EV Project vehicles in region: 272

Charging Unit Usage

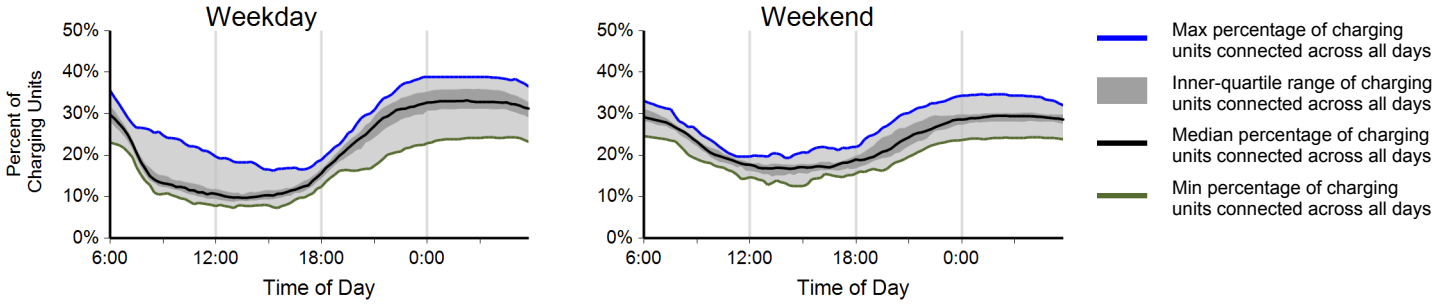
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	273	8	292	12	585
Number of charging events[2]	21,243	347	2,200	1,208	24,998
Electricity consumed (AC MWh)	152.66	2.47	13.37	6.36	174.86
Percent of time with a vehicle connected to charging unit	43%	10%	1%	1%	22%
Percent of time with a vehicle drawing power from charging unit	8%	5%	1%	1%	4%



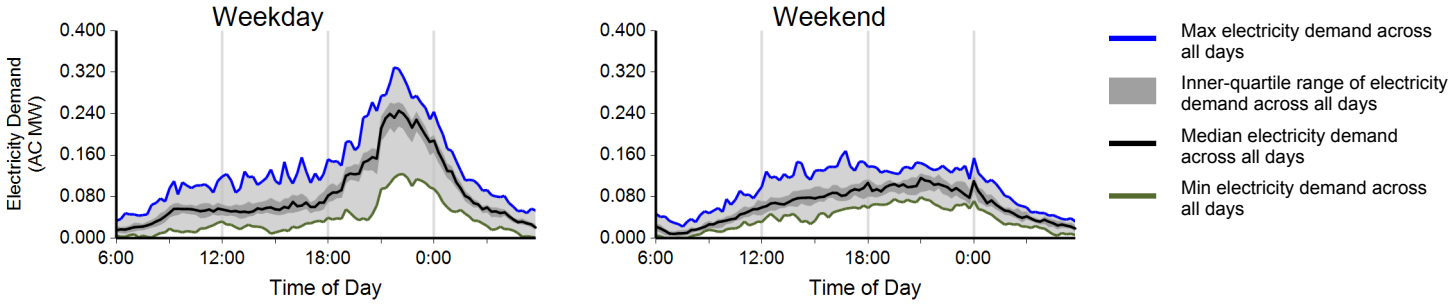




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

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[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)

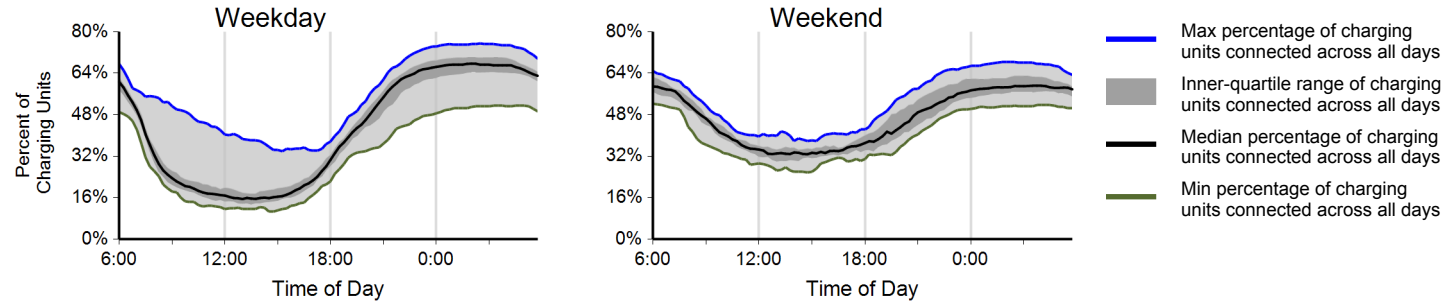
Region: Phoenix, AZ Metropolitan Area

Report period: October 2012 through December 2012

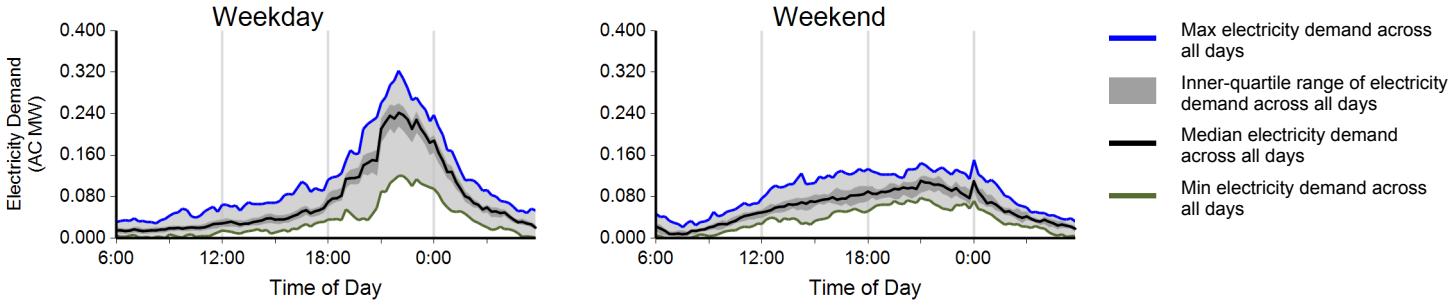
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	15,429	5,814	21,243
Electricity consumed (AC MWh)	116.11	36.55	152.66
Percent of time with a vehicle connected to EVSE	42%	46%	43%
Percent of time with a vehicle drawing power from EVSE	8%	6%	8%
Average number of charging events started per EVSE per day	0.89	0.84	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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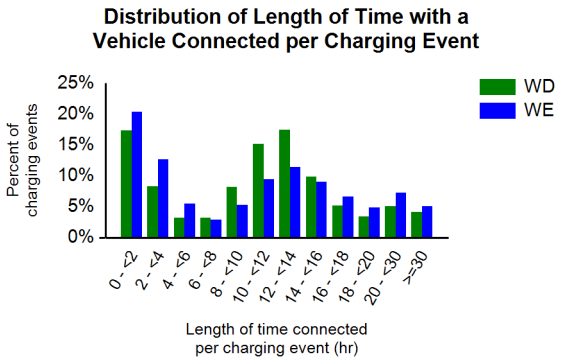
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

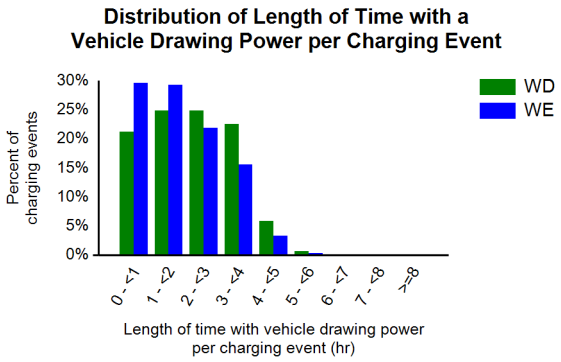
Region: Phoenix, AZ Metropolitan Area

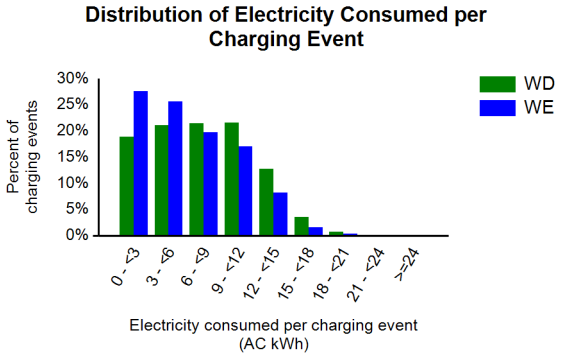
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	65%	35%	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)	12.1	11.6	11.9
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)	7.5	6.2	7.2







Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

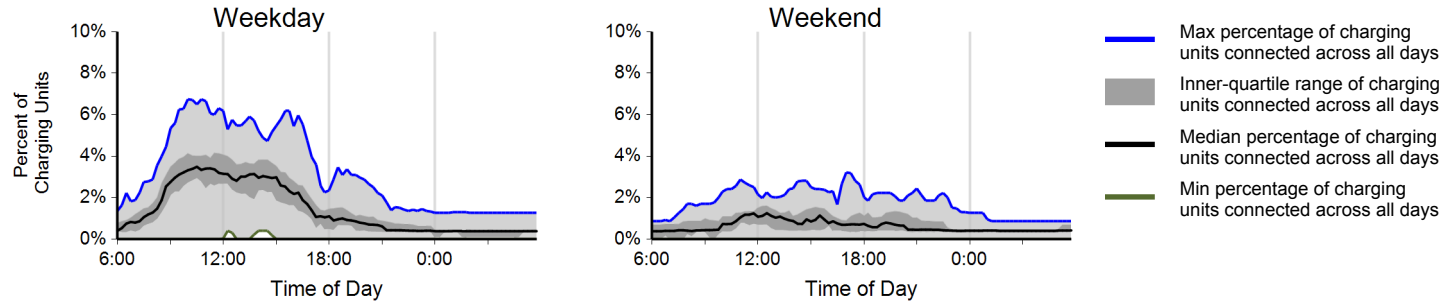
Region: Phoenix, AZ Metropolitan Area

Report period: October 2012 through December 2012

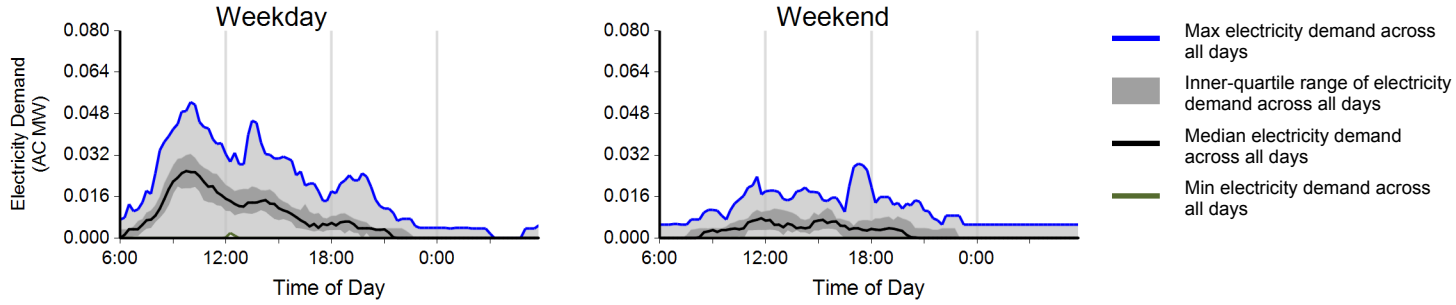
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	1,883	317	2,200
Electricity consumed (AC MWh)	11.57	1.80	13.37
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	0.11	0.05	0.09

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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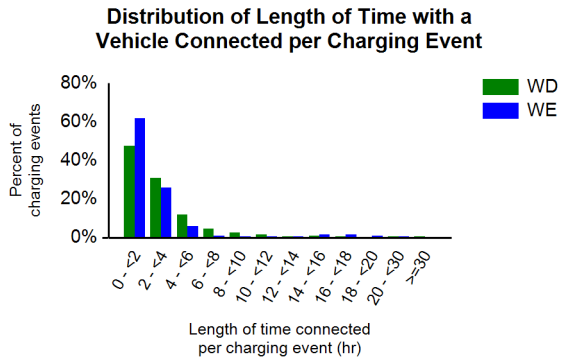
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

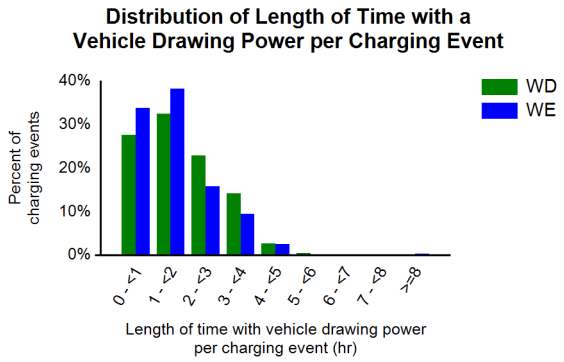
Region: Phoenix, AZ Metropolitan Area

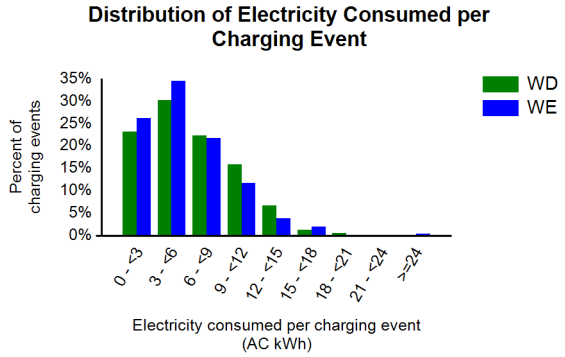
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	31%	9%	60%
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)	3.2	2.7	3.1
Average length of time with vehicle drawing power per charging event (hr)	1.8	1.6	1.8
Average electricity consumed per charging event (AC kWh)	6.1	5.7	6.1







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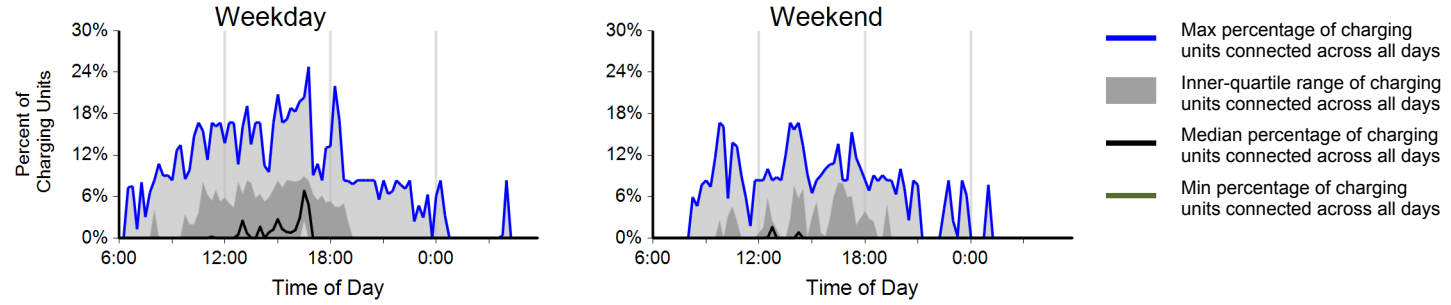
DC Fast Chargers

Region: Phoenix, AZ Metropolitan Area
Report period: October 2012 through December 2012

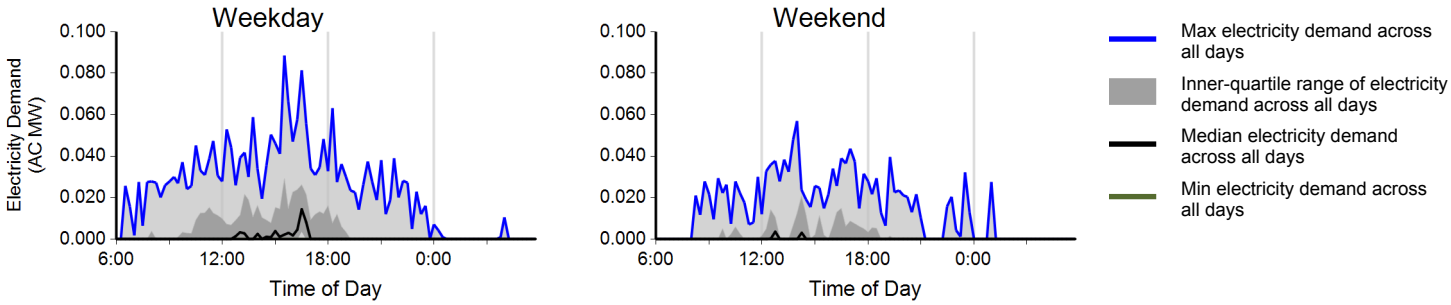
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	1,024	184	1,208
Electricity consumed (AC MWh)	5.14	1.22	6.36
Percent of time with a vehicle connected to EVSE	1%	1%	1%
Percent of time with a vehicle drawing power from EVSE	1%	1%	1%
Average number of charging events started per EVSE per day	1.51	0.68	1.27

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]



© 2012 ECOtality

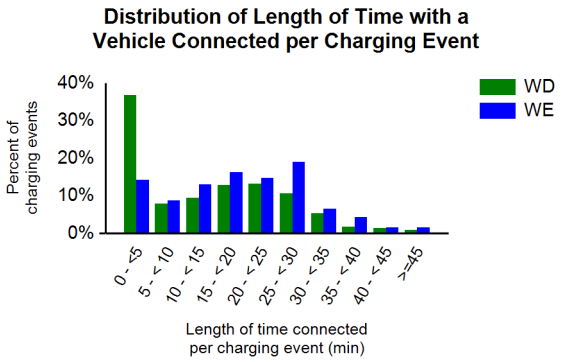
DC Fast Chargers

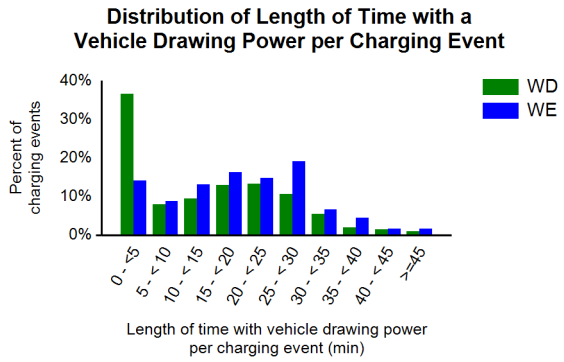
Region: Phoenix, AZ Metropolitan Area

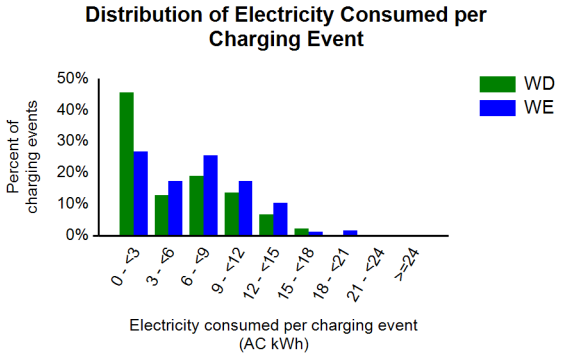
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	40%	0%	60%
Percent of electricity consumed	53%	0%	47%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (min)	13.8	19.1	14.7
Average length of time with vehicle drawing power per charging event (min)	13.8	19.1	14.6
Average electricity consumed per charging event (AC kWh)	5.0	6.6	5.3







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

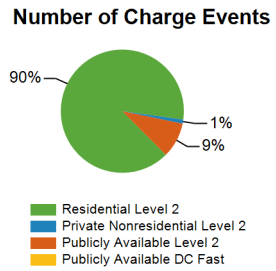
Region: Tucson, AZ Metropolitan Area

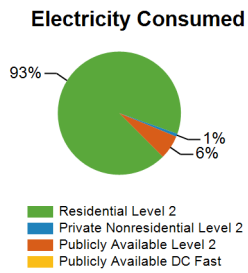
Report period: October 2012 through December 2012

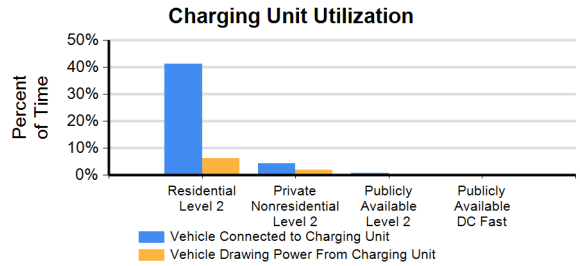
Number of EV Project vehicles in region: 67

Charging Unit Usage

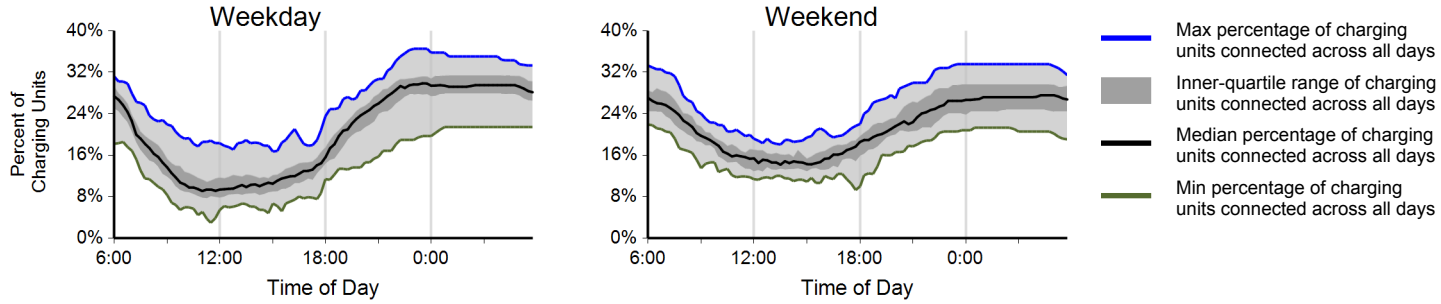
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	66	2	72	0	140
Number of charging events[2]	4,956	59	511	0	5,526
Electricity consumed (AC MWh)	33.46	0.29	2.26	0.00	36.01
Percent of time with a vehicle connected to charging unit	41%	4%	1%	0%	20%
Percent of time with a vehicle drawing power from charging unit	6%	2%	0%	0%	3%



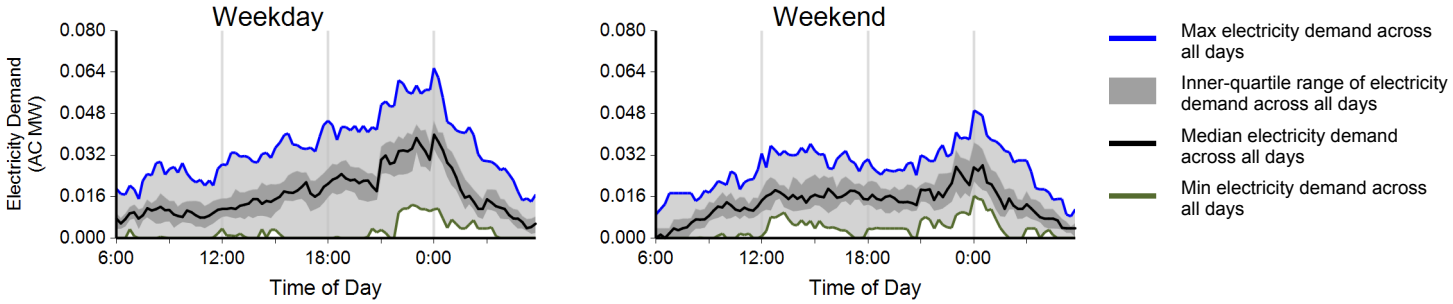




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

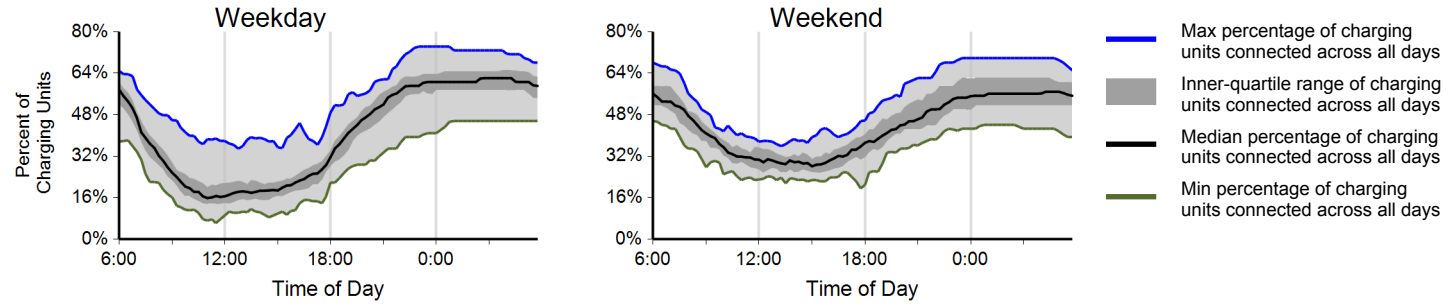
Region: Tucson, AZ Metropolitan Area

Report period: October 2012 through December 2012

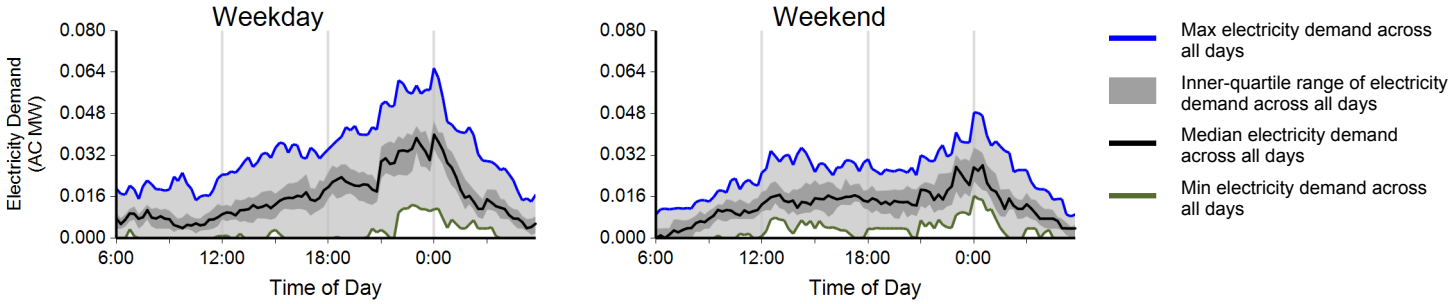
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	3,653	1,303	4,956
Electricity consumed (AC MWh)	25.26	8.20	33.46
Percent of time with a vehicle connected to EVSE	40%	44%	41%
Percent of time with a vehicle drawing power from EVSE	7%	5%	6%
Average number of charging events started per EVSE per day	0.84	0.75	0.82

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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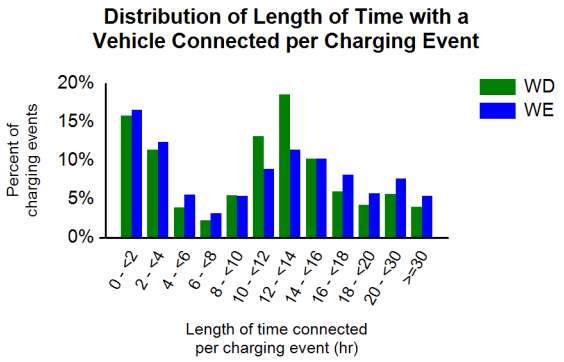
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

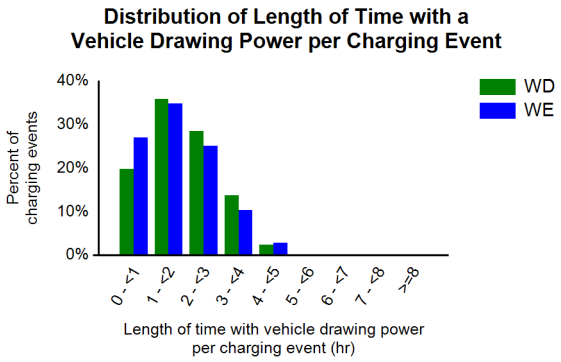
Region: Tucson, AZ Metropolitan Area

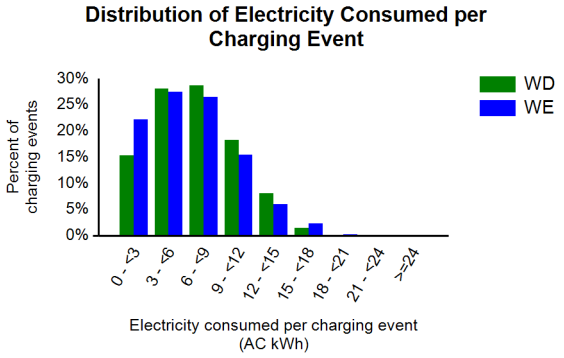
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	88%	12%	0%
Percent of electricity consumed	90%	10%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.3	12.3	12.3
Average length of time with vehicle drawing power per charging event (hr)	1.9	1.8	1.9
Average electricity consumed per charging event (AC kWh)	6.9	6.4	6.8







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Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

