EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: ALL

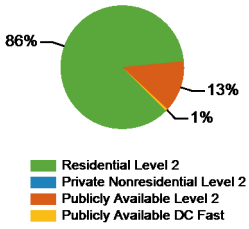
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 4009

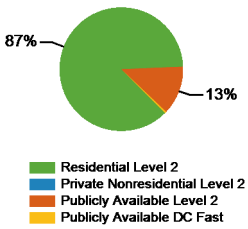
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	4,020	0	1,818	39	5,877
Number of charging events[2]	248,745	0	38,975	1,644	289,364
Electricity consumed (AC MWh)	2,017.13	0.00	296.06	9.41	2,322.60
Percent of time with a vehicle connected to charging unit	37%	0%	6%	1%	27%
Percent of time with a vehicle drawing power from charging unit	7%	0%	3%	1%	6%

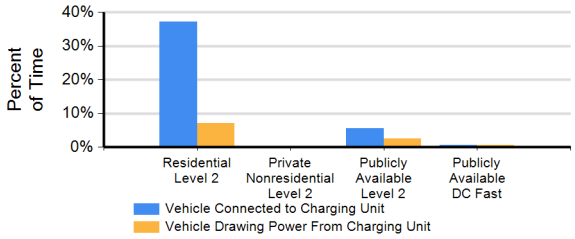
Number of Charge Events



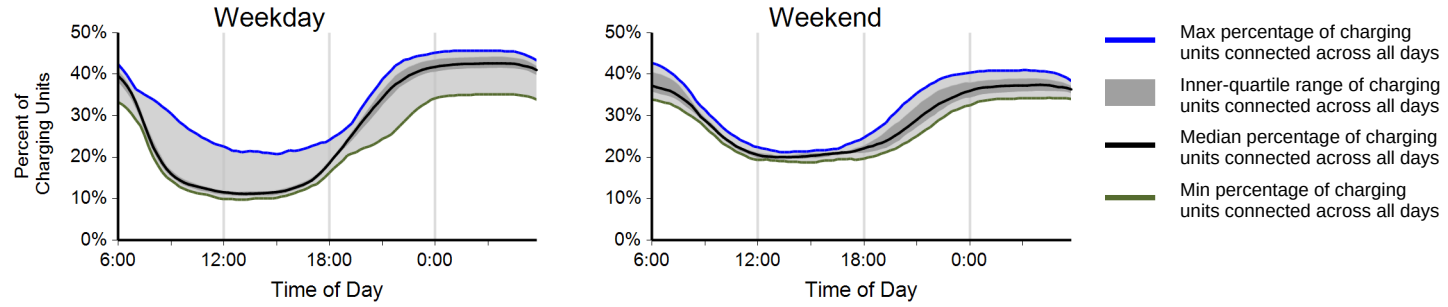
Electricity Consumed



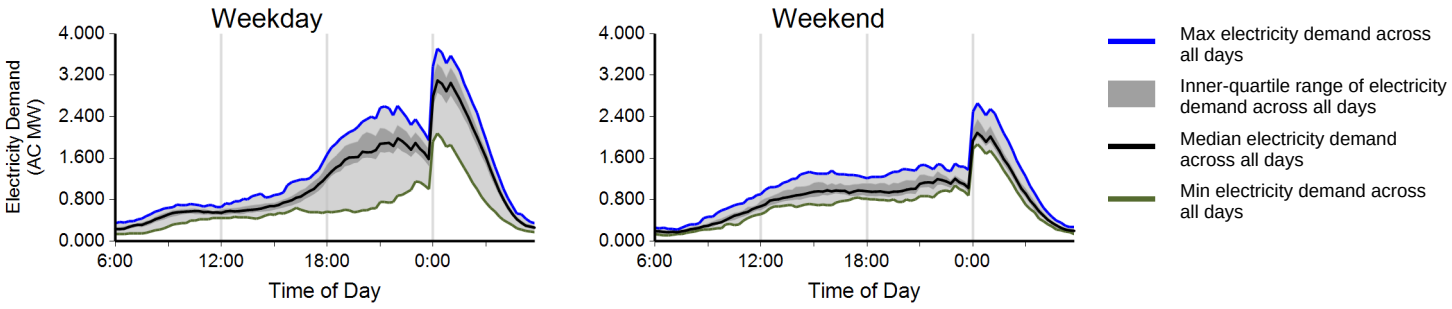
Charging Unit Utilization



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



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



[1] Includes 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.

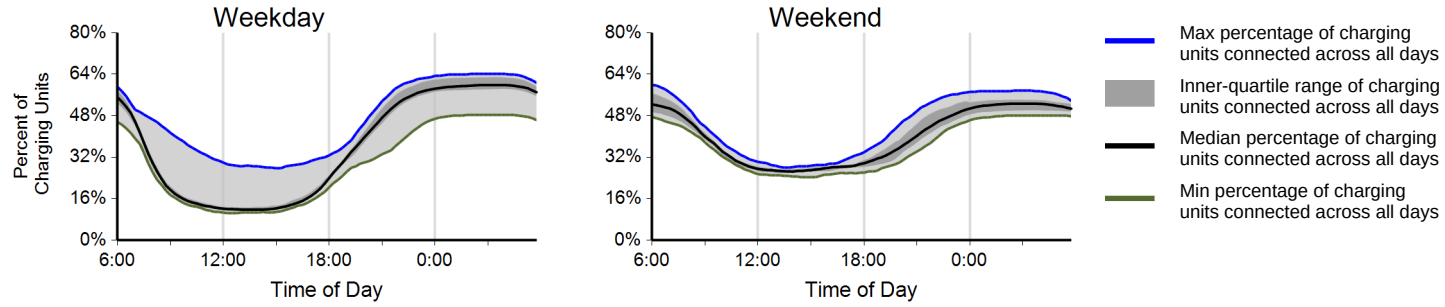
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: ALL

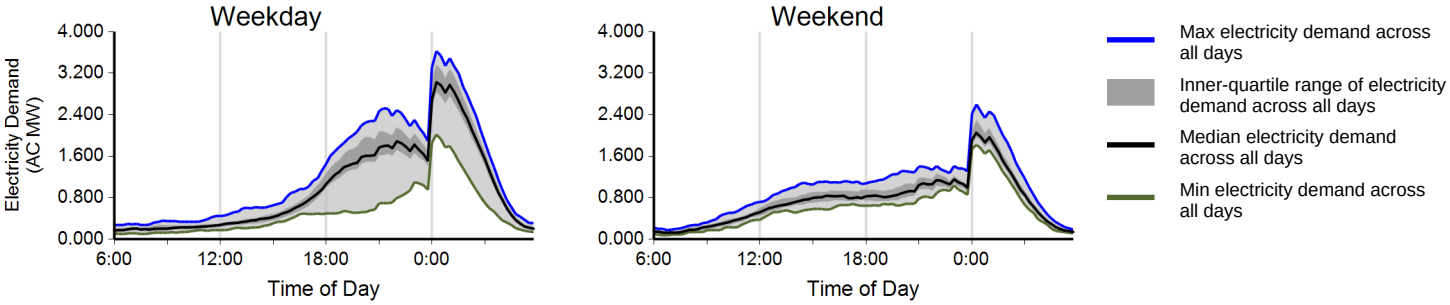
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	181,620	67,125	248,745
Electricity consumed (AC MWh)	1,531.35	485.78	2,017.13
Percent of time with a vehicle connected to EVSE	36%	39%	37%
Percent of time with a vehicle drawing power from EVSE	8%	6%	7%
Average number of charging events started per EVSE per day	0.78	0.69	0.75

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]



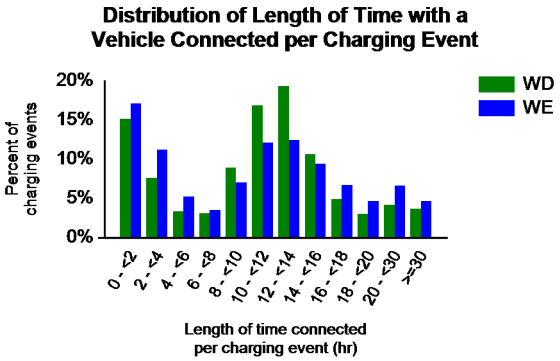
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

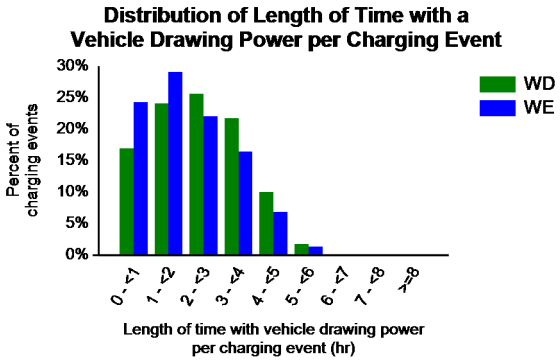
Region: ALL

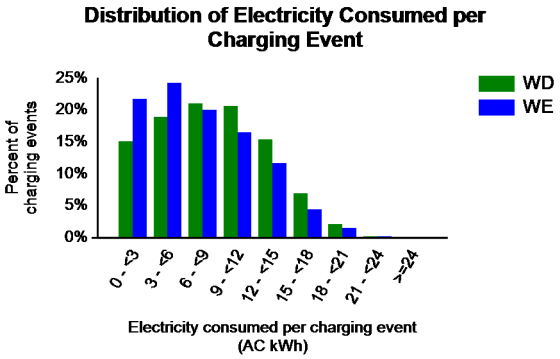
Report period: July 2012 through September 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	79%	21%	0%
Percent of electricity consumed	83%	17%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.0	11.8	12.0
Average length of time with vehicle drawing power per charging event (hr)	2.4	2.1	2.3
Average electricity consumed per charging event (AC kWh)	8.4	7.2	8.1







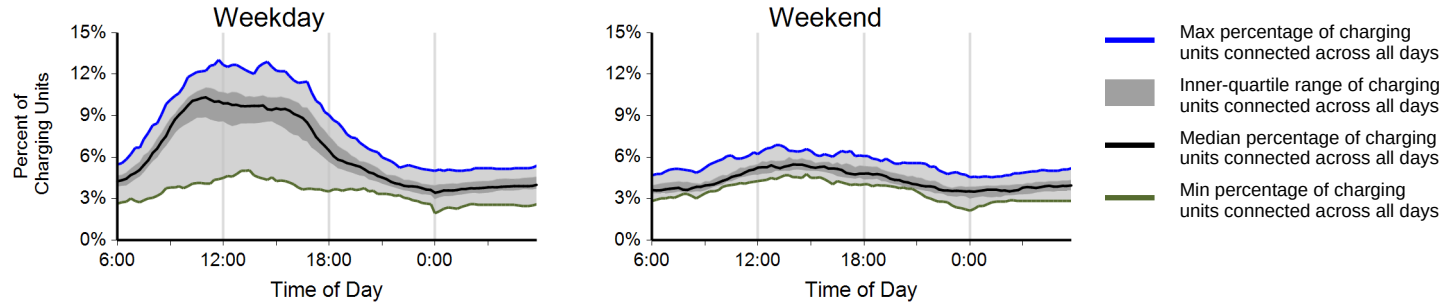
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: ALL

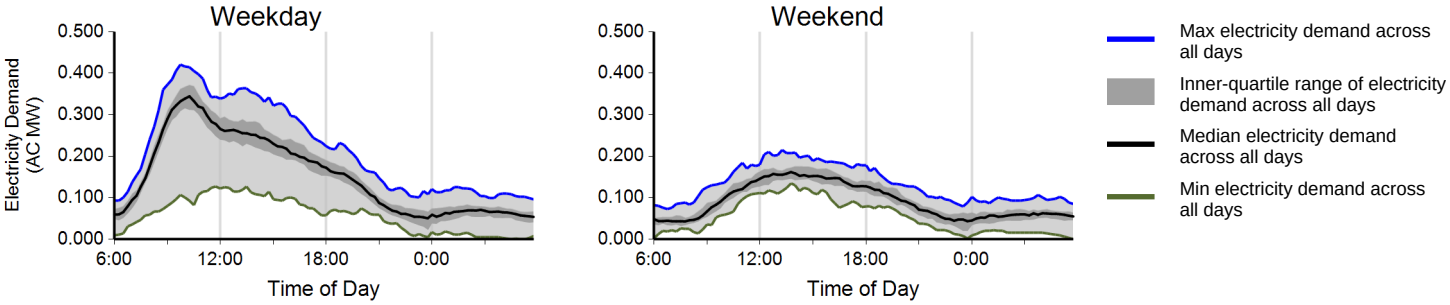
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	31,205	7,770	38,975
Electricity consumed (AC MWh)	237.83	58.22	296.05
Percent of time with a vehicle connected to EVSE	6%	4%	6%
Percent of time with a vehicle drawing power from EVSE	3%	2%	2%
Average number of charging events started per EVSE per day	0.31	0.18	0.27

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

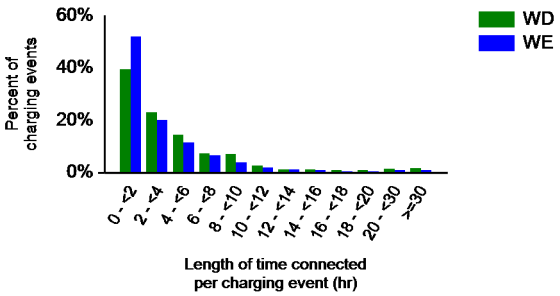
Region: ALL

Report period: July 2012 through September 2012

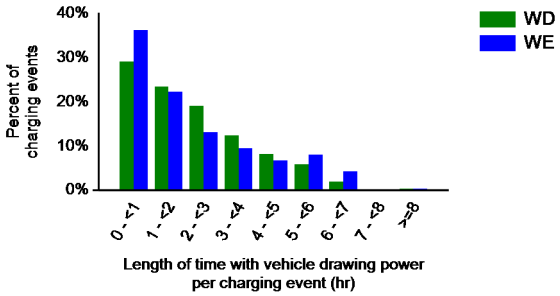
Vehicles Charged	Car sharing fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	24%	21%	4%	51%
Percent of electricity consumed	39%	18%	3%	41%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	5.4	3.7	5.0
Average length of time with vehicle drawing power per charging event (hr)	2.3	2.2	2.2
Average electricity consumed per charging event (AC kWh)	7.6	7.5	7.6

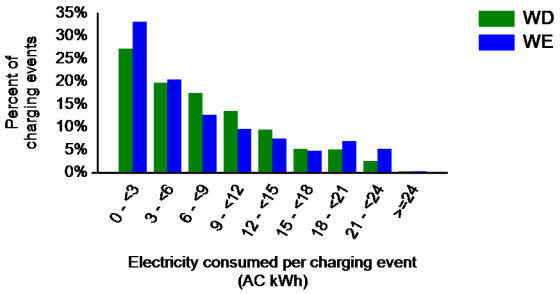
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



[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.

EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Phoenix, AZ Metropolitan Area

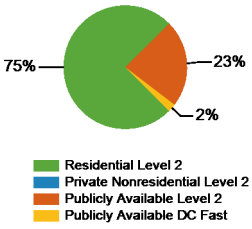
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 250

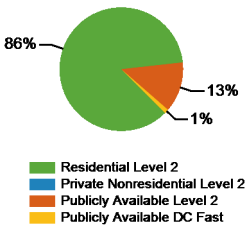
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	249	0	259	10	518
Number of charging events[2]	17,178	0	5,223	485	22,886
Electricity consumed (AC MWh)	129.75	0.00	19.88	1.68	151.31
Percent of time with a vehicle connected to charging unit	41%	0%	2%	1%	21%
Percent of time with a vehicle drawing power from charging unit	8%	0%	1%	1%	4%

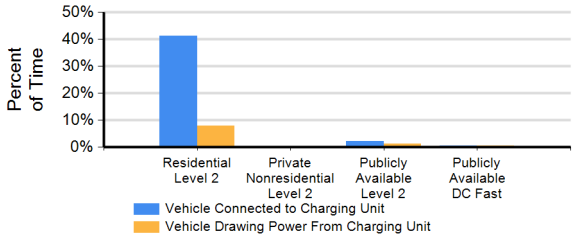
Number of Charge Events



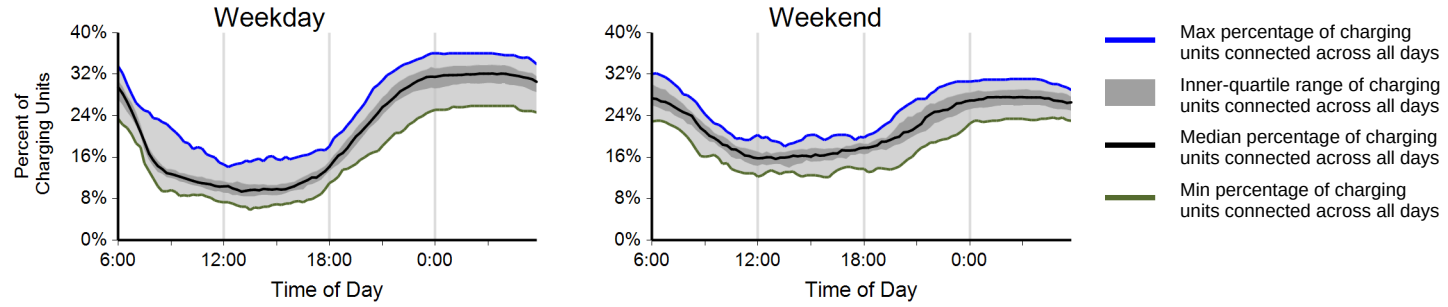
Electricity Consumed



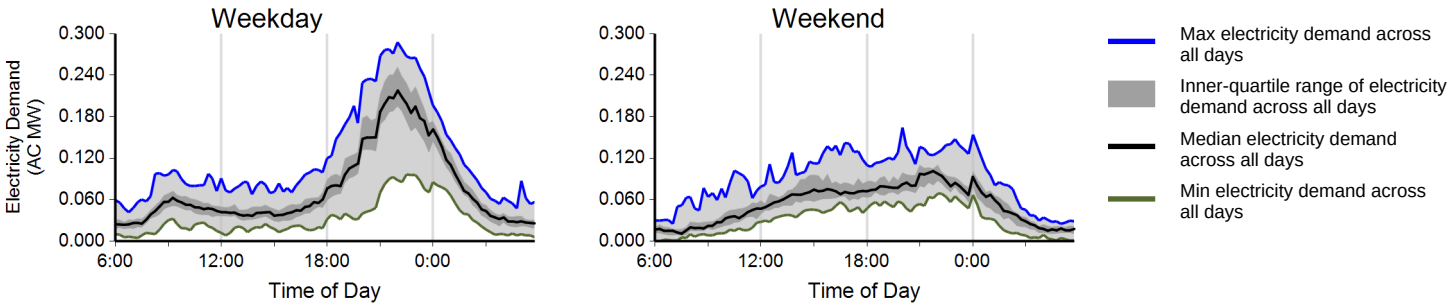
Charging Unit Utilization



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



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



[1] Includes 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.

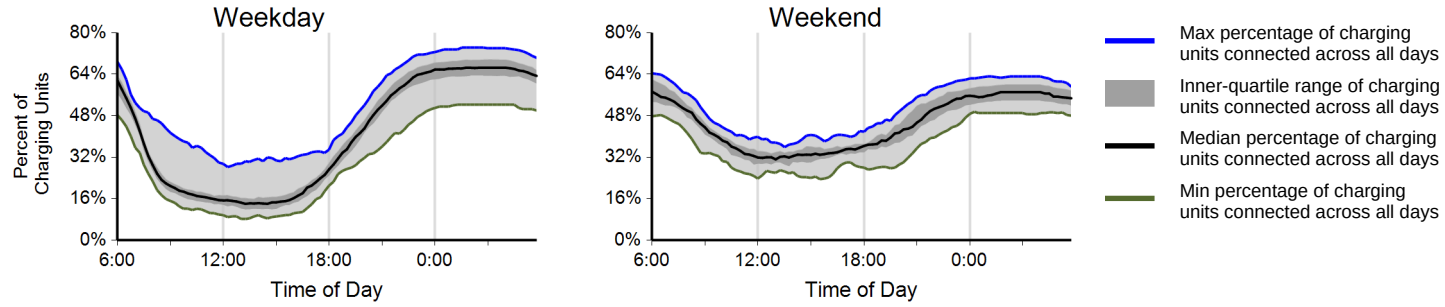
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Phoenix, AZ Metropolitan Area

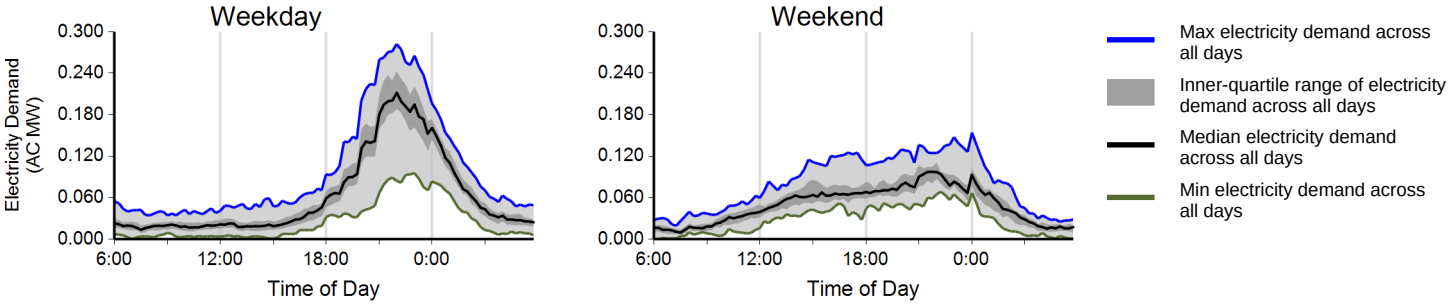
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	12,324	4,854	17,178
Electricity consumed (AC MWh)	97.65	32.10	129.75
Percent of time with a vehicle connected to EVSE	40%	44%	41%
Percent of time with a vehicle drawing power from EVSE	8%	7%	8%
Average number of charging events started per EVSE per day	0.89	0.84	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]



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

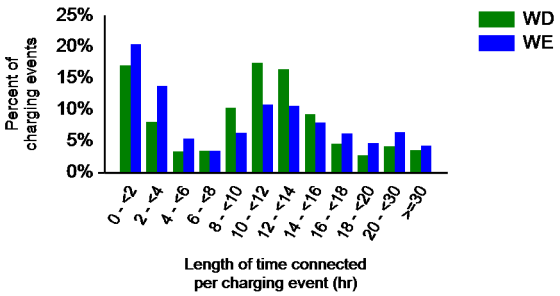
Region: Phoenix, AZ Metropolitan Area

Report period: July 2012 through September 2012

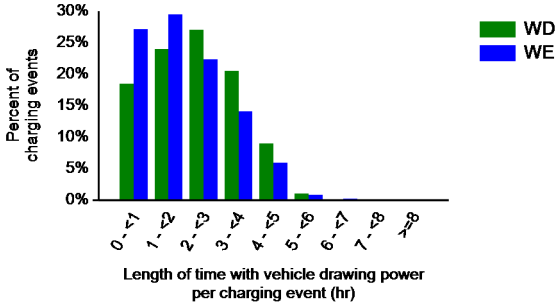
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	79%	21%	0%
Percent of electricity consumed	79%	21%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.5	11.0	11.4
Average length of time with vehicle drawing power per charging event (hr)	2.3	1.9	2.2
Average electricity consumed per charging event (AC kWh)	7.9	6.6	7.6

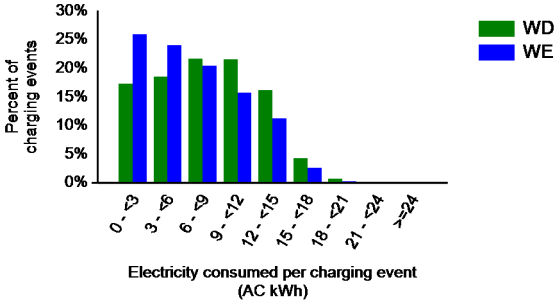
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



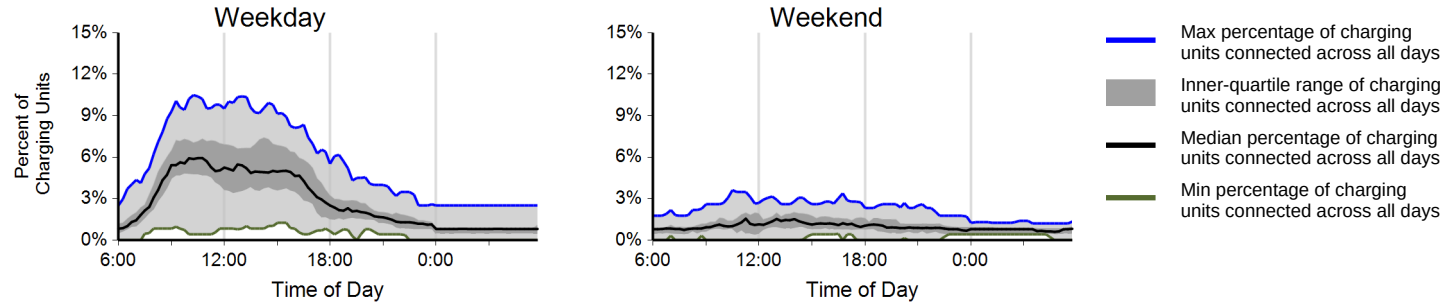
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Phoenix, AZ Metropolitan Area

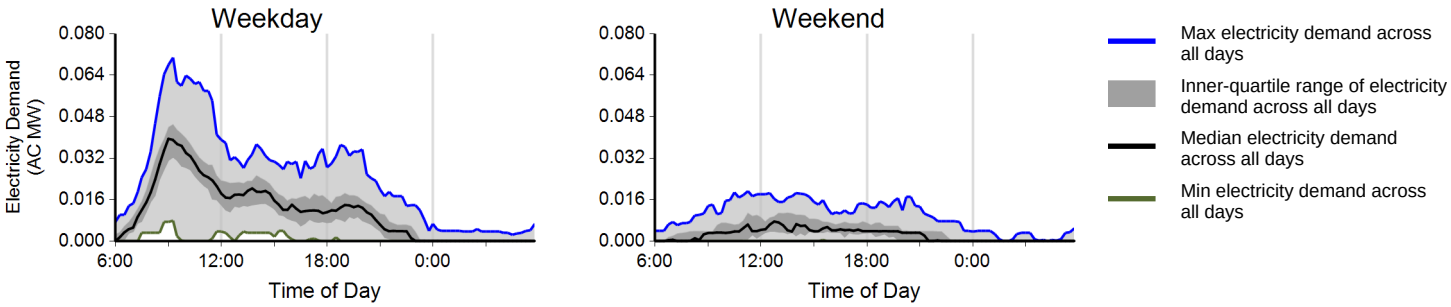
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	4,291	932	5,223
Electricity consumed (AC MWh)	18.00	1.88	19.88
Percent of time with a vehicle connected to EVSE	3%	1%	2%
Percent of time with a vehicle drawing power from EVSE	1%	0%	1%
Average number of charging events started per EVSE per day	0.29	0.15	0.25

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]



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

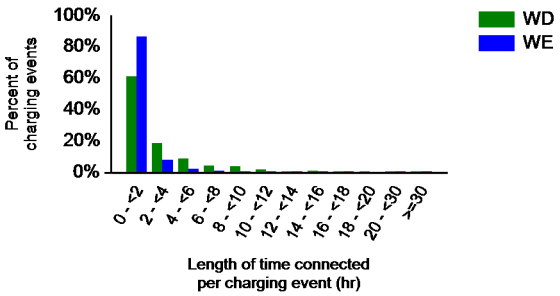
Region: Phoenix, AZ Metropolitan Area

Report period: July 2012 through September 2012

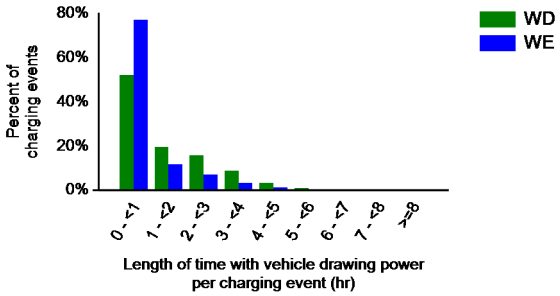
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	18%	6%	76%
Percent of electricity consumed	31%	9%	60%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	2.5	1.0	2.2
Average length of time with vehicle drawing power per charging event (hr)	1.3	0.6	1.2
Average electricity consumed per charging event (AC kWh)	4.2	2.0	3.8

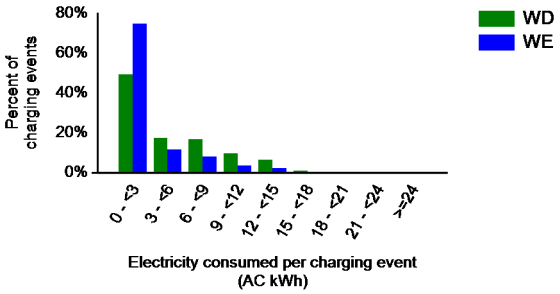
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Tucson, AZ Metropolitan Area

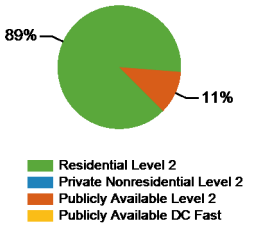
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 64

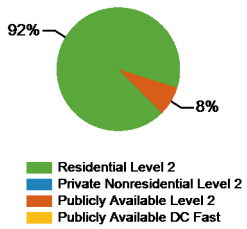
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	65	0	80	0	145
Number of charging events[2]	4,268	0	542	0	4,810
Electricity consumed (AC MWh)	29.36	0.00	2.43	0.00	31.79
Percent of time with a vehicle connected to charging unit	36%	0%	1%	0%	17%
Percent of time with a vehicle drawing power from charging unit	6%	0%	0%	0%	3%

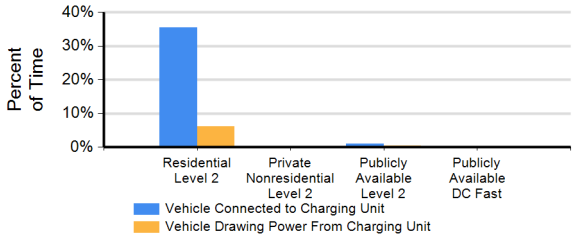
Number of Charge Events



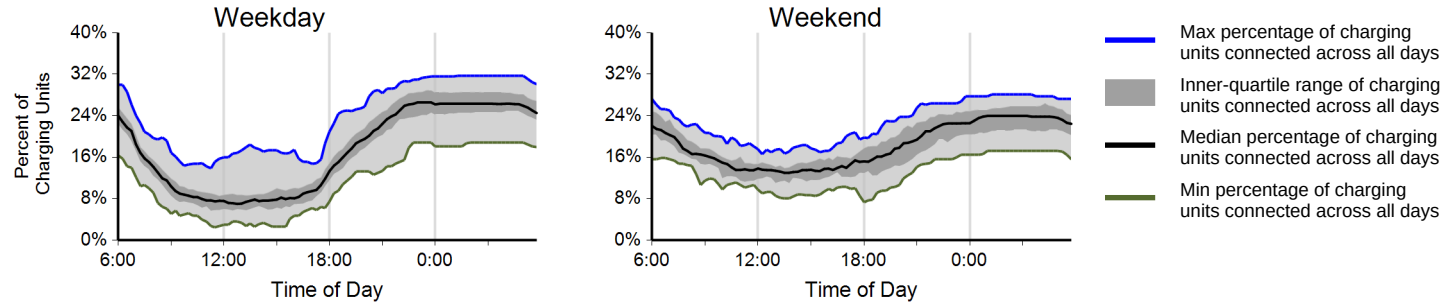
Electricity Consumed



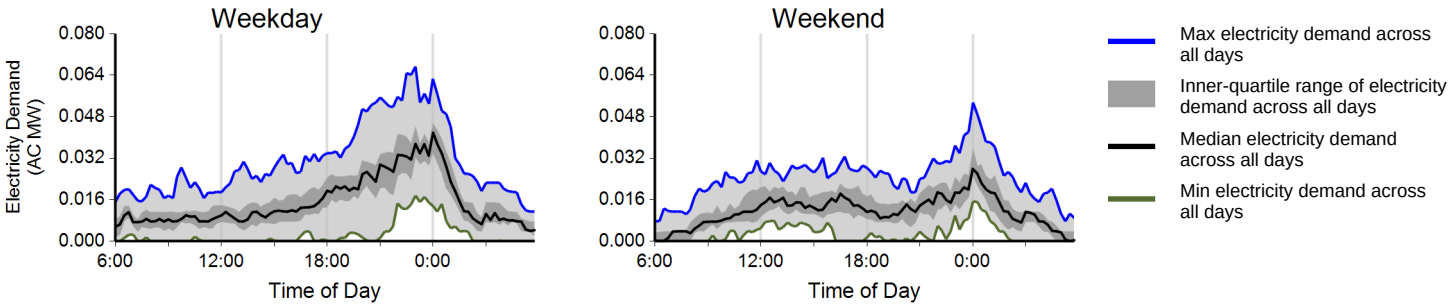
Charging Unit Utilization



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



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



[1] Includes 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.

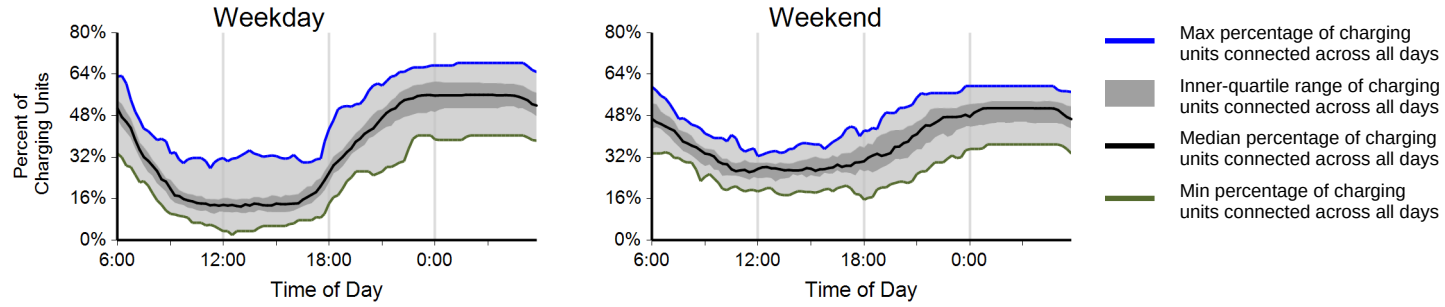
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Tucson, AZ Metropolitan Area

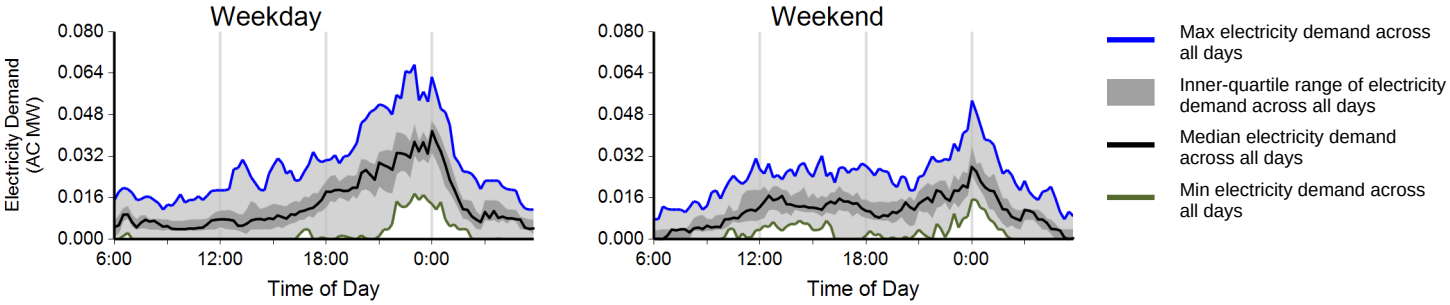
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	3,096	1,172	4,268
Electricity consumed (AC MWh)	21.96	7.40	29.36
Percent of time with a vehicle connected to EVSE	35%	37%	36%
Percent of time with a vehicle drawing power from EVSE	7%	5%	6%
Average number of charging events started per EVSE per day	0.79	0.72	0.77

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]



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

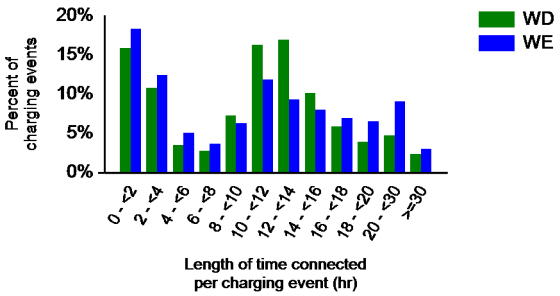
Region: Tucson, AZ Metropolitan Area

Report period: July 2012 through September 2012

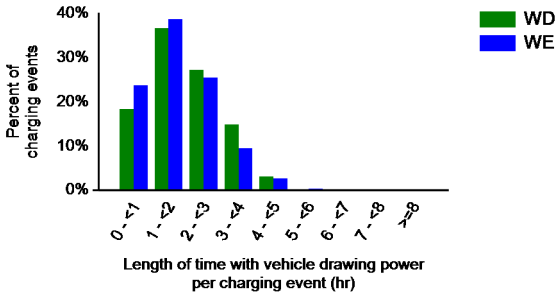
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	90%	10%	0%
Percent of electricity consumed	90%	10%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.1	11.4	11.2
Average length of time with vehicle drawing power per charging event (hr)	2.0	1.8	1.9
Average electricity consumed per charging event (AC kWh)	7.1	6.4	6.9

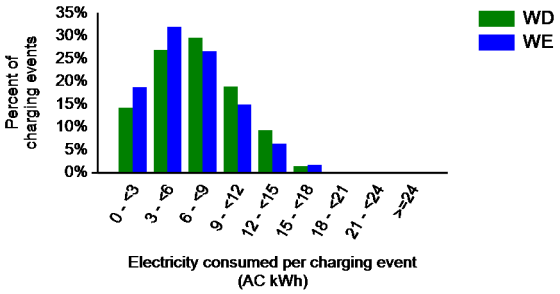
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



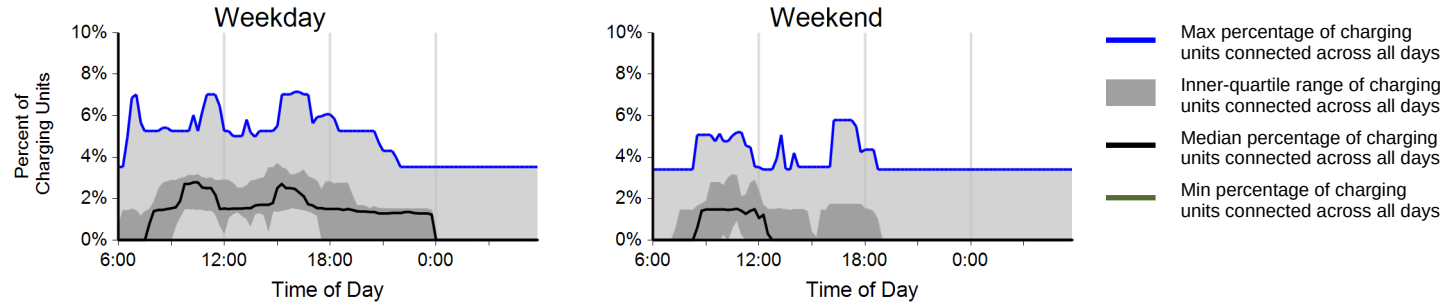
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Tucson, AZ Metropolitan Area

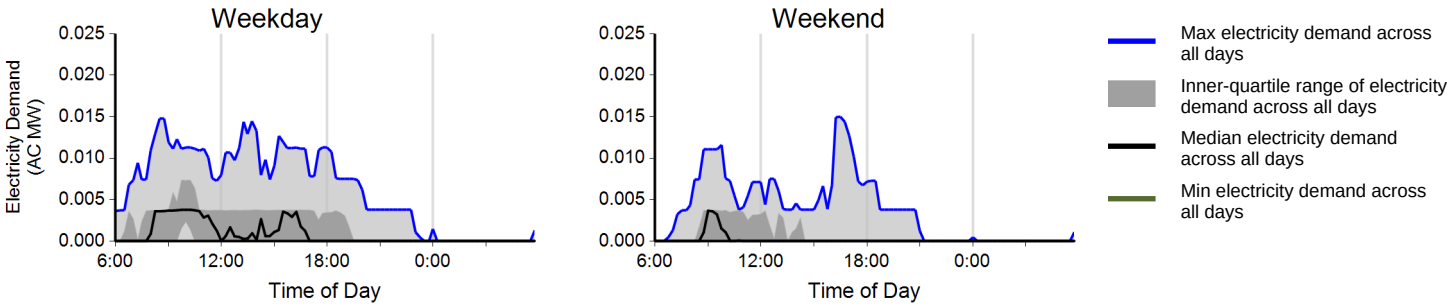
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	452	90	542
Electricity consumed (AC MWh)	2.02	0.40	2.43
Percent of time with a vehicle connected to EVSE	1%	1%	1%
Percent of time with a vehicle drawing power from EVSE	1%	0%	0%
Average number of charging events started per EVSE per day	0.10	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]



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

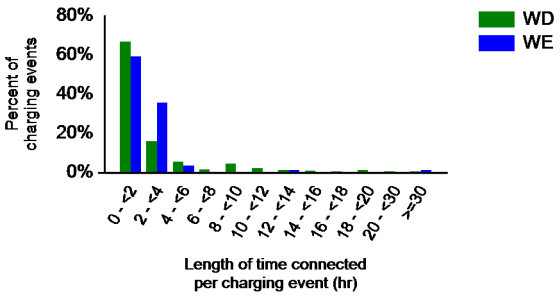
Region: Tucson, AZ Metropolitan Area

Report period: July 2012 through September 2012

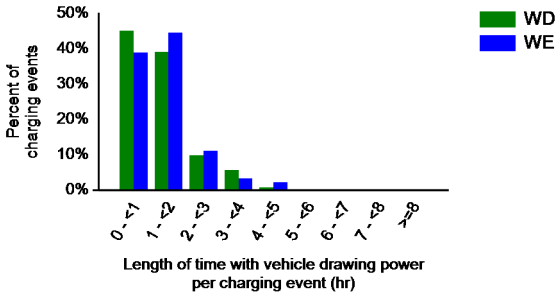
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	29%	1%	70%
Percent of electricity consumed	25%	1%	74%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	3.1	2.4	3.0
Average length of time with vehicle drawing power per charging event (hr)	1.2	1.3	1.3
Average electricity consumed per charging event (AC kWh)	4.4	4.7	4.5

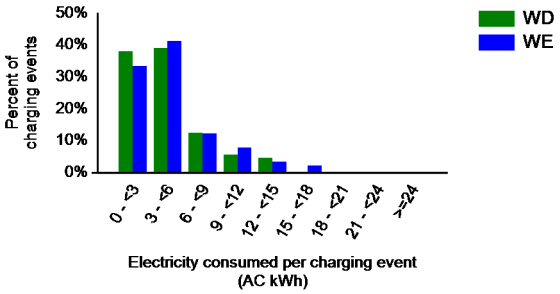
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

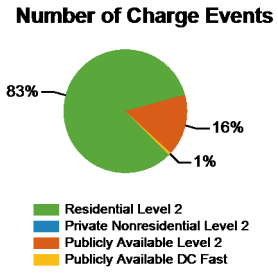
Region: Los Angeles, CA Metropolitan Area

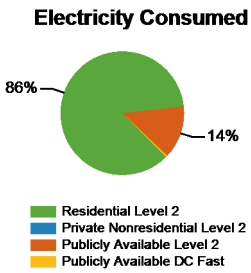
Report period: July 2012 through September 2012

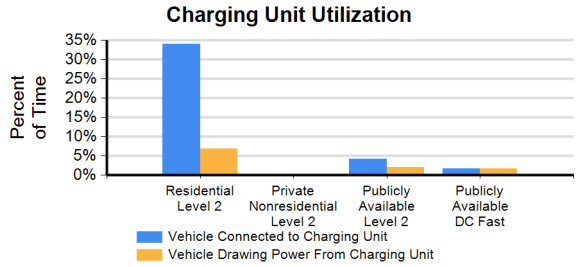
Number of EV Project vehicles in region: 381

Charging Unit Usage

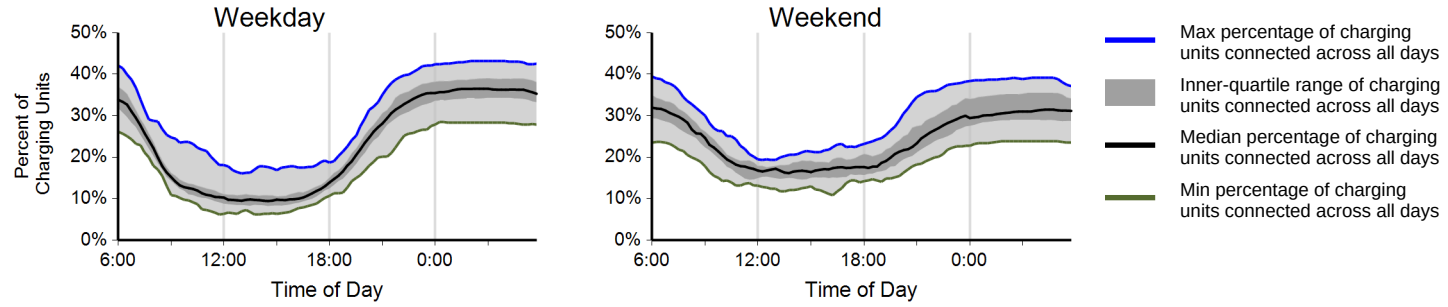
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	382	0	201	2	585
Number of charging events[2]	19,862	0	3,851	155	23,868
Electricity consumed (AC MWh)	169.23	0.00	27.19	0.84	197.26
Percent of time with a vehicle connected to charging unit	34%	0%	4%	2%	23%
Percent of time with a vehicle drawing power from charging unit	7%	0%	2%	2%	5%



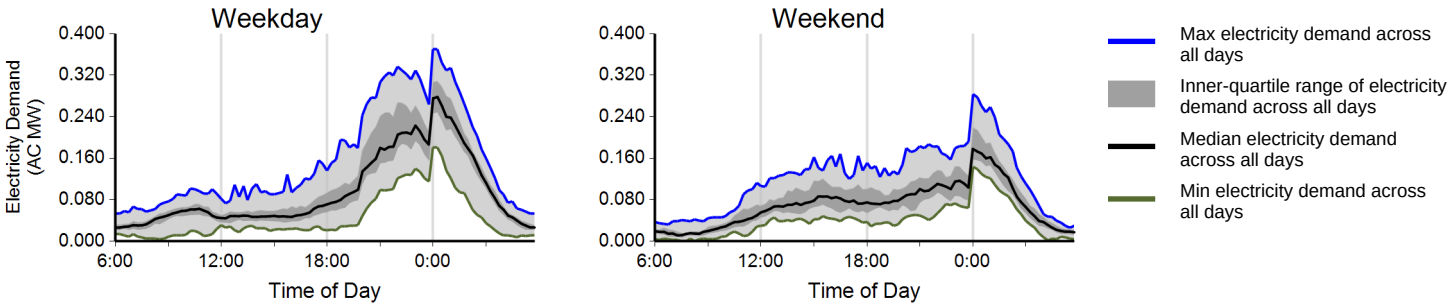




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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

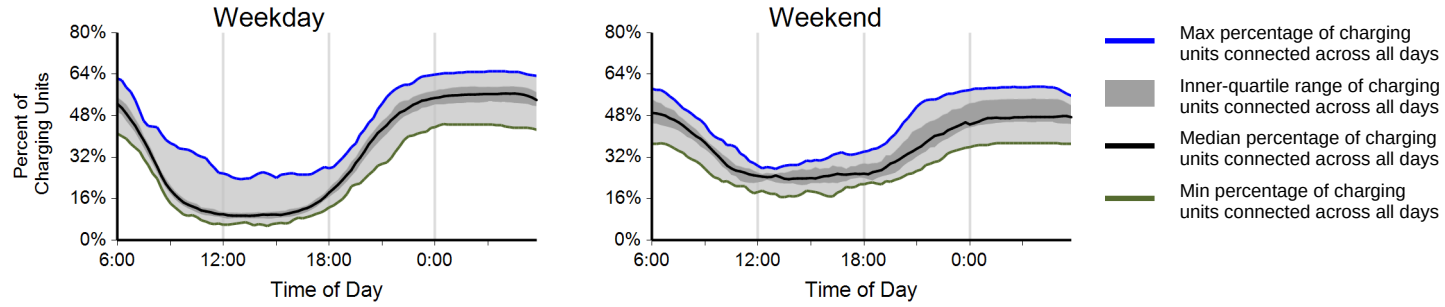
Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

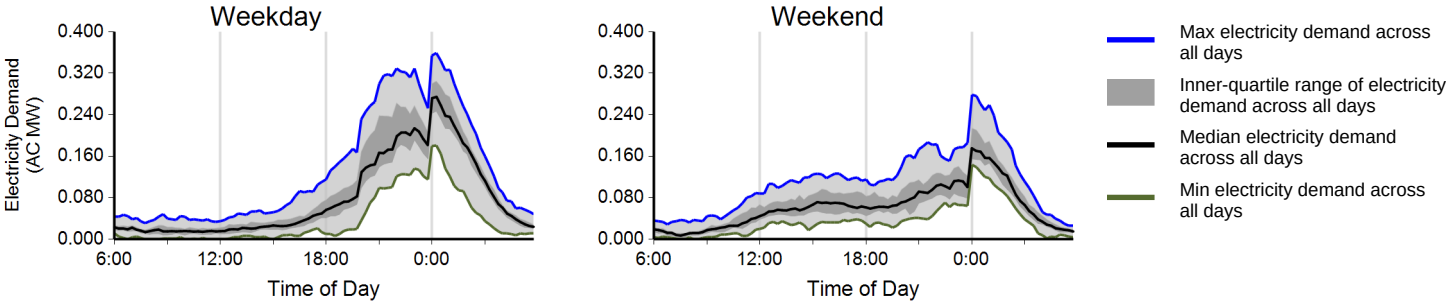
Region: Los Angeles, CA Metropolitan Area
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	14,262	5,600	19,862
Electricity consumed (AC MWh)	127.32	41.90	169.23
Percent of time with a vehicle connected to EVSE	33%	36%	34%
Percent of time with a vehicle drawing power from EVSE	7%	6%	7%
Average number of charging events started per EVSE per day	0.70	0.66	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]