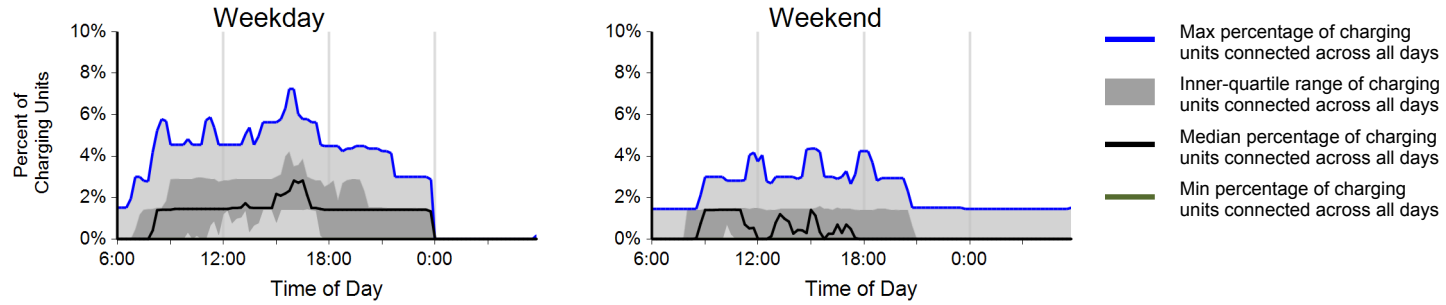
Region: Tucson, AZ Metropolitan Area

Report period: October 2012 through December 2012

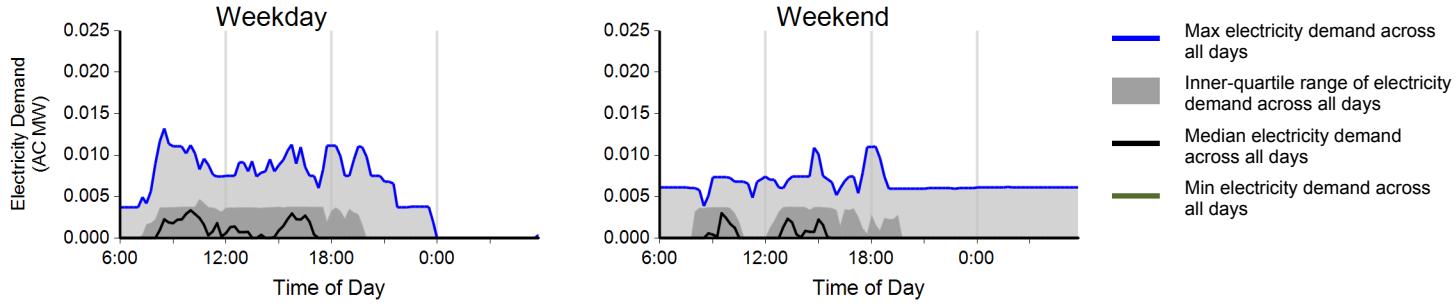
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	405	106	511
Electricity consumed (AC MWh)	1.68	0.58	2.26
Percent of time with a vehicle connected to EVSE	1%	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	0.09	0.06	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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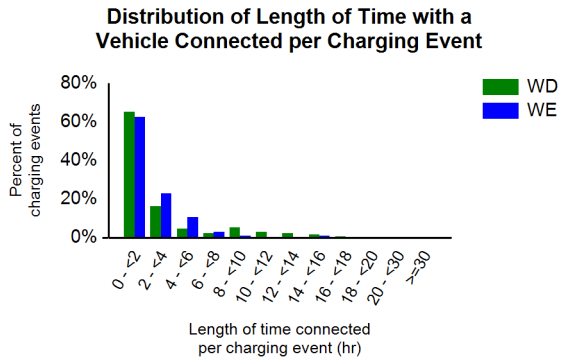
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

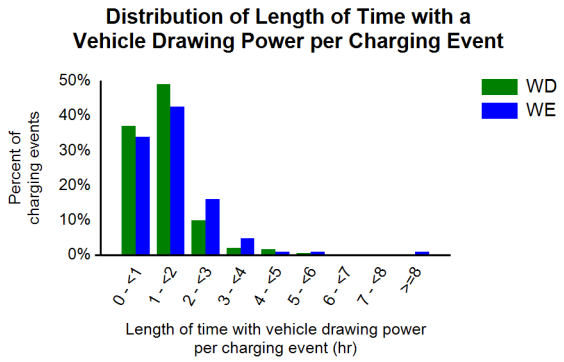
Region: Tucson, AZ Metropolitan Area

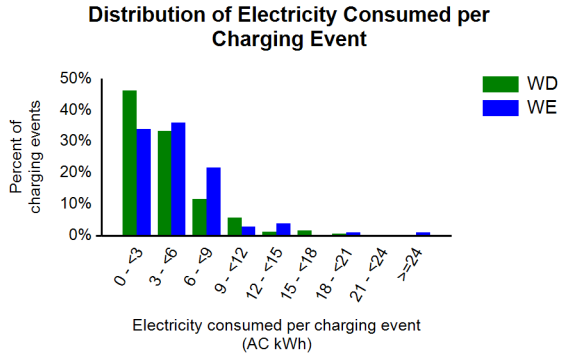
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	29%	1%	70%
Percent of electricity consumed	33%	1%	66%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	2.9	2.2	2.7
Average length of time with vehicle drawing power per charging event (hr)	1.3	1.5	1.3
Average electricity consumed per charging event (AC kWh)	4.1	5.6	4.4







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

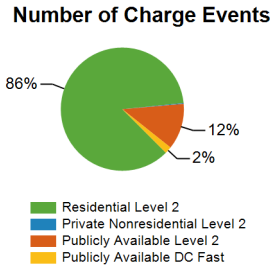
Region: Los Angeles, CA Metropolitan Area

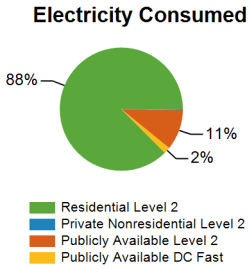
Report period: October 2012 through December 2012

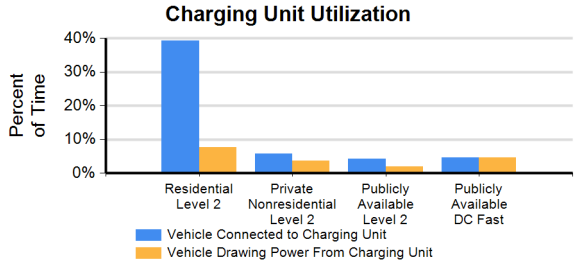
Number of EV Project vehicles in region: 421

Charging Unit Usage

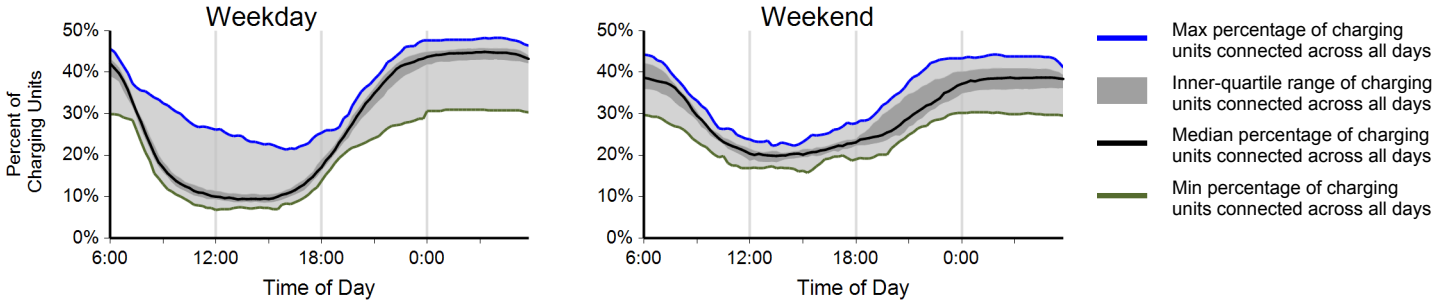
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	429	5	212	2	648
Number of charging events[2]	29,835	74	4,194	629	34,732
Electricity consumed (AC MWh)	244.23	0.70	29.57	4.58	279.09
Percent of time with a vehicle connected to charging unit	39%	6%	4%	5%	28%
Percent of time with a vehicle drawing power from charging unit	8%	4%	2%	5%	6%



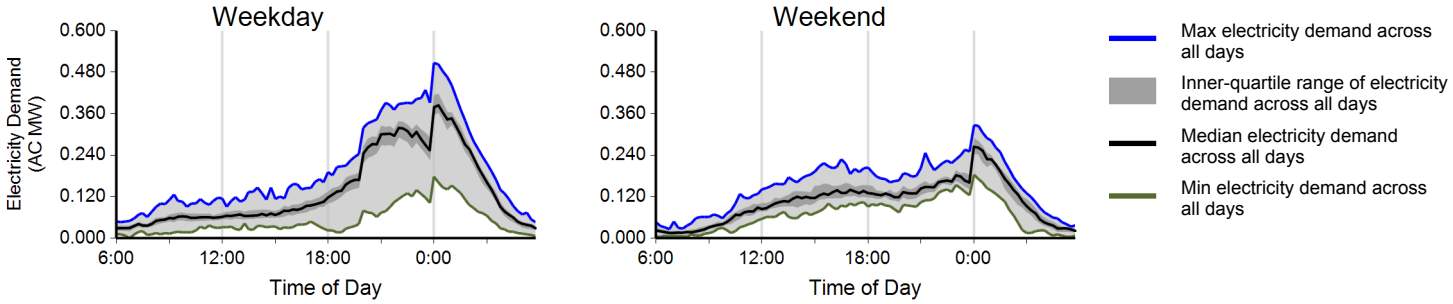




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

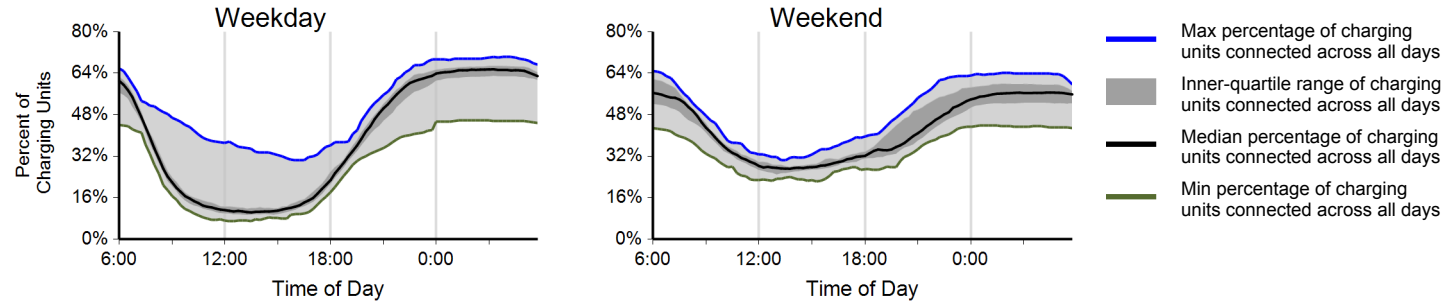
Region: Los Angeles, CA Metropolitan Area

Report period: October 2012 through December 2012

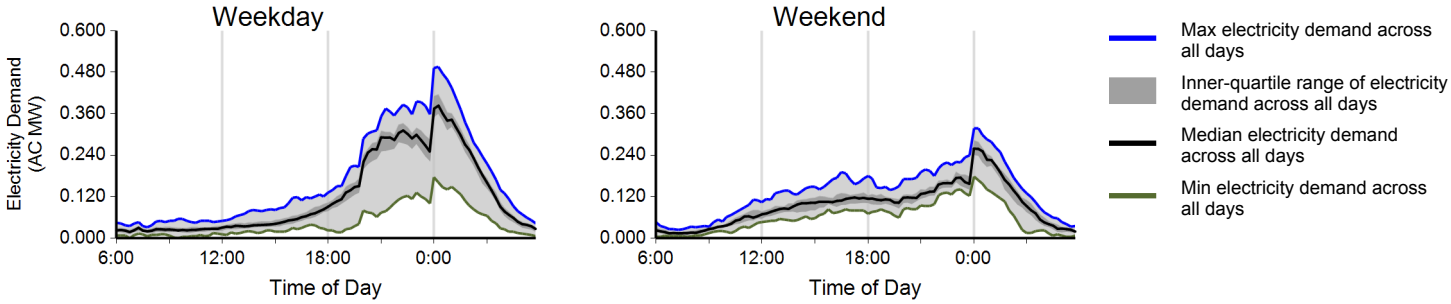
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	21,671	8,164	29,835
Electricity consumed (AC MWh)	185.10	59.13	244.23
Percent of time with a vehicle connected to EVSE	38%	42%	39%
Percent of time with a vehicle drawing power from EVSE	8%	7%	8%
Average number of charging events started per EVSE per day	0.80	0.76	0.79

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)

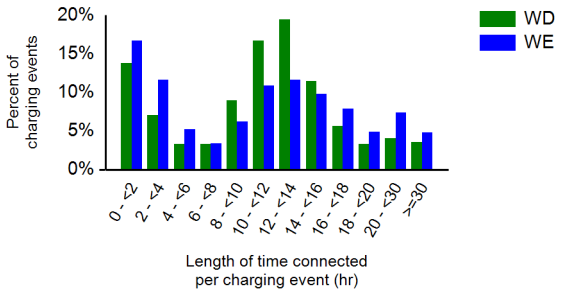
Region: Los Angeles, CA Metropolitan Area

Report period: October 2012 through December 2012

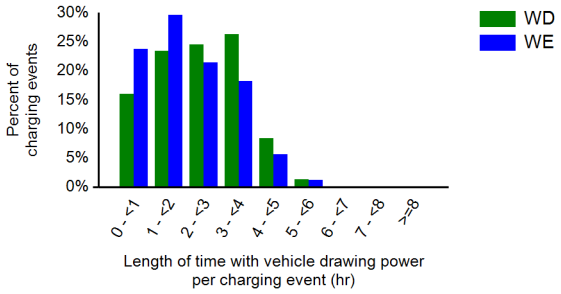
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	66%	34%	0%
Percent of electricity consumed	71%	29%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.1	12.0	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)	8.5	7.2	8.2

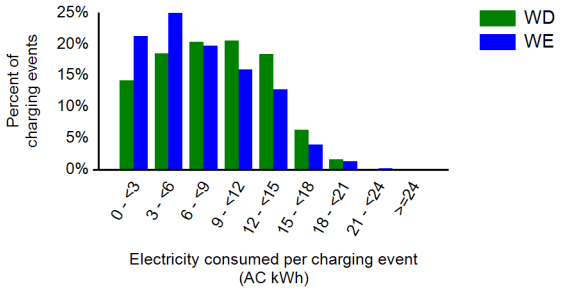
Distribution of Length of Time with a Vehicle Connected per Charging Event



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 Available Level 2 Electric Vehicle Supply Equipment (EVSE)

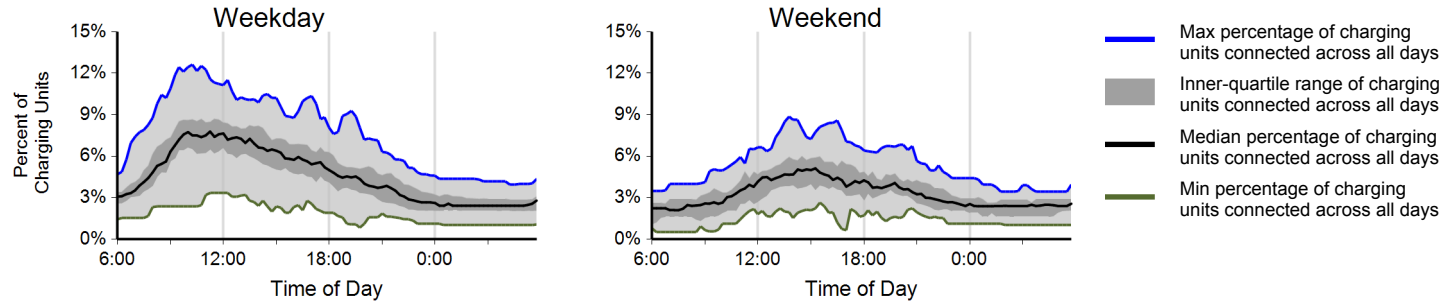
Region: Los Angeles, CA Metropolitan Area

Report period: October 2012 through December 2012

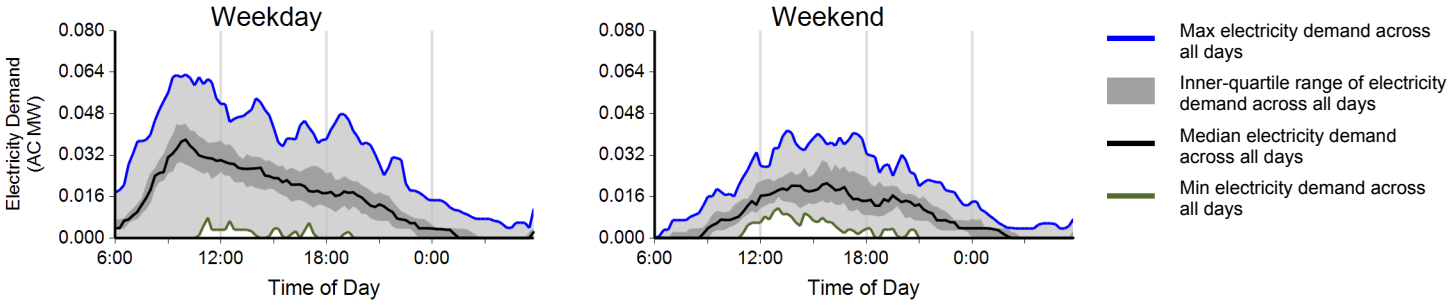
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	3,294	900	4,194
Electricity consumed (AC MWh)	23.81	5.76	29.57
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	0.17	0.23

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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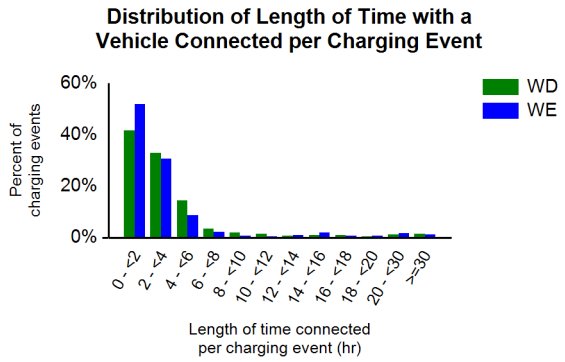
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

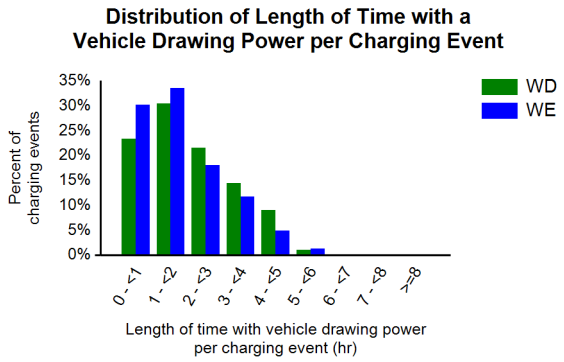
Region: Los Angeles, CA Metropolitan Area

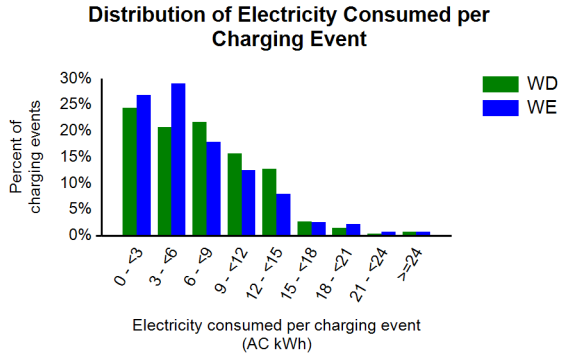
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	7%	3%	90%
Percent of electricity consumed	8%	3%	90%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.7	3.5	4.5
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)	7.2	6.6	7.1







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

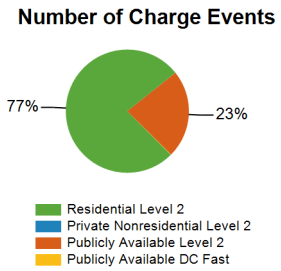
Region: San Diego, CA Metropolitan Area

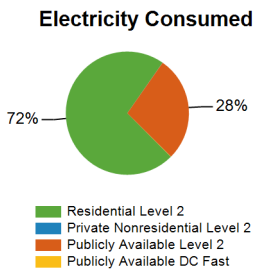
Report period: October 2012 through December 2012

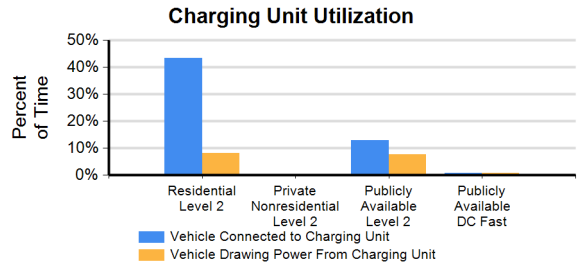
Number of EV Project vehicles in region: 642

Charging Unit Usage

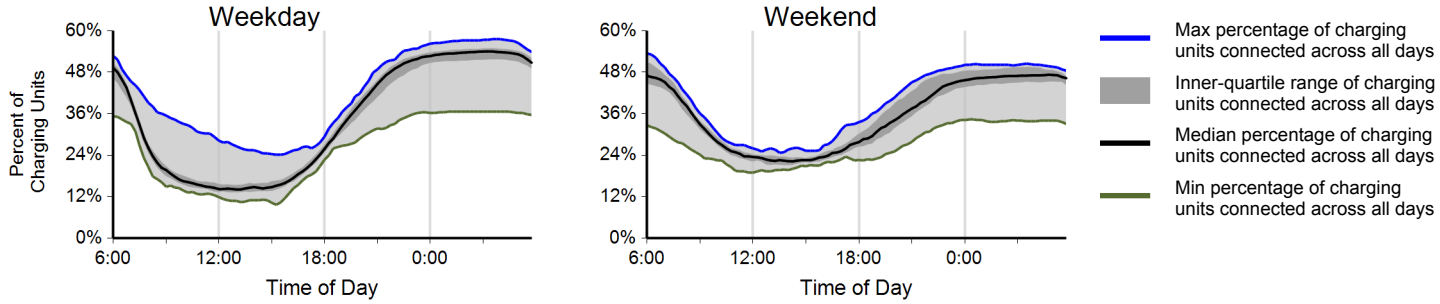
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	643	5	275	1	924
Number of charging events[2]	48,175	16	14,529	49	62,769
Electricity consumed (AC MWh)	403.78	0.14	155.11	0.28	559.31
Percent of time with a vehicle connected to charging unit	43%	0%	13%	1%	34%
Percent of time with a vehicle drawing power from charging unit	8%	0%	8%	1%	8%



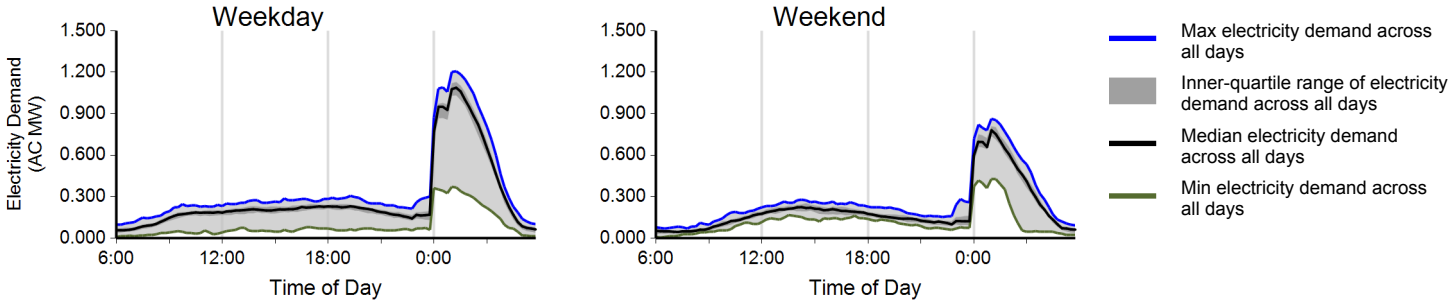




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

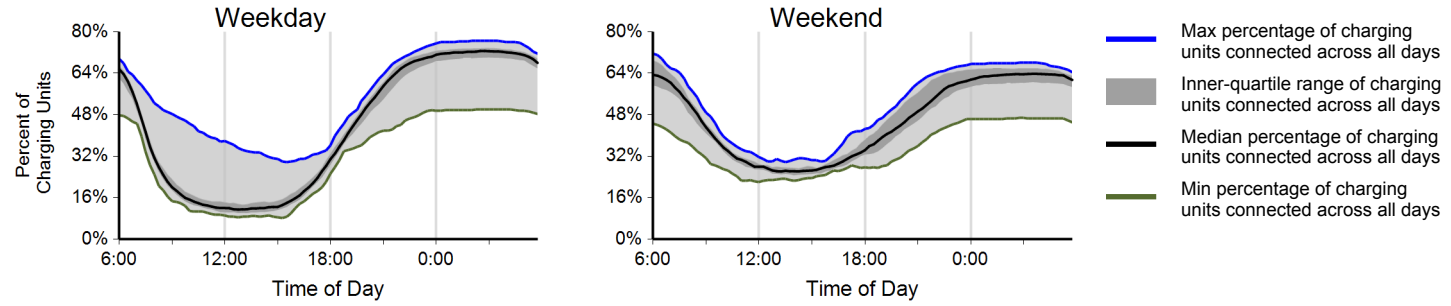
Region: San Diego, CA Metropolitan Area

Report period: October 2012 through December 2012

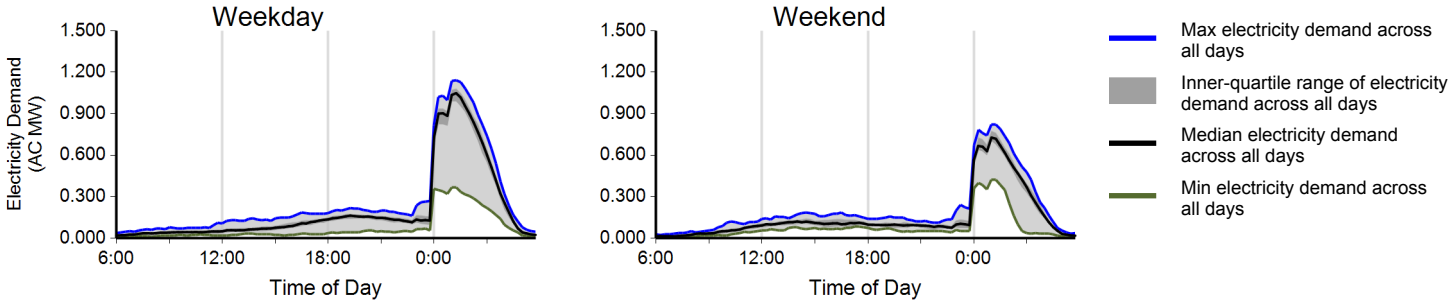
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	35,653	12,522	48,175
Electricity consumed (AC MWh)	309.37	94.41	403.78
Percent of time with a vehicle connected to EVSE	43%	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	0.88	0.77	0.85

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)

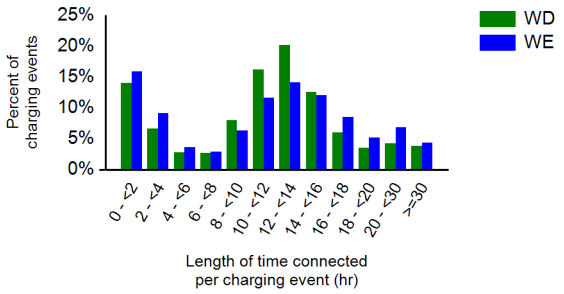
Region: San Diego, CA Metropolitan Area

Report period: October 2012 through December 2012

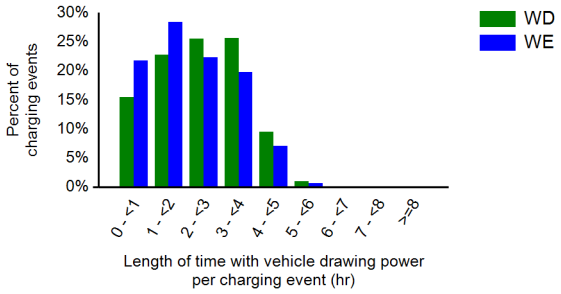
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	75%	25%	0%
Percent of electricity consumed	79%	21%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.5	12.5	12.5
Average length of time with vehicle drawing power per charging event (hr)	2.4	2.1	2.4
Average electricity consumed per charging event (AC kWh)	8.7	7.5	8.4

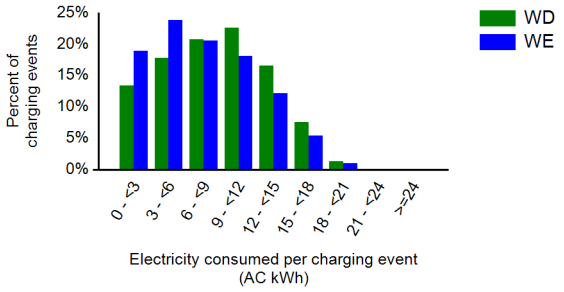
Distribution of Length of Time with a Vehicle Connected per Charging Event



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 Available Level 2 Electric Vehicle Supply Equipment (EVSE)

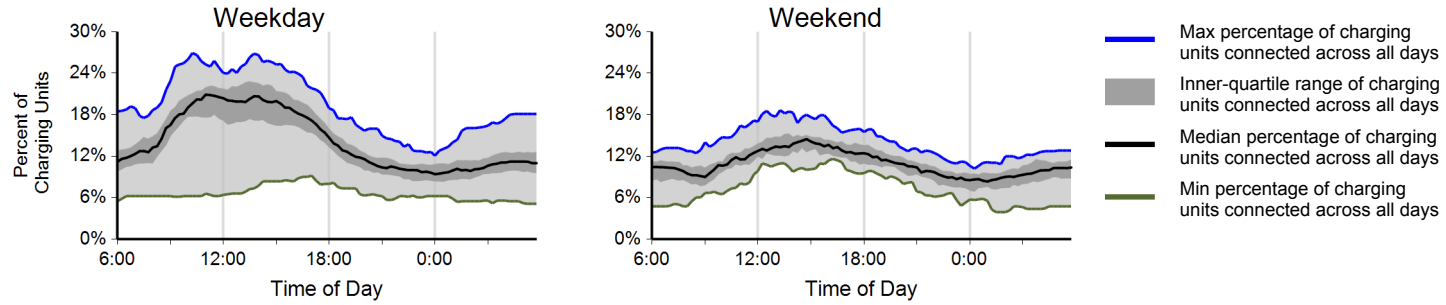
Region: San Diego, CA Metropolitan Area

Report period: October 2012 through December 2012

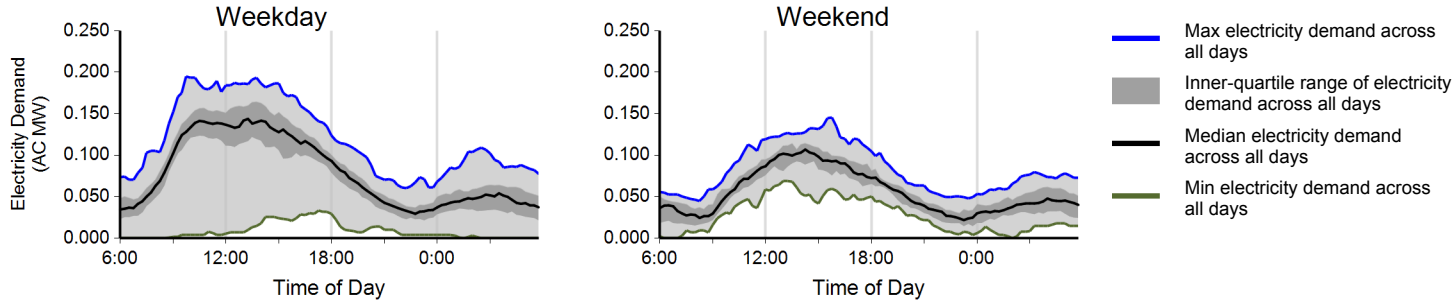
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	11,534	2,995	14,529
Electricity consumed (AC MWh)	120.77	34.35	155.11
Percent of time with a vehicle connected to EVSE	14%	11%	13%
Percent of time with a vehicle drawing power from EVSE	8%	6%	8%
Average number of charging events started per EVSE per day	0.68	0.44	0.61