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

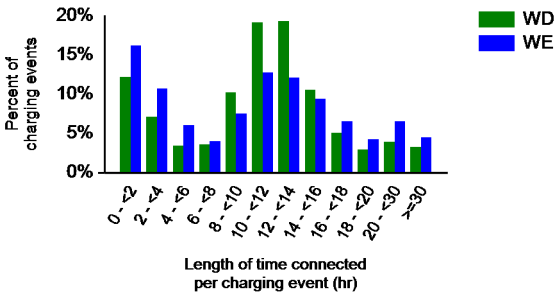
Region: Los Angeles, CA Metropolitan Area

Report period: July 2012 through September 2012

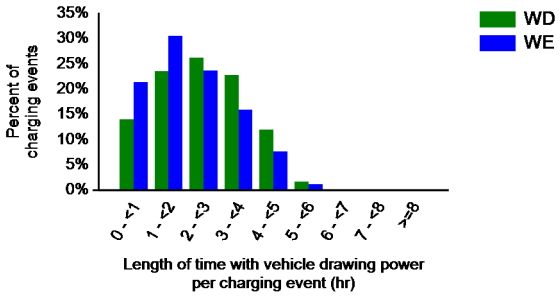
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	82%	18%	0%
Percent of electricity consumed	85%	15%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.1	11.6	11.9
Average length of time with vehicle drawing power per charging event (hr)	2.5	2.1	2.4
Average electricity consumed per charging event (AC kWh)	8.9	7.4	8.5

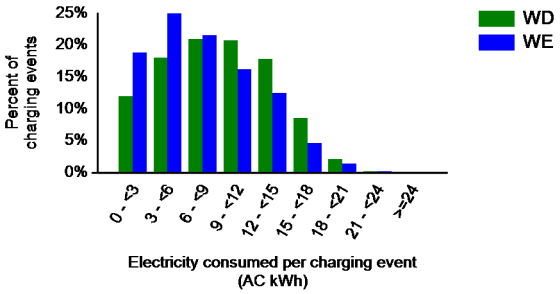
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



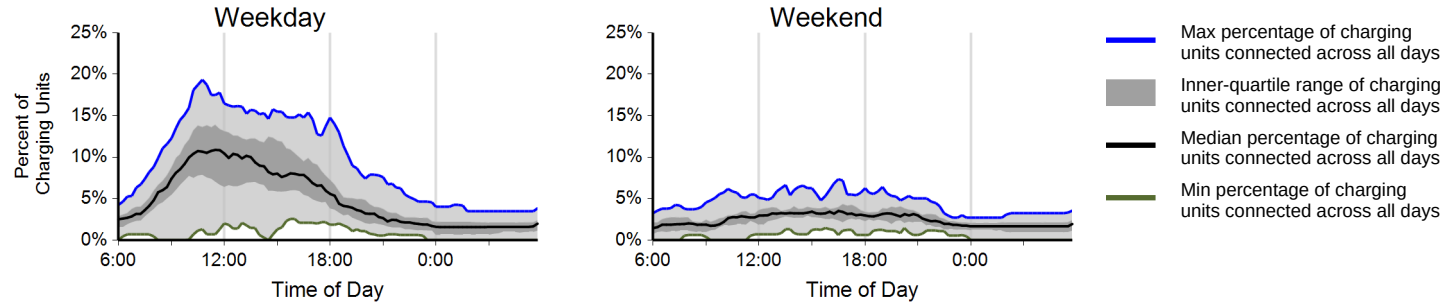
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Los Angeles, CA Metropolitan Area

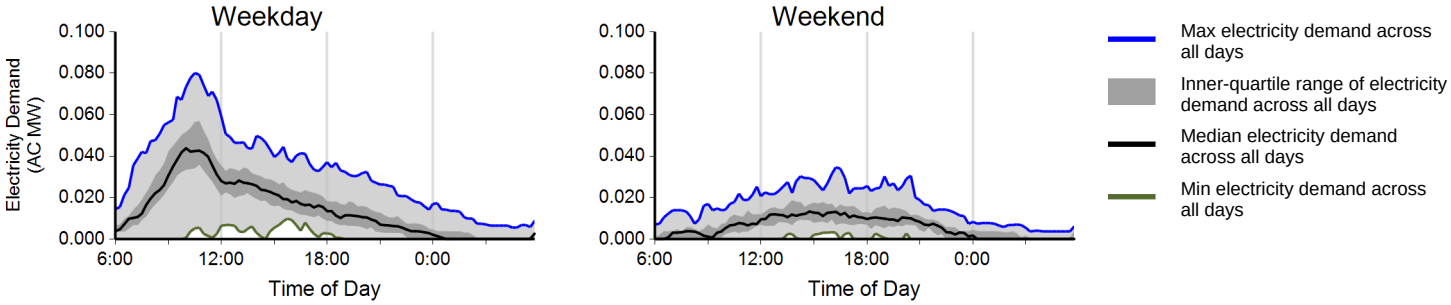
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	3,142	709	3,851
Electricity consumed (AC MWh)	23.16	4.03	27.19
Percent of time with a vehicle connected to EVSE	5%	2%	4%
Percent of time with a vehicle drawing power from EVSE	2%	1%	2%
Average number of charging events started per EVSE per day	0.28	0.15	0.24

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

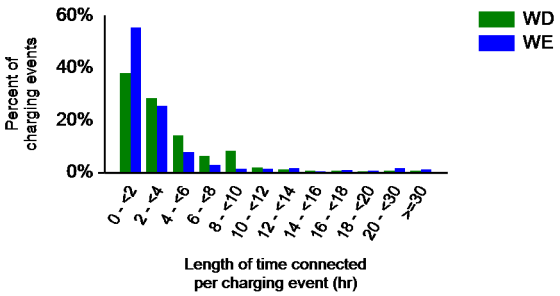
Region: Los Angeles, CA Metropolitan Area

Report period: July 2012 through September 2012

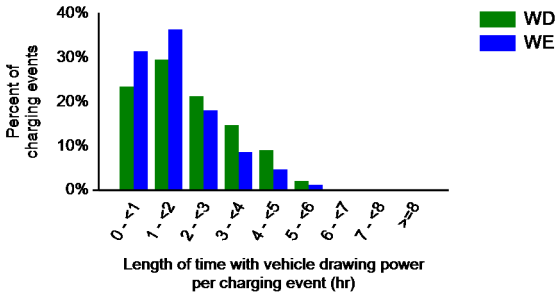
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	9%	3%	87%
Percent of electricity consumed	10%	3%	87%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.3	3.8	4.2
Average length of time with vehicle drawing power per charging event (hr)	2.1	1.7	2.1
Average electricity consumed per charging event (AC kWh)	7.3	5.9	7.1

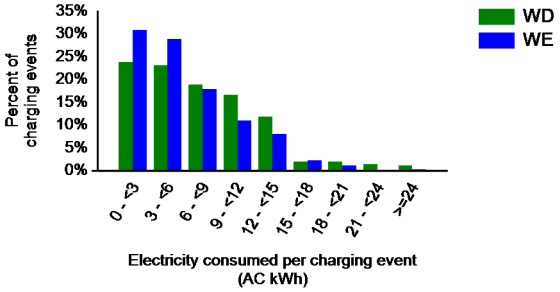
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: San Diego, CA Metropolitan Area

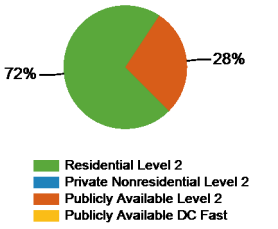
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 579

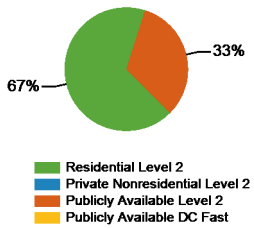
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	581	0	253	0	834
Number of charging events[2]	39,091	0	15,375	0	54,466
Electricity consumed (AC MWh)	329.44	0.00	159.31	0.00	488.75
Percent of time with a vehicle connected to charging unit	40%	0%	16%	0%	33%
Percent of time with a vehicle drawing power from charging unit	8%	0%	10%	0%	8%

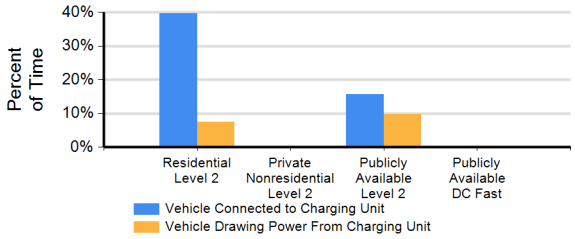
Number of Charge Events



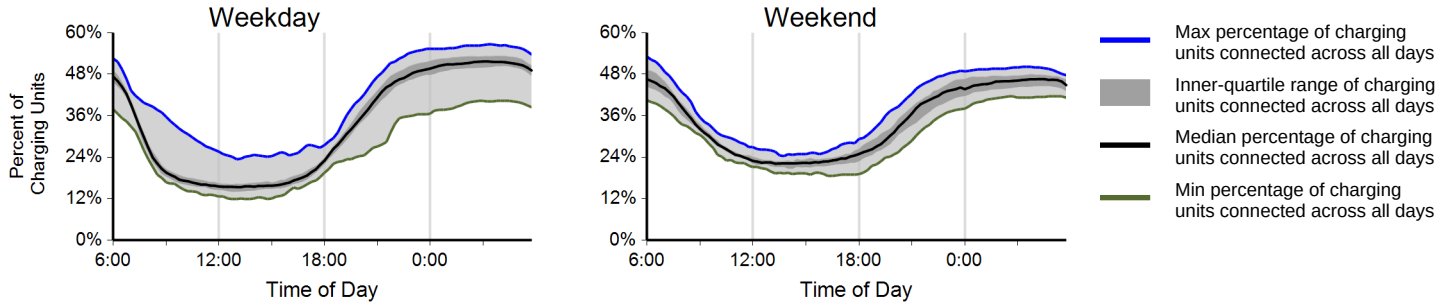
Electricity Consumed



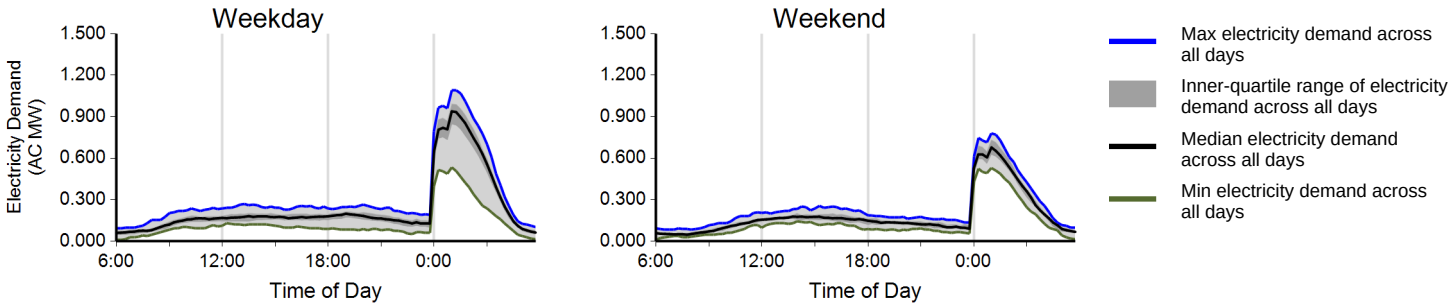
Charging Unit Utilization



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



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



[1] Includes 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.

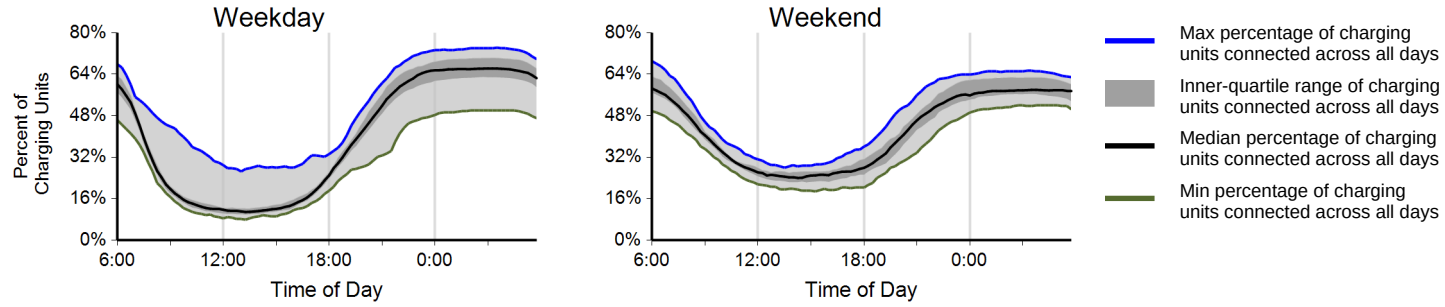
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: San Diego, CA Metropolitan Area

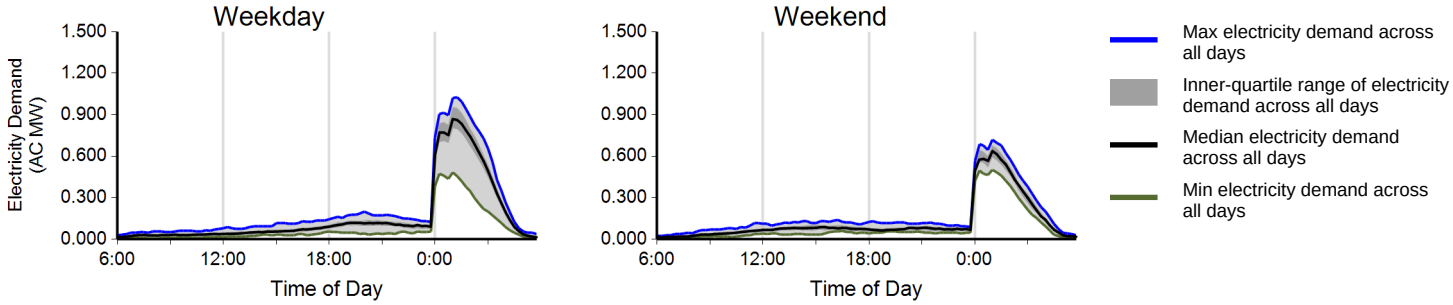
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	28,652	10,439	39,091
Electricity consumed (AC MWh)	249.33	80.11	329.44
Percent of time with a vehicle connected to EVSE	39%	41%	40%
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	0.70	0.77

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]



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

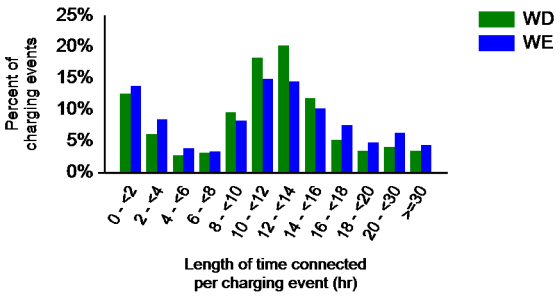
Region: San Diego, CA Metropolitan Area

Report period: July 2012 through September 2012

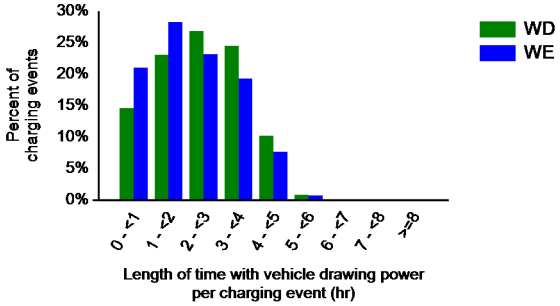
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	79%	21%	0%
Percent of electricity consumed	82%	18%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.5	12.3	12.4
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	7.6	8.4

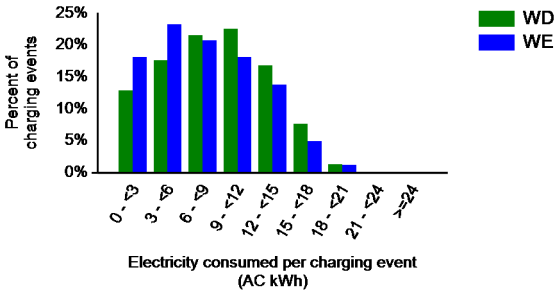
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



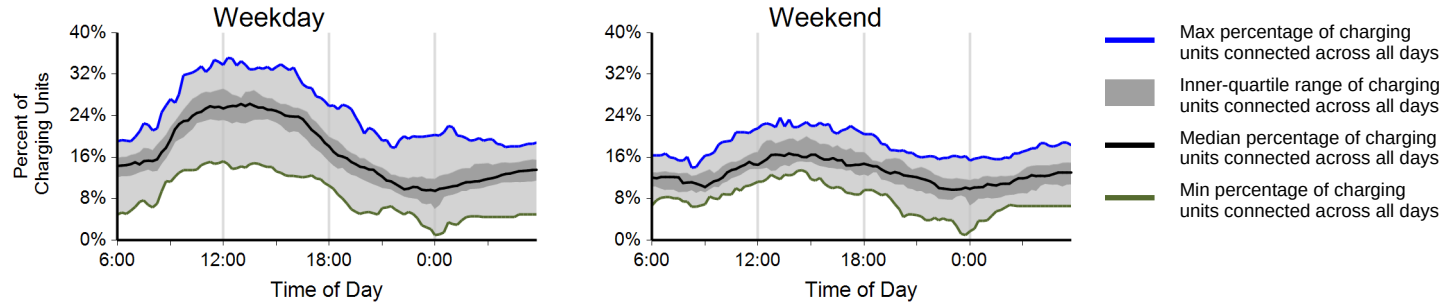
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: San Diego, CA Metropolitan Area

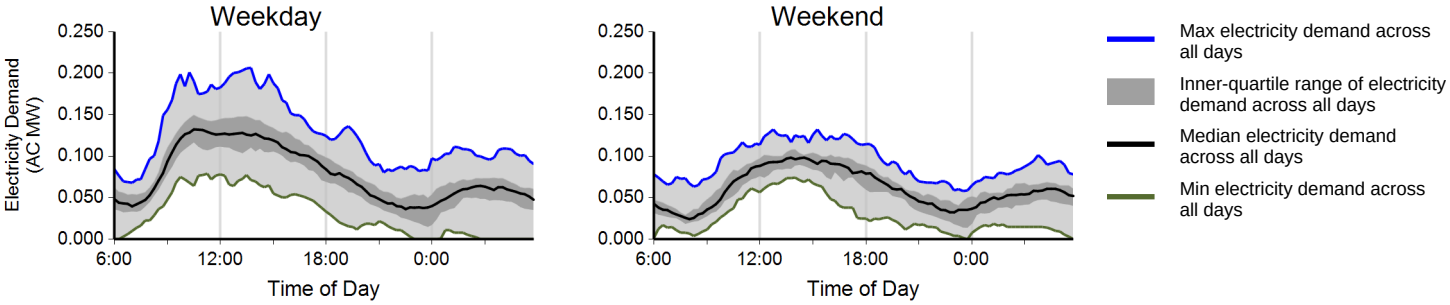
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	11,950	3,425	15,375
Electricity consumed (AC MWh)	121.04	38.27	159.31
Percent of time with a vehicle connected to EVSE	17%	13%	16%
Percent of time with a vehicle drawing power from EVSE	11%	8%	10%
Average number of charging events started per EVSE per day	0.89	0.61	0.81

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

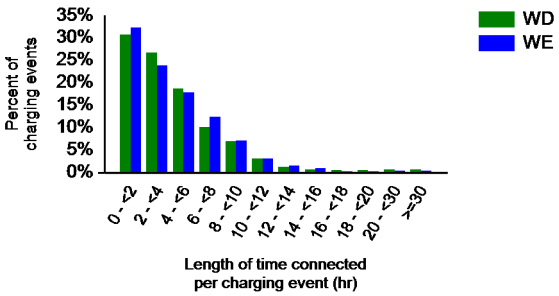
Region: San Diego, CA Metropolitan Area

Report period: July 2012 through September 2012

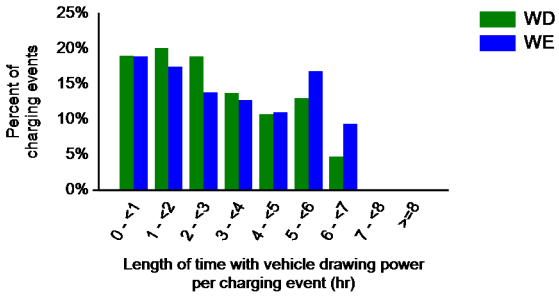
Vehicles Charged	Car2Go fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	60%	14%	2%	24%
Percent of electricity consumed	71%	10%	1%	18%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.7	4.5	4.7
Average length of time with vehicle drawing power per charging event (hr)	2.8	3.2	2.9
Average electricity consumed per charging event (AC kWh)	10.1	11.3	10.4

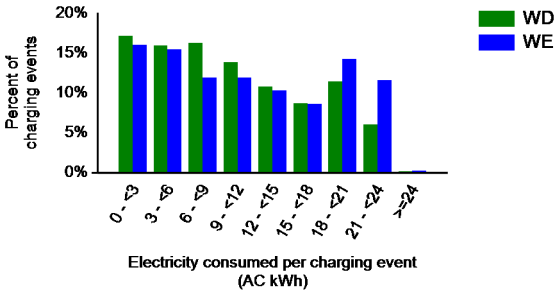
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



[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.

EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: San Francisco, CA Metropolitan Area

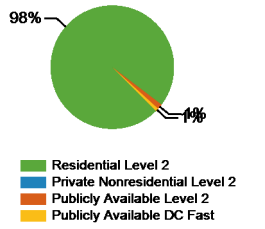
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 964

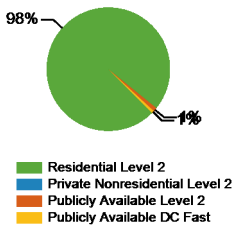
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	972	0	26	5	1,003
Number of charging events[2]	53,717	0	754	428	54,899
Electricity consumed (AC MWh)	503.13	0.00	5.22	3.35	511.70
Percent of time with a vehicle connected to charging unit	34%	0%	8%	2%	34%
Percent of time with a vehicle drawing power from charging unit	7%	0%	4%	2%	7%

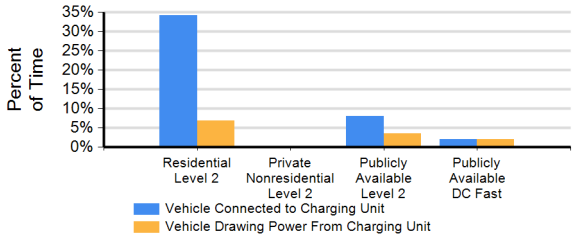
Number of Charge Events



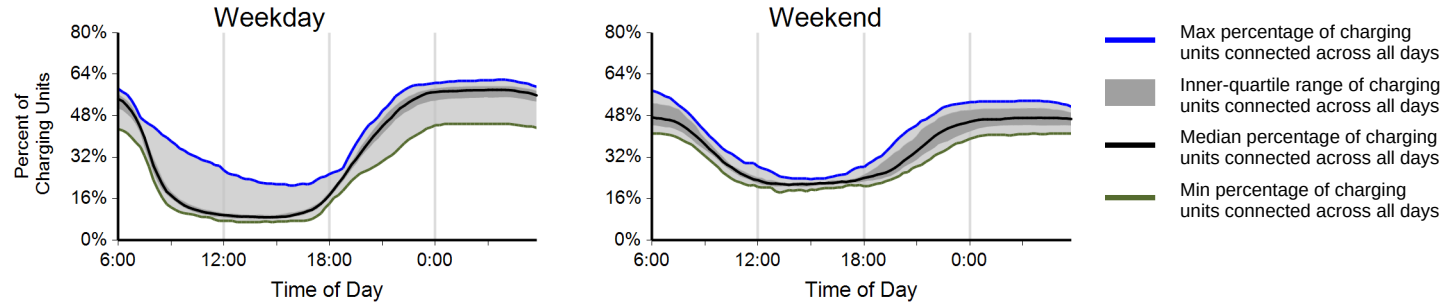
Electricity Consumed



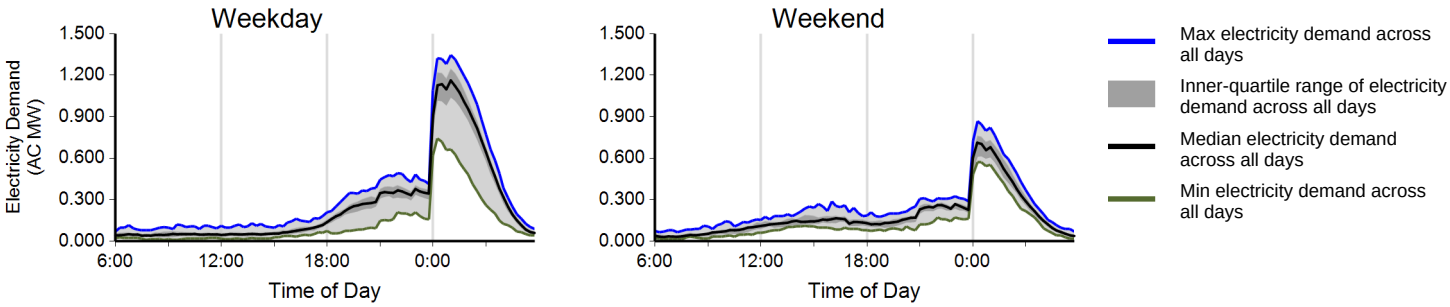
Charging Unit Utilization



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



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



[1] Includes 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

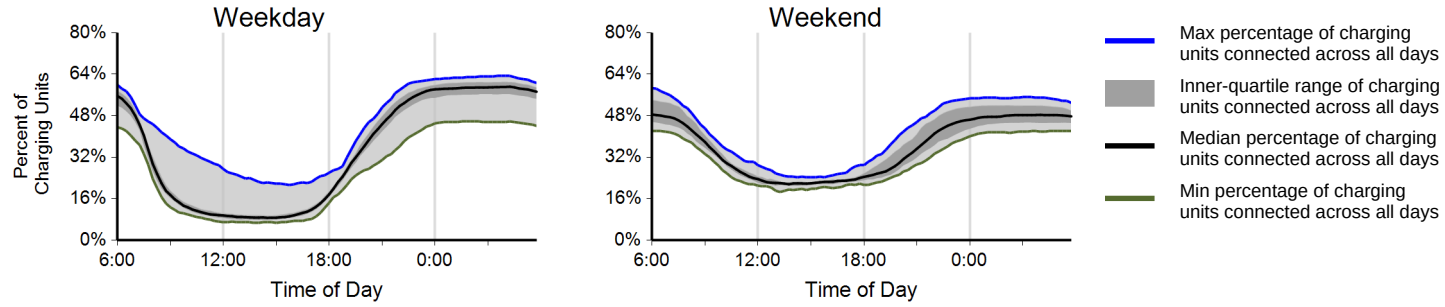
Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

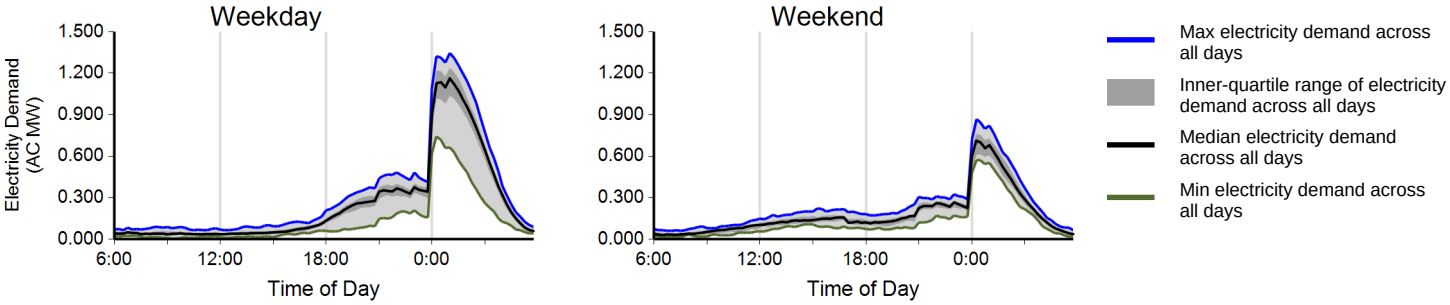
Region: San Francisco, CA Metropolitan Area
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	39,430	14,287	53,717
Electricity consumed (AC MWh)	388.34	114.79	503.13
Percent of time with a vehicle connected to EVSE	34%	35%	34%
Percent of time with a vehicle drawing power from EVSE	8%	5%	7%
Average number of charging events started per EVSE per day	0.67	0.58	0.64

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]



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

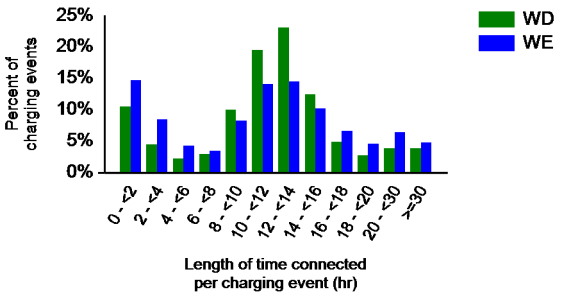
Region: San Francisco, CA Metropolitan Area

Report period: July 2012 through September 2012

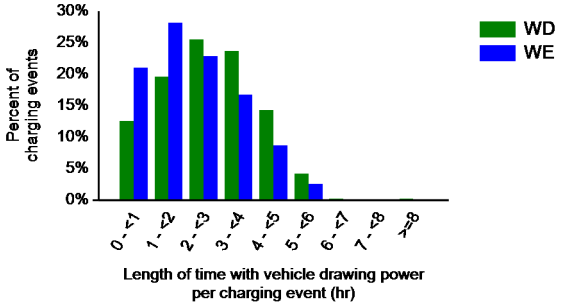
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	100%	0%	0%
Percent of electricity consumed	100%	0%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	13.0	12.5	12.8
Average length of time with vehicle drawing power per charging event (hr)	2.7	2.3	2.6
Average electricity consumed per charging event (AC kWh)	9.9	8.0	9.4

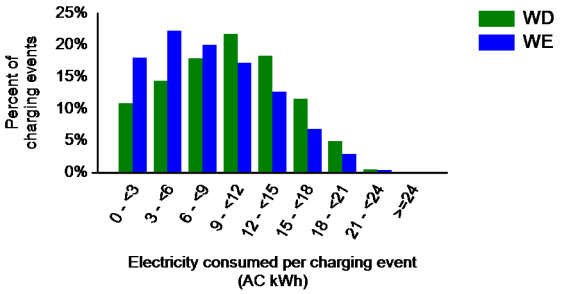
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



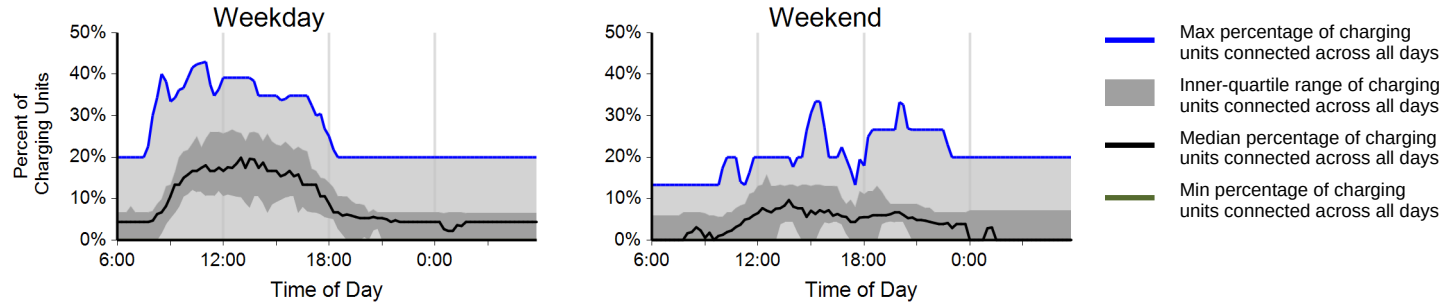
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: San Francisco, CA Metropolitan Area

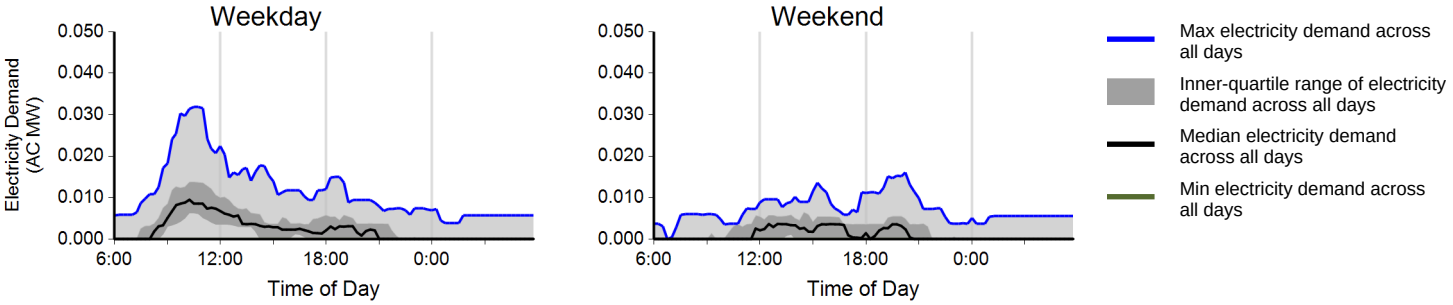
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	594	160	754
Electricity consumed (AC MWh)	4.31	0.91	5.22
Percent of time with a vehicle connected to EVSE	9%	5%	8%
Percent of time with a vehicle drawing power from EVSE	4%	2%	3%
Average number of charging events started per EVSE per day	0.48	0.31	0.43

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

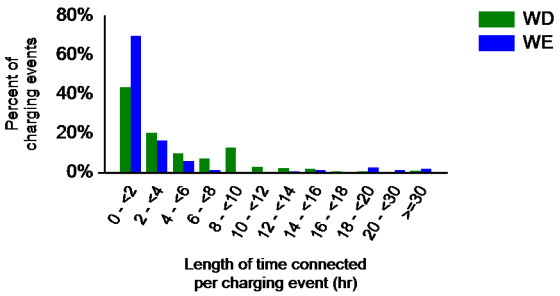
Region: San Francisco, CA Metropolitan Area

Report period: July 2012 through September 2012

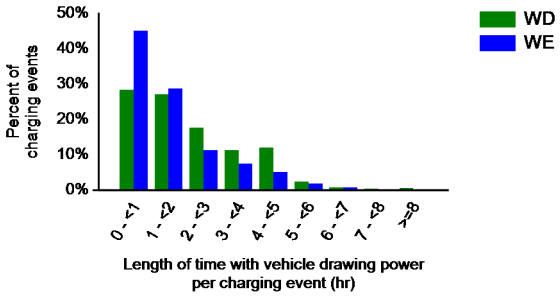
Vehicles Charged	City CarShare fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	21%	0%	79%
Percent of electricity consumed	0%	18%	0%	82%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	4.7	3.4	4.4
Average length of time with vehicle drawing power per charging event (hr)	2.2	1.6	2.0
Average electricity consumed per charging event (AC kWh)	7.2	5.7	6.9

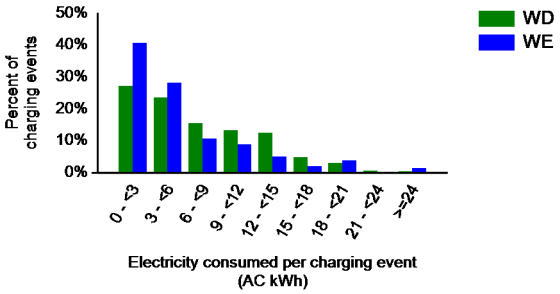
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



[1] 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.

EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Washington, D.C. Metropolitan Area

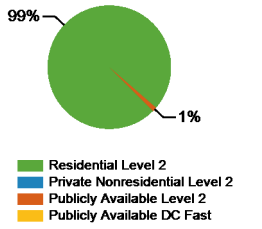
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 149

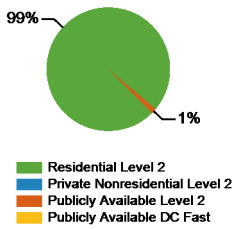
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	153	0	23	0	176
Number of charging events[2]	10,758	0	123	0	10,881
Electricity consumed (AC MWh)	69.75	0.00	0.94	0.00	70.69
Percent of time with a vehicle connected to charging unit	48%	0%	2%	0%	44%
Percent of time with a vehicle drawing power from charging unit	9%	0%	1%	0%	8%

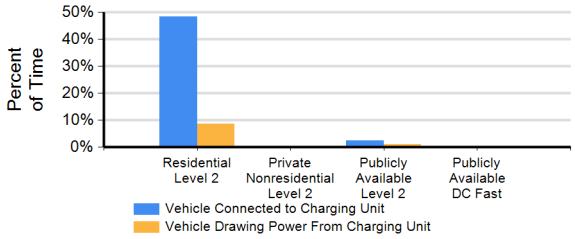
Number of Charge Events



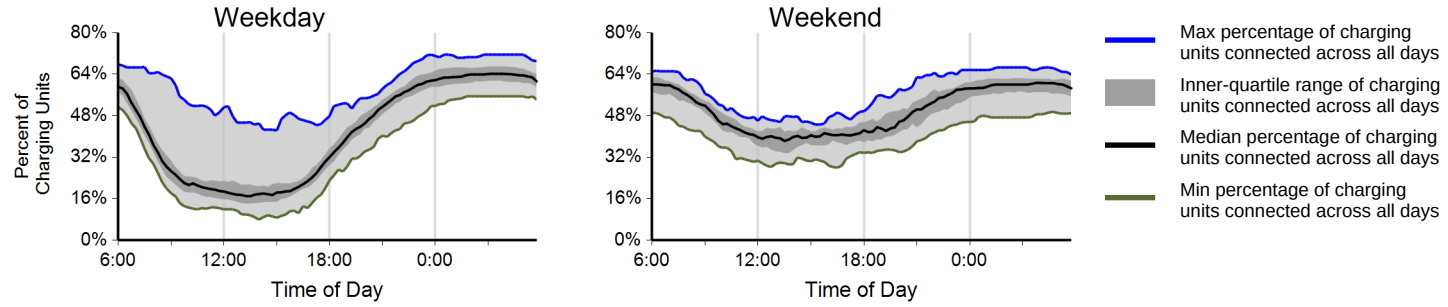
Electricity Consumed



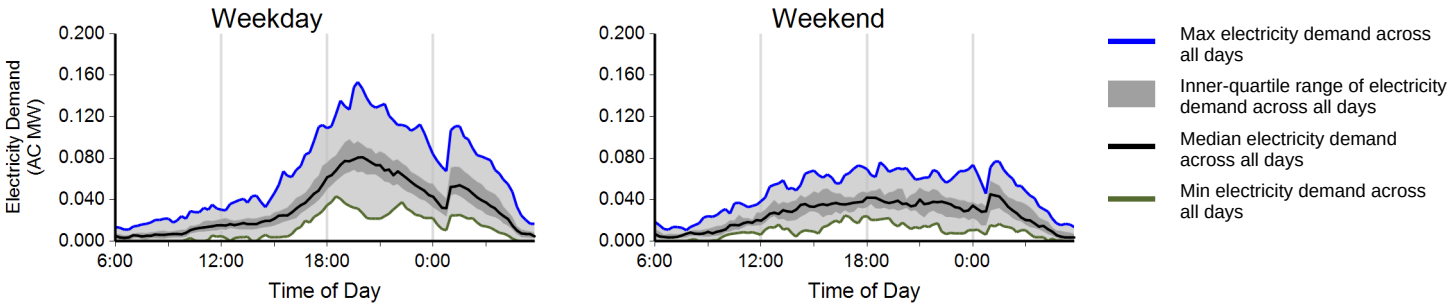
Charging Unit Utilization



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



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



[1] Includes 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

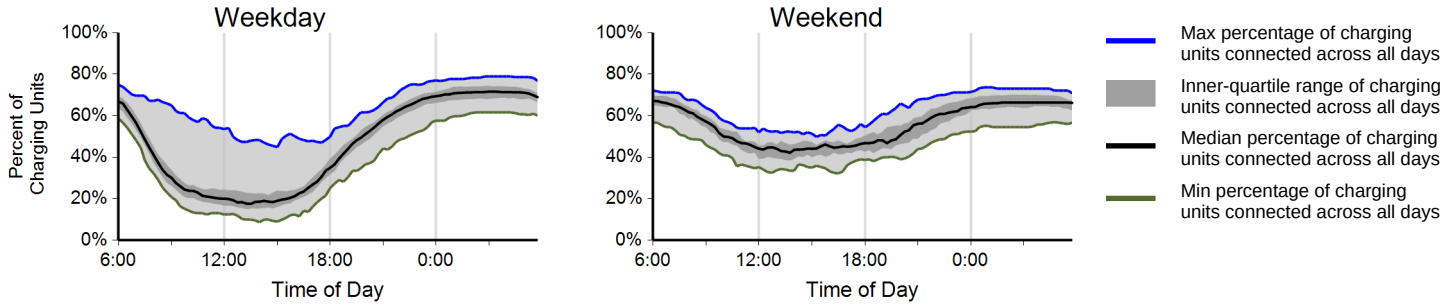
Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

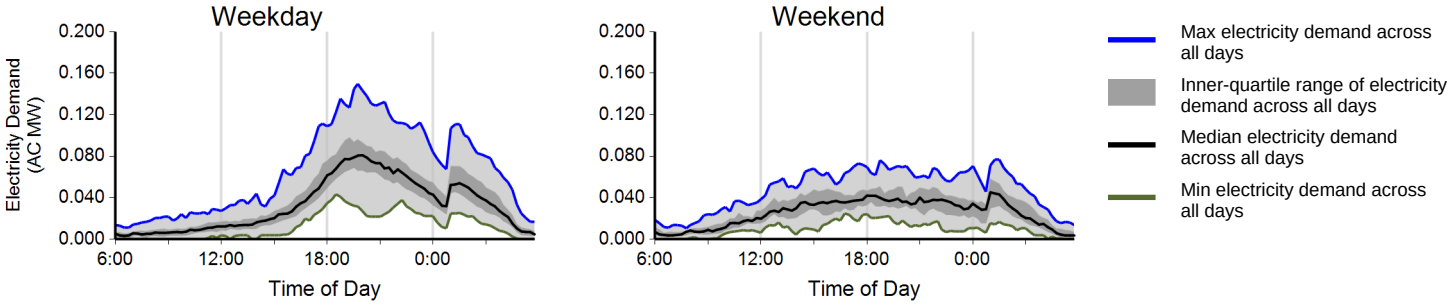
Region: Washington, D.C. Metropolitan Area
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	7,748	3,010	10,758
Electricity consumed (AC MWh)	52.97	16.78	69.75
Percent of time with a vehicle connected to EVSE	46%	54%	48%
Percent of time with a vehicle drawing power from EVSE	9%	7%	9%
Average number of charging events started per EVSE per day	1.02	0.95	1.00

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]



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

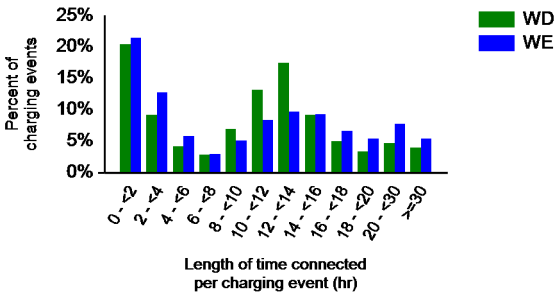
Region: Washington, D.C. Metropolitan Area

Report period: July 2012 through September 2012

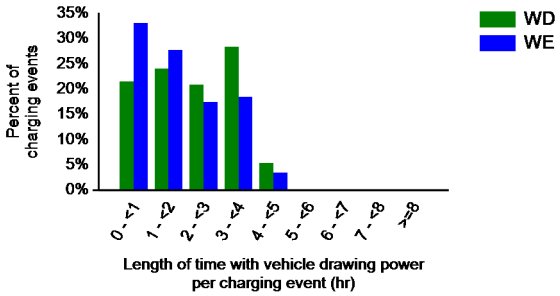
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	100%	0%
Percent of electricity consumed	0%	100%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.7	11.6	11.7
Average length of time with vehicle drawing power per charging event (hr)	2.2	1.8	2.1
Average electricity consumed per charging event (AC kWh)	6.8	5.6	6.5

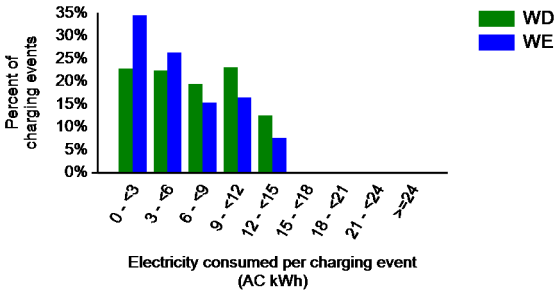
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



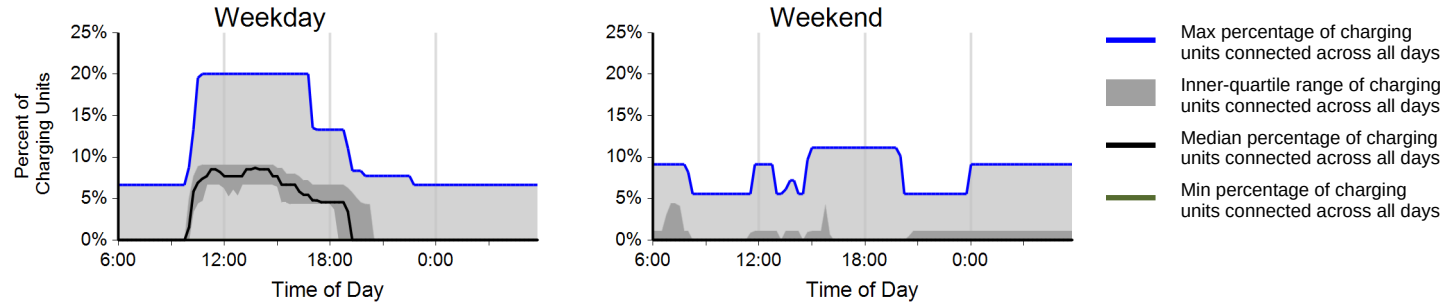
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Washington, D.C. Metropolitan Area

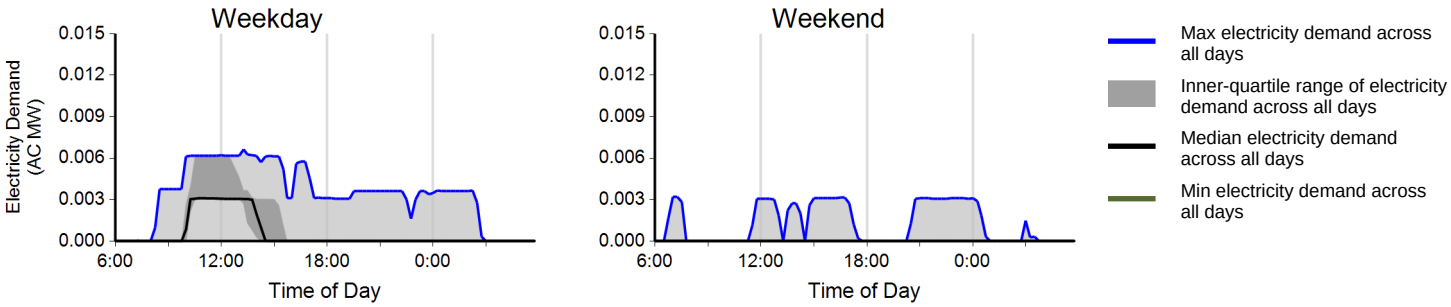
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	114	9	123
Electricity consumed (AC MWh)	0.89	0.04	0.94
Percent of time with a vehicle connected to EVSE	3%	1%	2%
Percent of time with a vehicle drawing power from EVSE	1%	0%	1%
Average number of charging events started per EVSE per day	0.12	0.02	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]



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

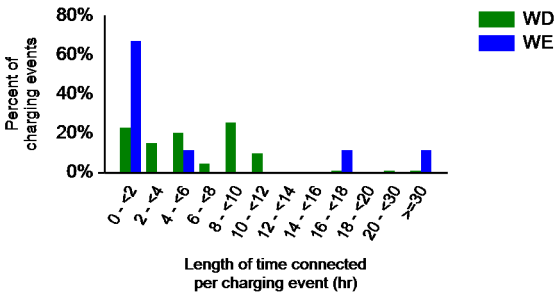
Region: Washington, D.C. Metropolitan Area