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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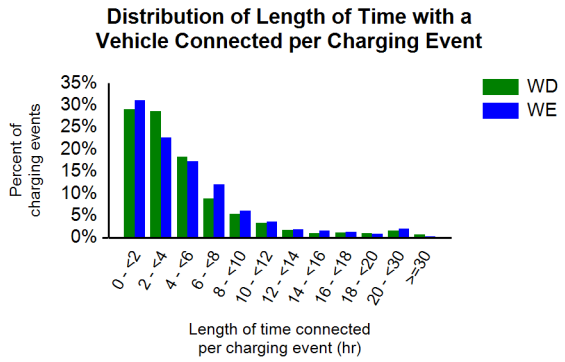
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

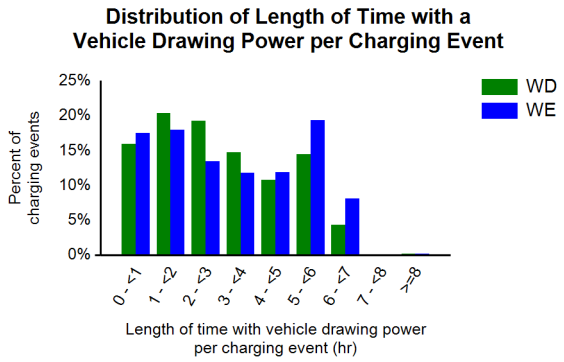
Region: San Diego, CA Metropolitan Area

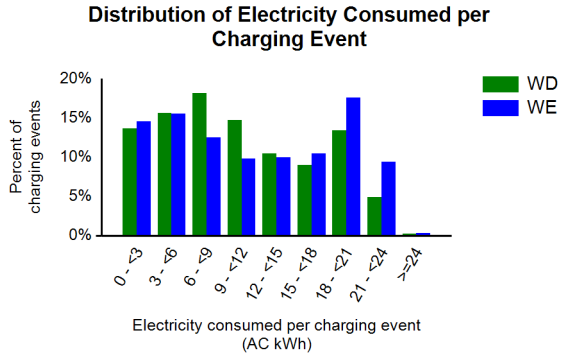
Report period: October 2012 through December 2012

Vehicles Charged	Car2Go fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	54%	16%	3%	28%
Percent of electricity consumed	67%	12%	1%	20%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	5.2	5.0	5.2
Average length of time with vehicle drawing power per charging event (hr)	3.0	3.2	3.0
Average electricity consumed per charging event (AC kWh)	10.4	11.6	10.7







[1] Car2Go operates a car sharing fleet of Smart Fortwo Electric Drive vehicles in this region. Usage of publicly available 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

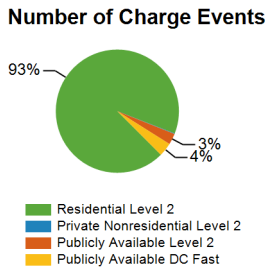
Region: San Francisco, CA Metropolitan Area

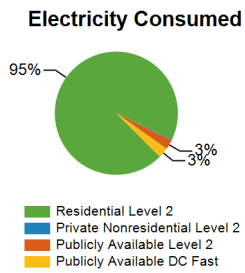
Report period: October 2012 through December 2012

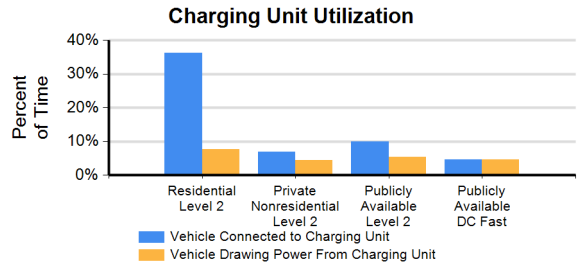
Number of EV Project vehicles in region: 1116

Charging Unit Usage

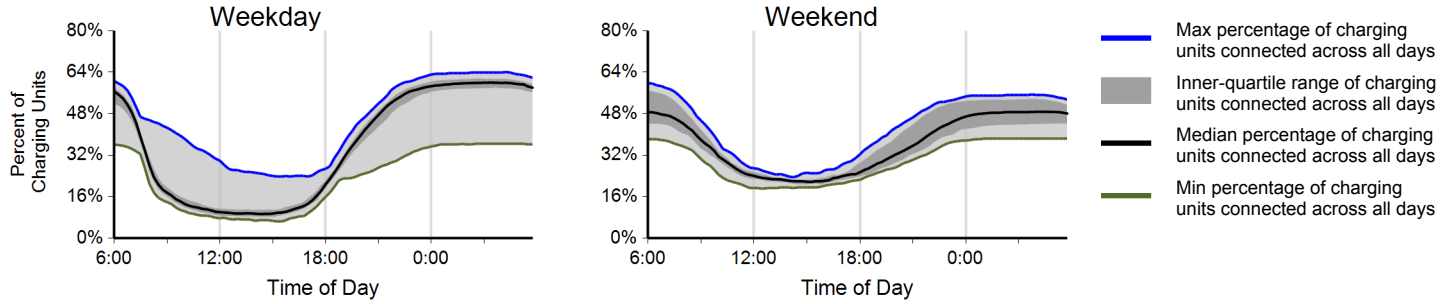
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	1,122	4	47	9	1,182
Number of charging events[2]	66,259	106	2,067	2,523	70,955
Electricity consumed (AC MWh)	632.35	1.27	16.78	18.15	668.56
Percent of time with a vehicle connected to charging unit	36%	7%	10%	5%	35%
Percent of time with a vehicle drawing power from charging unit	8%	5%	6%	5%	8%



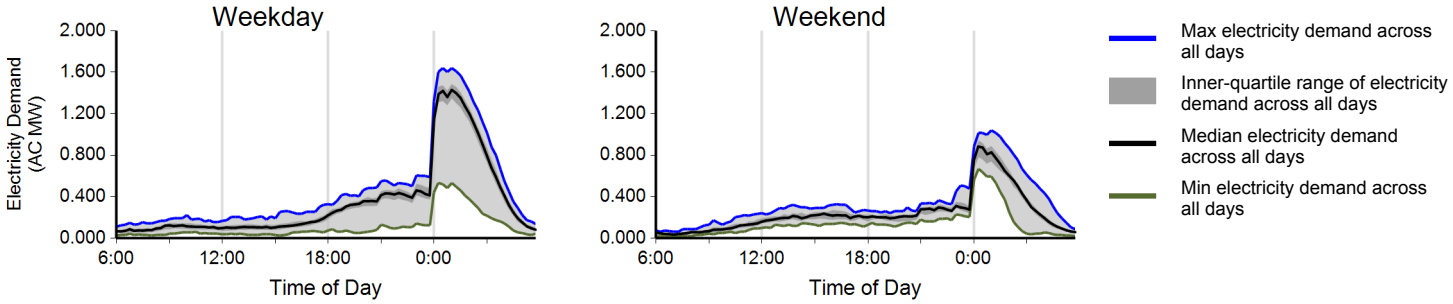




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

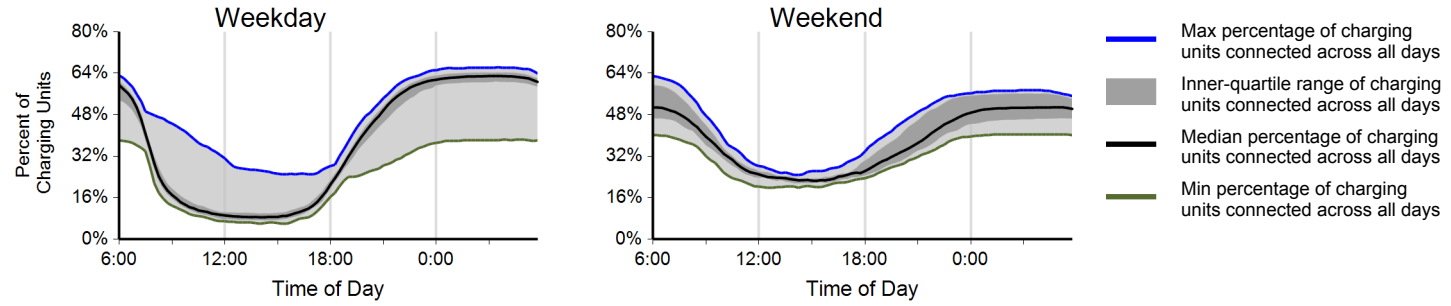
Region: San Francisco, CA Metropolitan Area

Report period: October 2012 through December 2012

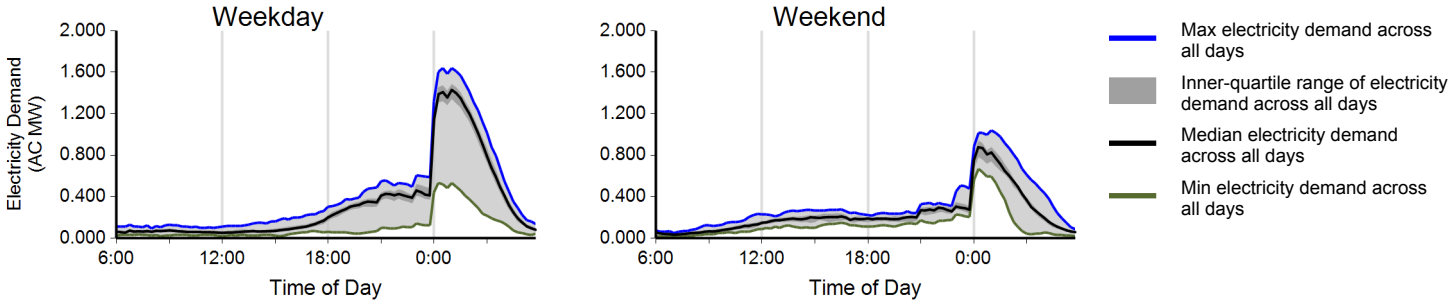
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	48,963	17,296	66,259
Electricity consumed (AC MWh)	491.01	141.33	632.34
Percent of time with a vehicle connected to EVSE	35%	38%	36%
Percent of time with a vehicle drawing power from EVSE	8%	6%	8%
Average number of charging events started per EVSE per day	0.72	0.63	0.69

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)

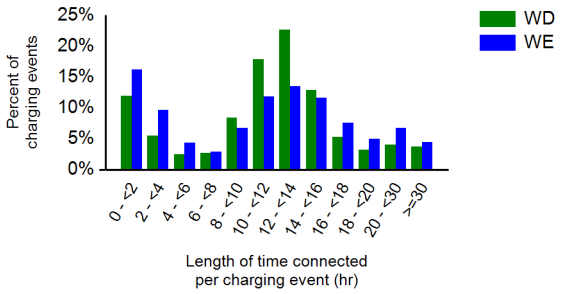
Region: San Francisco, CA Metropolitan Area

Report period: October 2012 through December 2012

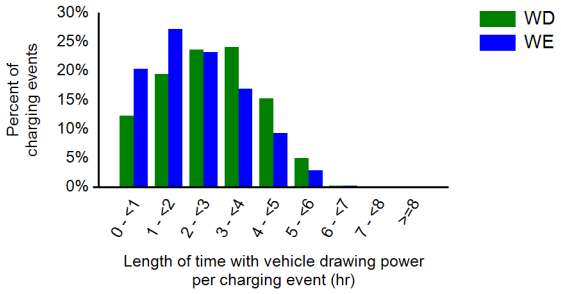
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	100%	0%	0%
Percent of electricity consumed	100%	0%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.8	12.5	12.7
Average length of time with vehicle drawing power per charging event (hr)	2.8	2.4	2.7
Average electricity consumed per charging event (AC kWh)	10.0	8.2	9.5

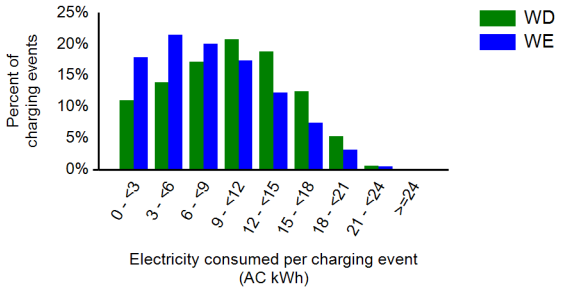
Distribution of Length of Time with a Vehicle Connected per Charging Event



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 Available Level 2 Electric Vehicle Supply Equipment (EVSE)

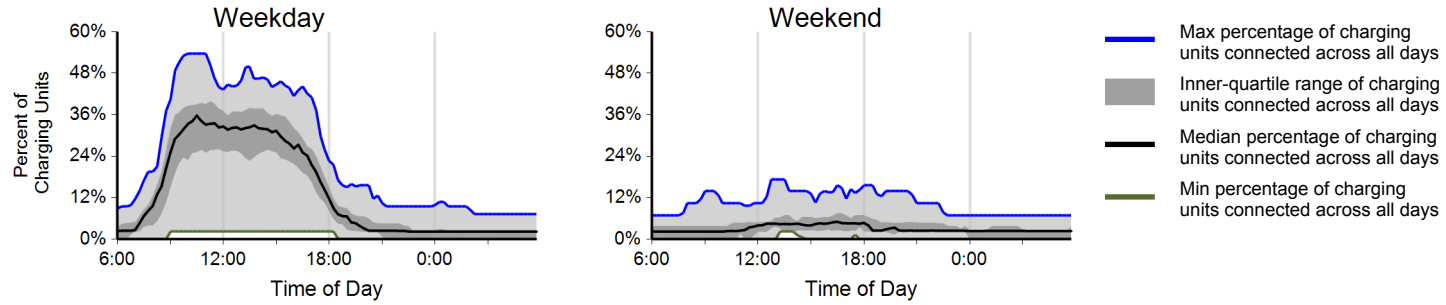
Region: San Francisco, CA Metropolitan Area

Report period: October 2012 through December 2012

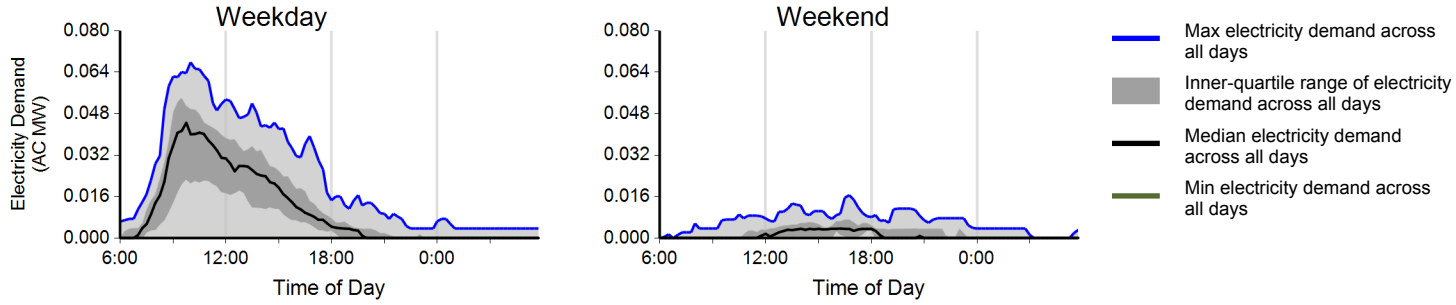
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	1,892	175	2,067
Electricity consumed (AC MWh)	15.91	0.87	16.78
Percent of time with a vehicle connected to EVSE	13%	3%	10%
Percent of time with a vehicle drawing power from EVSE	7%	1%	6%
Average number of charging events started per EVSE per day	0.73	0.17	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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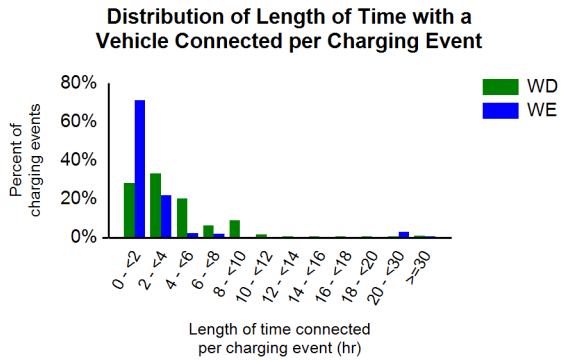
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

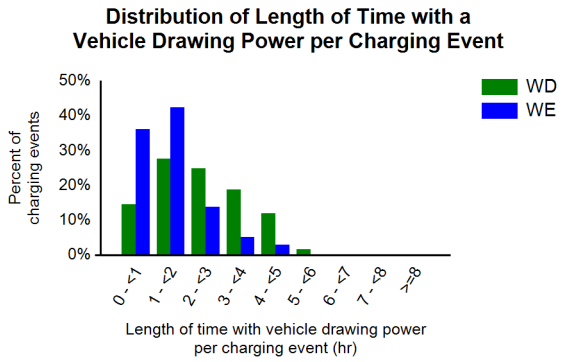
Region: San Francisco, CA Metropolitan Area

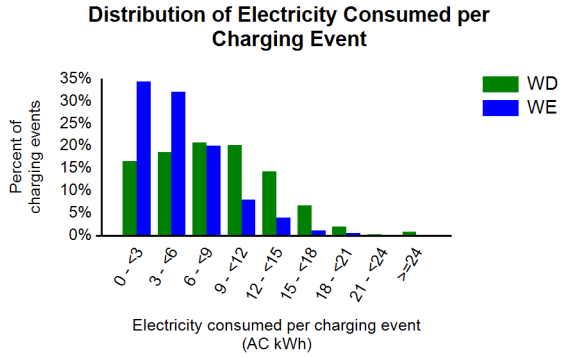
Report period: October 2012 through December 2012

Vehicles Charged	City CarShare fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	10%	0%	90%
Percent of electricity consumed	0%	9%	0%	91%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.4	2.4	4.3
Average length of time with vehicle drawing power per charging event (hr)	2.4	1.5	2.3
Average electricity consumed per charging event (AC kWh)	8.4	5.1	8.1







[1] City CarShare operates a car sharing fleet of Nissan Leaf, Chevrolet Volt, and Mitsubishi i-Miev vehicles in this region. Usage of publicly available 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

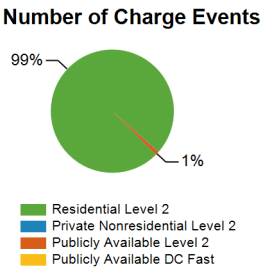
Region: Washington, D.C. Metropolitan Area

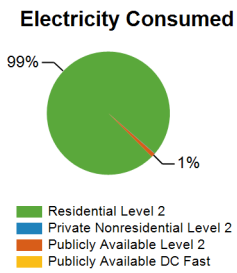
Report period: October 2012 through December 2012

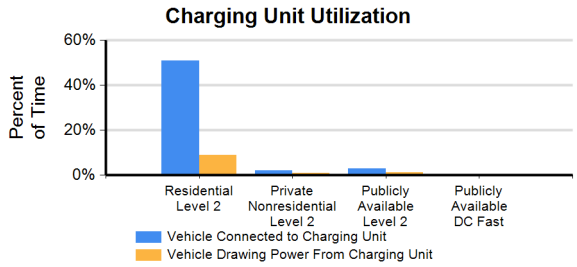
Number of EV Project vehicles in region: 192

Charging Unit Usage

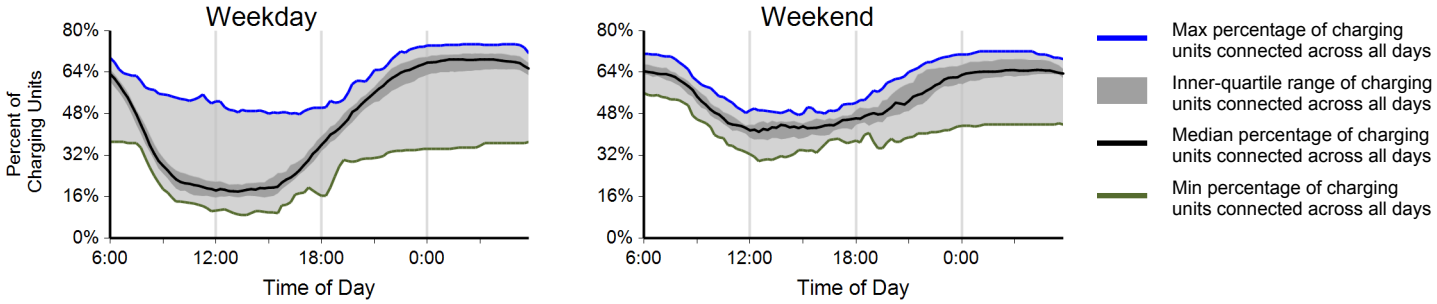
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	194	2	18	0	214
Number of charging events[2]	17,082	21	169	0	17,272
Electricity consumed (AC MWh)	114.09	0.11	1.23	0.00	115.43
Percent of time with a vehicle connected to charging unit	51%	2%	3%	0%	47%
Percent of time with a vehicle drawing power from charging unit	9%	1%	1%	0%	8%



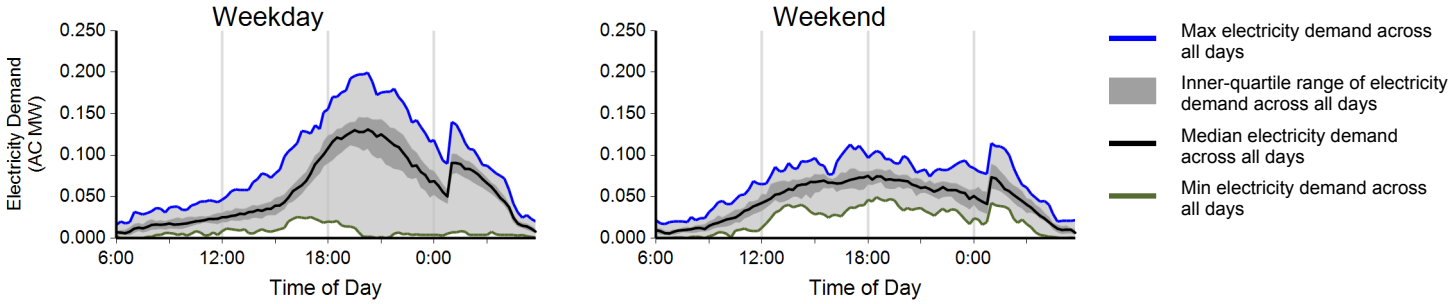




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

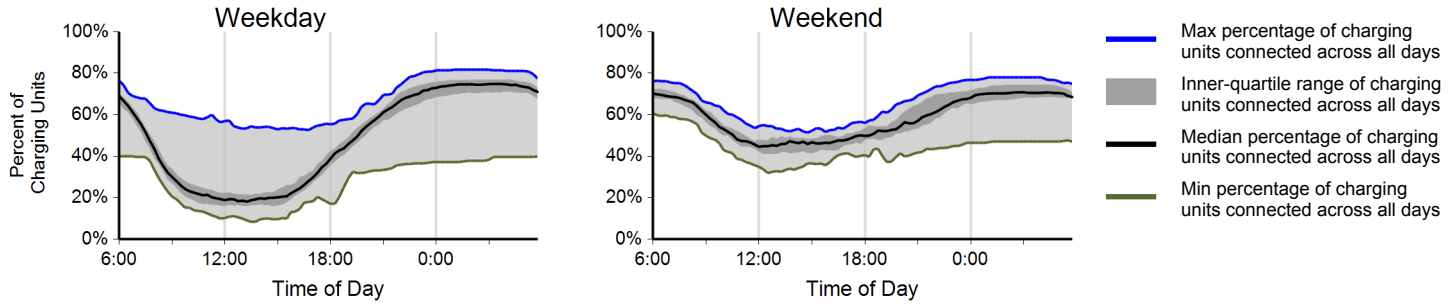
Region: Washington, D.C. Metropolitan Area

Report period: October 2012 through December 2012

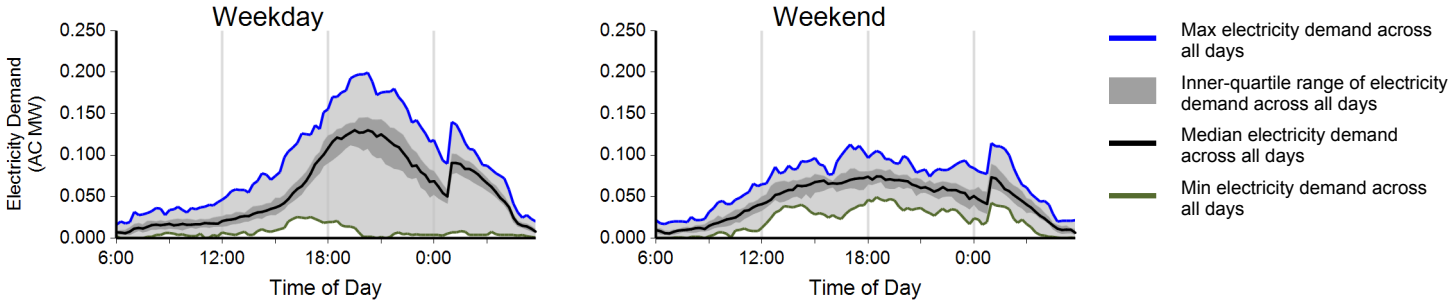
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	12,333	4,749	17,082
Electricity consumed (AC MWh)	86.07	28.03	114.09
Percent of time with a vehicle connected to EVSE	48%	58%	51%
Percent of time with a vehicle drawing power from EVSE	10%	8%	9%
Average number of charging events started per EVSE per day	1.06	1.02	1.05

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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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

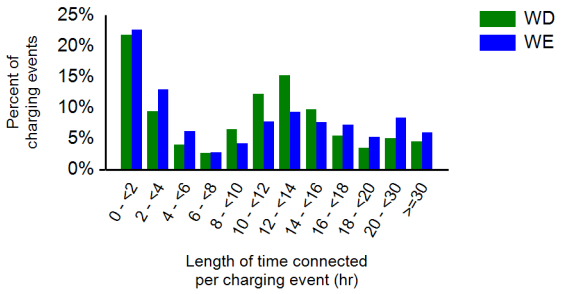
Region: Washington, D.C. Metropolitan Area

Report period: October 2012 through December 2012

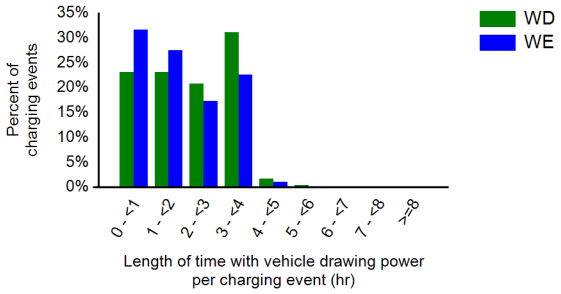
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	6%	94%	0%
Percent of electricity consumed	8%	92%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.8	12.1	11.8
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)	7.0	5.9	6.7

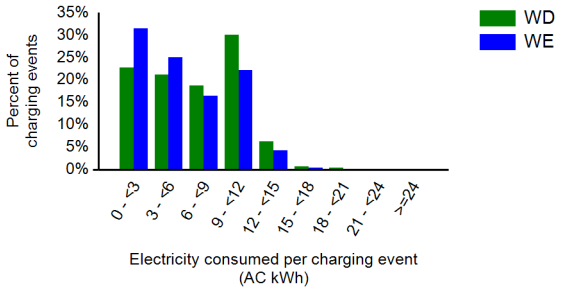
Distribution of Length of Time with a Vehicle Connected per Charging Event



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 Available Level 2 Electric Vehicle Supply Equipment (EVSE)

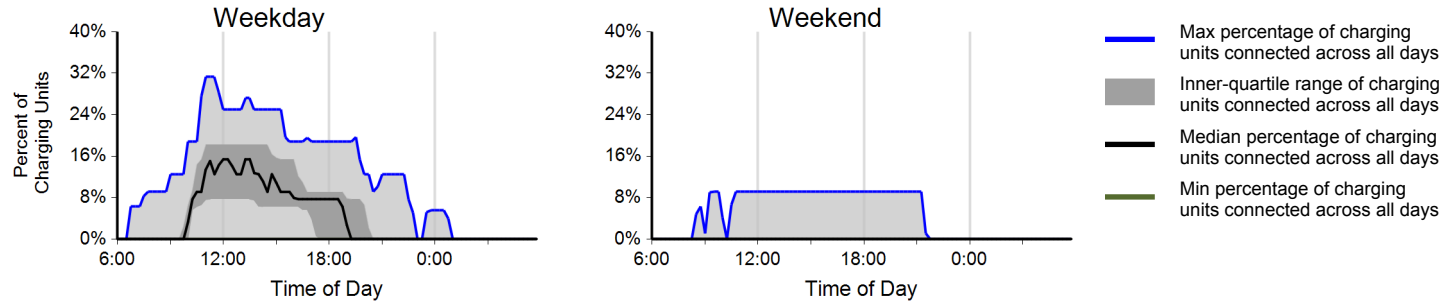
Region: Washington, D.C. Metropolitan Area

Report period: October 2012 through December 2012

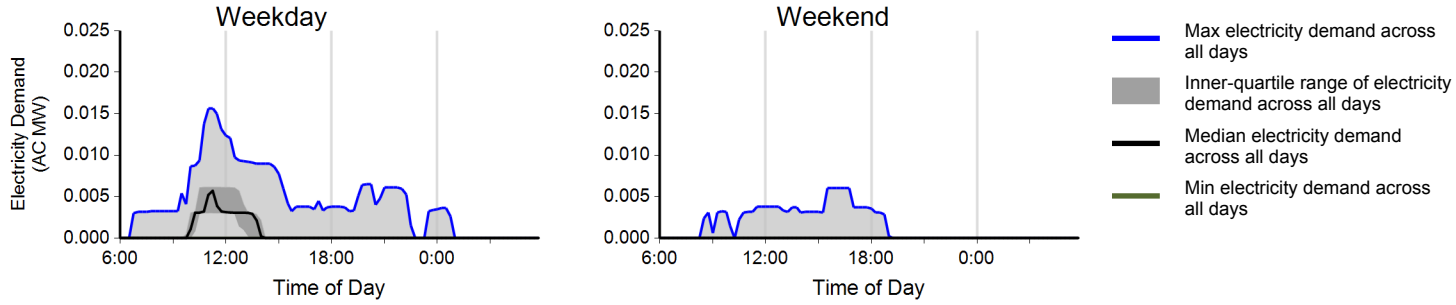
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	154	15	169
Electricity consumed (AC MWh)	1.15	0.08	1.23
Percent of time with a vehicle connected to EVSE	4%	0%	3%
Percent of time with a vehicle drawing power from EVSE	2%	0%	1%
Average number of charging events started per EVSE per day	0.18	0.04	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]



© 2012 ECOtality

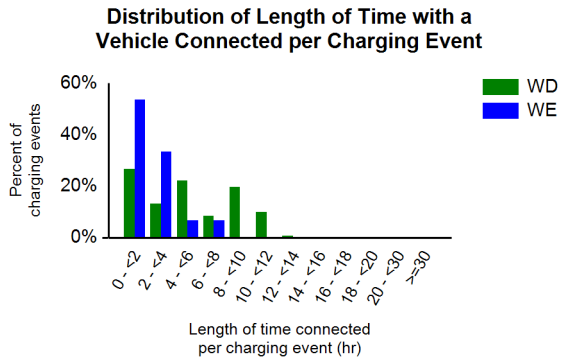
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

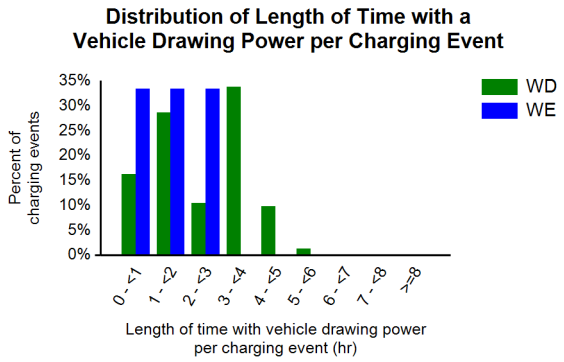
Region: Washington, D.C. Metropolitan Area

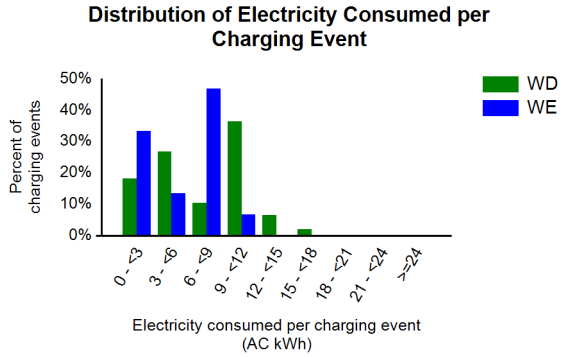
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	1%	37%	63%
Percent of electricity consumed	0%	27%	73%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	5.2	2.1	5.0
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)	7.5	5.3	7.3







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

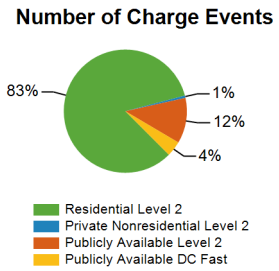
Region: Oregon

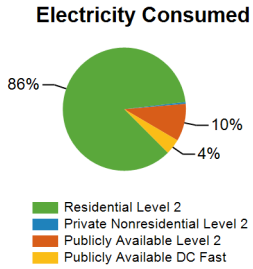
Report period: October 2012 through December 2012

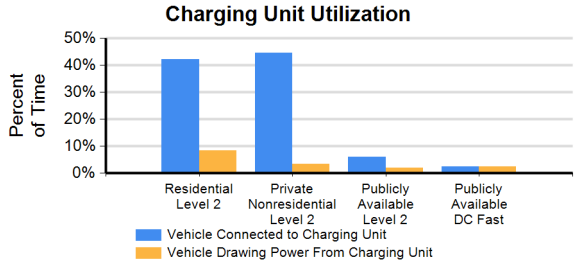
Number of EV Project vehicles in region: 460

Charging Unit Usage

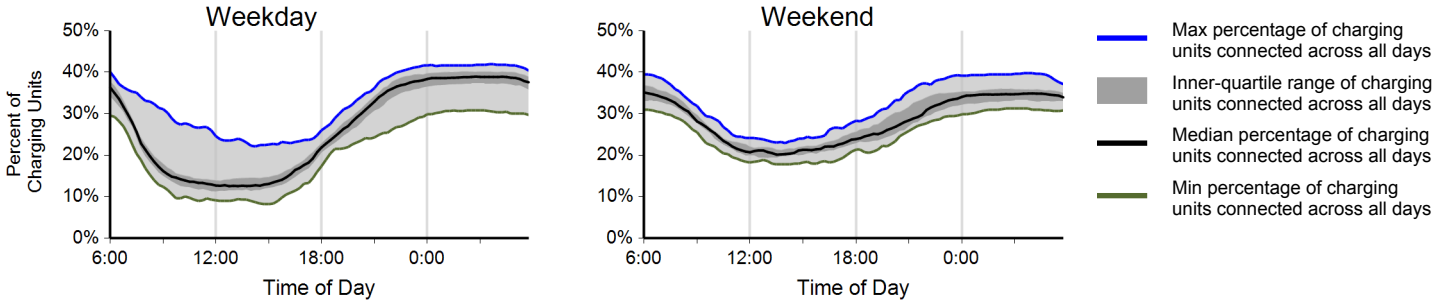
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	458	7	355	14	834
Number of charging events[2]	34,257	254	4,909	1,650	41,070
Electricity consumed (AC MWh)	282.76	1.46	32.51	13.39	330.12
Percent of time with a vehicle connected to charging unit	42%	44%	6%	2%	27%
Percent of time with a vehicle drawing power from charging unit	9%	3%	2%	2%	6%



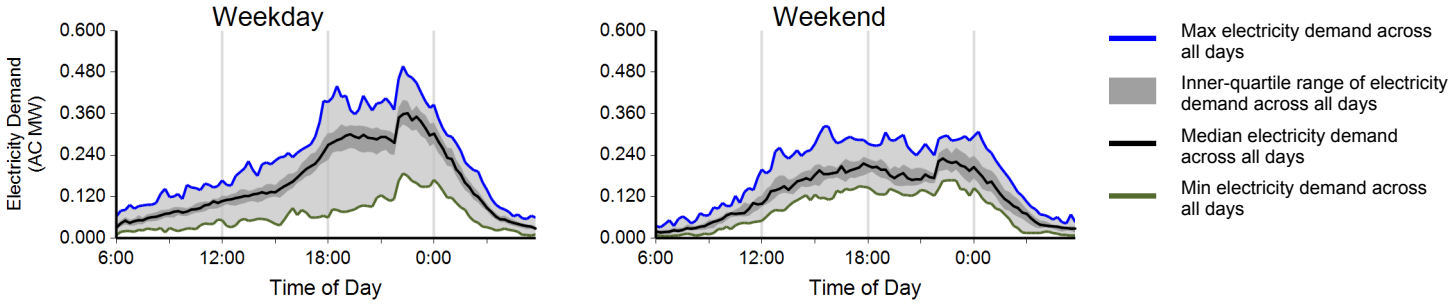




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

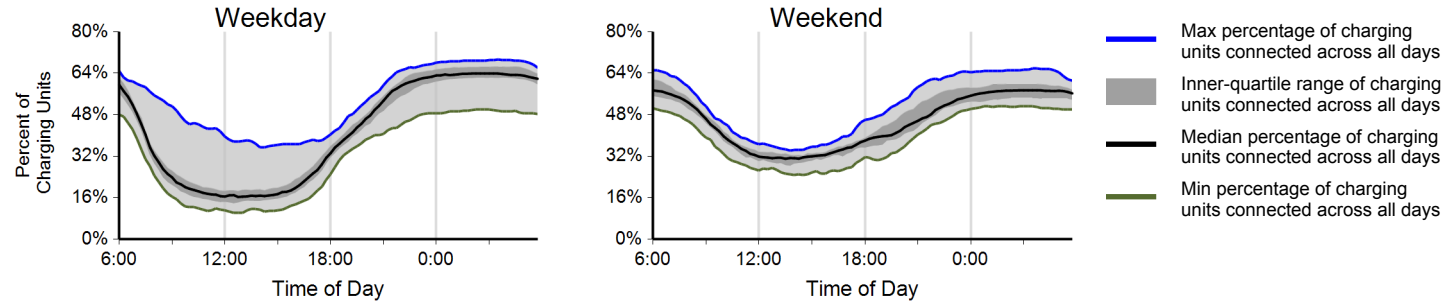
Region: Oregon

Report period: October 2012 through December 2012

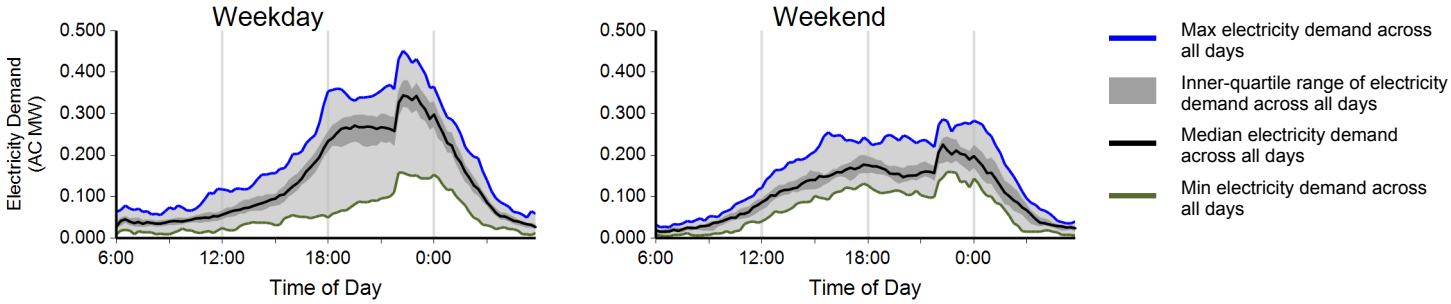
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	25,409	8,848	34,257
Electricity consumed (AC MWh)	214.64	68.12	282.76
Percent of time with a vehicle connected to EVSE	41%	45%	42%
Percent of time with a vehicle drawing power from EVSE	9%	7%	9%
Average number of charging events started per EVSE per day	0.90	0.78	0.86

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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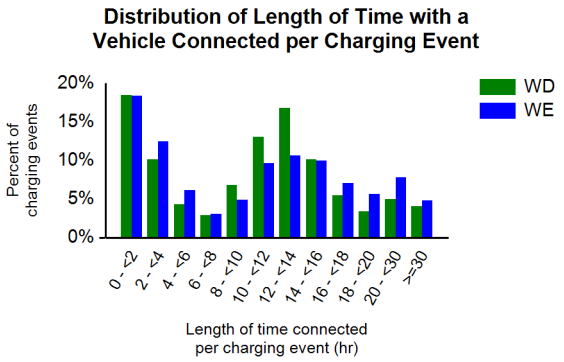
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

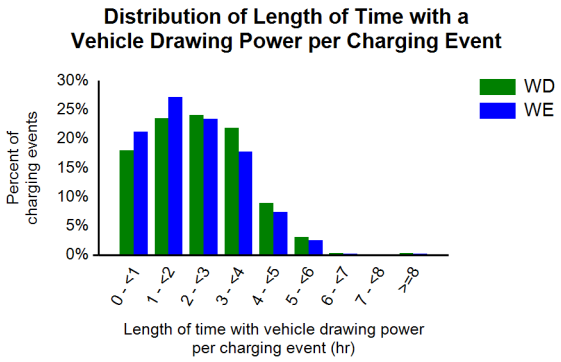
Region: Oregon

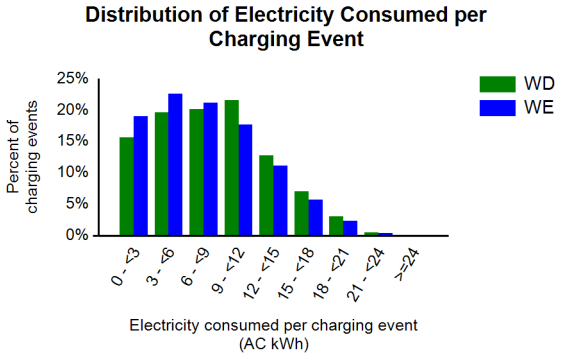
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	76%	24%	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)	11.8	12.3	11.9
Average length of time with vehicle drawing power per charging event (hr)	2.4	2.2	2.4
Average electricity consumed per charging event (AC kWh)	8.4	7.7	8.3







Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

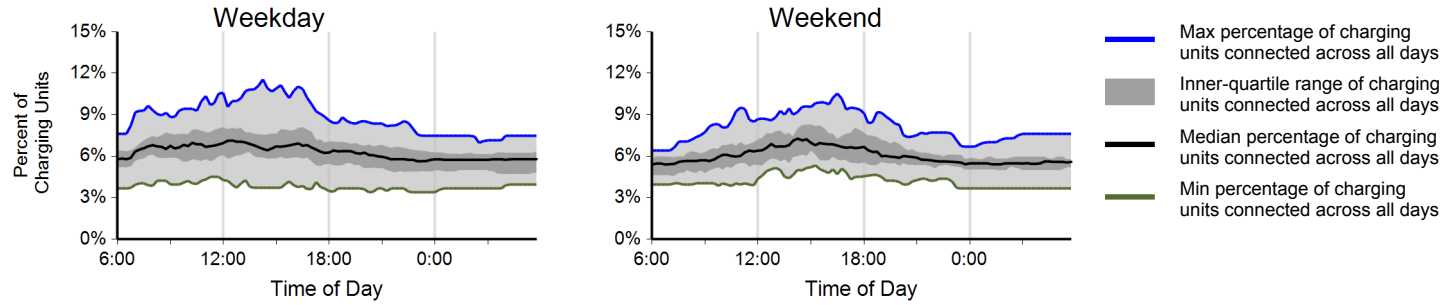
Region: Oregon

Report period: October 2012 through December 2012

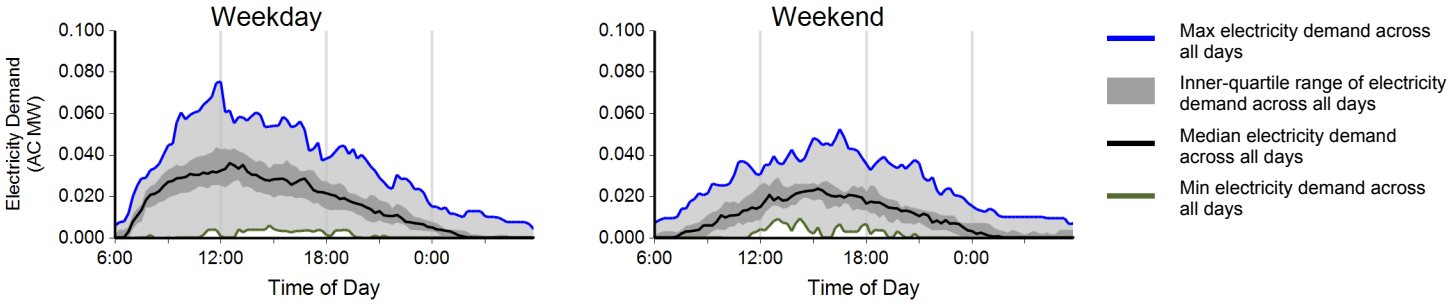
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	3,900	1,009	4,909
Electricity consumed (AC MWh)	25.92	6.59	32.51
Percent of time with a vehicle connected to EVSE	6%	6%	6%
Percent of time with a vehicle drawing power from EVSE	2%	2%	2%
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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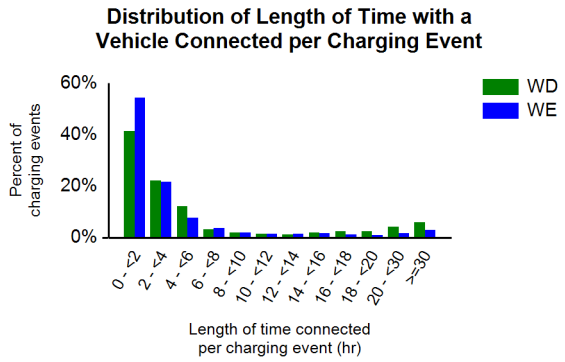
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

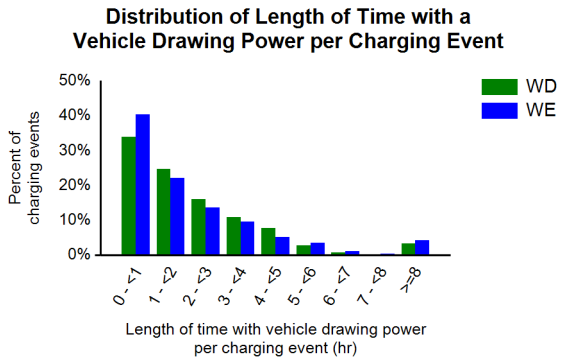
Region: Oregon

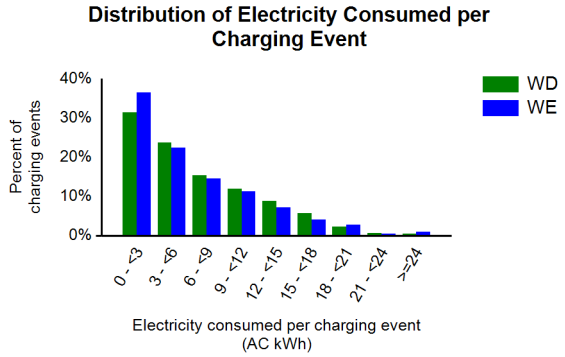
Report period: October 2012 through December 2012

Vehicles Charged	Car2Go fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	5%	28%	4%	63%
Percent of electricity consumed	10%	26%	4%	60%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.0	4.7	8.9
Average length of time with vehicle drawing power per charging event (hr)	2.8	2.5	2.8
Average electricity consumed per charging event (AC kWh)	6.7	6.4	6.6







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

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DC Fast Chargers

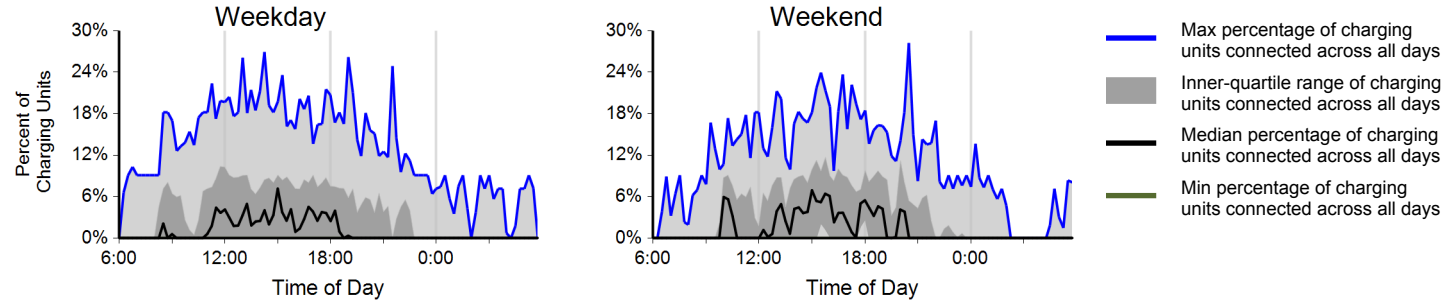
Region: Oregon

Report period: October 2012 through December 2012

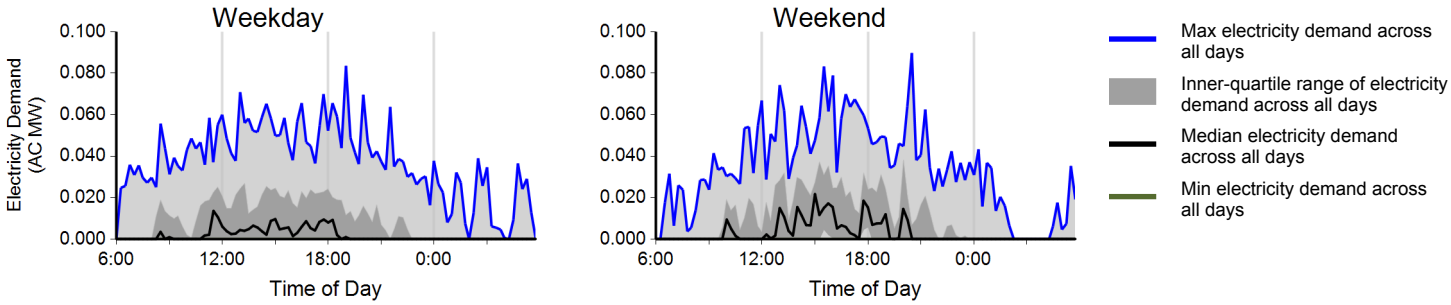
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	1,172	478	1,650
Electricity consumed (AC MWh)	9.36	4.02	13.39
Percent of time with a vehicle connected to EVSE	2%	2%	2%
Percent of time with a vehicle drawing power from EVSE	2%	2%	2%
Average number of charging events started per EVSE per day	1.60	1.61	1.61

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

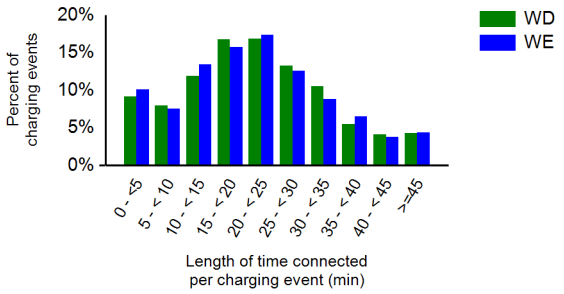
Region: Oregon

Report period: October 2012 through December 2012

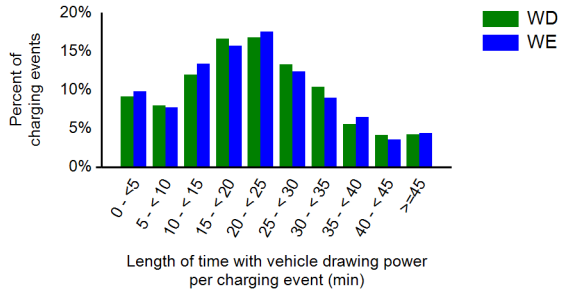
Vehicles Charged	Car2Go fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	55%	0%	45%
Percent of electricity consumed	0%	54%	0%	46%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (min)	22.0	21.6	21.9
Average length of time with vehicle drawing power per charging event (min)	22.0	21.6	21.8
Average electricity consumed per charging event (AC kWh)	8.0	8.4	8.1

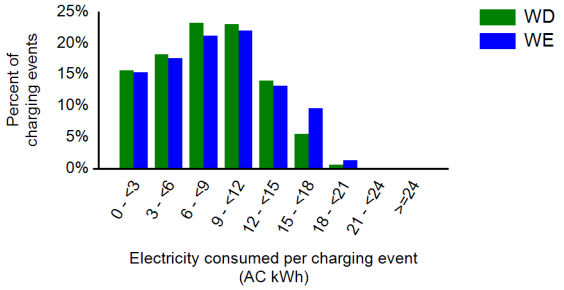
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



[1] Car2Go operates a car sharing fleet of Smart Fortwo Electric Drive vehicles in this region. Usage of publicly available 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

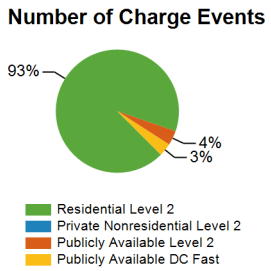
Region: Chattanooga, TN Metropolitan Area

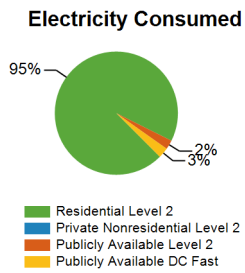
Report period: October 2012 through December 2012

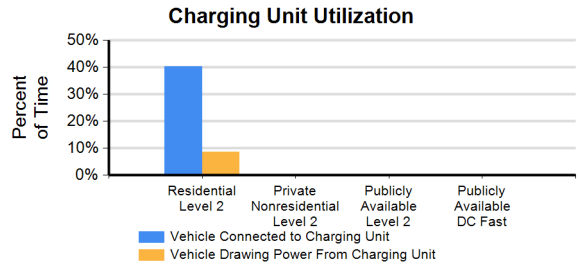
Number of EV Project vehicles in region: 56

Charging Unit Usage

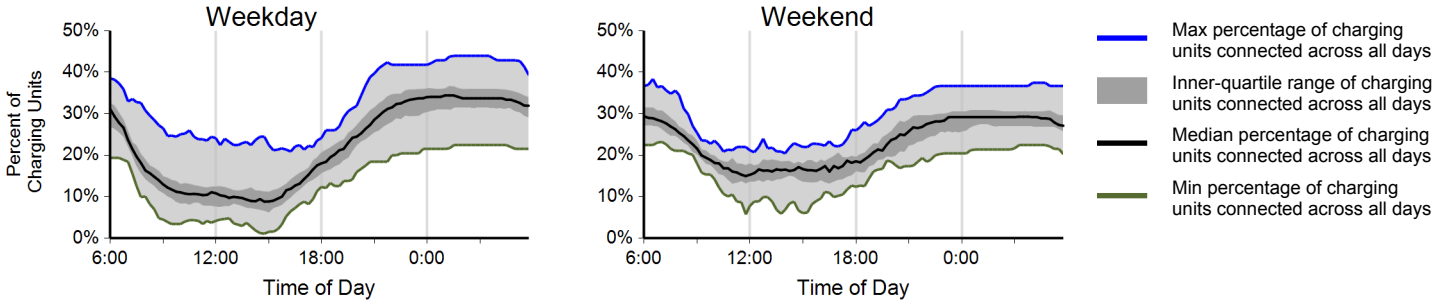
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	55	0	37	6	98
Number of charging events[2]	4,048	0	167	149	4,364
Electricity consumed (AC MWh)	34.28	0.00	0.87	0.98	36.13
Percent of time with a vehicle connected to charging unit	40%	0%	0%	0%	22%
Percent of time with a vehicle drawing power from charging unit	9%	0%	0%	0%	5%



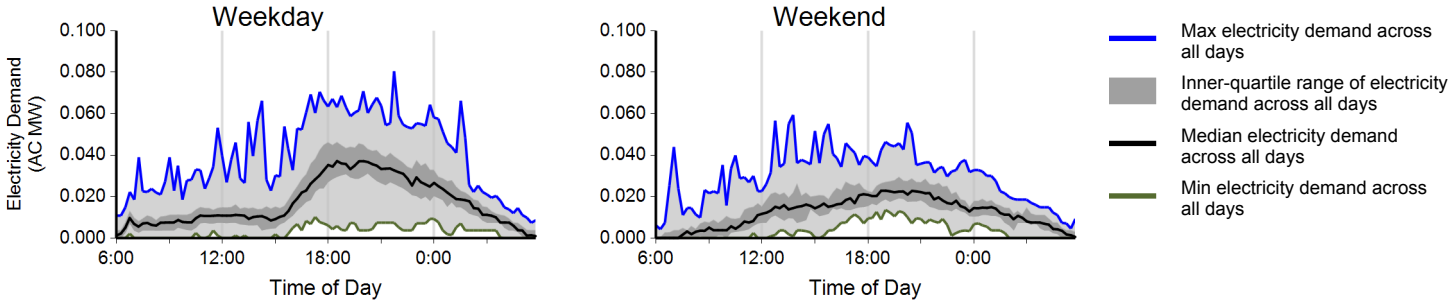




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

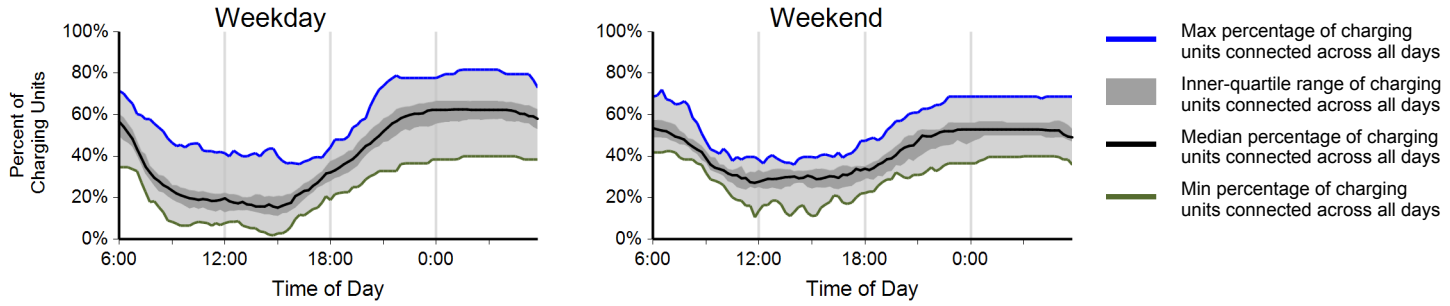
Region: Chattanooga, TN Metropolitan Area

Report period: October 2012 through December 2012

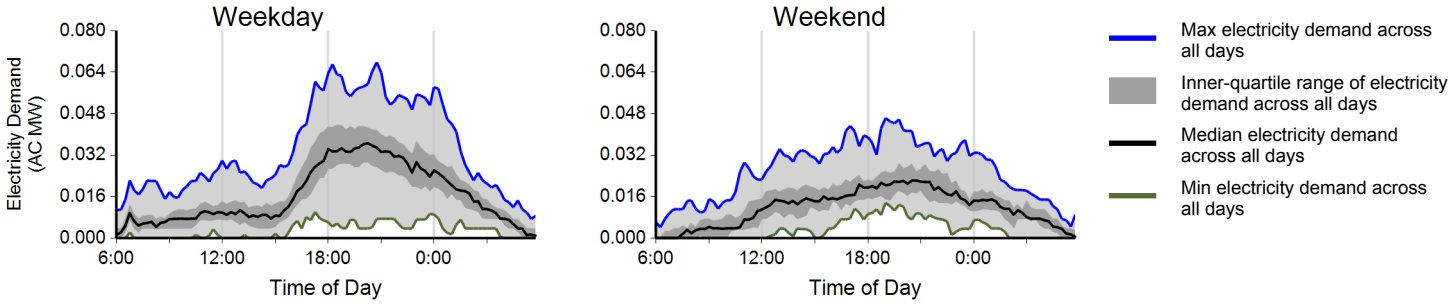
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	3,042	1,006	4,048
Electricity consumed (AC MWh)	26.56	7.72	34.28
Percent of time with a vehicle connected to EVSE	40%	42%	40%
Percent of time with a vehicle drawing power from EVSE	9%	7%	9%
Average number of charging events started per EVSE per day	0.91	0.75	0.86

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)

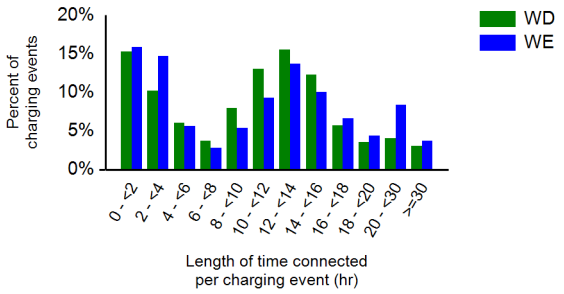
Region: Chattanooga, TN Metropolitan Area