Report period: July 2012 through September 2012

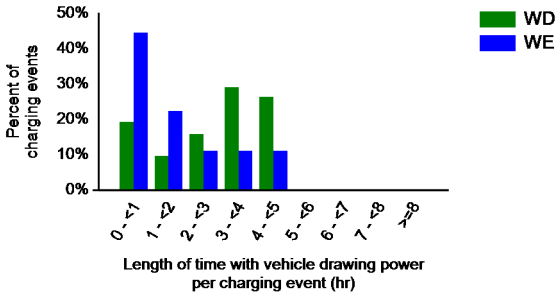
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	31%	69%
Percent of electricity consumed	0%	31%	69%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	6.0	7.5	6.1
Average length of time with vehicle drawing power per charging event (hr)	2.7	1.8	2.6
Average electricity consumed per charging event (AC kWh)	7.8	4.9	7.6

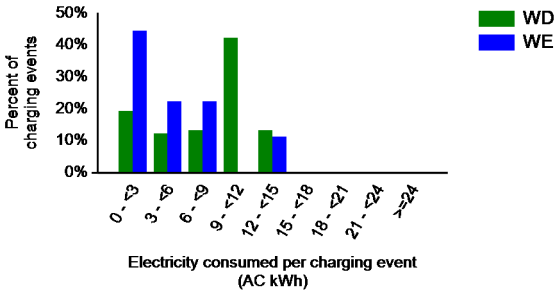
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Oregon

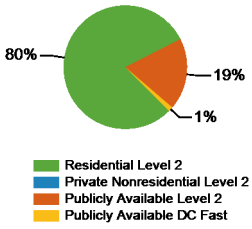
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 398

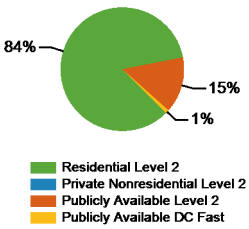
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	395	0	305	9	709
Number of charging events[2]	23,334	0	5,473	359	29,166
Electricity consumed (AC MWh)	178.74	0.00	31.03	1.93	211.71
Percent of time with a vehicle connected to charging unit	36%	0%	7%	1%	23%
Percent of time with a vehicle drawing power from charging unit	7%	0%	2%	1%	4%

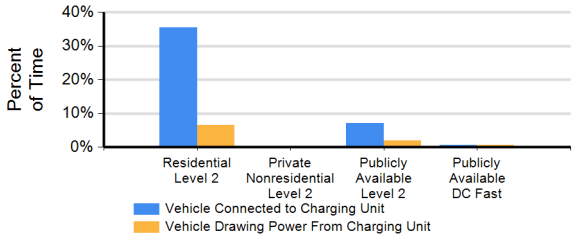
Number of Charge Events



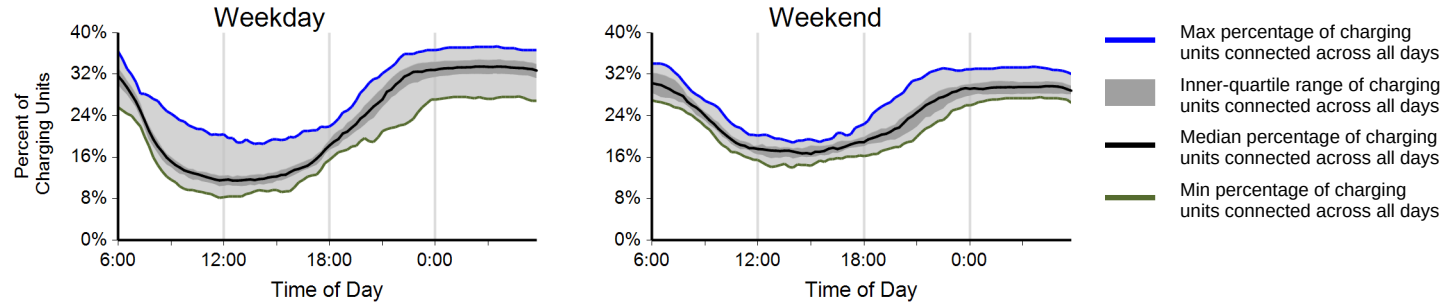
Electricity Consumed



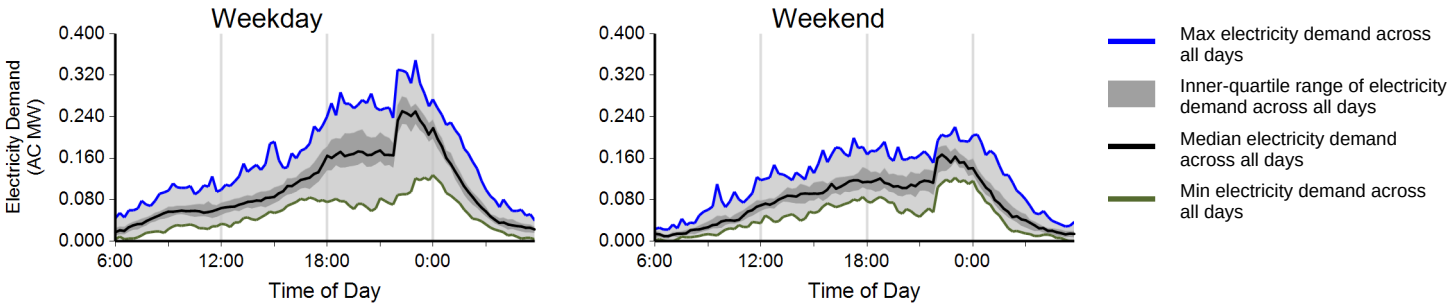
Charging Unit Utilization



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



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



[1] Includes 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.

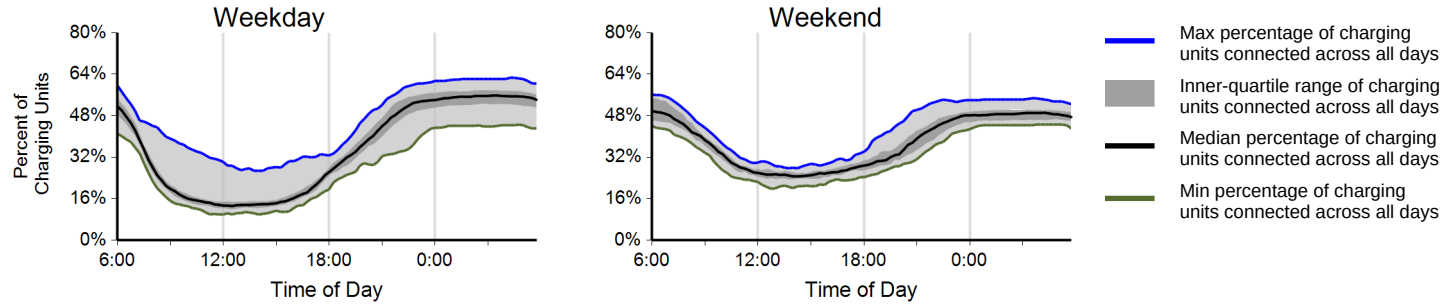
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Oregon

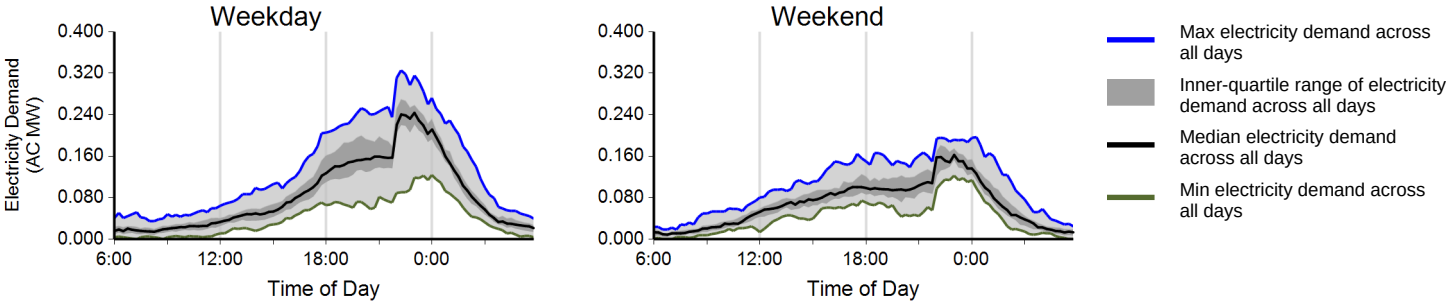
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	17,171	6,163	23,334
Electricity consumed (AC MWh)	134.75	43.99	178.74
Percent of time with a vehicle connected to EVSE	35%	37%	36%
Percent of time with a vehicle drawing power from EVSE	7%	5%	7%
Average number of charging events started per EVSE per day	0.76	0.66	0.73

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]



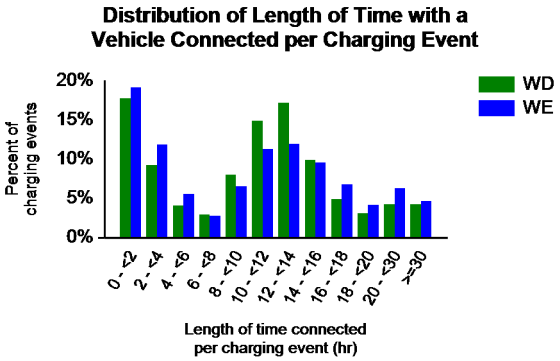
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

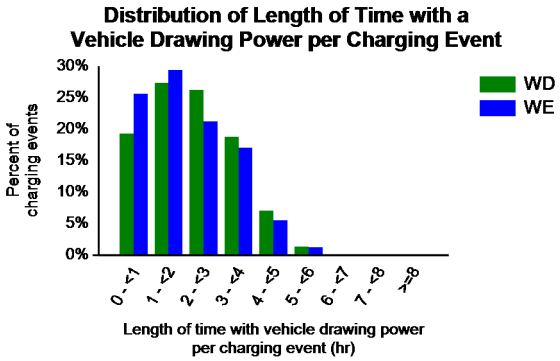
Region: Oregon

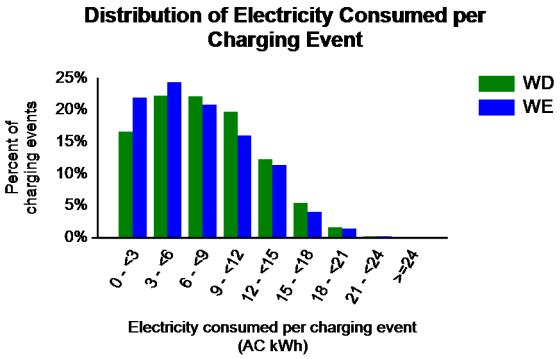
Report period: July 2012 through September 2012

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	79%	21%	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)	11.9	11.4	11.8
Average length of time with vehicle drawing power per charging event (hr)	2.2	2.0	2.2
Average electricity consumed per charging event (AC kWh)	7.9	7.1	7.7







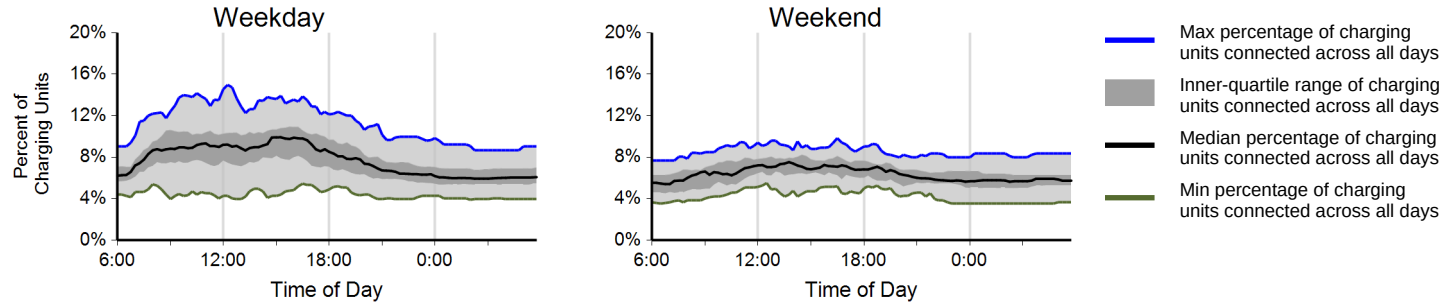
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Oregon

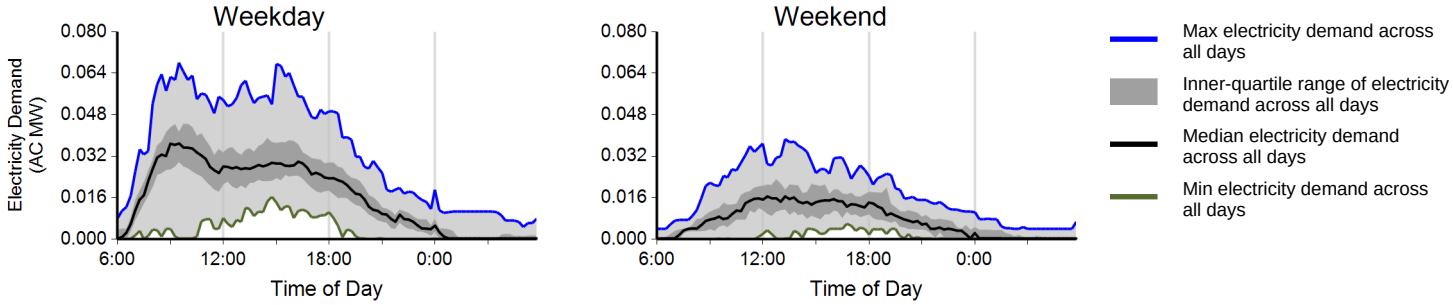
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	4,468	1,005	5,473
Electricity consumed (AC MWh)	26.13	4.90	31.03
Percent of time with a vehicle connected to EVSE	8%	6%	7%
Percent of time with a vehicle drawing power from EVSE	2%	1%	2%
Average number of charging events started per EVSE per day	0.25	0.14	0.22

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

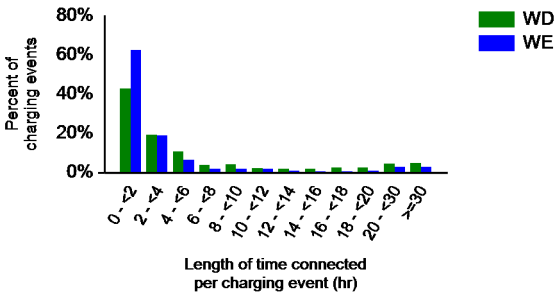
Region: Oregon

Report period: July 2012 through September 2012

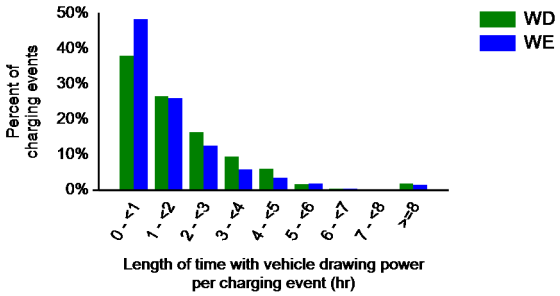
Vehicles Charged	Car2Go fleet [1]	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	2%	35%	4%	59%
Percent of electricity consumed	6%	33%	4%	58%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	8.7	4.2	7.9
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)	5.9	4.8	5.7

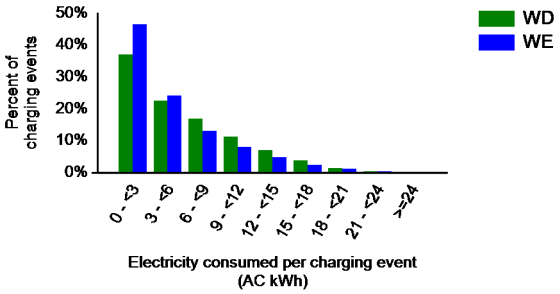
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



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

EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Chattanooga, TN Metropolitan Area

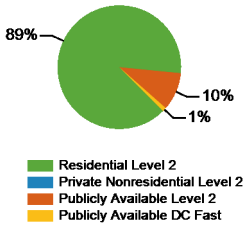
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 49

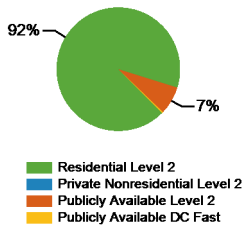
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	49	0	48	5	102
Number of charging events[2]	3,060	0	341	35	3,436
Electricity consumed (AC MWh)	23.93	0.00	1.91	0.08	25.92
Percent of time with a vehicle connected to charging unit	35%	0%	1%	0%	17%
Percent of time with a vehicle drawing power from charging unit	7%	0%	1%	0%	4%

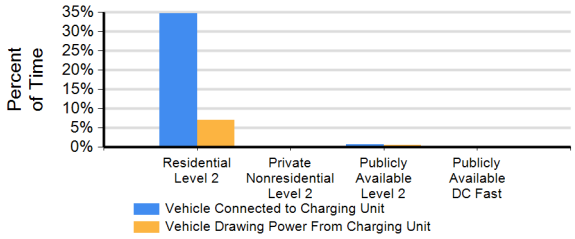
Number of Charge Events



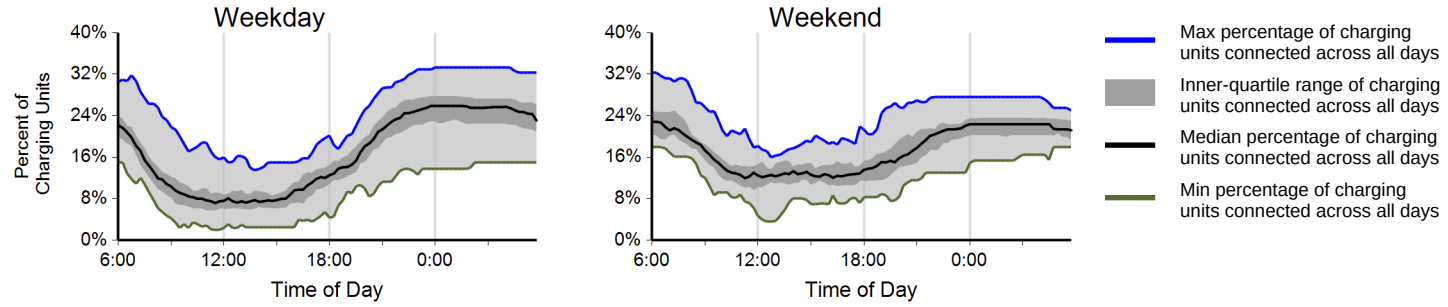
Electricity Consumed



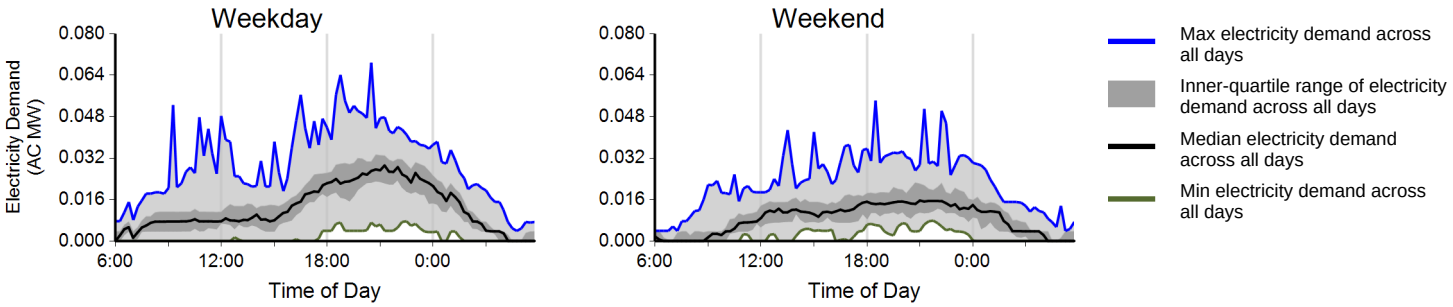
Charging Unit Utilization



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



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



[1] Includes 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

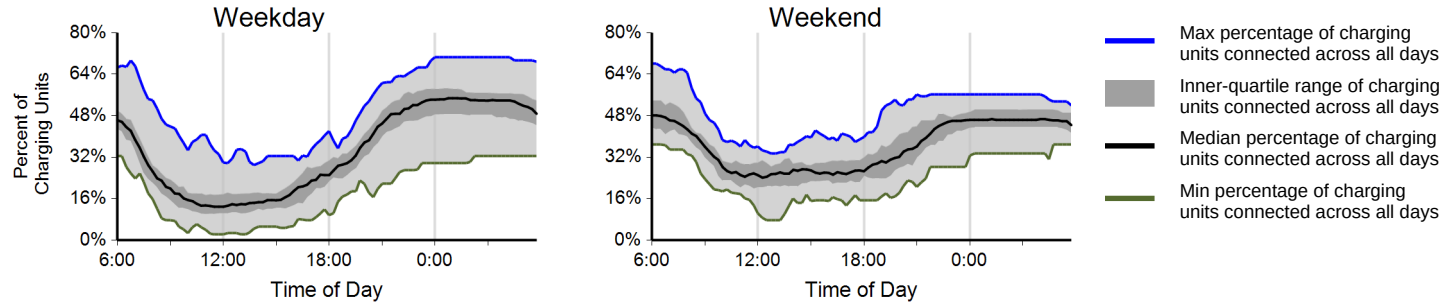
Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

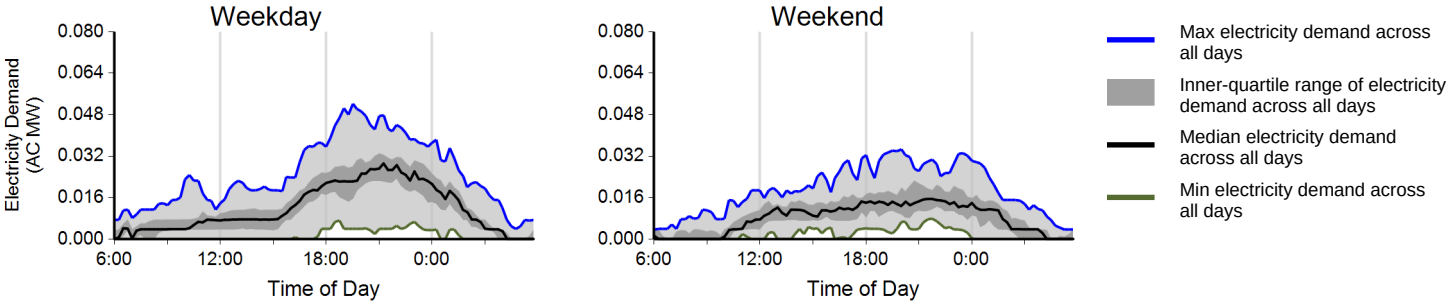
Region: Chattanooga, TN Metropolitan Area
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	2,281	779	3,060
Electricity consumed (AC MWh)	18.47	5.45	23.93
Percent of time with a vehicle connected to EVSE	34%	36%	35%
Percent of time with a vehicle drawing power from EVSE	8%	5%	7%
Average number of charging events started per EVSE per day	0.82	0.67	0.77

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]



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

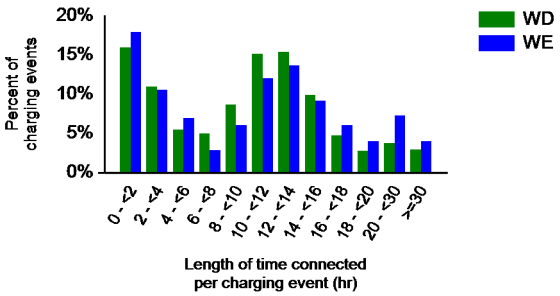
Region: Chattanooga, TN Metropolitan Area

Report period: July 2012 through September 2012

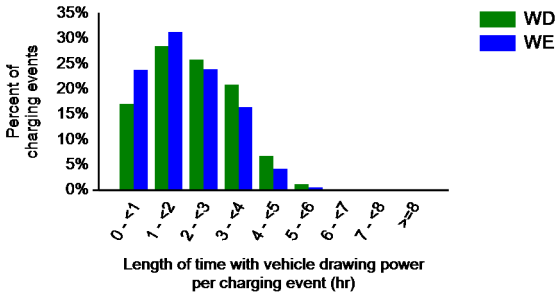
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	88%	12%	0%
Percent of electricity consumed	89%	11%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.7	11.2	10.9
Average length of time with vehicle drawing power per charging event (hr)	2.2	2.0	2.2
Average electricity consumed per charging event (AC kWh)	8.1	7.0	7.8

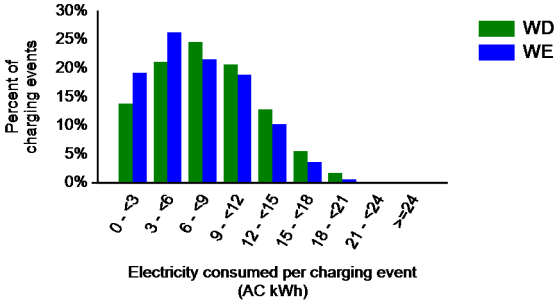
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