Report period: October 2012 through December 2012

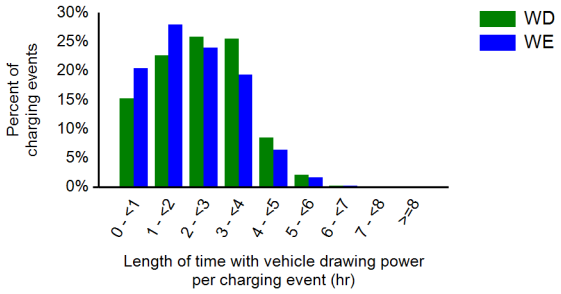
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	83%	17%	0%
Percent of electricity consumed	85%	15%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.3	11.4	11.3
Average length of time with vehicle drawing power per charging event (hr)	2.5	2.2	2.4
Average electricity consumed per charging event (AC kWh)	8.7	7.7	8.5

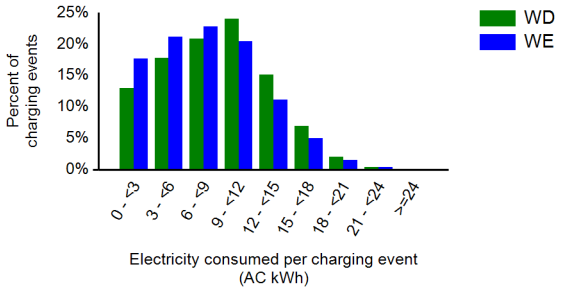
Distribution of Length of Time with a Vehicle Connected per Charging Event



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 Available Level 2 Electric Vehicle Supply Equipment (EVSE)

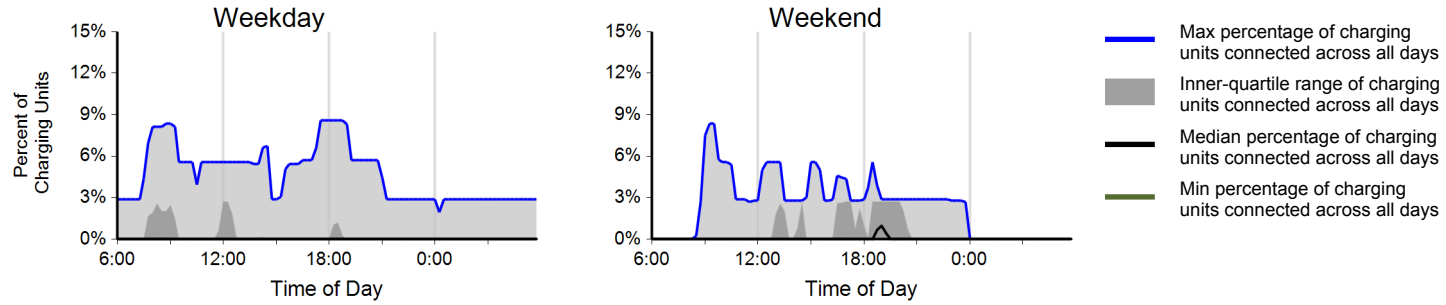
Region: Chattanooga, TN Metropolitan Area

Report period: October 2012 through December 2012

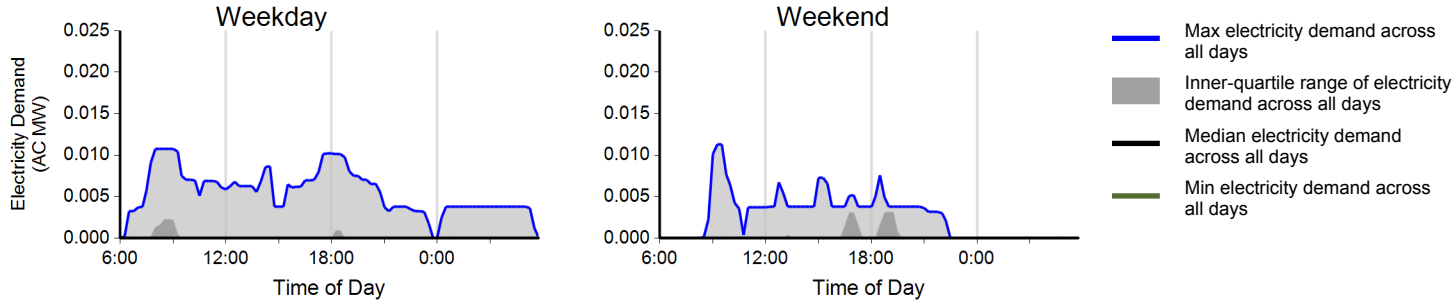
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	121	46	167
Electricity consumed (AC MWh)	0.67	0.21	0.87
Percent of time with a vehicle connected to EVSE	0%	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	0.05	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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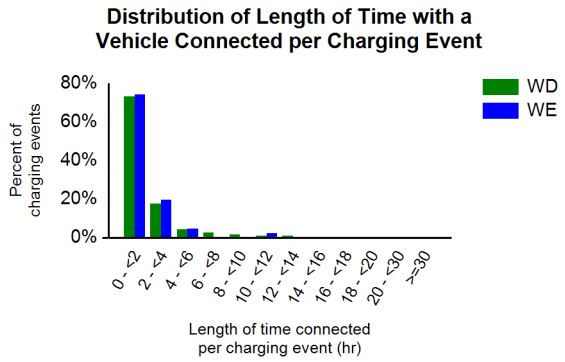
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

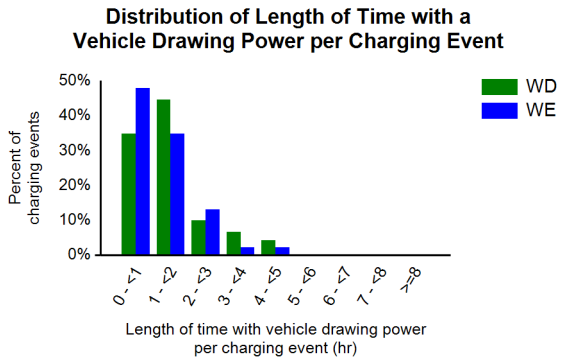
Region: Chattanooga, TN Metropolitan Area

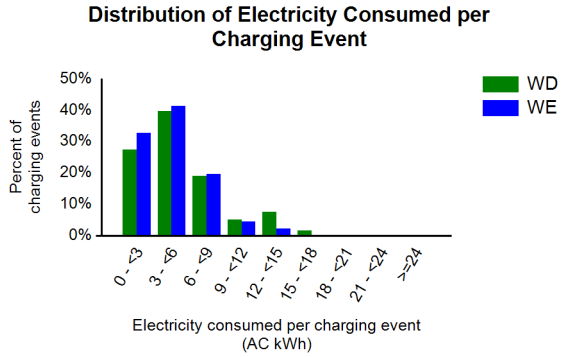
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	40%	17%	43%
Percent of electricity consumed	39%	17%	44%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	2.1	1.8	2.0
Average length of time with vehicle drawing power per charging event (hr)	1.6	1.3	1.5
Average electricity consumed per charging event (AC kWh)	5.5	4.5	5.2







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

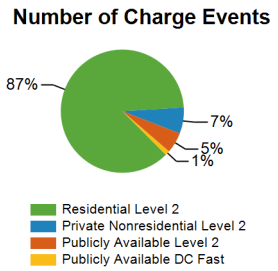
Region: Knoxville, TN Metropolitan Area

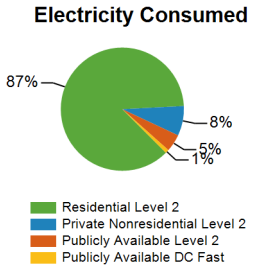
Report period: October 2012 through December 2012

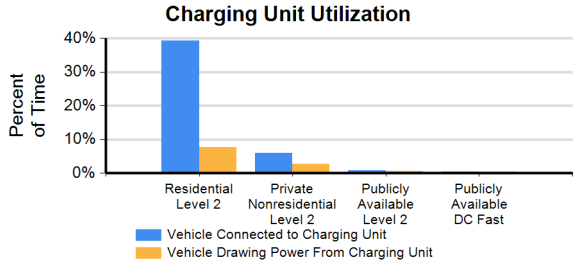
Number of EV Project vehicles in region: 94

Charging Unit Usage

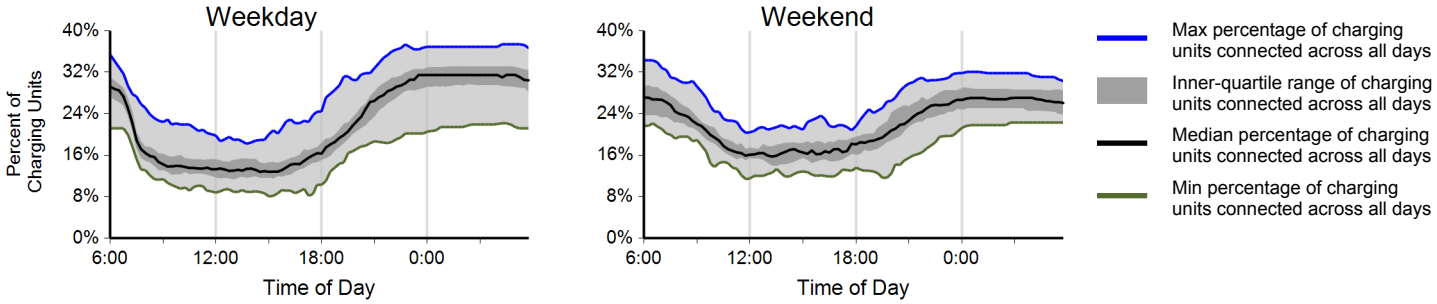
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	104	27	68	3	202
Number of charging events[2]	7,023	554	443	96	8,116
Electricity consumed (AC MWh)	59.86	5.40	3.16	0.66	69.07
Percent of time with a vehicle connected to charging unit	39%	6%	1%	1%	22%
Percent of time with a vehicle drawing power from charging unit	8%	3%	1%	1%	5%



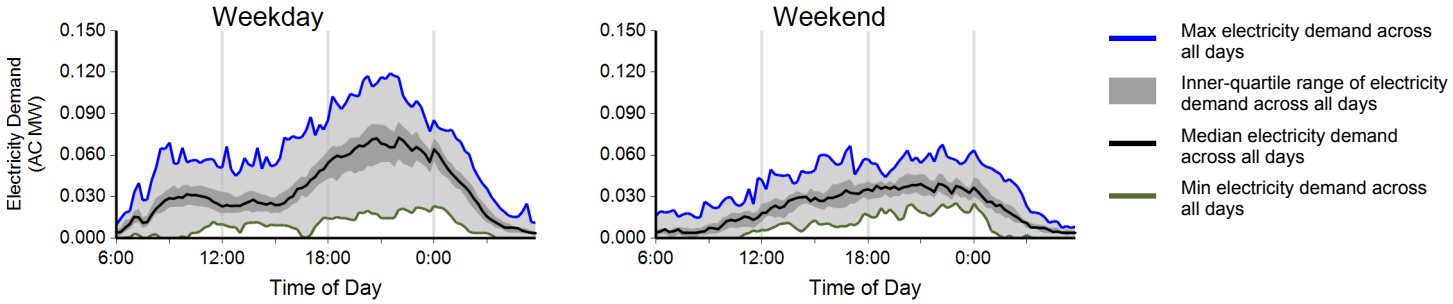




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

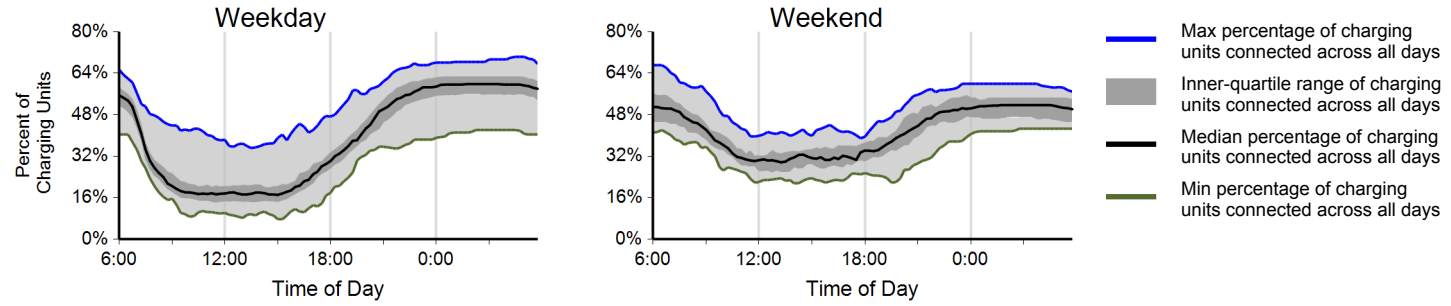
Region: Knoxville, TN Metropolitan Area

Report period: October 2012 through December 2012

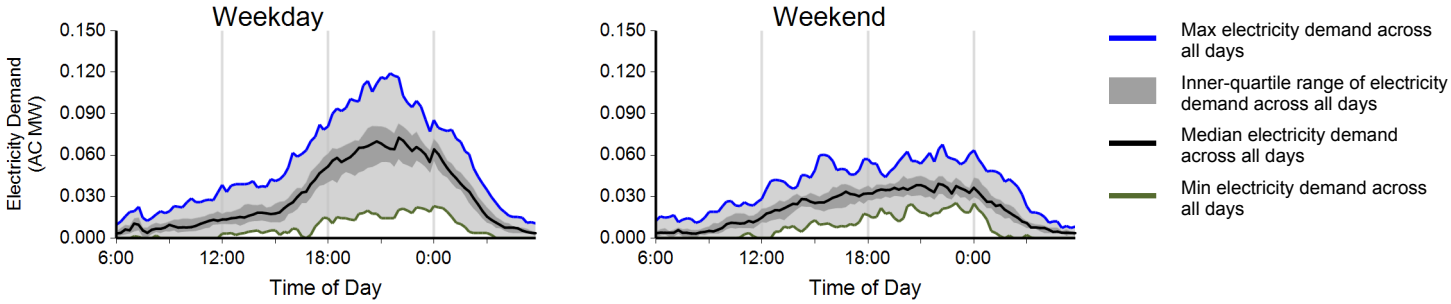
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	5,306	1,717	7,023
Electricity consumed (AC MWh)	46.79	13.07	59.86
Percent of time with a vehicle connected to EVSE	39%	41%	39%
Percent of time with a vehicle drawing power from EVSE	8%	6%	8%
Average number of charging events started per EVSE per day	0.80	0.65	0.76

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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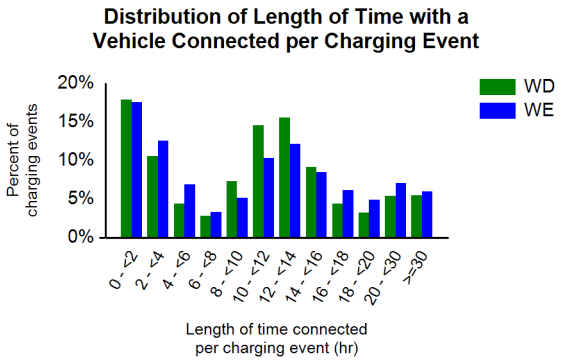
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

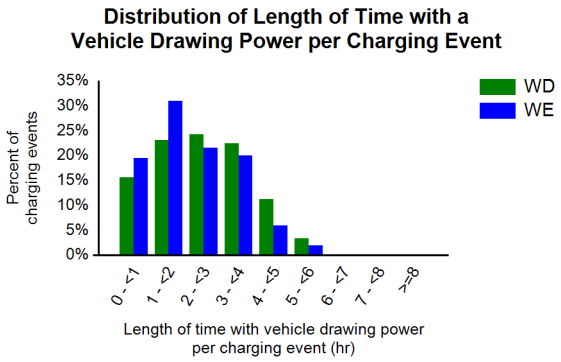
Region: Knoxville, TN Metropolitan Area

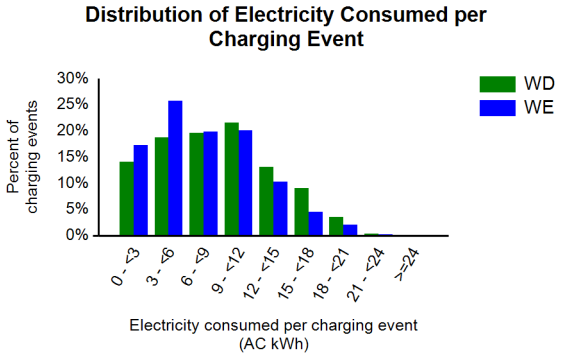
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	75%	25%	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)	12.7	12.4	12.6
Average length of time with vehicle drawing power per charging event (hr)	2.5	2.2	2.4
Average electricity consumed per charging event (AC kWh)	8.8	7.6	8.5







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Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

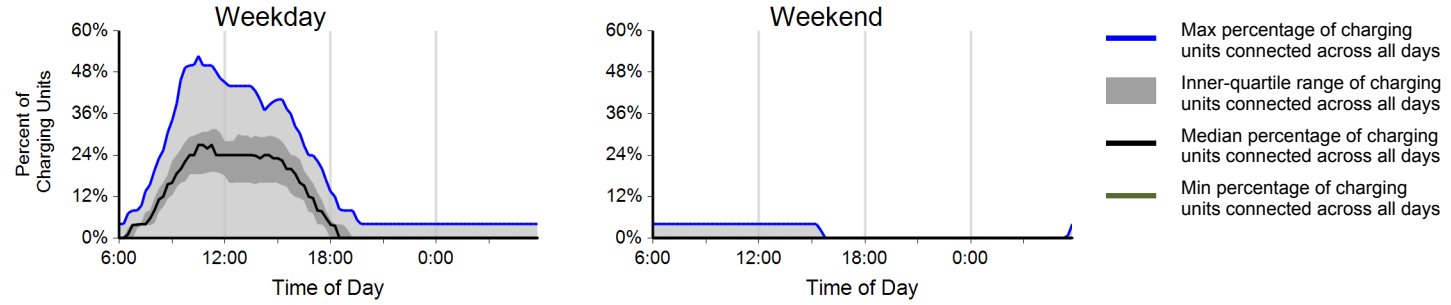
Region: Knoxville, TN Metropolitan Area

Report period: October 2012 through December 2012

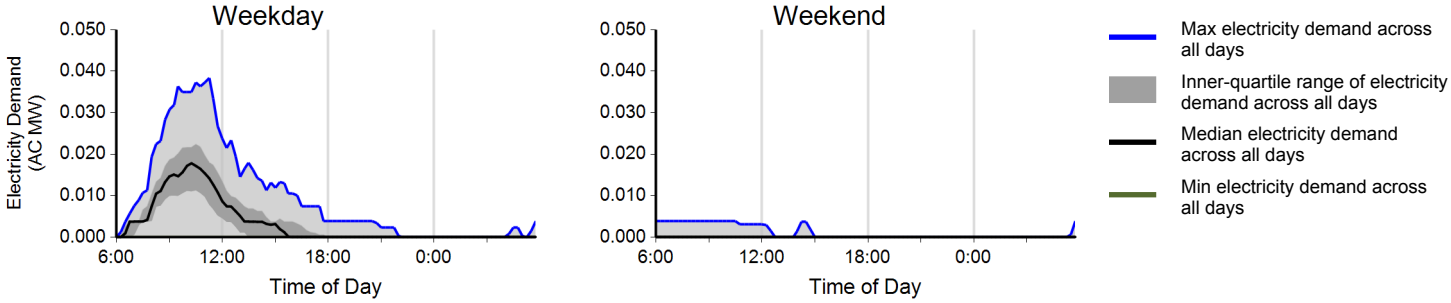
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	550	4	554
Electricity consumed (AC MWh)	5.33	0.07	5.40
Percent of time with a vehicle connected to EVSE	8%	0%	6%
Percent of time with a vehicle drawing power from EVSE	4%	0%	3%
Average number of charging events started per EVSE per day	0.32	0.01	0.23

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)

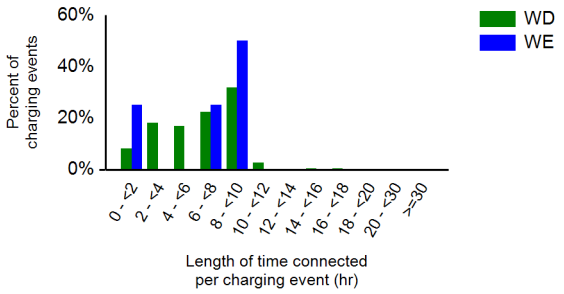
Region: Knoxville, TN Metropolitan Area

Report period: October 2012 through December 2012

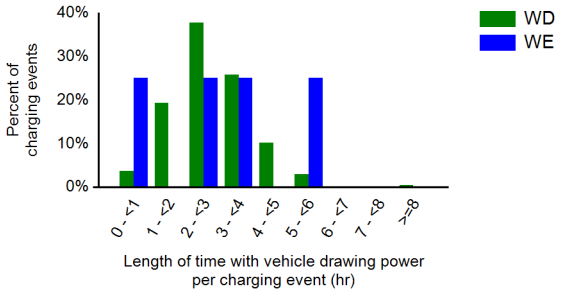
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	0%	100%
Percent of electricity consumed	0%	0%	100%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	6.2	6.3	6.2
Average length of time with vehicle drawing power per charging event (hr)	2.9	3.2	2.9
Average electricity consumed per charging event (AC kWh)	9.7	11.2	9.7

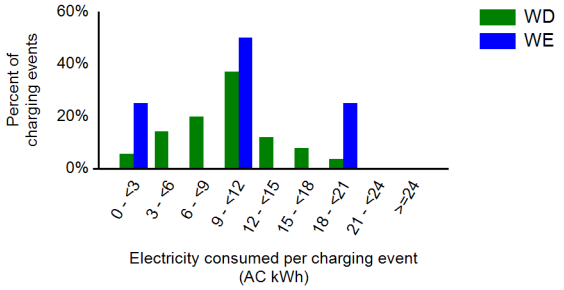
Distribution of Length of Time with a Vehicle Connected per Charging Event



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 Available Level 2 Electric Vehicle Supply Equipment (EVSE)

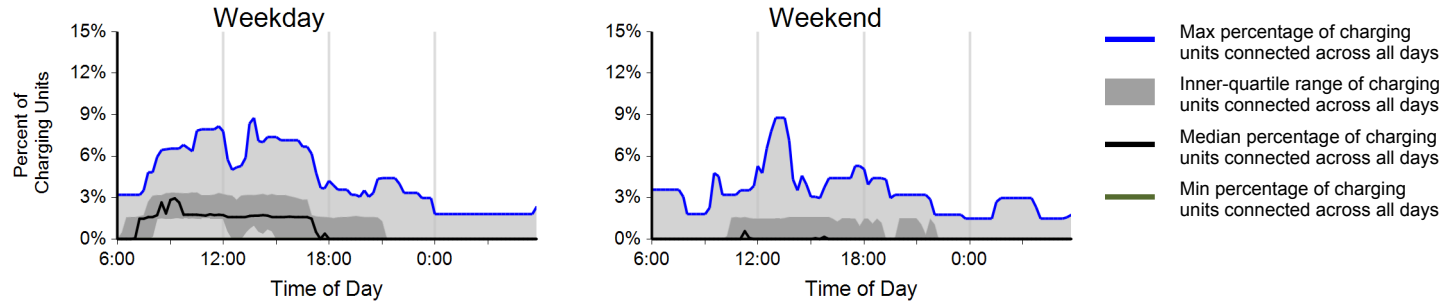
Region: Knoxville, TN Metropolitan Area

Report period: October 2012 through December 2012

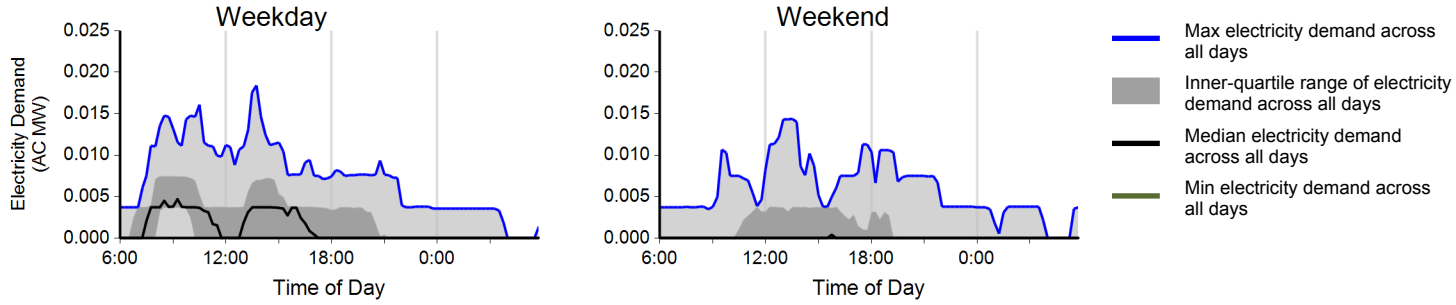
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	362	81	443
Electricity consumed (AC MWh)	2.70	0.46	3.16
Percent of time with a vehicle connected to EVSE	1%	0%	1%
Percent of time with a vehicle drawing power from EVSE	1%	0%	1%
Average number of charging events started per EVSE per day	0.09	0.05	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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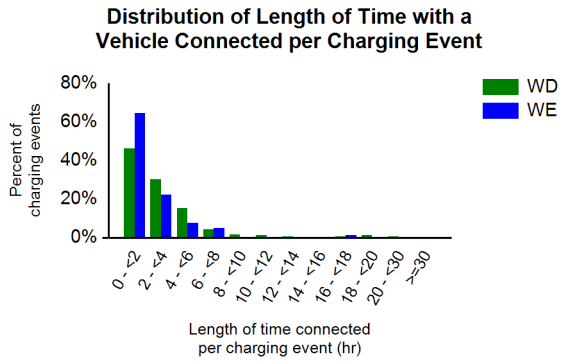
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

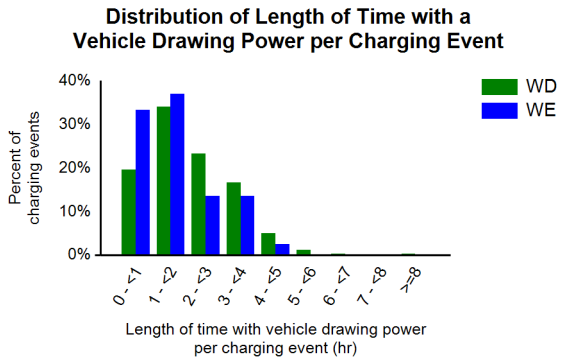
Region: Knoxville, TN Metropolitan Area

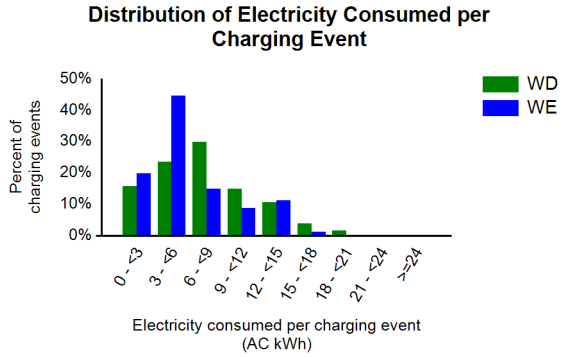
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	68%	3%	28%
Percent of electricity consumed	75%	2%	23%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	3.1	2.2	2.9
Average length of time with vehicle drawing power per charging event (hr)	2.2	1.7	2.1
Average electricity consumed per charging event (AC kWh)	7.4	6.0	7.1







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

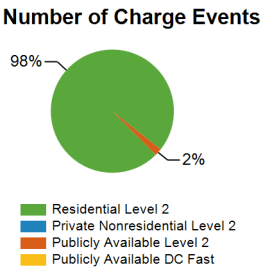
Region: Memphis, TN Metropolitan Area

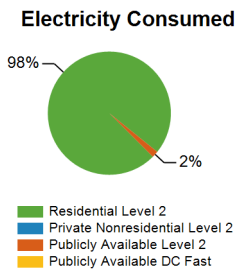
Report period: October 2012 through December 2012

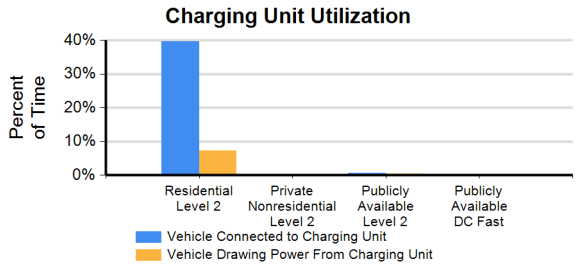
Number of EV Project vehicles in region: 53

Charging Unit Usage

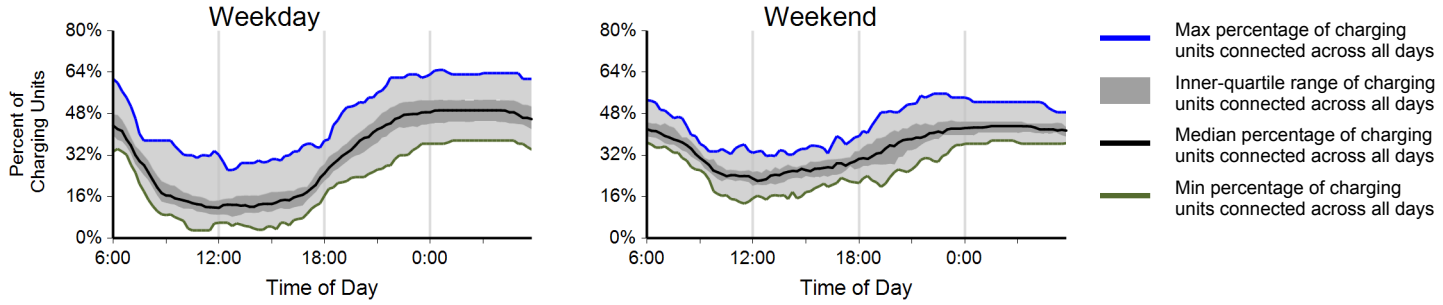
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	56	0	13	0	69
Number of charging events[2]	4,178	0	79	0	4,257
Electricity consumed (AC MWh)	29.59	0.00	0.51	0.00	30.11
Percent of time with a vehicle connected to charging unit	40%	0%	1%	0%	32%
Percent of time with a vehicle drawing power from charging unit	7%	0%	1%	0%	6%



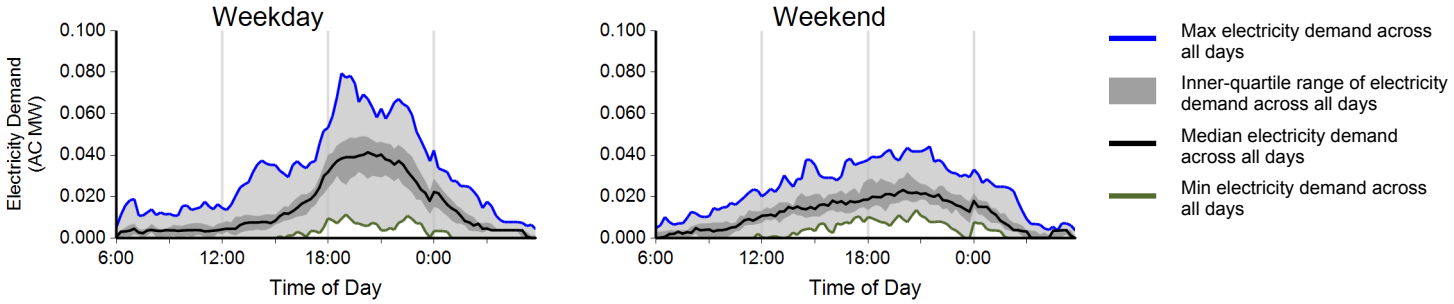




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

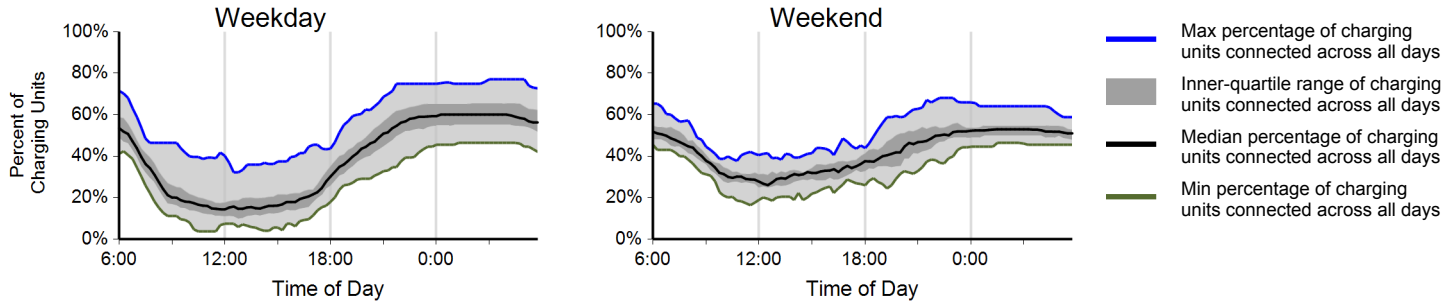
Region: Memphis, TN Metropolitan Area

Report period: October 2012 through December 2012

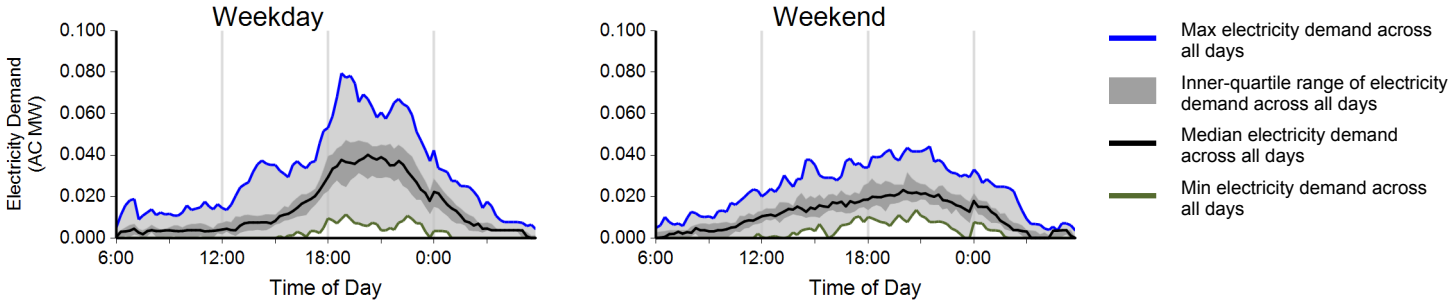
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	3,045	1,133	4,178
Electricity consumed (AC MWh)	22.40	7.20	29.59
Percent of time with a vehicle connected to EVSE	39%	42%	40%
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	0.82	0.87

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)

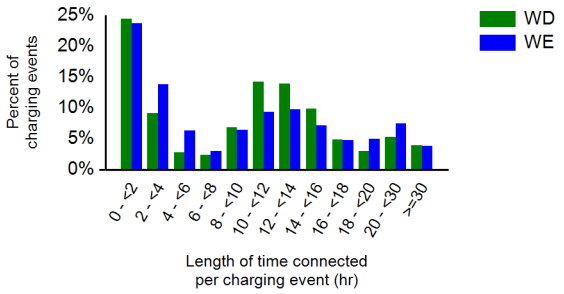
Region: Memphis, TN Metropolitan Area

Report period: October 2012 through December 2012

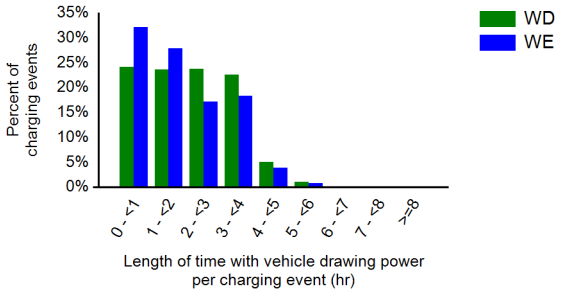
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	60%	40%	0%
Percent of electricity consumed	66%	34%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.4	10.3	11.1
Average length of time with vehicle drawing power per charging event (hr)	2.1	1.9	2.1
Average electricity consumed per charging event (AC kWh)	7.4	6.4	7.1

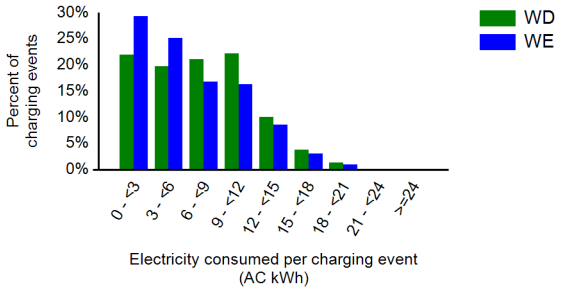
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



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Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

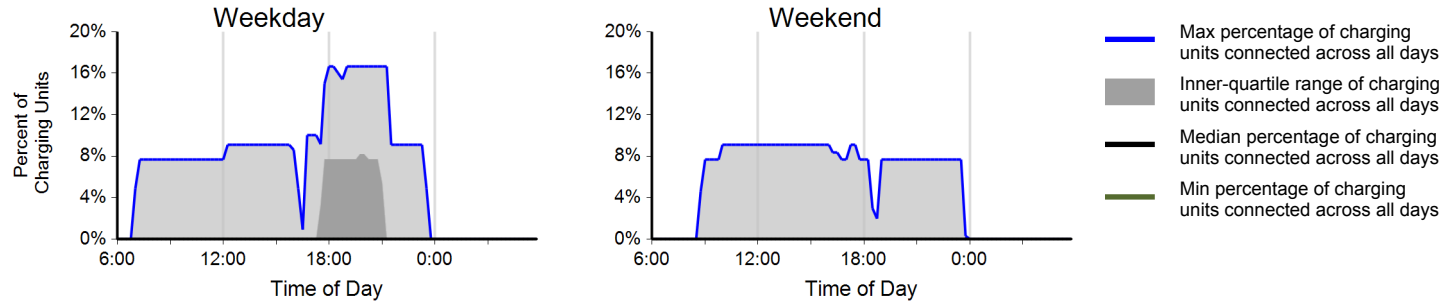
Region: Memphis, TN Metropolitan Area

Report period: October 2012 through December 2012

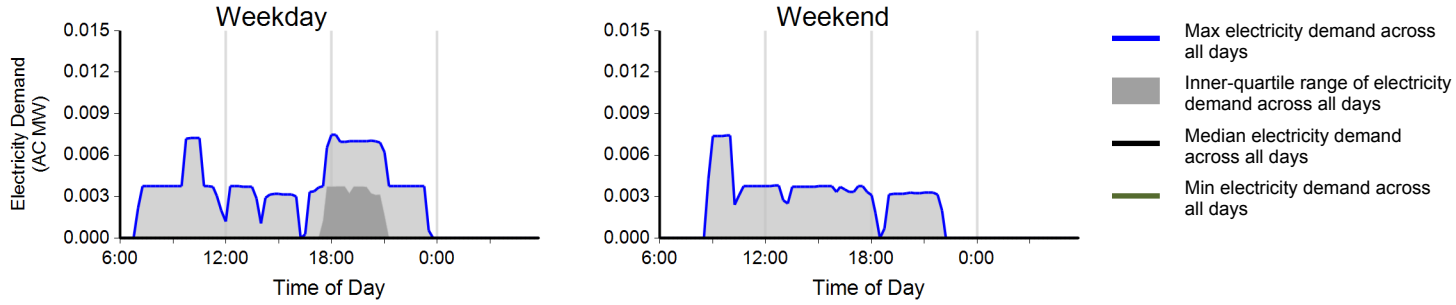
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	63	16	79
Electricity consumed (AC MWh)	0.42	0.10	0.51
Percent of time with a vehicle connected to EVSE	1%	0%	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	0.05	0.07

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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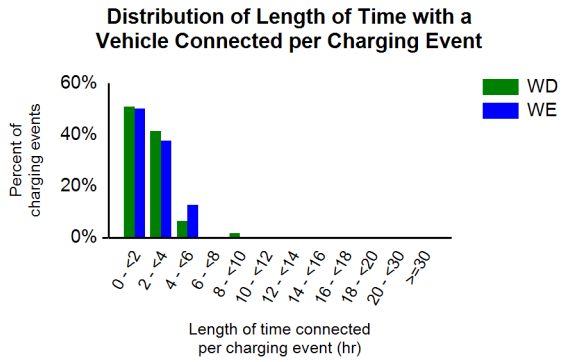
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

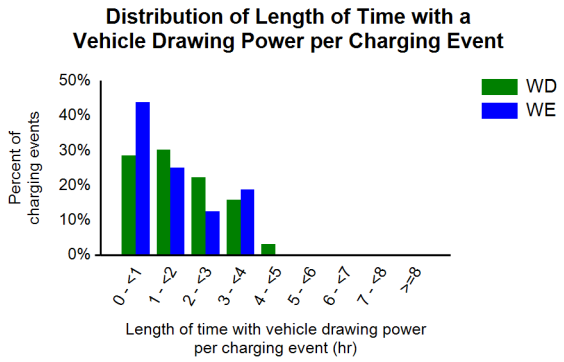
Region: Memphis, TN Metropolitan Area

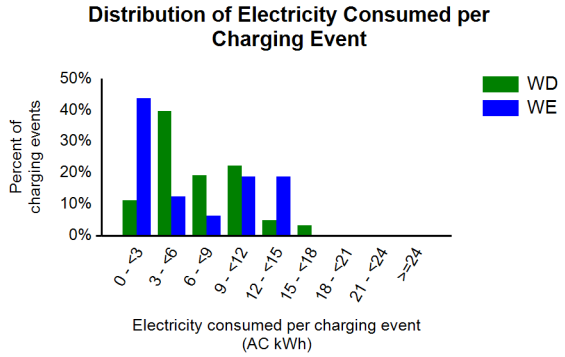
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	70%	15%	15%
Percent of electricity consumed	68%	17%	14%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	2.1	2.3	2.2
Average length of time with vehicle drawing power per charging event (hr)	1.9	1.6	1.8
Average electricity consumed per charging event (AC kWh)	6.6	6.0	6.5







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

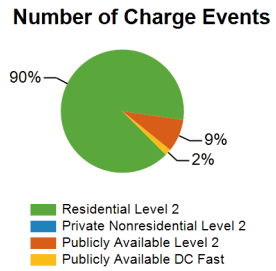
Region: Nashville, TN Metropolitan Area

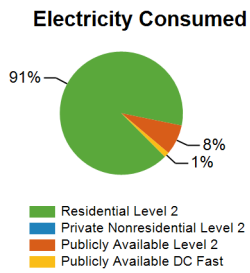
Report period: October 2012 through December 2012

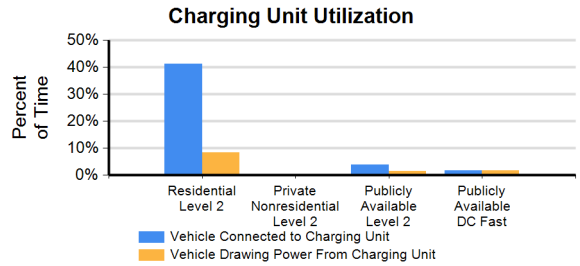
Number of EV Project vehicles in region: 407

Charging Unit Usage

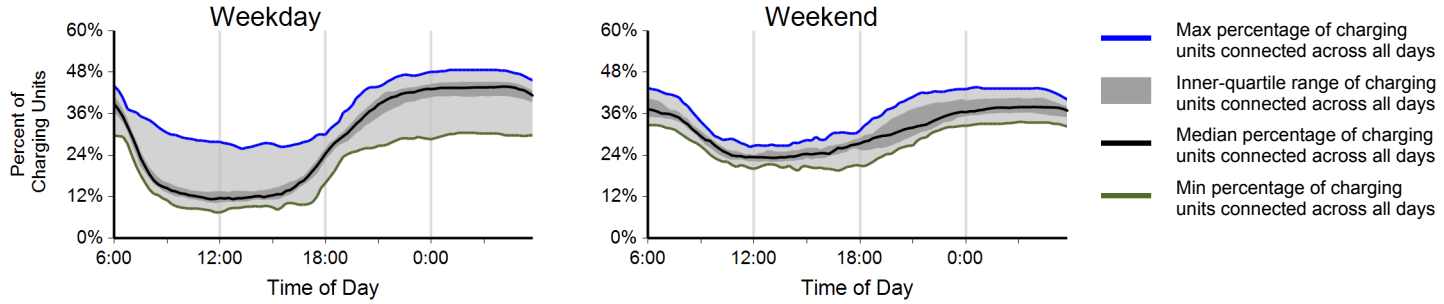
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	412	0	181	4	597
Number of charging events[2]	27,755	0	2,648	515	30,918
Electricity consumed (AC MWh)	242.10	0.00	21.14	3.64	266.87
Percent of time with a vehicle connected to charging unit	41%	0%	4%	2%	29%
Percent of time with a vehicle drawing power from charging unit	9%	0%	2%	2%	6%



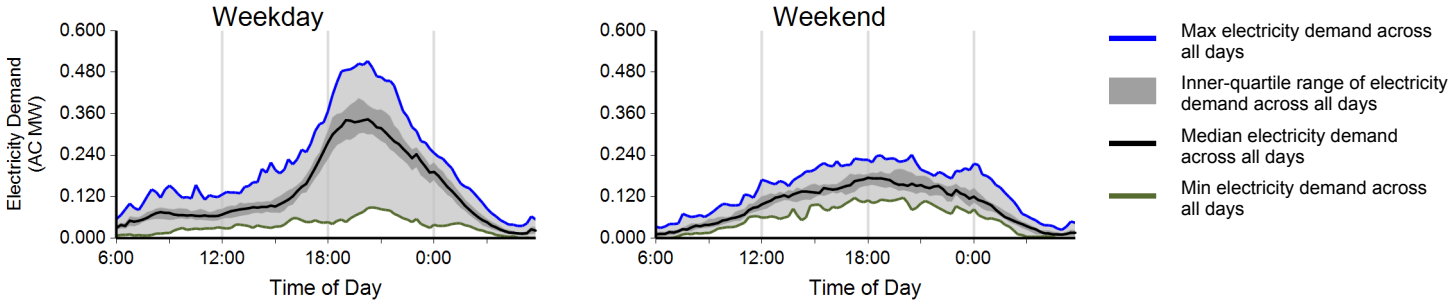




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

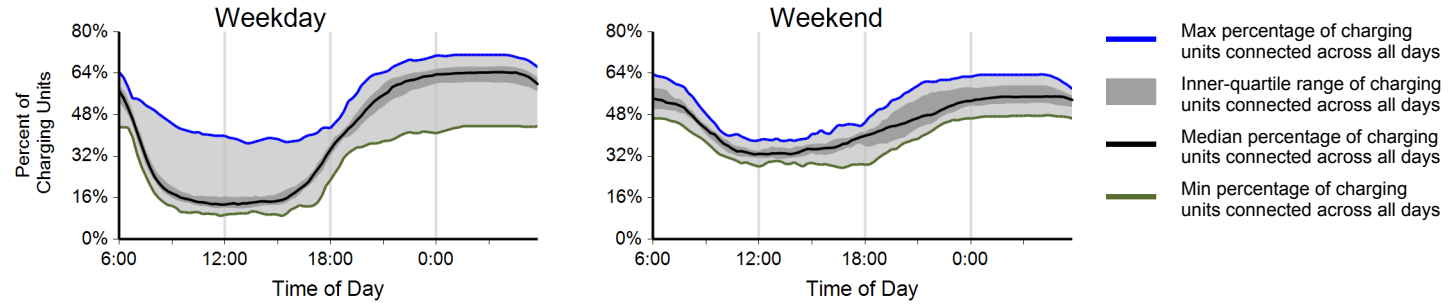
Region: Nashville, TN Metropolitan Area

Report period: October 2012 through December 2012

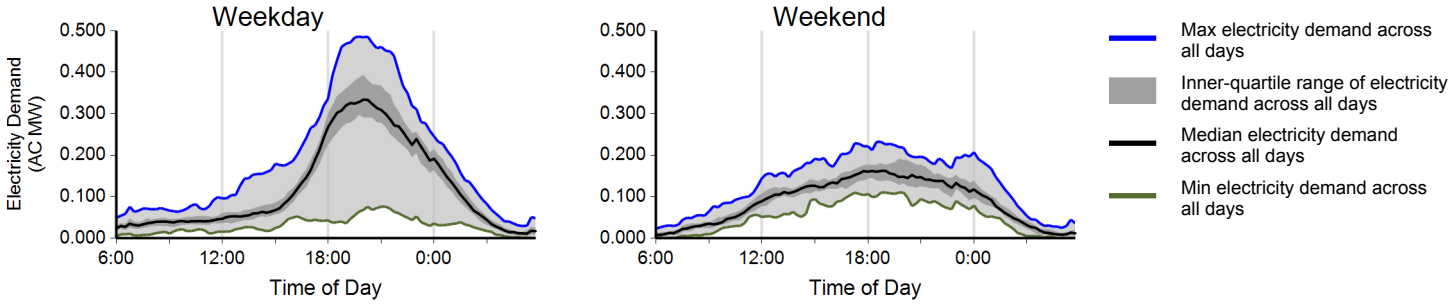
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	20,536	7,219	27,755
Electricity consumed (AC MWh)	187.07	55.03	242.10
Percent of time with a vehicle connected to EVSE	40%	45%	41%
Percent of time with a vehicle drawing power from EVSE	9%	7%	9%
Average number of charging events started per EVSE per day	0.87	0.76	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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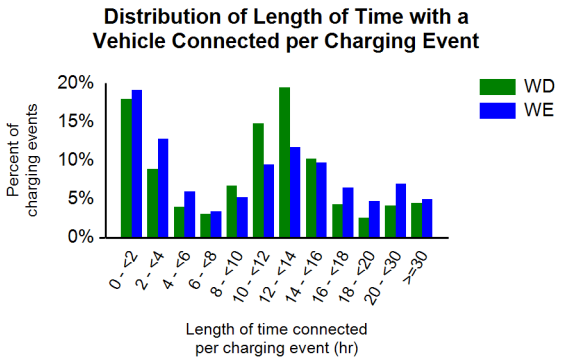
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

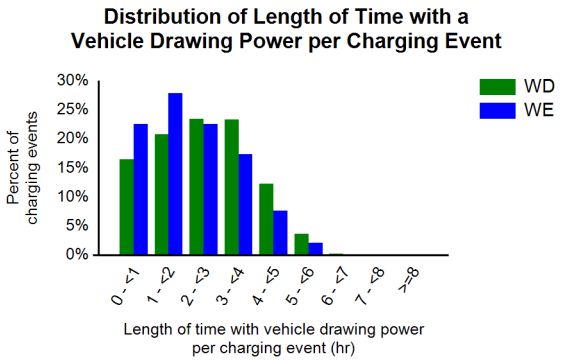
Region: Nashville, TN Metropolitan Area

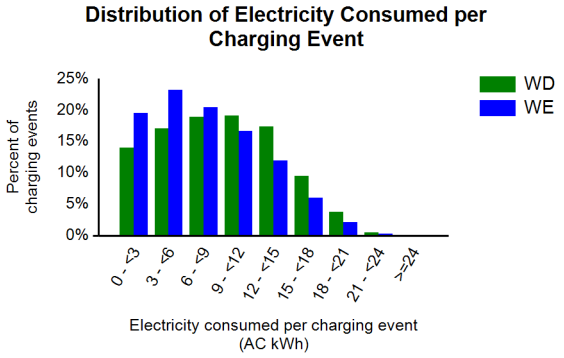
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	91%	9%	0%
Percent of electricity consumed	93%	7%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.0	12.0	12.0
Average length of time with vehicle drawing power per charging event (hr)	2.6	2.2	2.5
Average electricity consumed per charging event (AC kWh)	9.1	7.6	8.7







Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

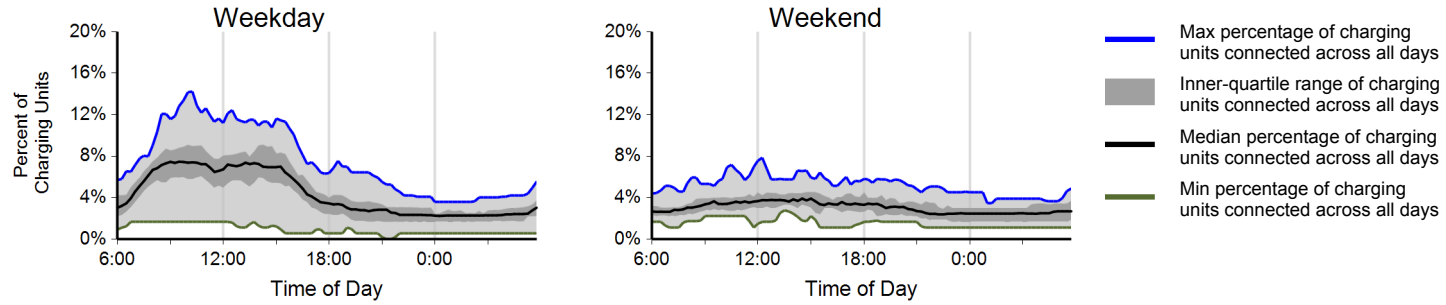
Region: Nashville, TN Metropolitan Area

Report period: October 2012 through December 2012

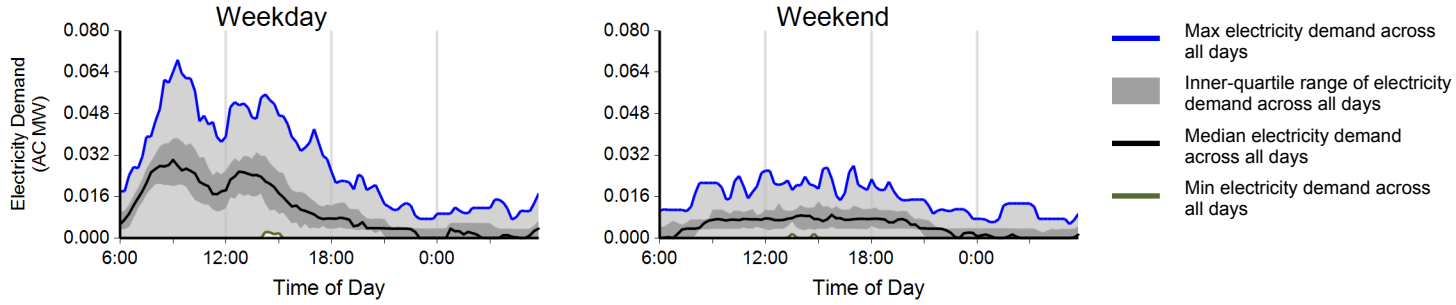
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	2,149	499	2,648
Electricity consumed (AC MWh)	17.95	3.19	21.14
Percent of time with a vehicle connected to EVSE	4%	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	0.19	0.11	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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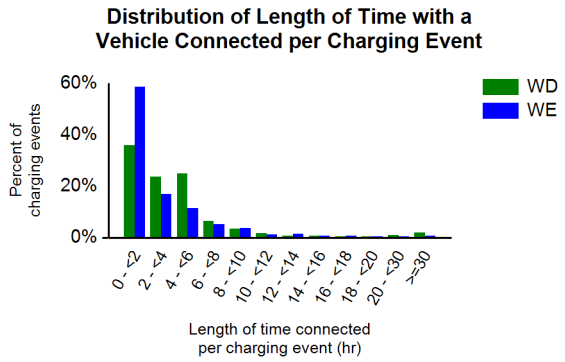
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

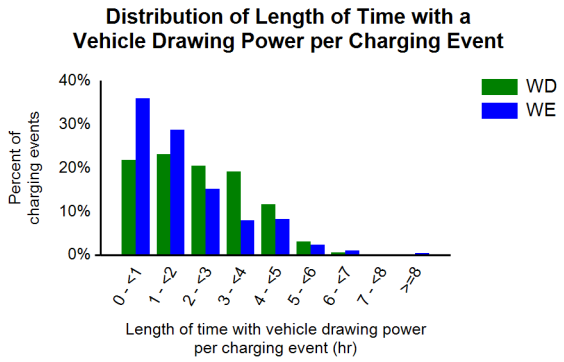
Region: Nashville, TN Metropolitan Area

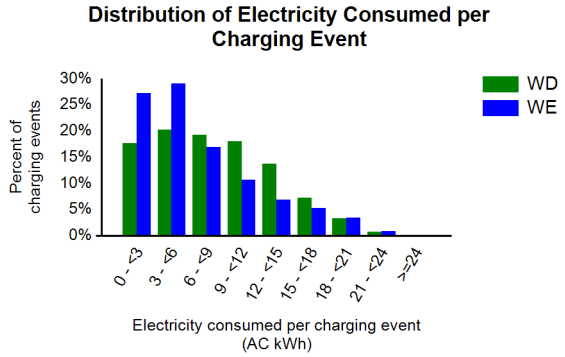
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	40%	4%	55%
Percent of electricity consumed	39%	4%	57%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	6.1	3.2	5.6
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)	8.3	6.7	8.0







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

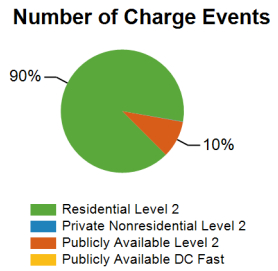
Region: Dallas/Ft. Worth, TX Metropolitan Area

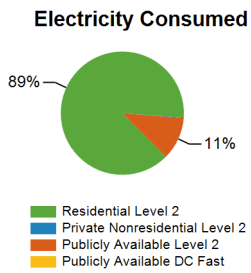
Report period: October 2012 through December 2012

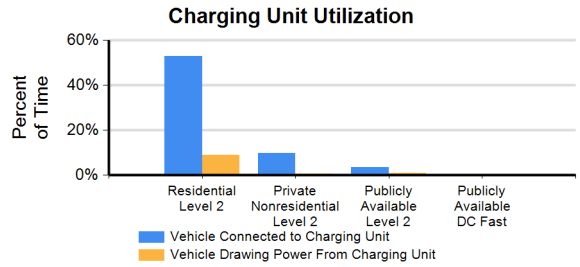
Number of EV Project vehicles in region: 125

Charging Unit Usage

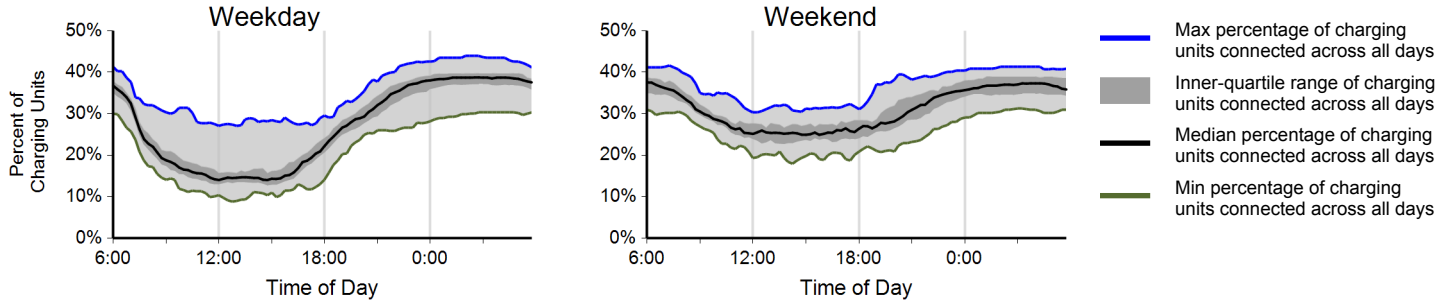
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	127	4	139	0	270
Number of charging events[2]	12,600	14	1,356	0	13,970
Electricity consumed (AC MWh)	74.65	0.14	9.46	0.00	84.24
Percent of time with a vehicle connected to charging unit	53%	10%	3%	0%	28%
Percent of time with a vehicle drawing power from charging unit	9%	1%	1%	0%	5%