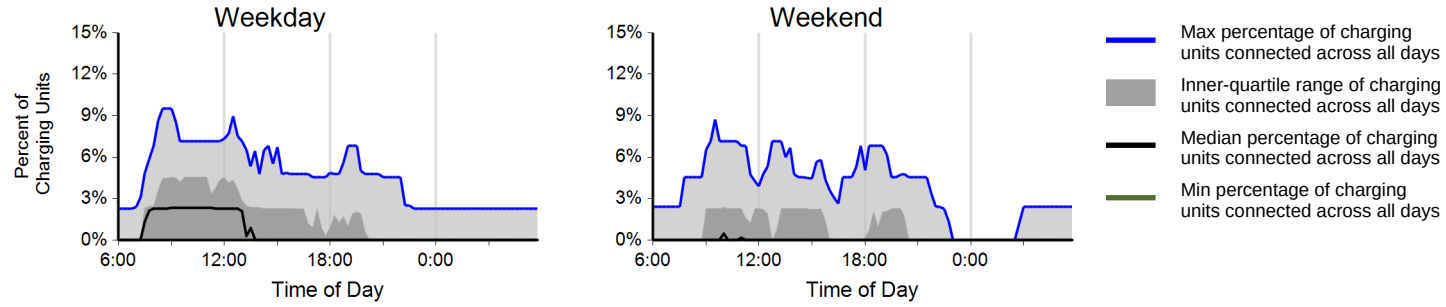
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Chattanooga, TN Metropolitan Area

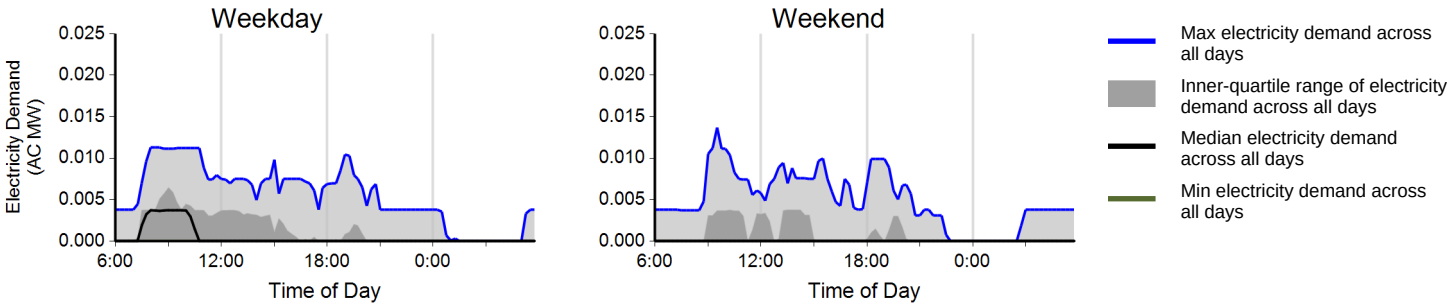
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	261	80	341
Electricity consumed (AC MWh)	1.50	0.41	1.91
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	0.09	0.07	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]



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

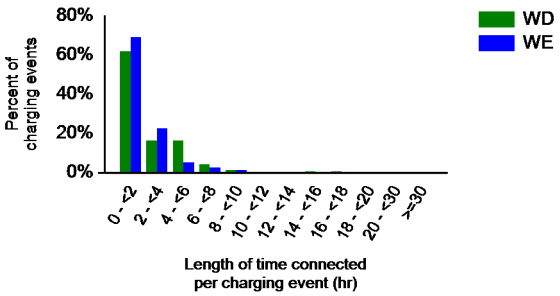
Region: Chattanooga, TN Metropolitan Area

Report period: July 2012 through September 2012

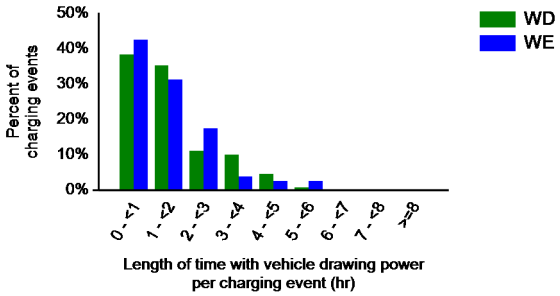
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	57%	10%	33%
Percent of electricity consumed	58%	10%	32%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	2.4	1.8	2.2
Average length of time with vehicle drawing power per charging event (hr)	1.6	1.5	1.6
Average electricity consumed per charging event (AC kWh)	5.7	5.2	5.6

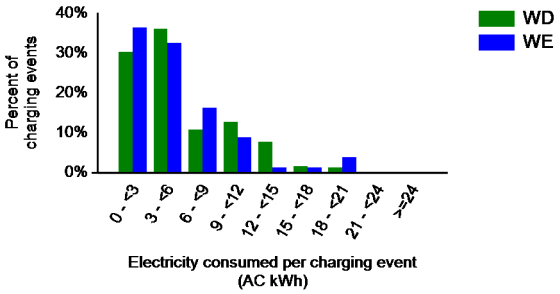
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Knoxville, TN Metropolitan Area

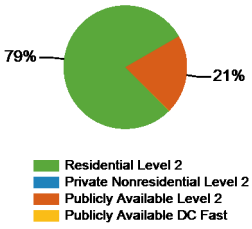
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 88

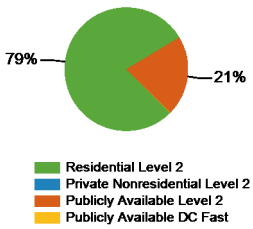
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	88	0	113	1	202
Number of charging events[2]	5,488	0	1,439	4	6,931
Electricity consumed (AC MWh)	44.87	0.00	11.96	0.05	56.87
Percent of time with a vehicle connected to charging unit	35%	0%	4%	0%	18%
Percent of time with a vehicle drawing power from charging unit	7%	0%	2%	0%	4%

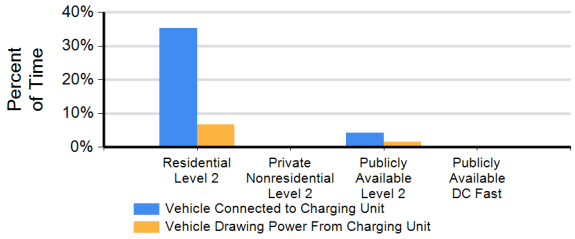
Number of Charge Events



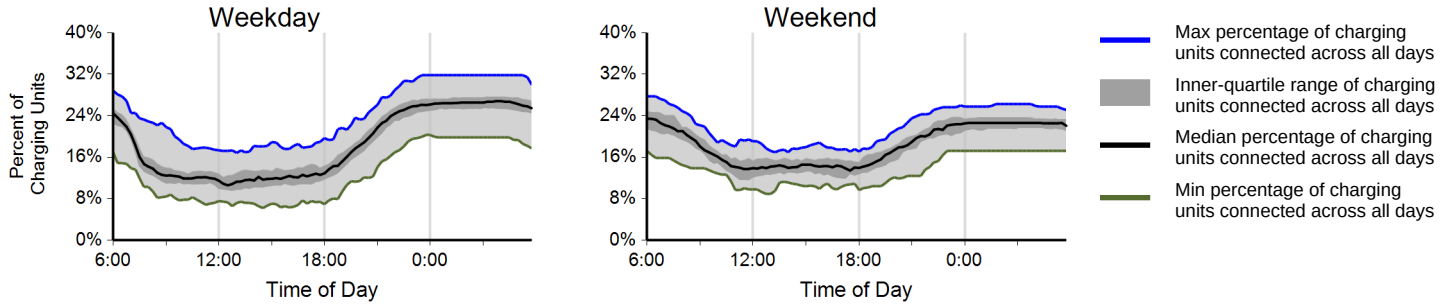
Electricity Consumed



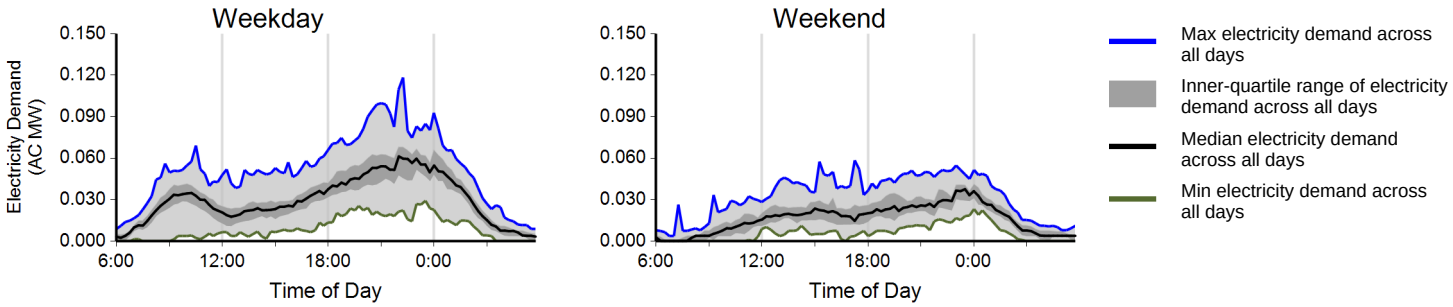
Charging Unit Utilization



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



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



[1] Includes 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.

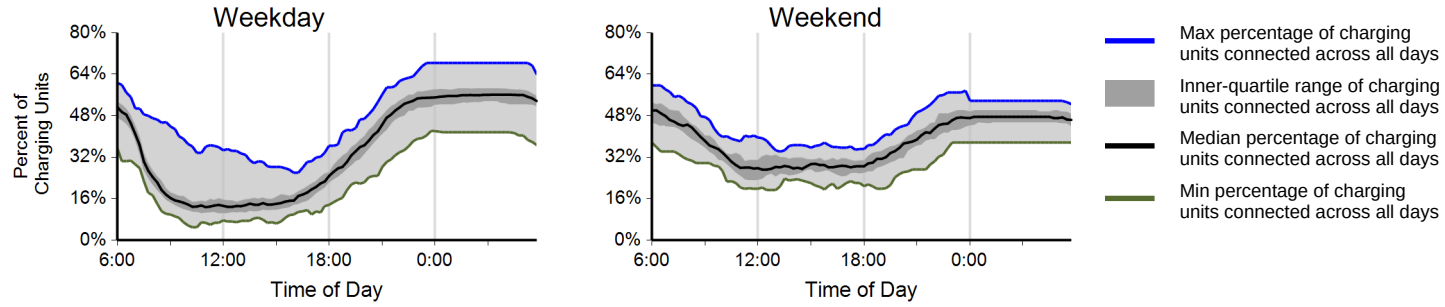
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Knoxville, TN Metropolitan Area

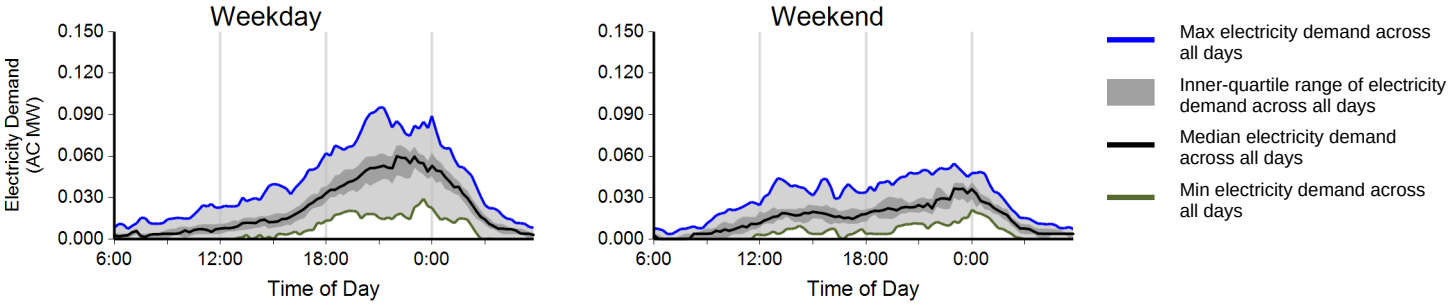
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	4,096	1,392	5,488
Electricity consumed (AC MWh)	34.97	9.90	44.87
Percent of time with a vehicle connected to EVSE	34%	37%	35%
Percent of time with a vehicle drawing power from EVSE	7%	5%	7%
Average number of charging events started per EVSE per day	0.75	0.62	0.71

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



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



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

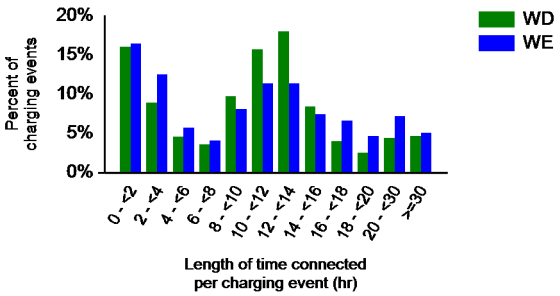
Region: Knoxville, TN Metropolitan Area

Report period: July 2012 through September 2012

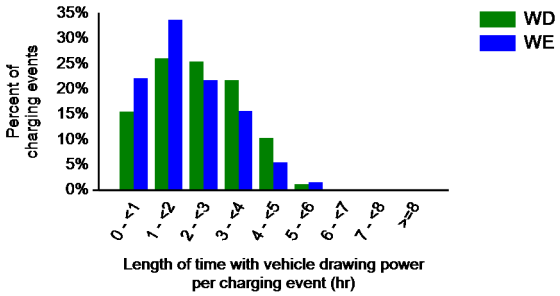
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	84%	16%	0%
Percent of electricity consumed	88%	12%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.1	11.7	12.0
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)	8.5	7.1	8.2

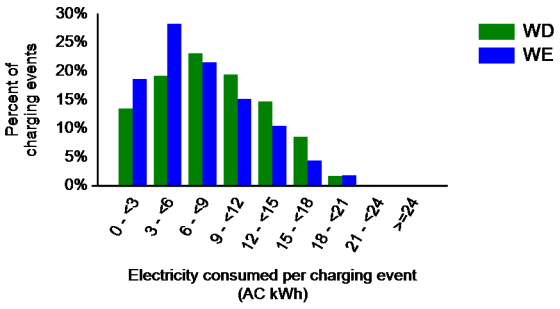
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



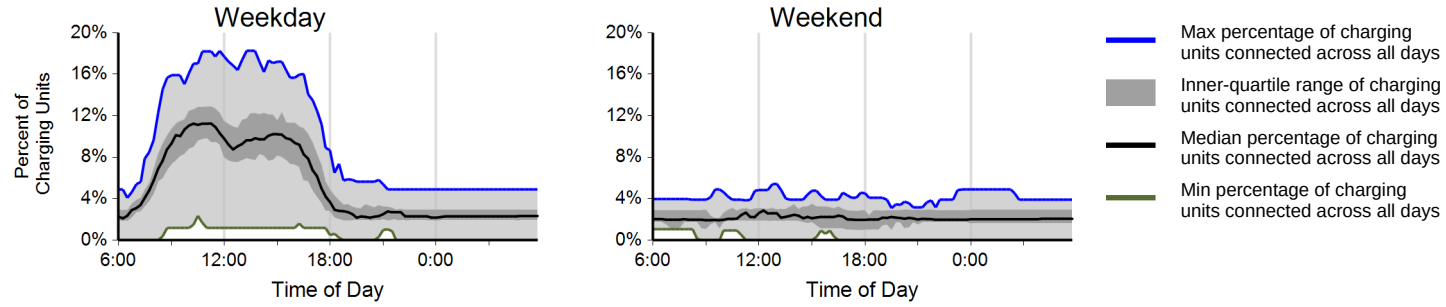
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Knoxville, TN Metropolitan Area

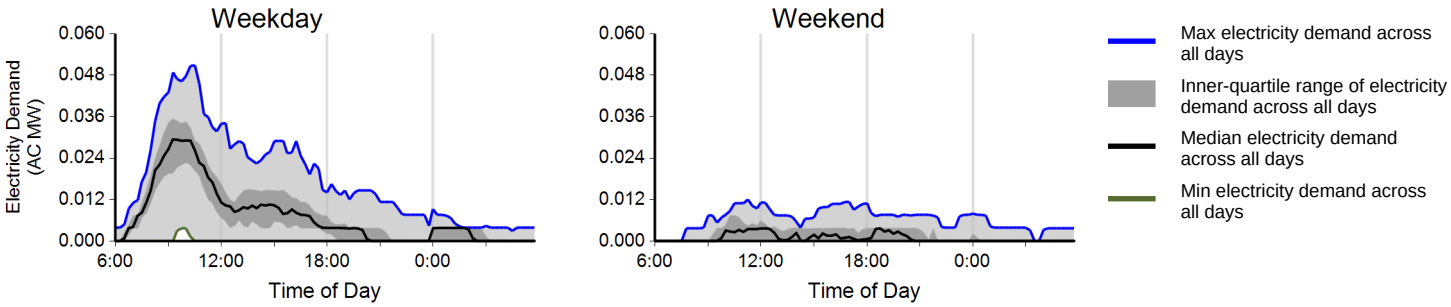
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	1,281	158	1,439
Electricity consumed (AC MWh)	11.08	0.88	11.96
Percent of time with a vehicle connected to EVSE	5%	2%	4%
Percent of time with a vehicle drawing power from EVSE	2%	0%	2%
Average number of charging events started per EVSE per day	0.20	0.06	0.16

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]



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

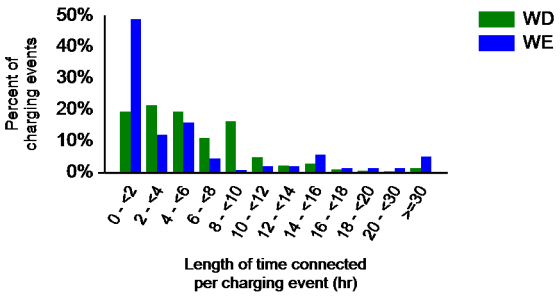
Region: Knoxville, TN Metropolitan Area

Report period: July 2012 through September 2012

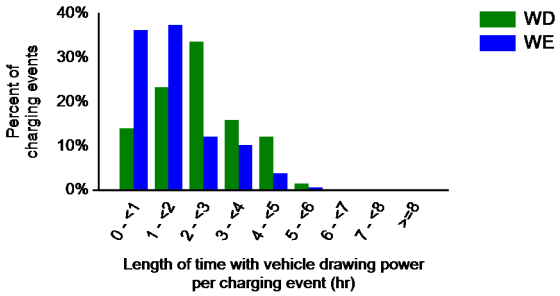
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	38%	1%	61%
Percent of electricity consumed	32%	1%	67%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	6.5	7.9	6.7
Average length of time with vehicle drawing power per charging event (hr)	2.4	1.6	2.3
Average electricity consumed per charging event (AC kWh)	8.6	5.6	8.3

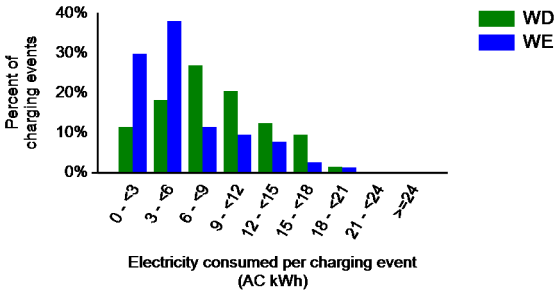
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Memphis, TN Metropolitan Area

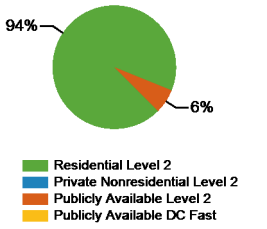
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 37

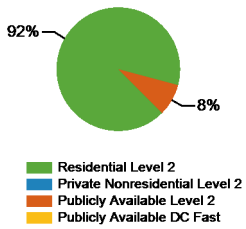
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	36	0	12	0	48
Number of charging events[2]	2,228	0	152	0	2,380
Electricity consumed (AC MWh)	16.20	0.00	1.48	0.00	17.68
Percent of time with a vehicle connected to charging unit	41%	0%	5%	0%	30%
Percent of time with a vehicle drawing power from charging unit	8%	0%	2%	0%	6%

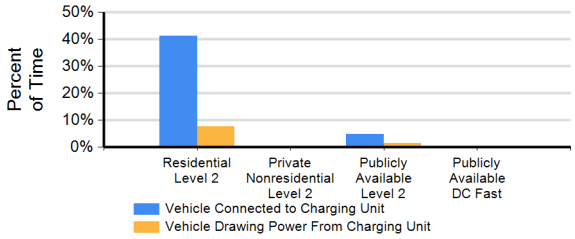
Number of Charge Events



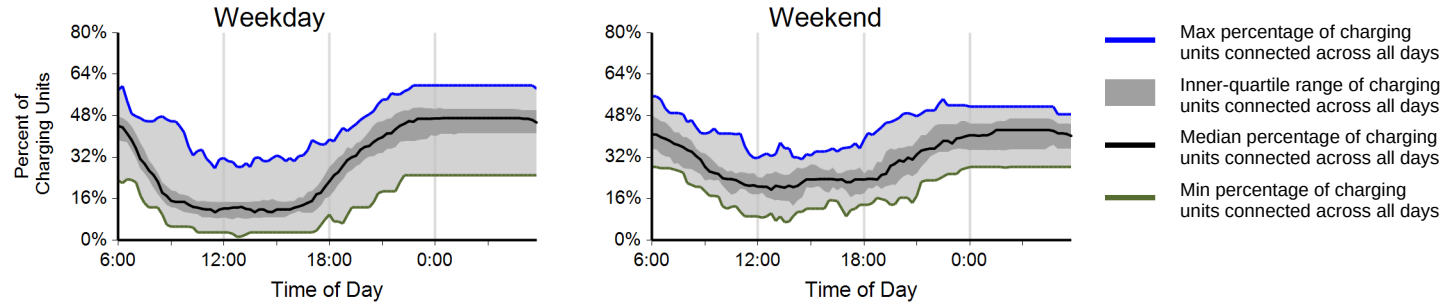
Electricity Consumed



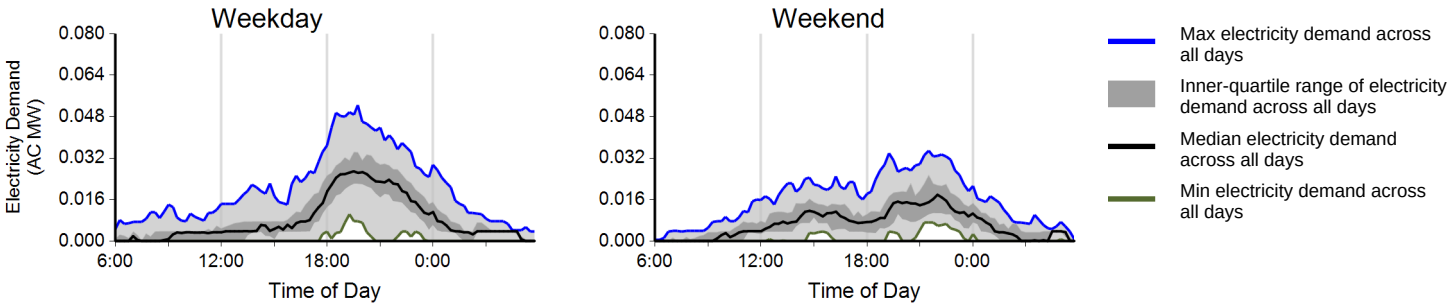
Charging Unit Utilization



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



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



[1] Includes 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.