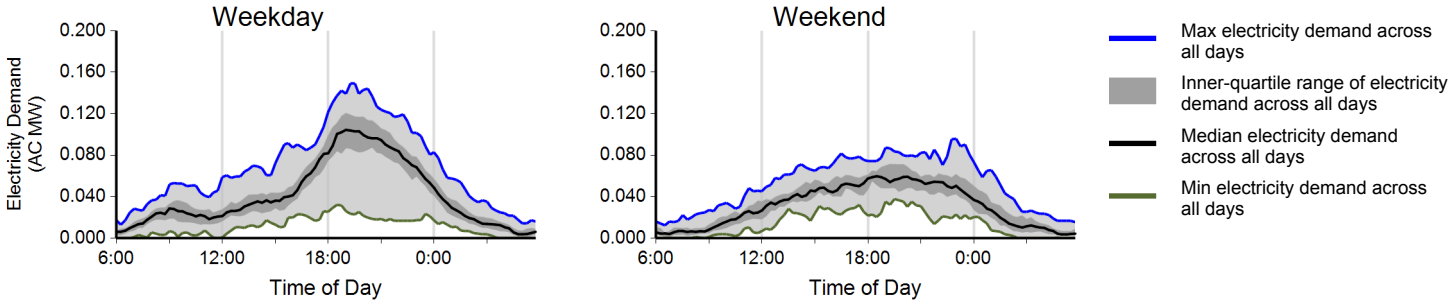




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

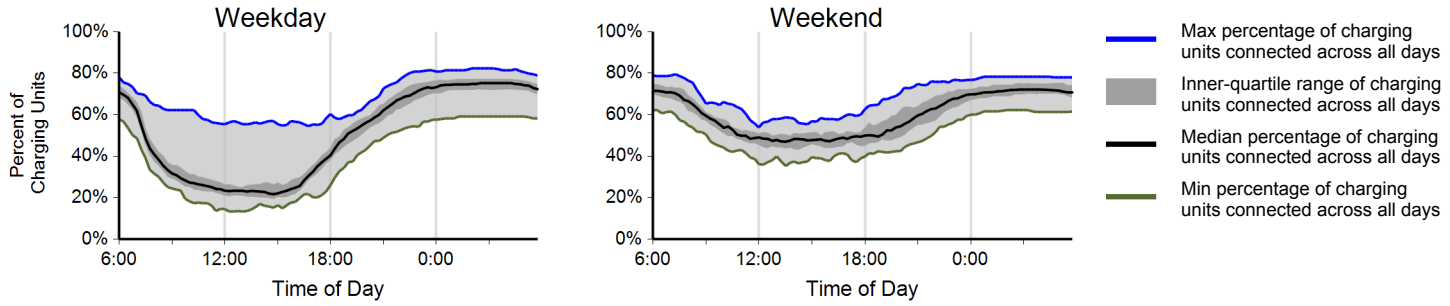
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: October 2012 through December 2012

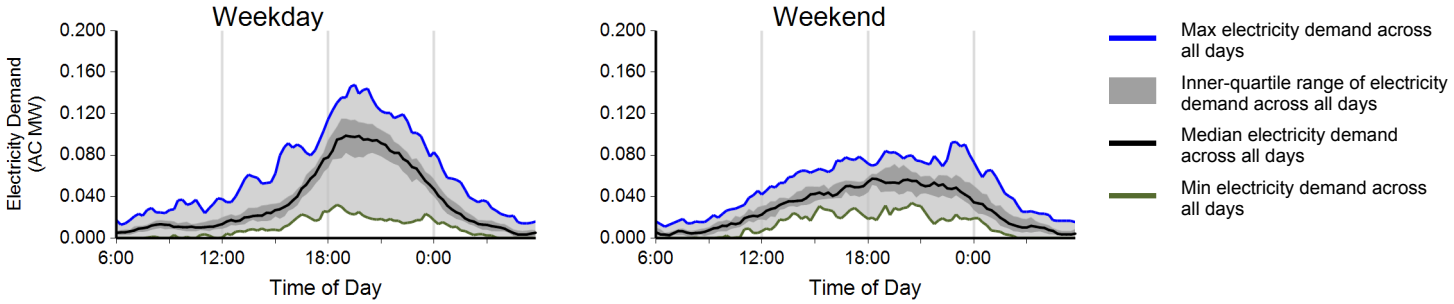
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	9,306	3,294	12,600
Electricity consumed (AC MWh)	56.21	18.44	74.65
Percent of time with a vehicle connected to EVSE	51%	59%	53%
Percent of time with a vehicle drawing power from EVSE	9%	8%	9%
Average number of charging events started per EVSE per day	1.18	1.04	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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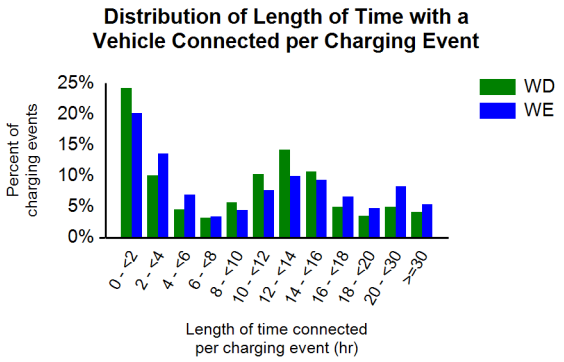
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

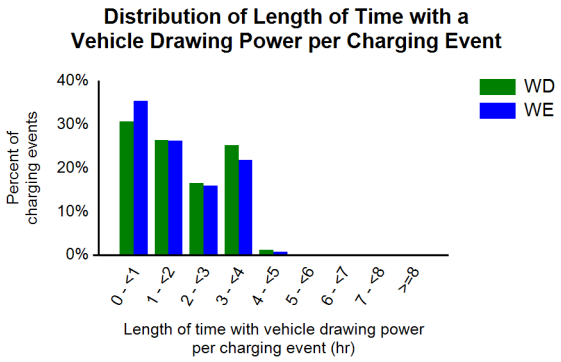
Region: Dallas/Ft. Worth, TX Metropolitan Area

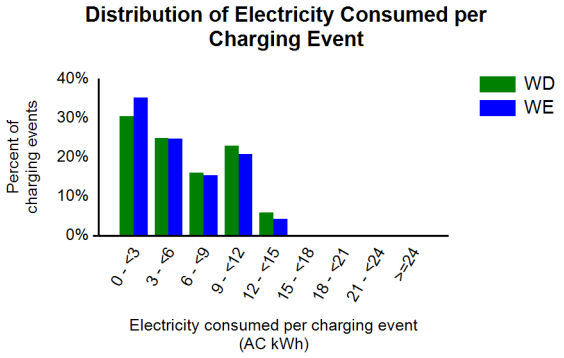
Report period: October 2012 through December 2012

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

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.1	12.0	11.3
Average length of time with vehicle drawing power per charging event (hr)	1.9	1.8	
Average electricity consumed per charging event (AC kWh)	6.0	5.6	5.9







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Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

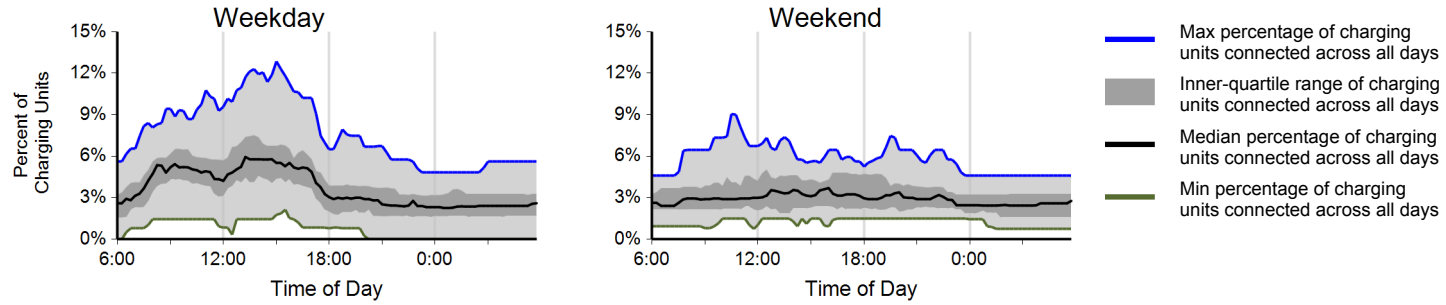
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: October 2012 through December 2012

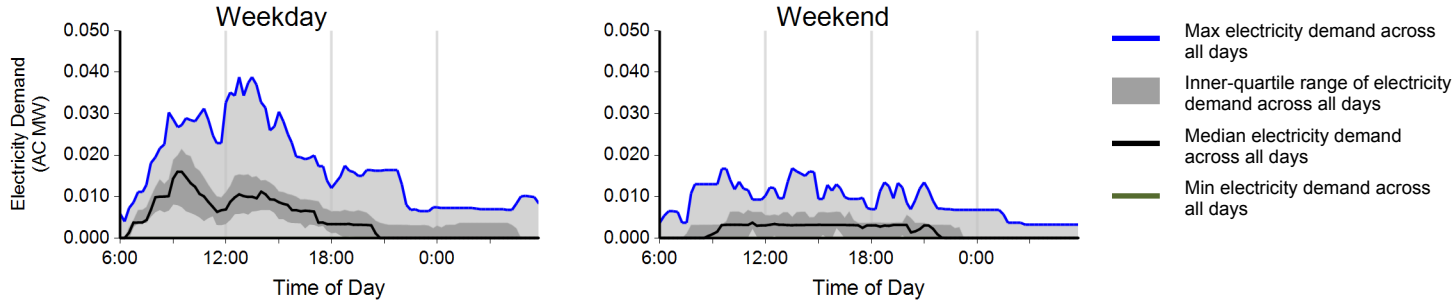
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	1,151	205	1,356
Electricity consumed (AC MWh)	8.20	1.26	9.46
Percent of time with a vehicle connected to EVSE	4%	3%	3%
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	0.07	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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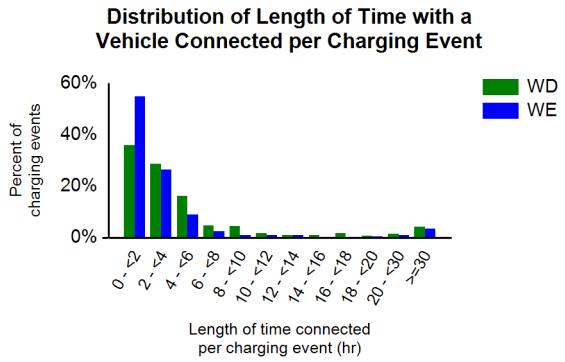
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

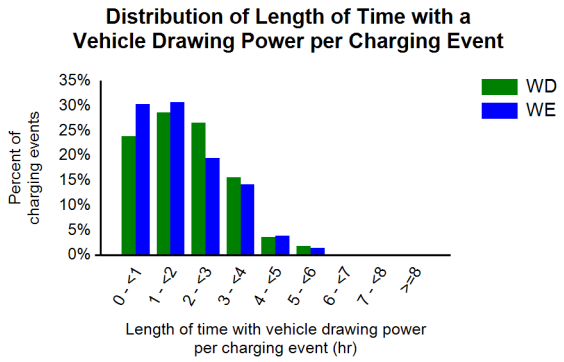
Region: Dallas/Ft. Worth, TX Metropolitan Area

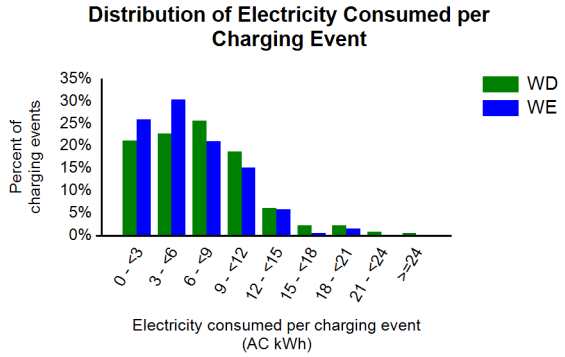
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	27%	73%
Percent of electricity consumed	0%	25%	75%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	7.3	4.7	6.9
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)	7.1	6.1	7.0







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

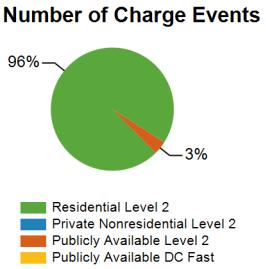
Region: Houston, TX Metropolitan Area

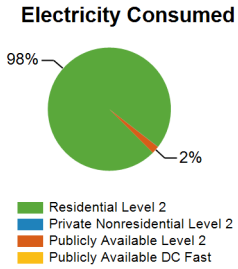
Report period: October 2012 through December 2012

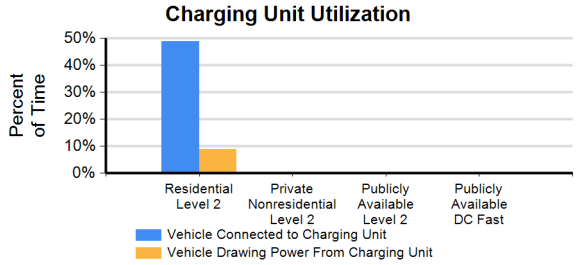
Number of EV Project vehicles in region: 60

Charging Unit Usage

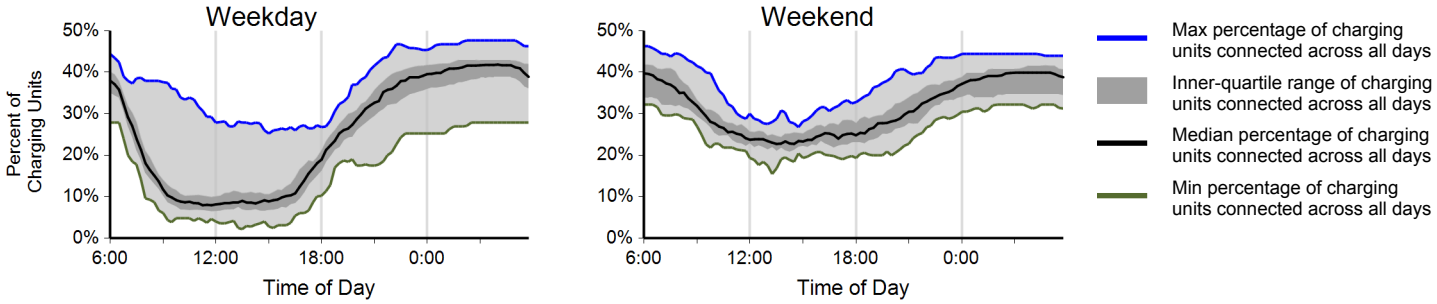
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	61	3	51	0	115
Number of charging events[2]	5,521	3	198	0	5,722
Electricity consumed (AC MWh)	36.08	0.01	0.74	0.00	36.83
Percent of time with a vehicle connected to charging unit	49%	0%	0%	0%	27%
Percent of time with a vehicle drawing power from charging unit	9%	0%	0%	0%	5%



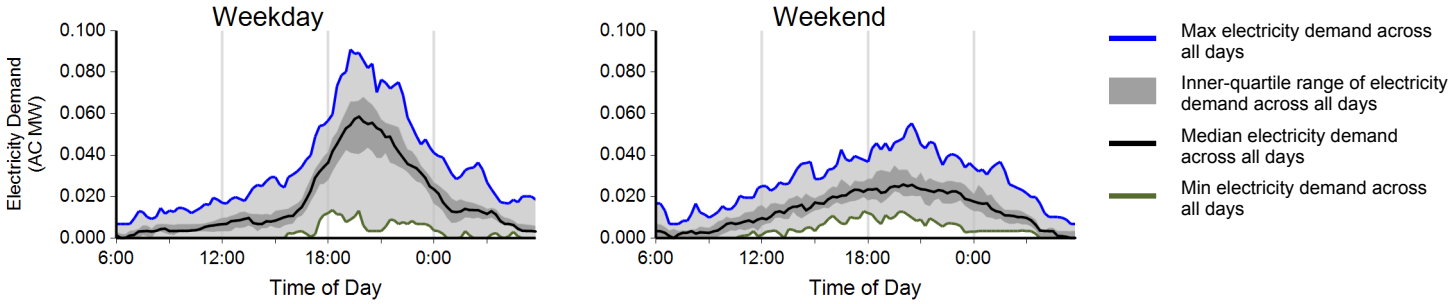




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

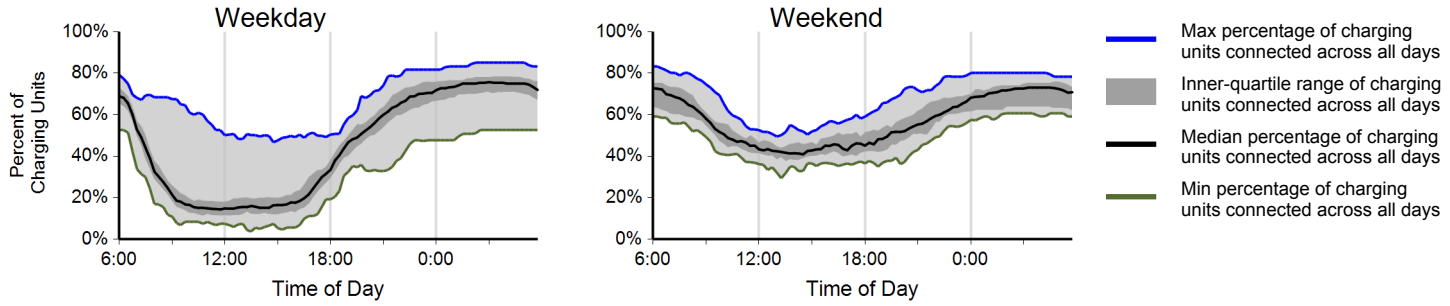
Region: Houston, TX Metropolitan Area

Report period: October 2012 through December 2012

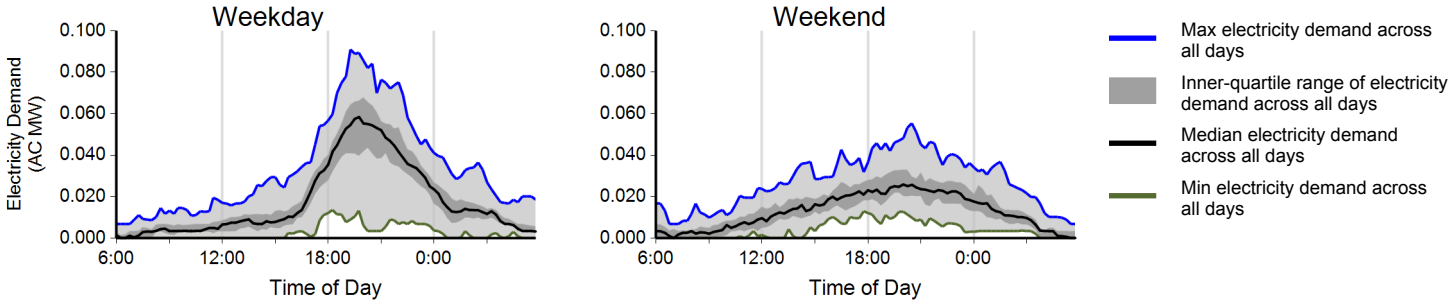
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	4,000	1,521	5,521
Electricity consumed (AC MWh)	27.71	8.36	36.08
Percent of time with a vehicle connected to EVSE	46%	56%	49%
Percent of time with a vehicle drawing power from EVSE	9%	7%	9%
Average number of charging events started per EVSE per day	1.04	0.98	1.02

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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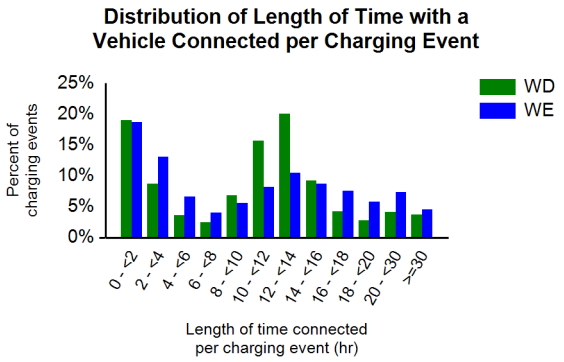
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

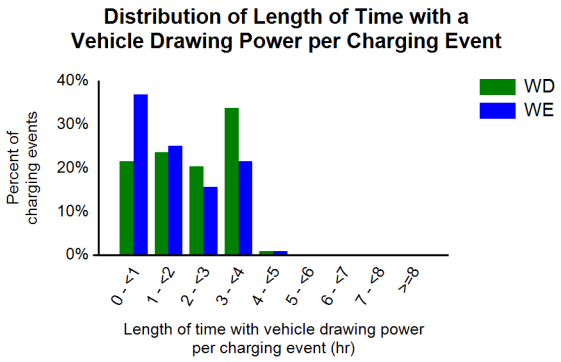
Region: Houston, TX Metropolitan Area

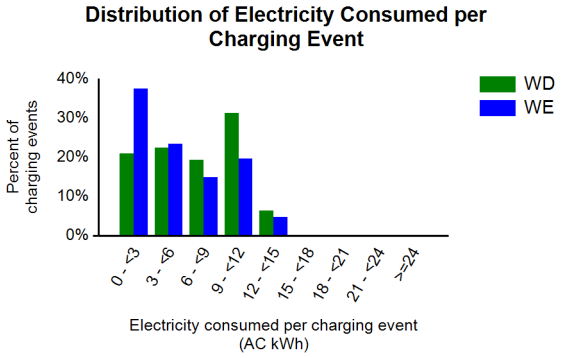
Report period: October 2012 through December 2012

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

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.5	12.1	11.7
Average length of time with vehicle drawing power per charging event (hr)	2.2	1.7	2.1
Average electricity consumed per charging event (AC kWh)	6.9	5.4	6.5







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Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

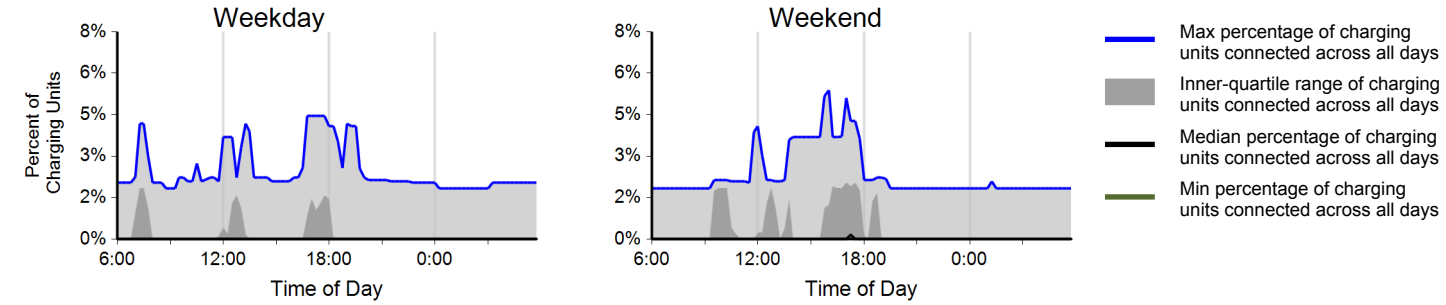
Region: Houston, TX Metropolitan Area

Report period: October 2012 through December 2012

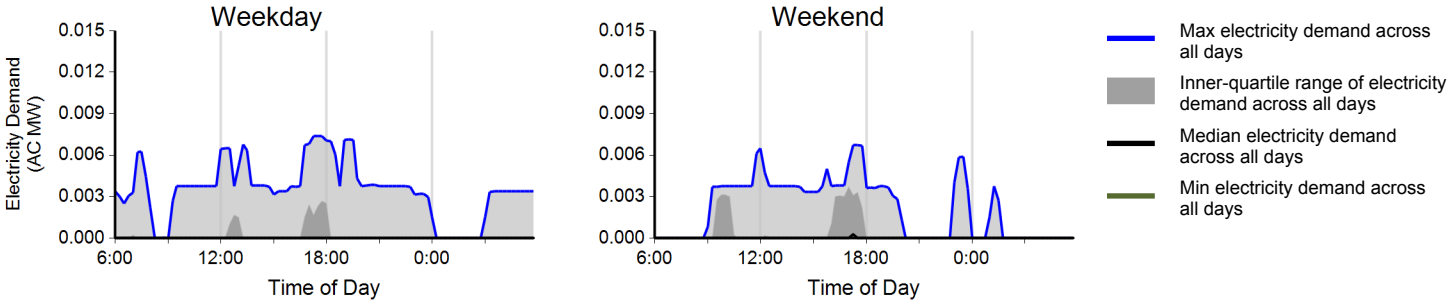
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	146	52	198
Electricity consumed (AC MWh)	0.53	0.20	0.74
Percent of time with a vehicle connected to EVSE	0%	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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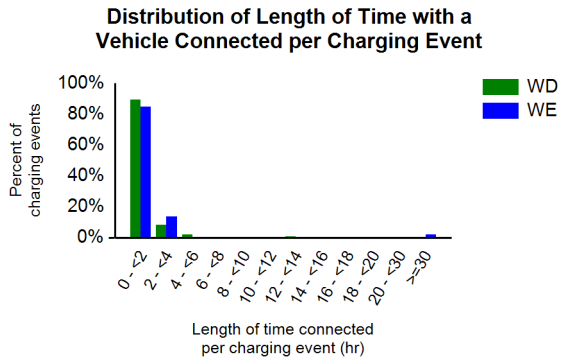
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

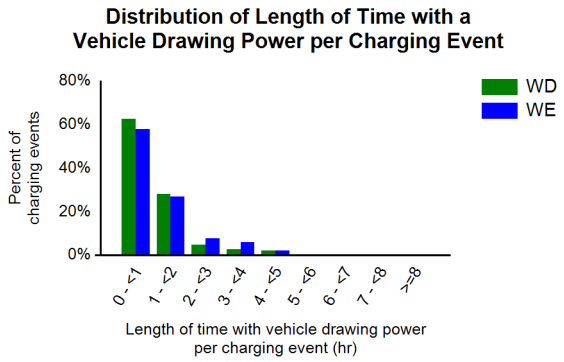
Region: Houston, TX Metropolitan Area

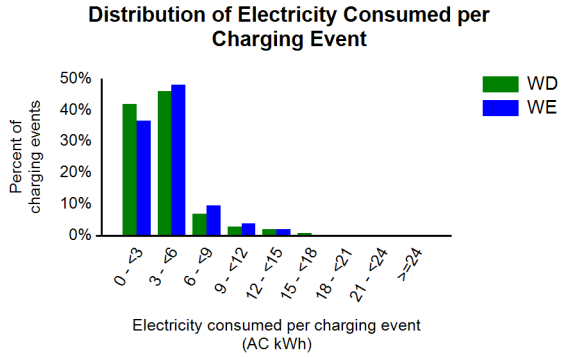
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	1%	9%	90%
Percent of electricity consumed	1%	11%	88%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	1.2	2.0	1.4
Average length of time with vehicle drawing power per charging event (hr)	1.1	1.2	1.1
Average electricity consumed per charging event (AC kWh)	3.6	3.9	3.7







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

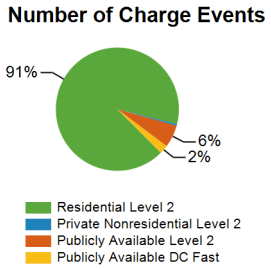
Region: Washington State

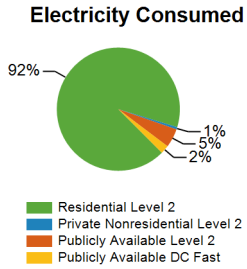
Report period: October 2012 through December 2012

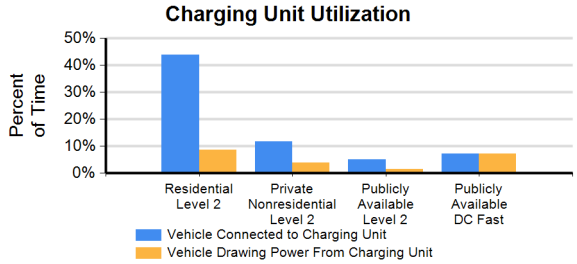
Number of EV Project vehicles in region: 670

Charging Unit Usage

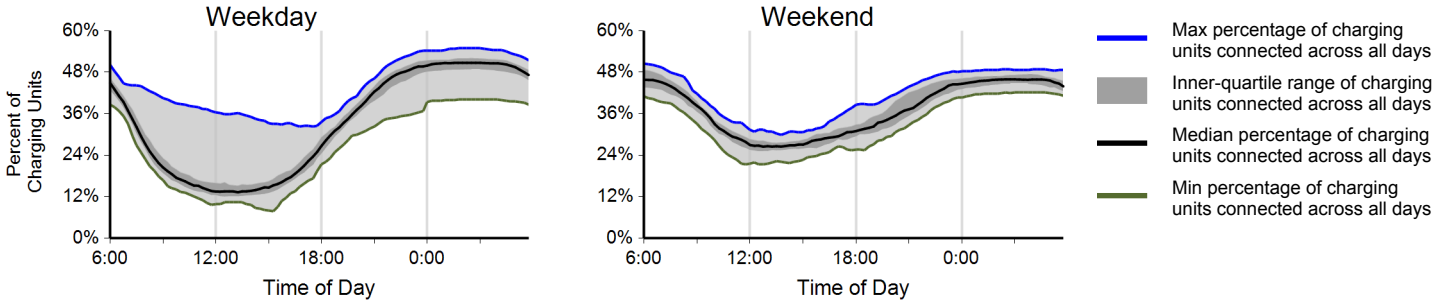
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	665	11	210	3	889
Number of charging events[2]	51,103	251	3,291	1,270	55,915
Electricity consumed (AC MWh)	428.28	2.84	23.05	10.35	464.52
Percent of time with a vehicle connected to charging unit	44%	12%	5%	7%	34%
Percent of time with a vehicle drawing power from charging unit	9%	4%	1%	7%	7%



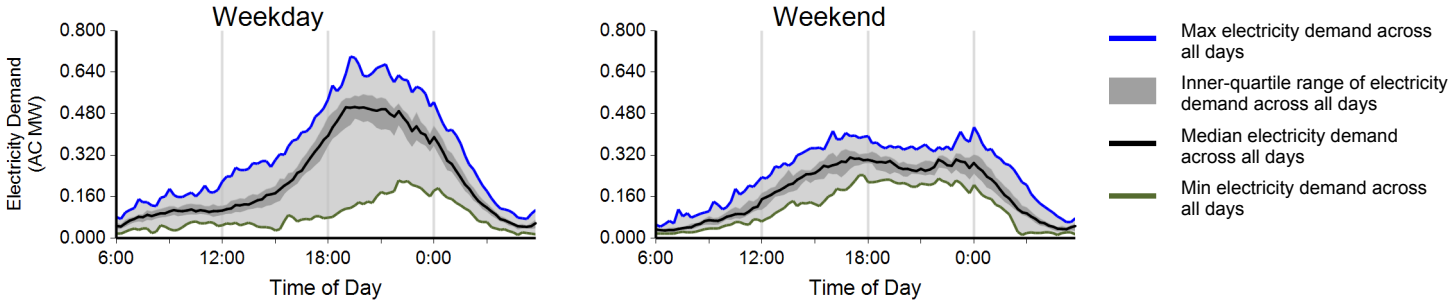




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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)