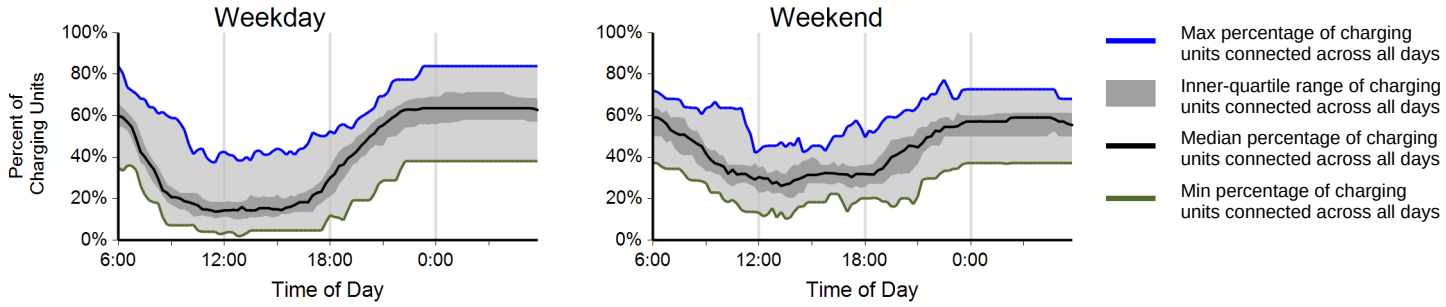
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Memphis, TN Metropolitan Area

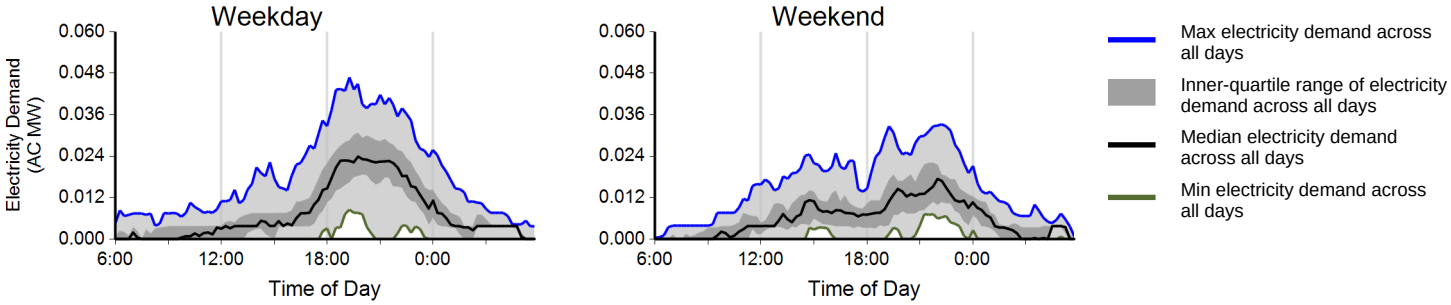
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	1,625	603	2,228
Electricity consumed (AC MWh)	12.19	4.02	16.20
Percent of time with a vehicle connected to EVSE	41%	42%	41%
Percent of time with a vehicle drawing power from EVSE	8%	7%	8%
Average number of charging events started per EVSE per day	0.92	0.82	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]



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

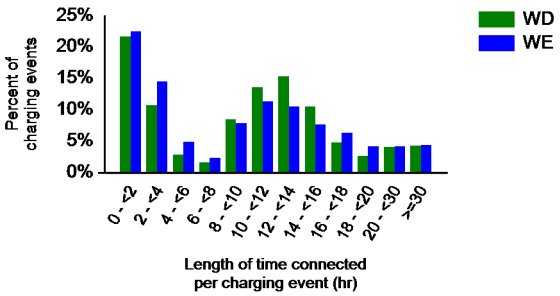
Region: Memphis, TN Metropolitan Area

Report period: July 2012 through September 2012

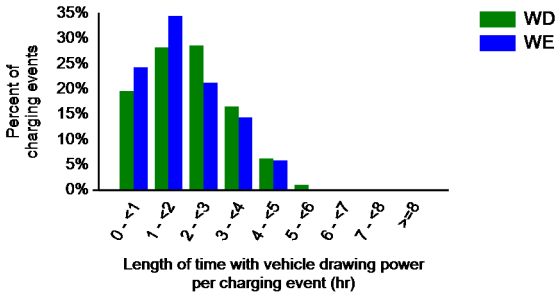
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	69%	31%	0%
Percent of electricity consumed	76%	24%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.6	10.5	11.3
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)	7.5	6.7	7.3

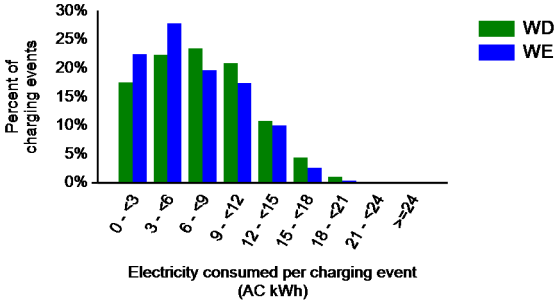
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



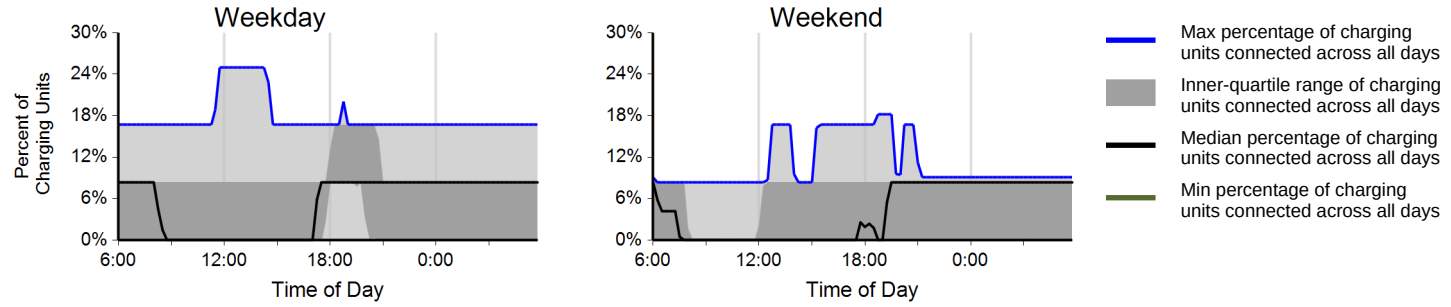
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Memphis, TN Metropolitan Area

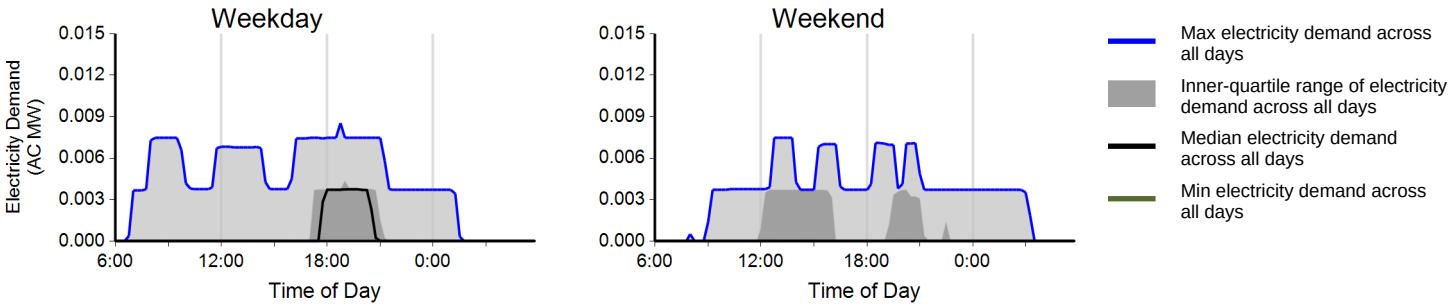
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	113	39	152
Electricity consumed (AC MWh)	1.10	0.37	1.48
Percent of time with a vehicle connected to EVSE	5%	4%	5%
Percent of time with a vehicle drawing power from EVSE	2%	1%	2%
Average number of charging events started per EVSE per day	0.15	0.12	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]



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

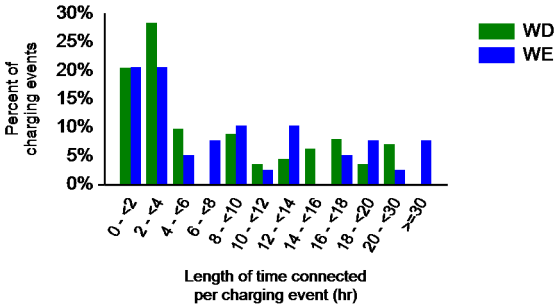
Region: Memphis, TN Metropolitan Area

Report period: July 2012 through September 2012

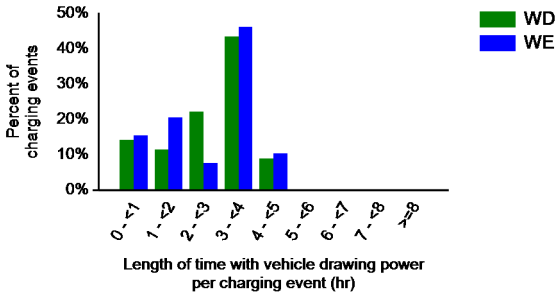
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	53%	3%	43%
Percent of electricity consumed	61%	1%	38%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	8.0	10.6	8.6
Average length of time with vehicle drawing power per charging event (hr)	2.7	2.7	2.7
Average electricity consumed per charging event (AC kWh)	9.8	9.6	9.7

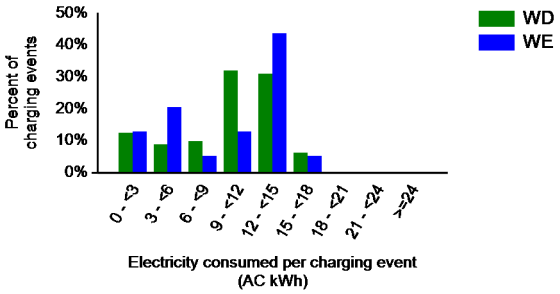
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Nashville, TN Metropolitan Area

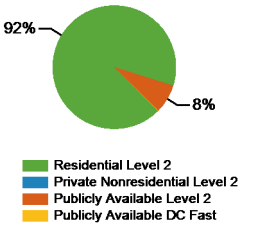
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 310

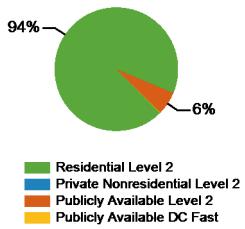
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	307	0	156	4	467
Number of charging events[2]	19,815	0	1,631	21	21,467
Electricity consumed (AC MWh)	163.02	0.00	10.58	0.17	173.77
Percent of time with a vehicle connected to charging unit	36%	0%	4%	0%	25%
Percent of time with a vehicle drawing power from charging unit	7%	0%	1%	0%	5%

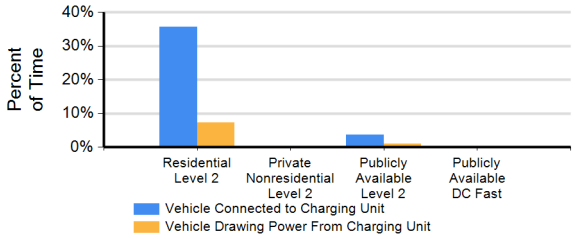
Number of Charge Events



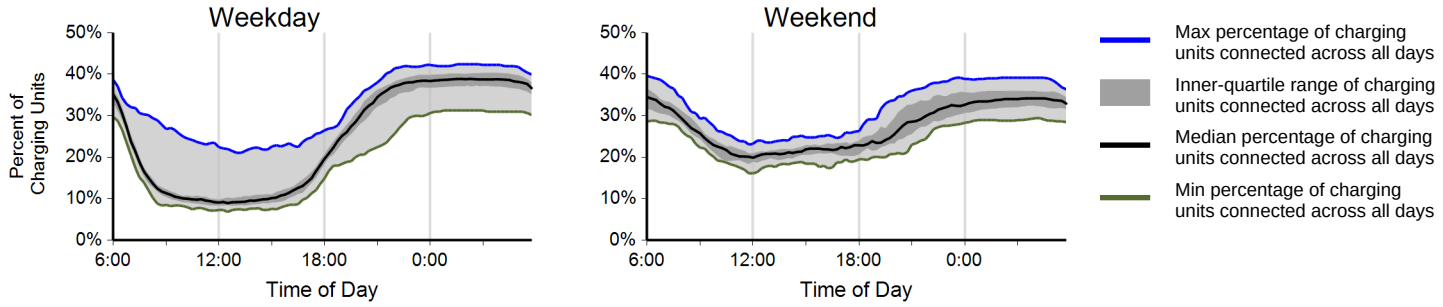
Electricity Consumed



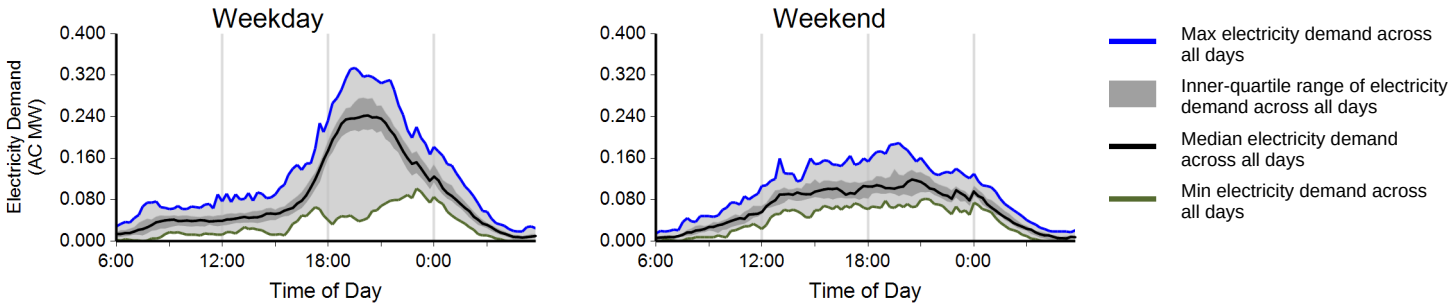
Charging Unit Utilization



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



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



[1] Includes 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.

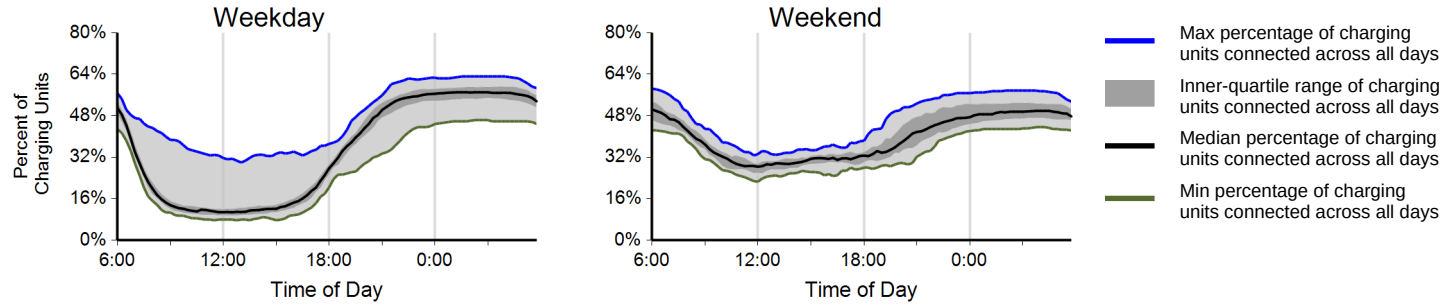
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Nashville, TN Metropolitan Area

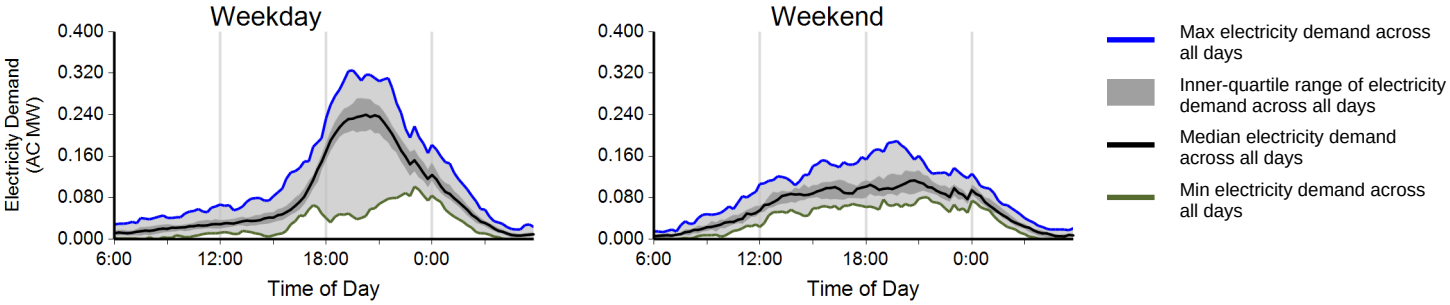
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	14,351	5,464	19,815
Electricity consumed (AC MWh)	123.26	39.76	163.02
Percent of time with a vehicle connected to EVSE	35%	39%	36%
Percent of time with a vehicle drawing power from EVSE	8%	6%	7%
Average number of charging events started per EVSE per day	0.79	0.73	0.77

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]



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

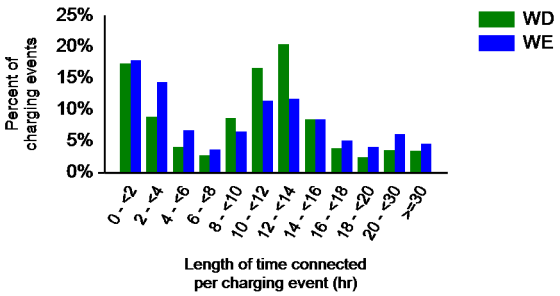
Region: Nashville, TN Metropolitan Area

Report period: July 2012 through September 2012

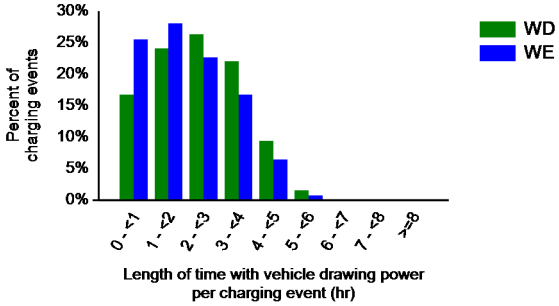
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	92%	8%	0%
Percent of electricity consumed	94%	6%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.2	11.1	11.2
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)	8.6	7.3	8.2

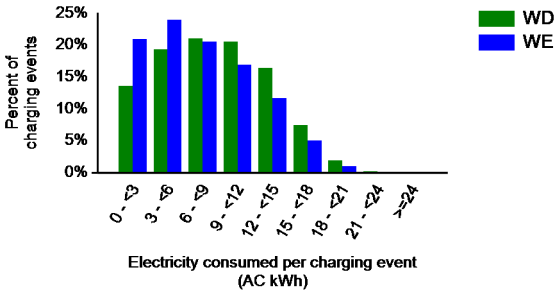
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



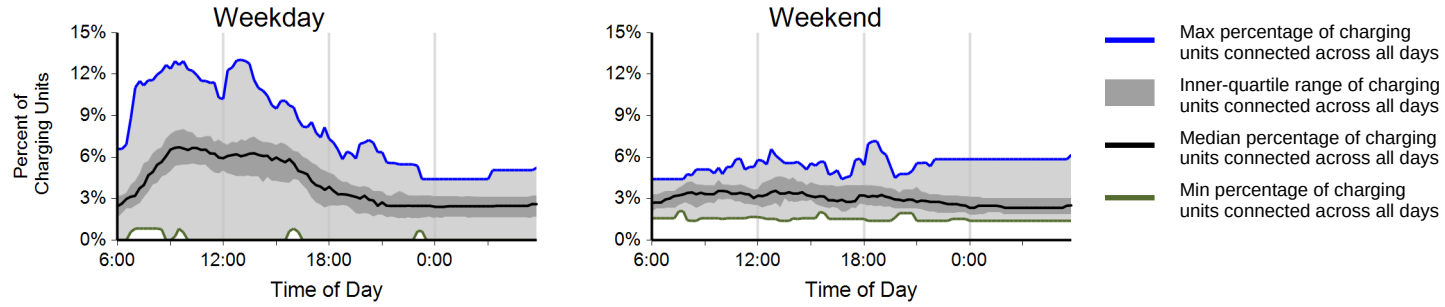
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Nashville, TN Metropolitan Area

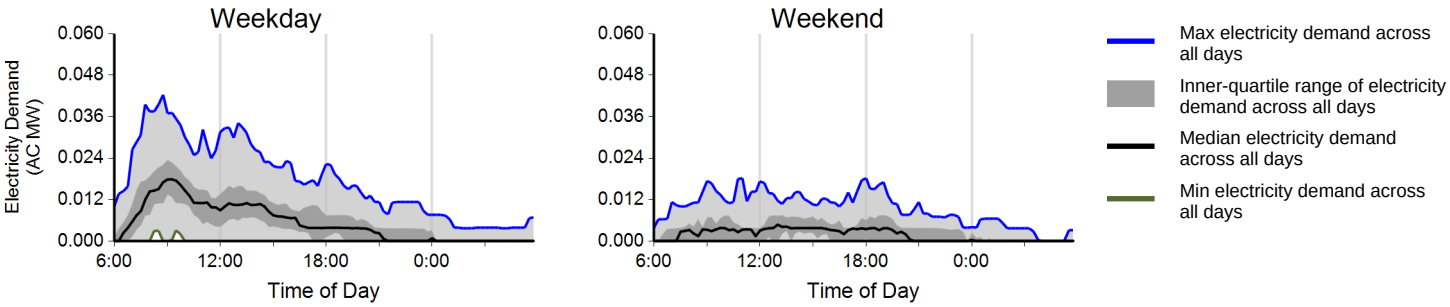
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	1,316	315	1,631
Electricity consumed (AC MWh)	9.06	1.52	10.58
Percent of time with a vehicle connected to EVSE	4%	3%	4%
Percent of time with a vehicle drawing power from EVSE	1%	0%	1%
Average number of charging events started per EVSE per day	0.15	0.09	0.13

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

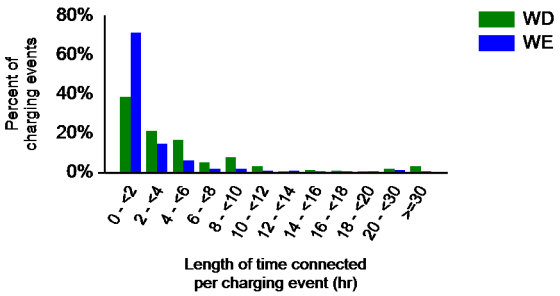
Region: Nashville, TN Metropolitan Area

Report period: July 2012 through September 2012

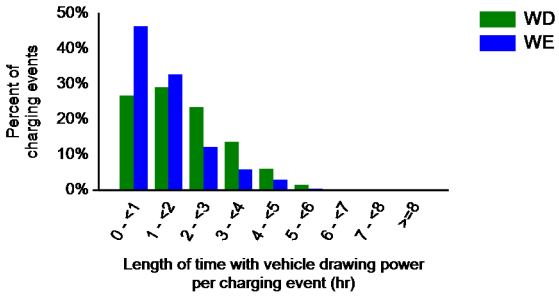
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	52%	4%	44%
Percent of electricity consumed	50%	4%	47%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	7.7	3.1	6.8
Average length of time with vehicle drawing power per charging event (hr)	2.0	1.4	1.8
Average electricity consumed per charging event (AC kWh)	6.9	4.9	6.5

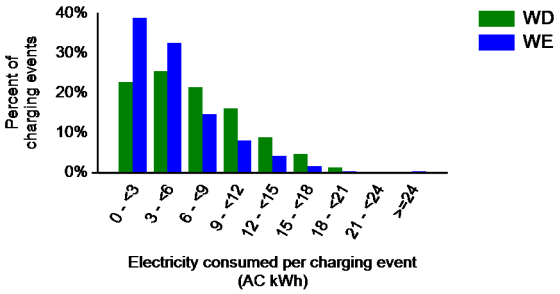
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

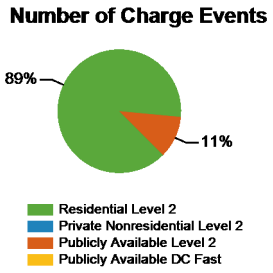
Region: Dallas/Ft. Worth, TX Metropolitan Area

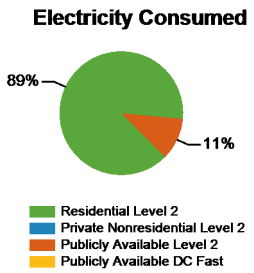
Report period: July 2012 through September 2012

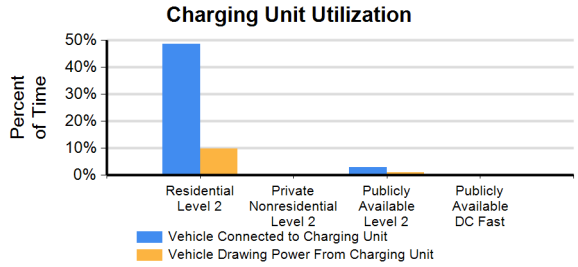
Number of EV Project vehicles in region: 109

Charging Unit Usage

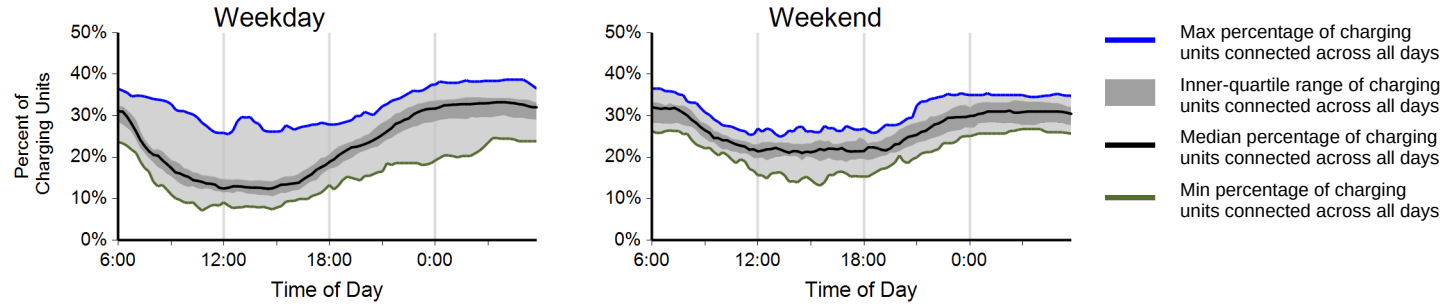
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	110	0	115	0	225
Number of charging events[2]	7,735	0	957	0	8,692
Electricity consumed (AC MWh)	49.75	0.00	6.16	0.00	55.91
Percent of time with a vehicle connected to charging unit	49%	0%	3%	0%	24%
Percent of time with a vehicle drawing power from charging unit	10%	0%	1%	0%	5%



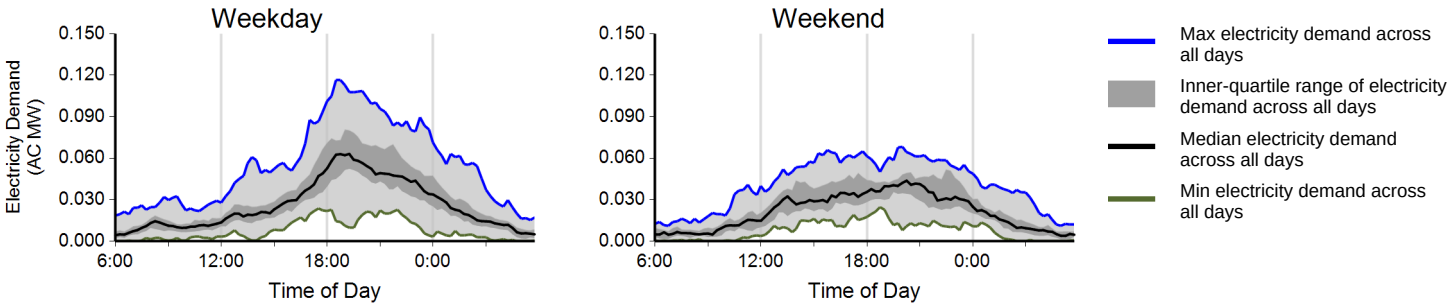




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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

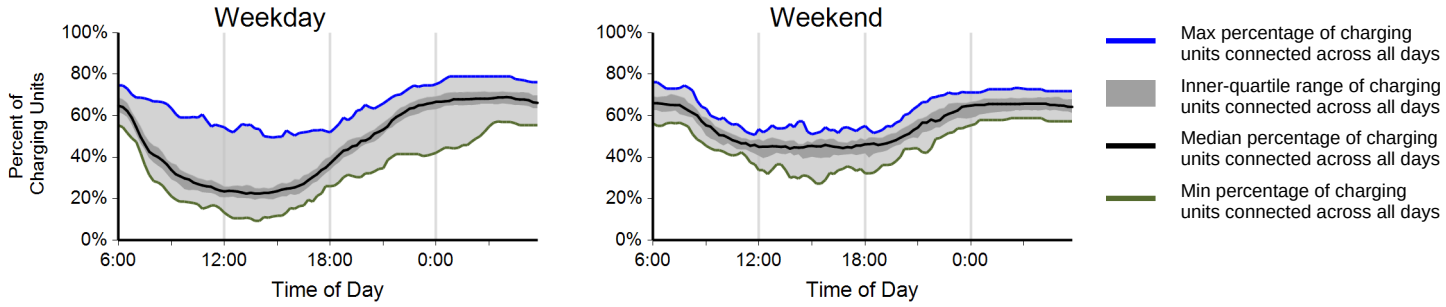
Note: throughout this report, weekdays are defined as the period from Monday 6:00 AM until Saturday 6:00 AM. The weekend is defined as the period from Saturday 6:00 AM until Monday 6:00 AM.