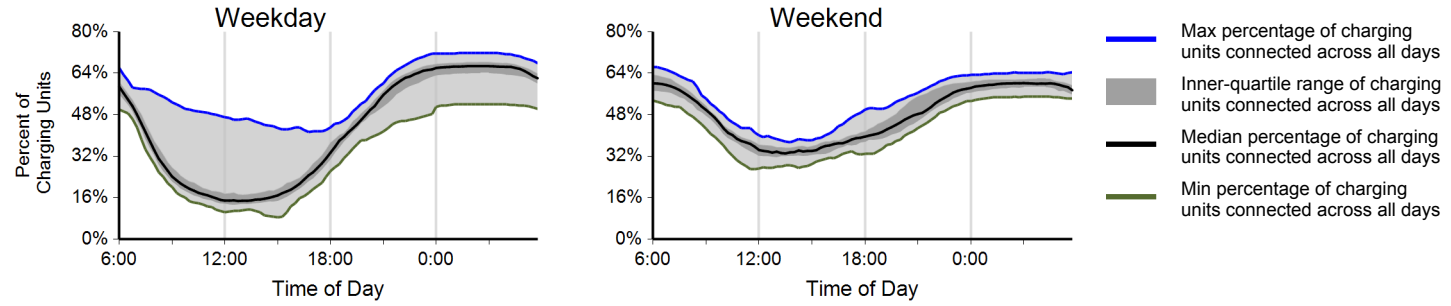
Region: Washington State

Report period: October 2012 through December 2012

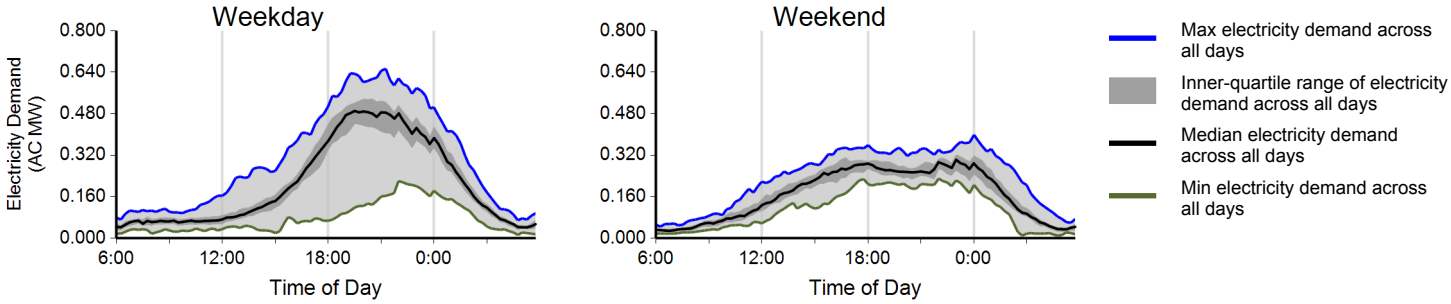
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	37,791	13,312	51,103
Electricity consumed (AC MWh)	323.42	104.86	428.28
Percent of time with a vehicle connected to EVSE	42%	48%	44%
Percent of time with a vehicle drawing power from EVSE	9%	8%	9%
Average number of charging events started per EVSE per day	0.92	0.81	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)

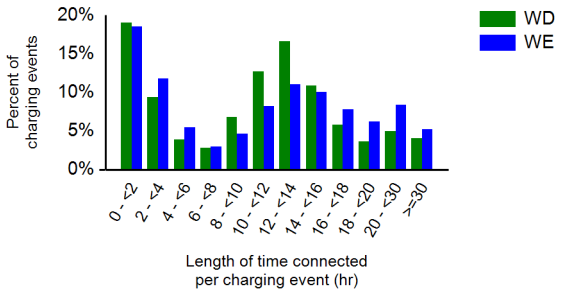
Region: Washington State

Report period: October 2012 through December 2012

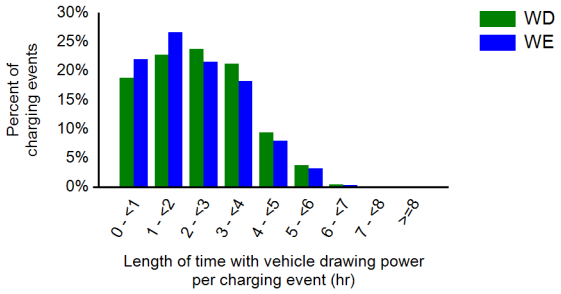
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	83%	17%	0%
Percent of electricity consumed	87%	13%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.8	12.4	11.9
Average length of time with vehicle drawing power per charging event (hr)	2.4	2.2	2.4
Average electricity consumed per charging event (AC kWh)	8.6	7.9	8.4

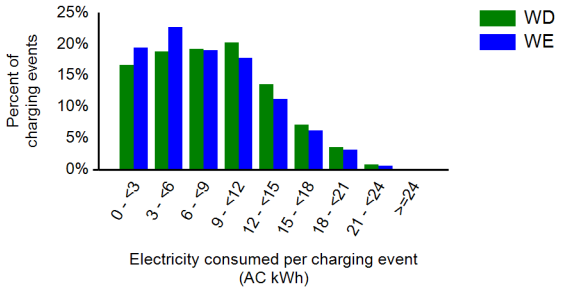
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

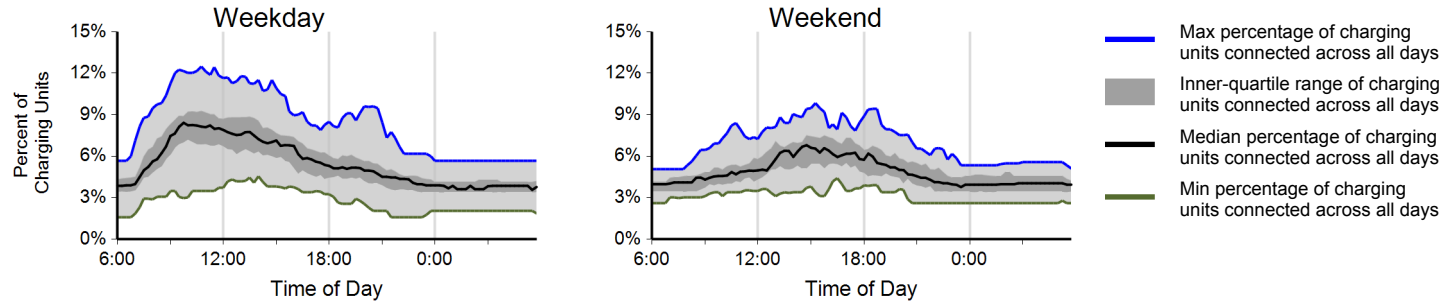
Region: Washington State

Report period: October 2012 through December 2012

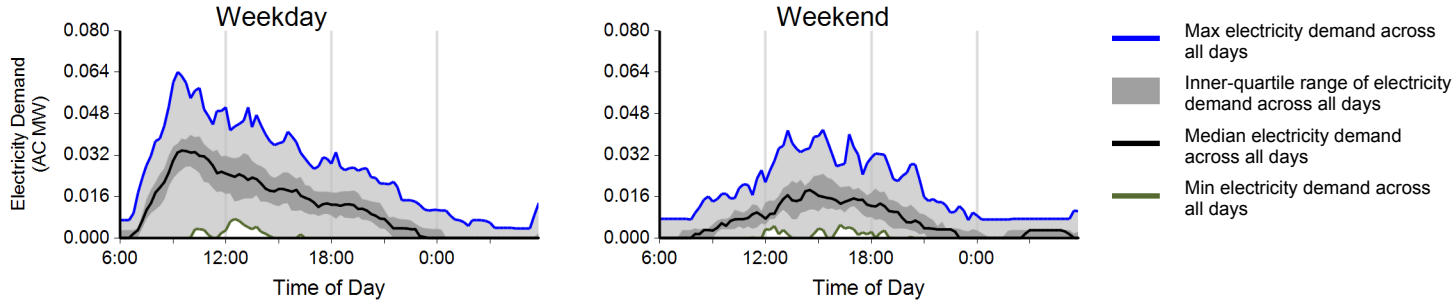
EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	2,582	709	3,291
Electricity consumed (AC MWh)	18.75	4.30	23.05
Percent of time with a vehicle connected to EVSE	5%	5%	5%
Percent of time with a vehicle drawing power from EVSE	2%	1%	1%
Average number of charging events started per EVSE per day	0.20	0.13	0.18

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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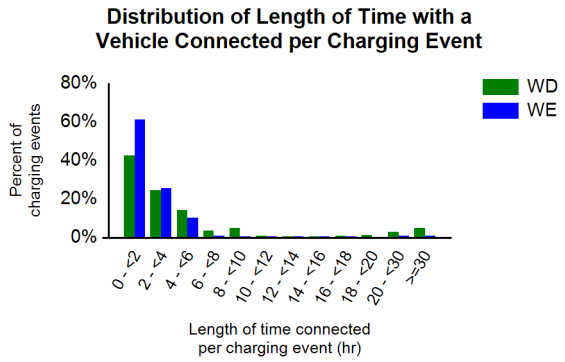
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

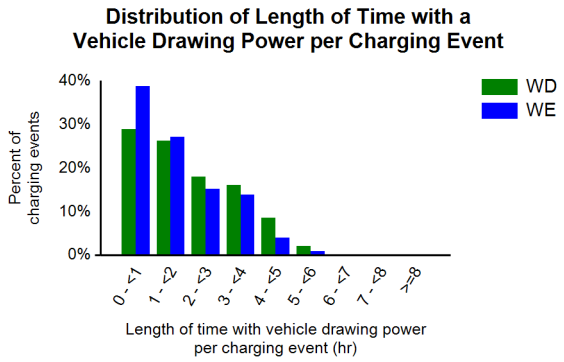
Region: Washington State

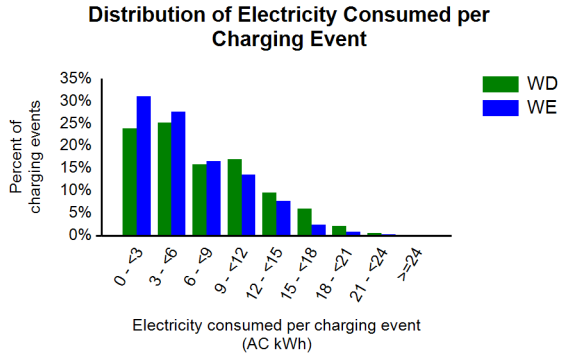
Report period: October 2012 through December 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	25%	7%	68%
Percent of electricity consumed	21%	6%	73%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	8.3	2.9	7.1
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)	7.3	6.1	7.0







EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

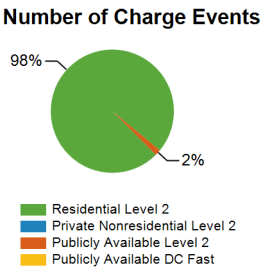
Region: Chicago, IL Metropolitan Area

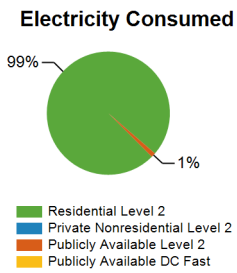
Report period: October 2012 through December 2012

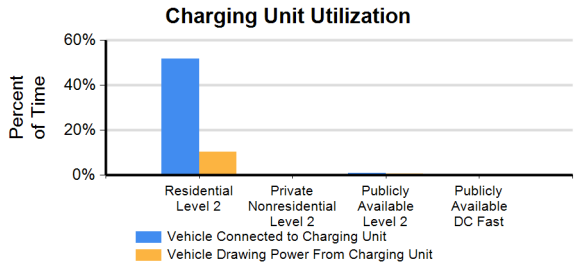
Number of EV Project vehicles in region: 46

Charging Unit Usage

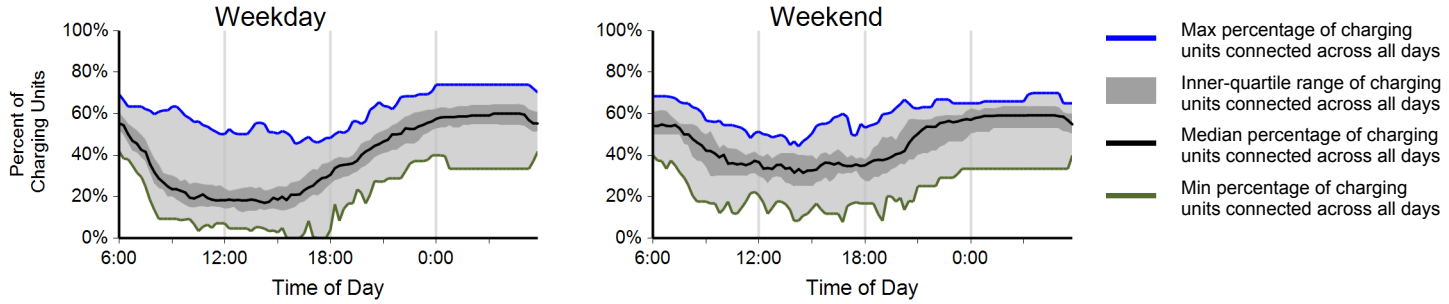
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	46	0	8	0	54
Number of charging events[2]	2,734	0	43	0	2,777
Electricity consumed (AC MWh)	19.32	0.00	0.23	0.00	19.55
Percent of time with a vehicle connected to charging unit	52%	0%	1%	0%	42%
Percent of time with a vehicle drawing power from charging unit	11%	0%	1%	0%	9%



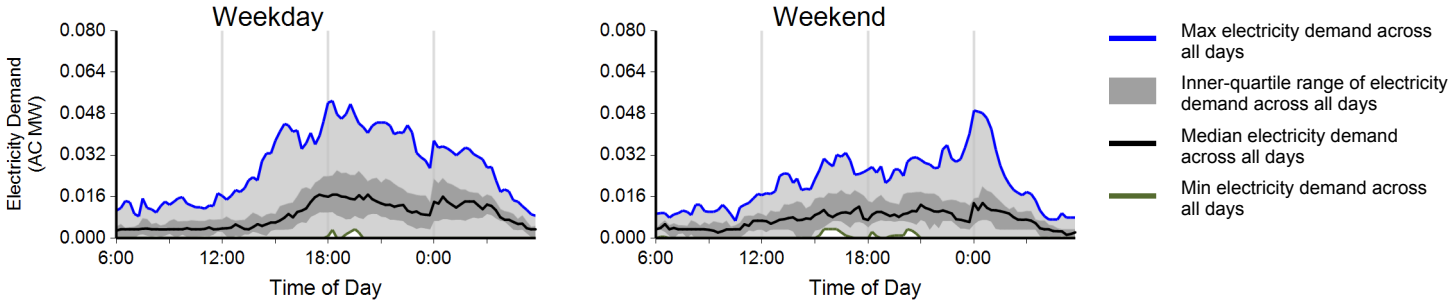




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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: October 2012 through December 2012

EVSE Usage

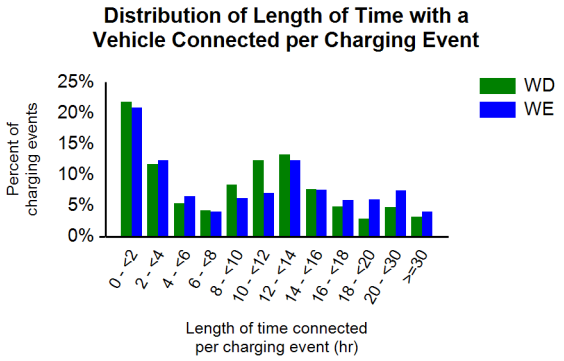
	Weekday	Weekend	Overall
Number of charging events	1,968	766	2,734
Electricity consumed (AC MWh)	14.46	4.86	19.32
Percent of time with a vehicle connected to EVSE	50%	57%	52%
Percent of time with a vehicle drawing power from EVSE	11%	9%	11%
Average number of charging events started per EVSE per day	1.21	1.12	1.18

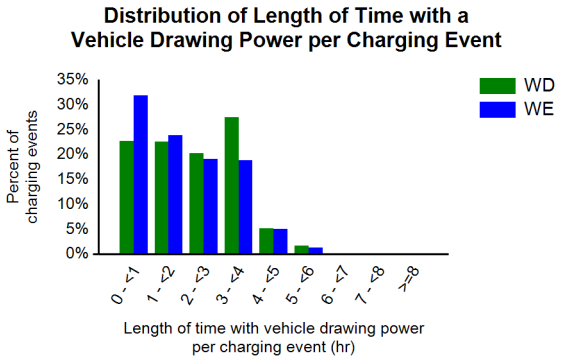
Vehicles Charged

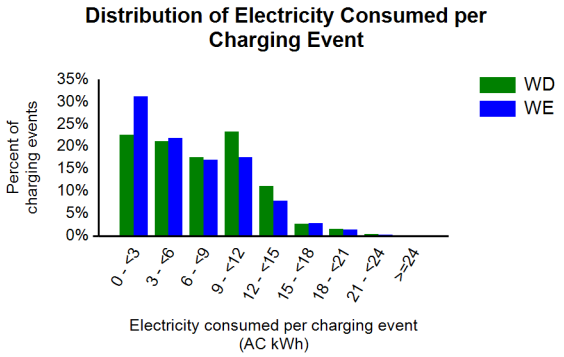
	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	20%	80%	0%
Percent of electricity consumed	28%	72%	0%

Individual Charging Event Statistics

	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.6	11.5	10.8
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)	7.4	6.3	7.1







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

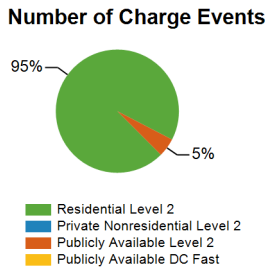
Region: Atlanta, GA Metropolitan Area

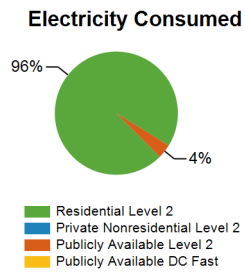
Report period: October 2012 through December 2012

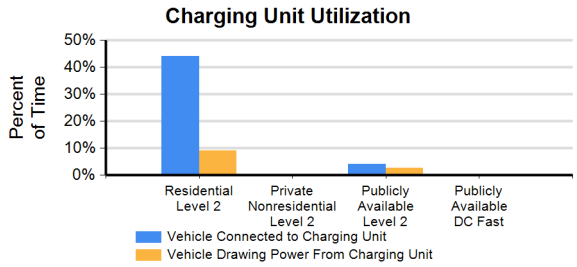
Number of EV Project vehicles in region: 79

Charging Unit Usage

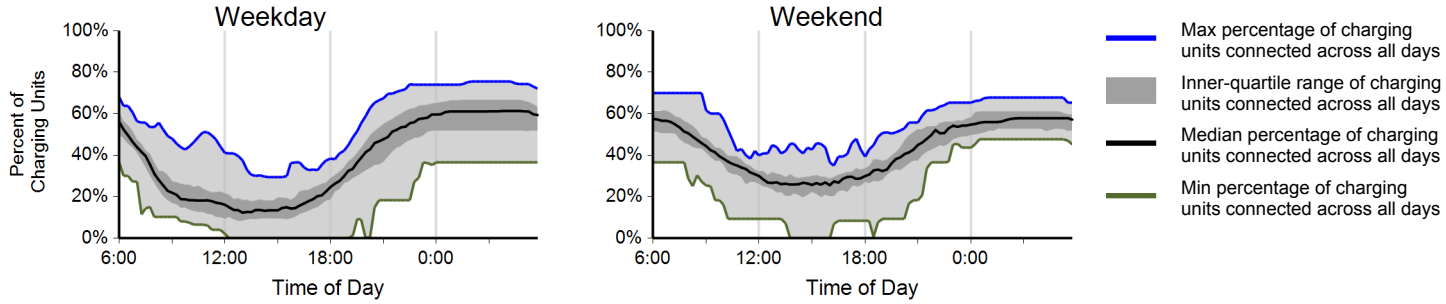
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	81	0	10	0	91
Number of charging events[2]	3,612	0	186	0	3,798
Electricity consumed (AC MWh)	30.25	0.00	1.17	0.00	31.42
Percent of time with a vehicle connected to charging unit	44%	0%	4%	0%	39%
Percent of time with a vehicle drawing power from charging unit	9%	0%	3%	0%	8%



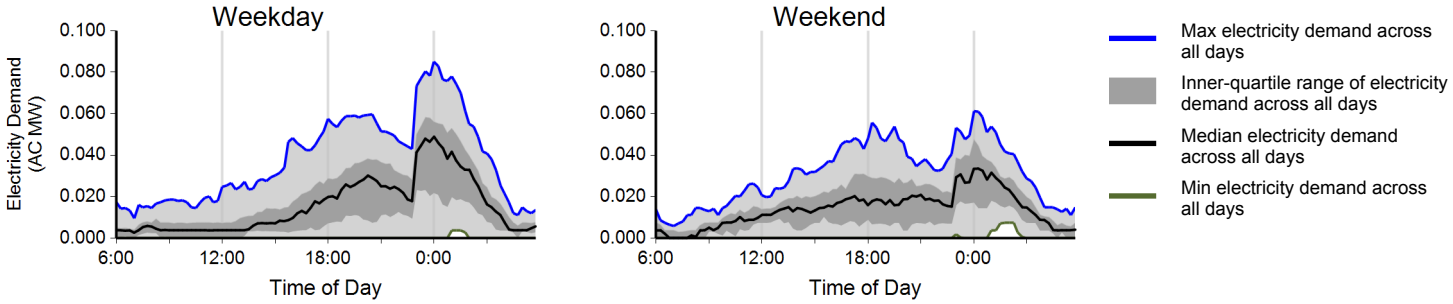




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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: October 2012 through December 2012

EVSE Usage

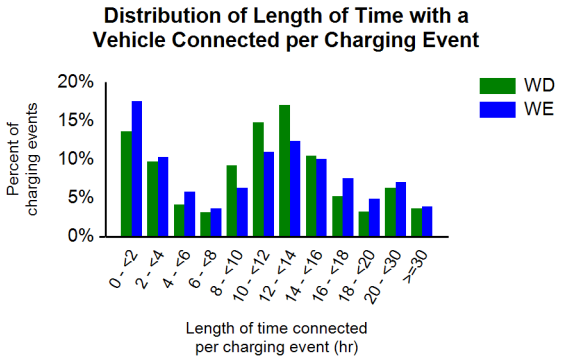
	Weekday	Weekend	Overall
Number of charging events	2,543	1,069	3,612
Electricity consumed (AC MWh)	22.07	8.18	30.25
Percent of time with a vehicle connected to EVSE	42%	48%	44%
Percent of time with a vehicle drawing power from EVSE	10%	8%	9%
Average number of charging events started per EVSE per day	0.91	0.91	0.91

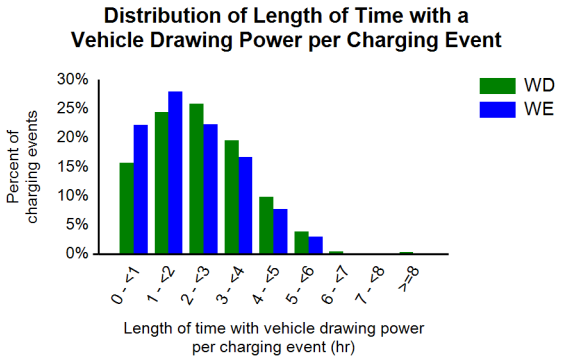
Vehicles Charged

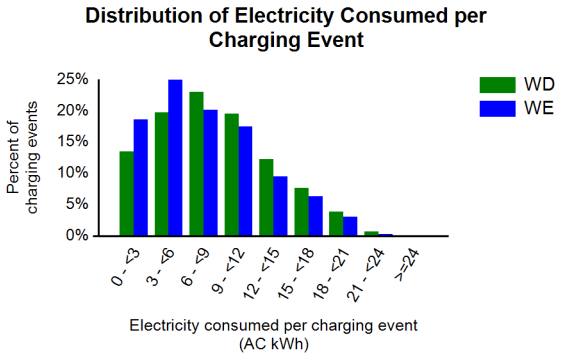
	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	78%	22%	0%
Percent of electricity consumed	84%	16%	0%

Individual Charging Event Statistics

	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.0	11.4	11.8
Average length of time with vehicle drawing power per charging event (hr)	2.5	2.2	2.4
Average electricity consumed per charging event (AC kWh)	8.7	7.7	8.4







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EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

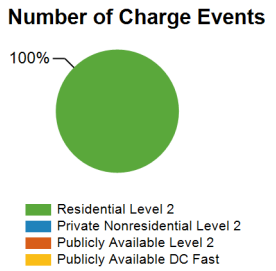
Region: Philadelphia, PA Metropolitan Area

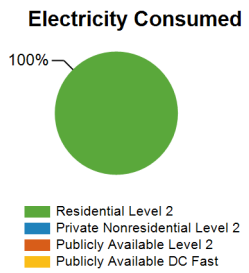
Report period: October 2012 through December 2012

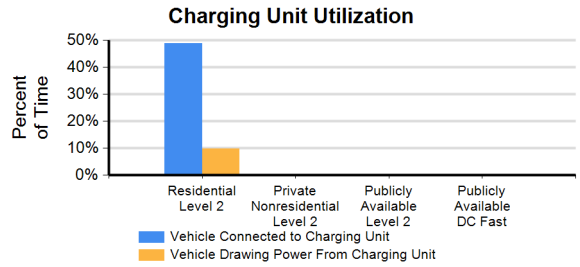
Number of EV Project vehicles in region: 27

Charging Unit Usage

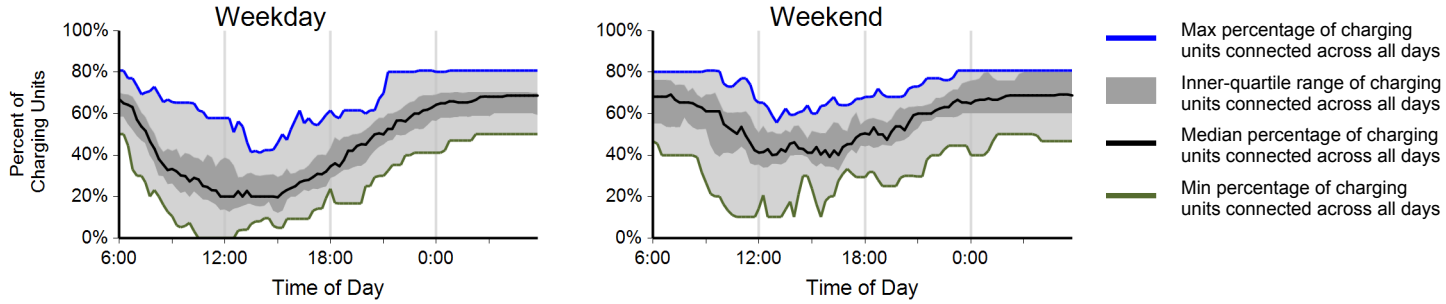
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	27	0	0	0	27
Number of charging events[2]	1,447	0	0	0	1,447
Electricity consumed (AC MWh)	10.17	0.00	0.00	0.00	10.17
Percent of time with a vehicle connected to charging unit	49%	0%	0%	0%	49%
Percent of time with a vehicle drawing power from charging unit	10%	0%	0%	0%	10%



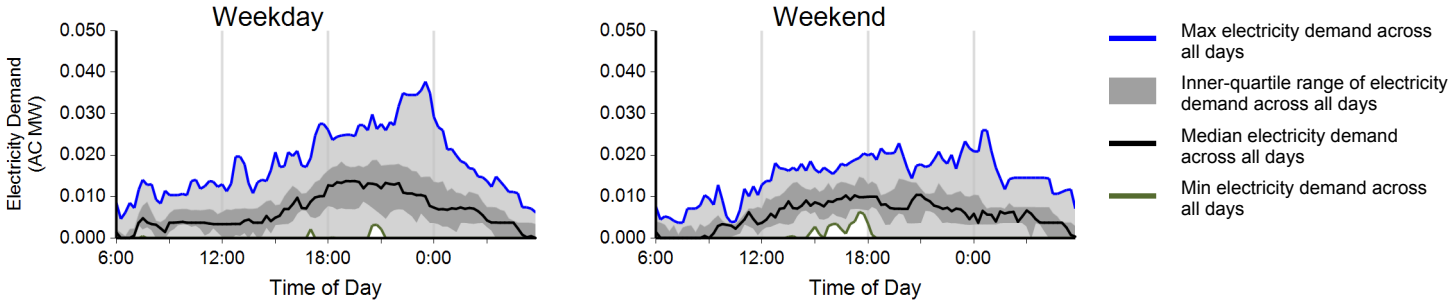




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



[1] Includes all charging units that were in use by the end of the reporting period

[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: October 2012 through December 2012

EVSE Usage

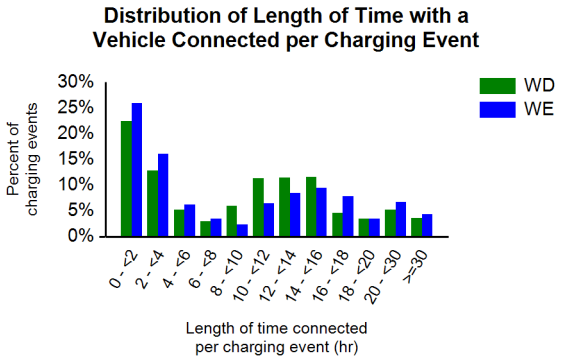
	Weekday	Weekend	Overall
Number of charging events	1,009	438	1,447
Electricity consumed (AC MWh)	7.38	2.79	10.17
Percent of time with a vehicle connected to EVSE	45%	57%	49%
Percent of time with a vehicle drawing power from EVSE	10%	9%	10%
Average number of charging events started per EVSE per day	1.11	1.14	1.12

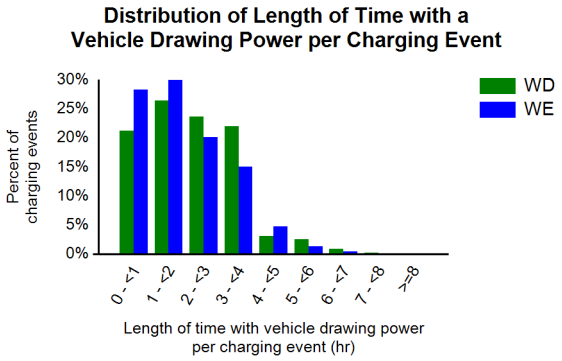
Vehicles Charged

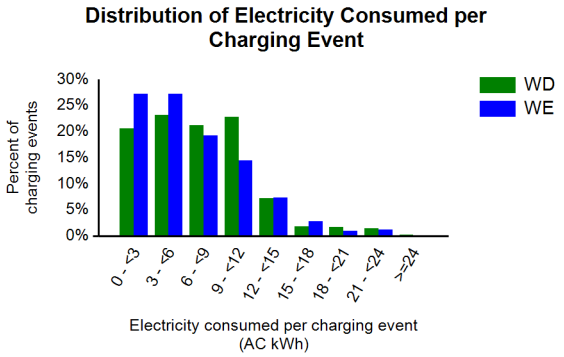
	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	37%	63%	0%
Percent of electricity consumed	42%	58%	0%

Individual Charging Event Statistics

	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.1	10.1	10.8
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)	7.3	6.4	7.0







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