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

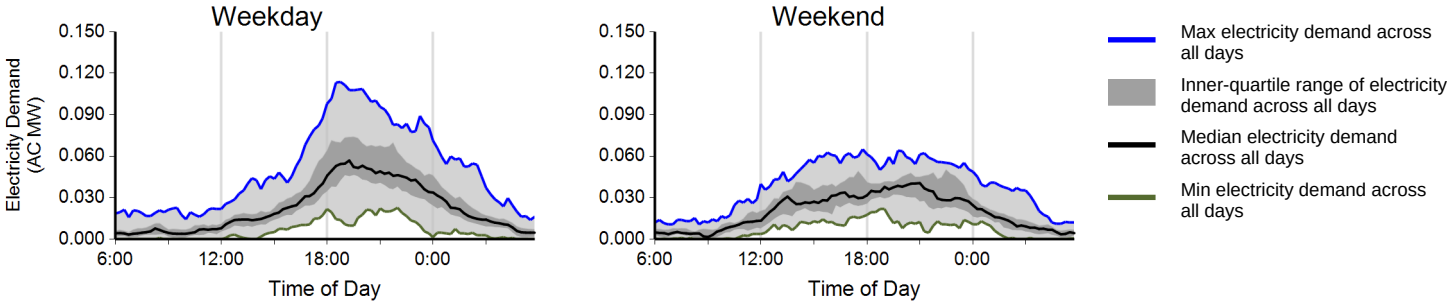
Region: Dallas/Ft. Worth, TX Metropolitan Area
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	5,611	2,124	7,735
Electricity consumed (AC MWh)	36.78	12.97	49.75
Percent of time with a vehicle connected to EVSE	46%	54%	49%
Percent of time with a vehicle drawing power from EVSE	10%	9%	10%
Average number of charging events started per EVSE per day	1.08	0.98	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]



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

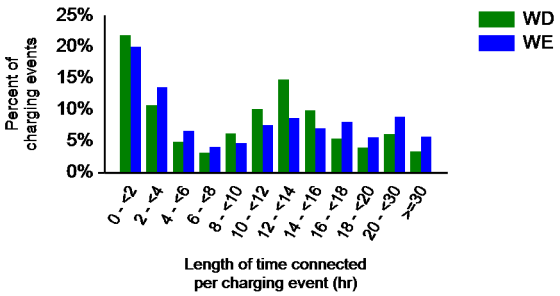
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: July 2012 through September 2012

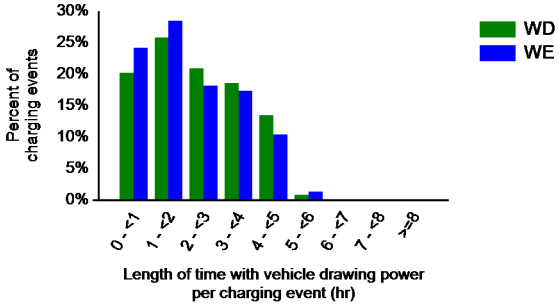
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	100%	0%
Percent of electricity consumed	0%	100%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.1	11.6	11.3
Average length of time with vehicle drawing power per charging event (hr)	2.3	2.1	2.3
Average electricity consumed per charging event (AC kWh)	6.6	6.1	6.4

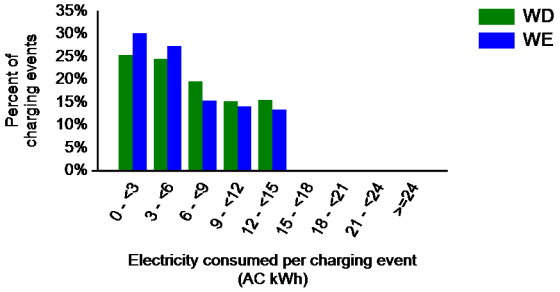
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



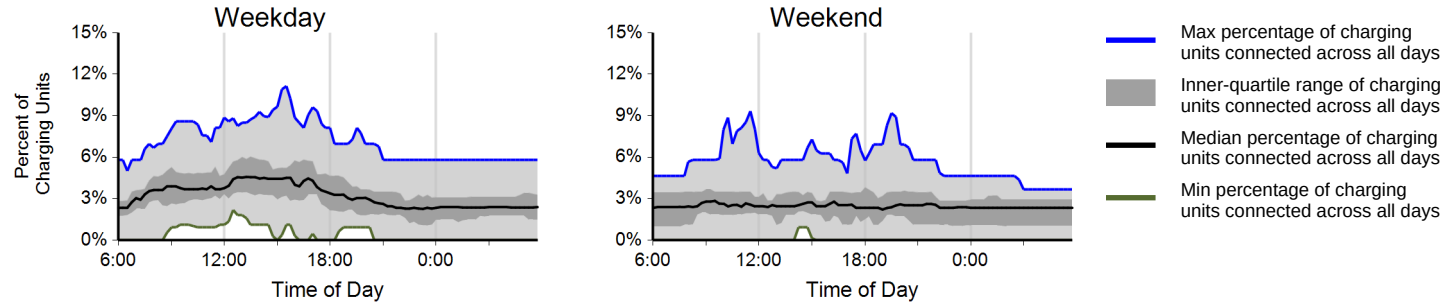
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Dallas/Ft. Worth, TX Metropolitan Area

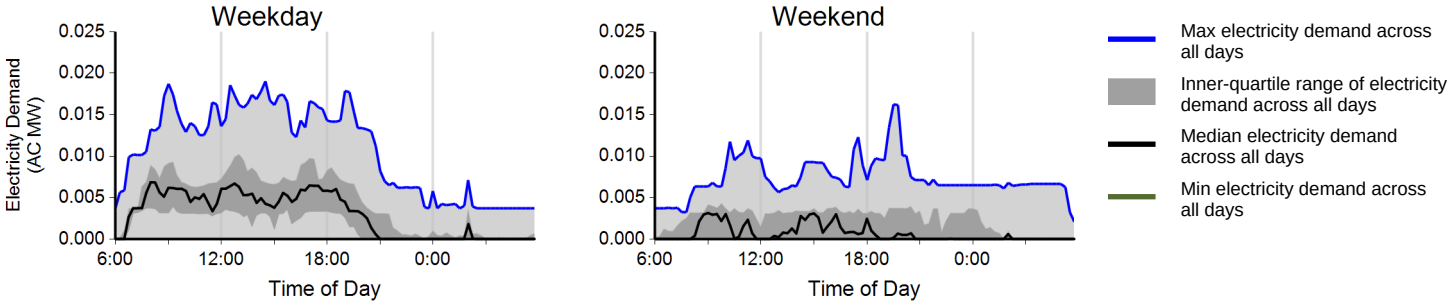
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	801	156	957
Electricity consumed (AC MWh)	5.22	0.94	6.16
Percent of time with a vehicle connected to EVSE	3%	2%	3%
Percent of time with a vehicle drawing power from EVSE	1%	1%	1%
Average number of charging events started per EVSE per day	0.13	0.06	0.11

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

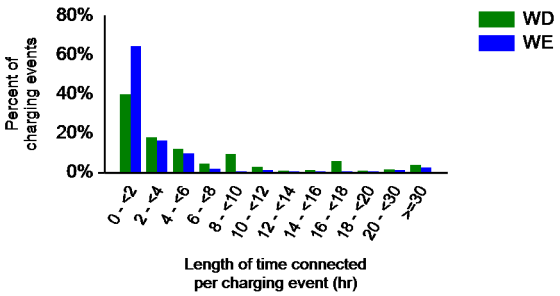
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: July 2012 through September 2012

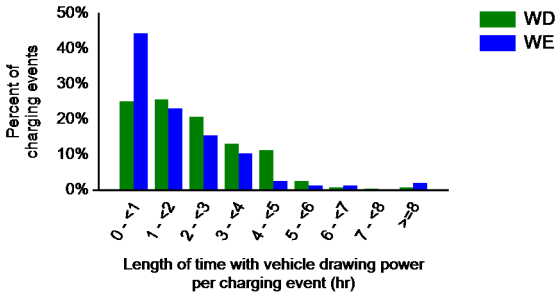
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	25%	75%
Percent of electricity consumed	0%	24%	76%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	7.2	3.4	6.6
Average length of time with vehicle drawing power per charging event (hr)	2.3	1.8	2.2
Average electricity consumed per charging event (AC kWh)	6.6	5.7	6.4

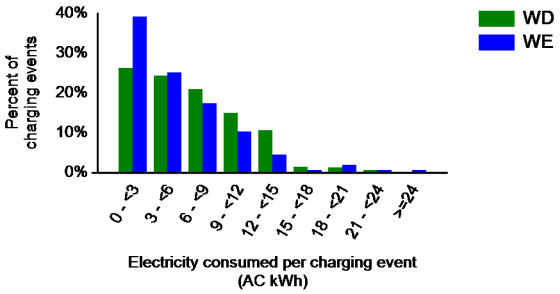
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Houston, TX Metropolitan Area

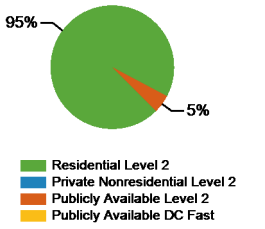
Report period: July 2012 through September 2012

Number of EV Project vehicles in region: 59

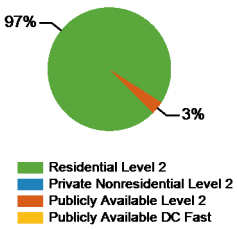
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	59	0	39	0	98
Number of charging events[2]	4,629	0	231	0	4,860
Electricity consumed (AC MWh)	31.69	0.00	1.13	0.00	32.82
Percent of time with a vehicle connected to charging unit	47%	0%	1%	0%	29%
Percent of time with a vehicle drawing power from charging unit	9%	0%	0%	0%	6%

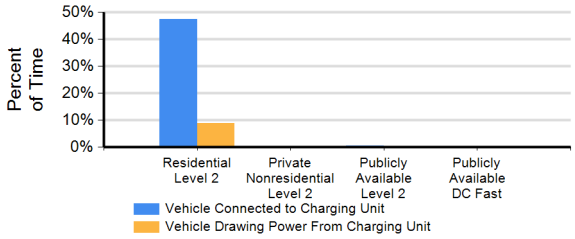
Number of Charge Events



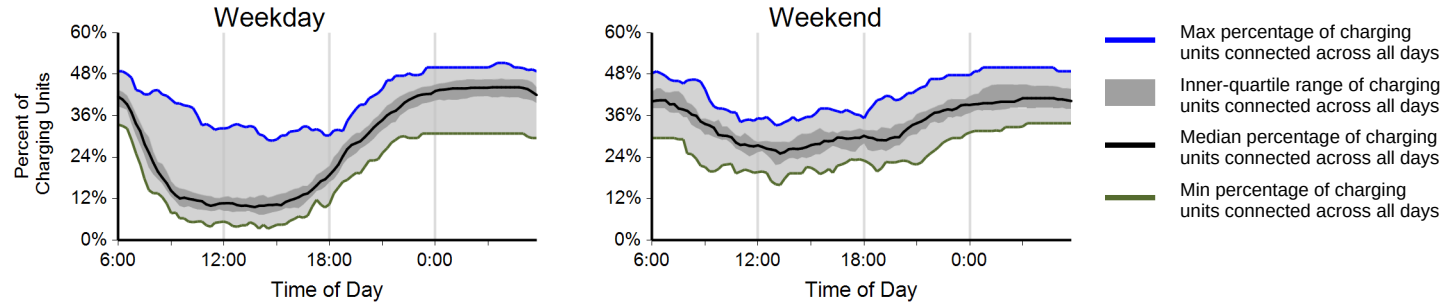
Electricity Consumed



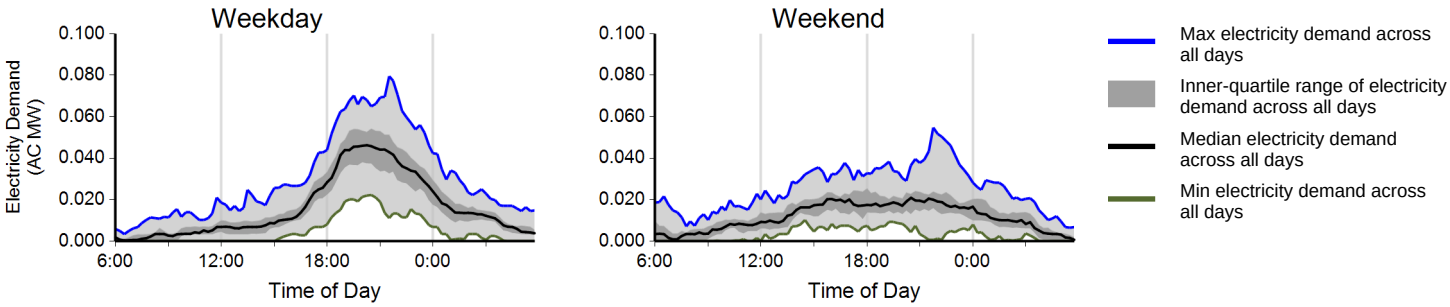
Charging Unit Utilization



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



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



[1] Includes 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.

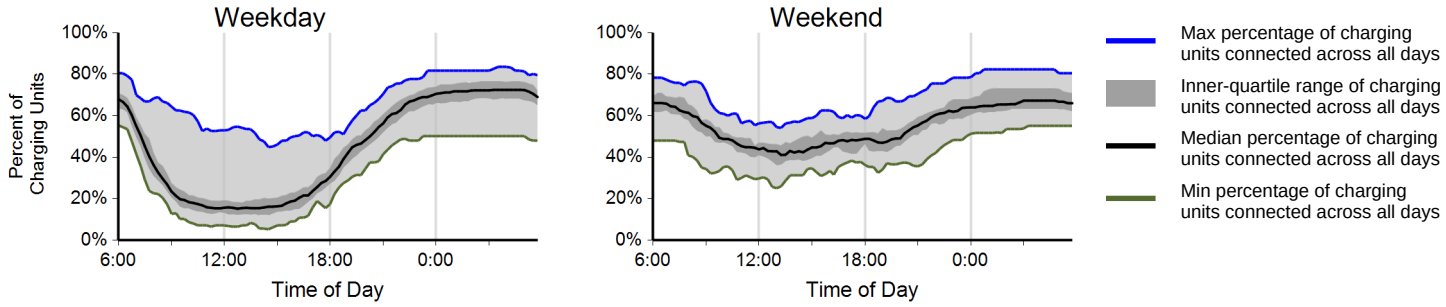
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Houston, TX Metropolitan Area

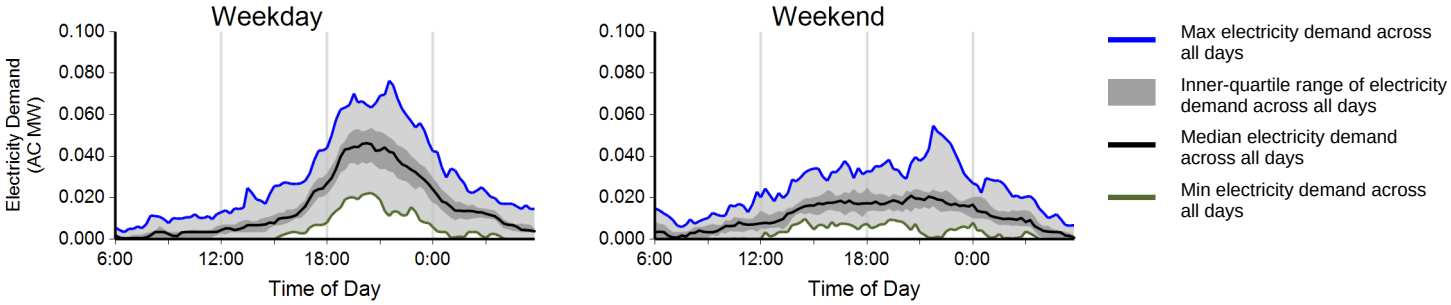
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	3,321	1,308	4,629
Electricity consumed (AC MWh)	24.27	7.42	31.69
Percent of time with a vehicle connected to EVSE	45%	54%	47%
Percent of time with a vehicle drawing power from EVSE	10%	7%	9%
Average number of charging events started per EVSE per day	0.96	0.91	0.94

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



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



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

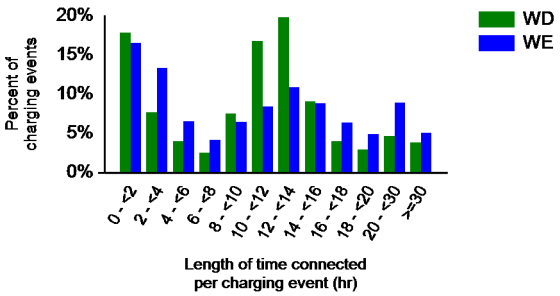
Region: Houston, TX Metropolitan Area

Report period: July 2012 through September 2012

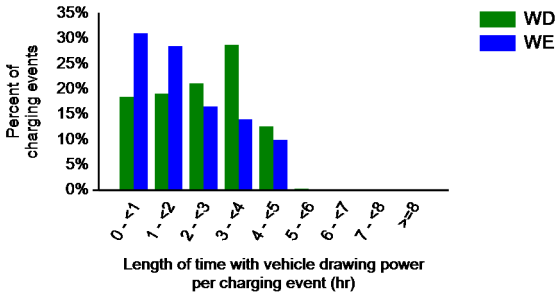
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	100%	0%
Percent of electricity consumed	0%	100%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.2	12.1	12.1
Average length of time with vehicle drawing power per charging event (hr)	2.5	1.9	2.3
Average electricity consumed per charging event (AC kWh)	7.3	5.6	6.8

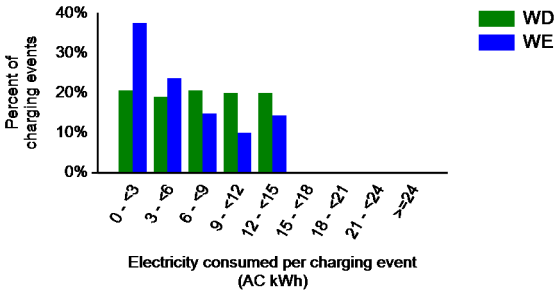
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



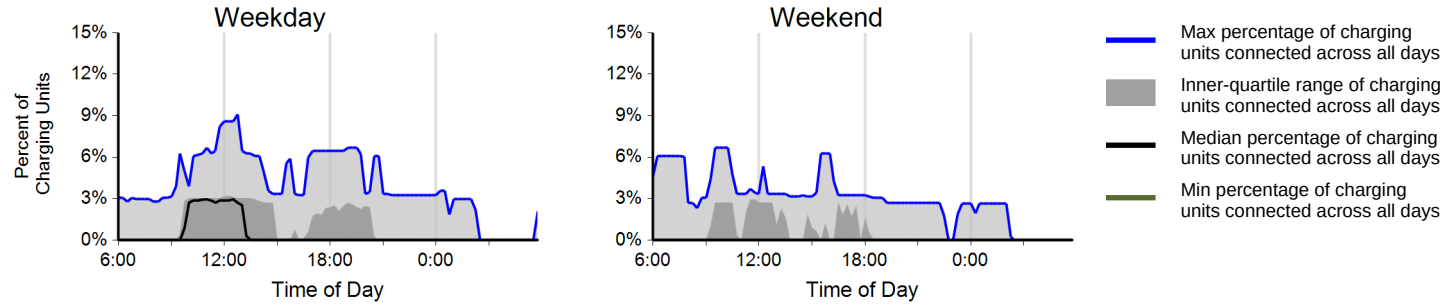
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Houston, TX Metropolitan Area

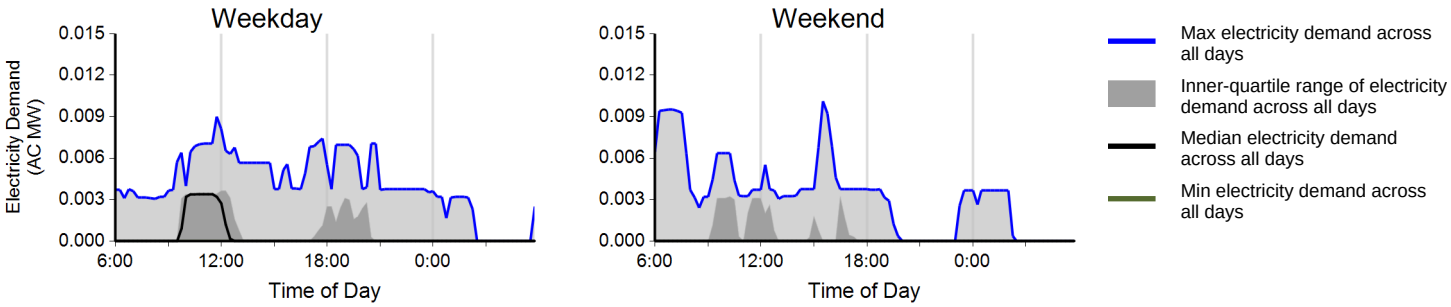
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	186	45	231
Electricity consumed (AC MWh)	0.87	0.26	1.13
Percent of time with a vehicle connected to EVSE	1%	0%	1%
Percent of time with a vehicle drawing power from EVSE	1%	0%	0%
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]



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

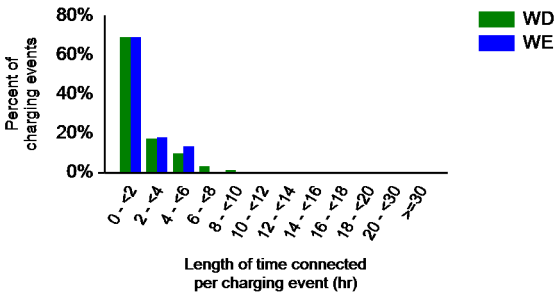
Region: Houston, TX Metropolitan Area

Report period: July 2012 through September 2012

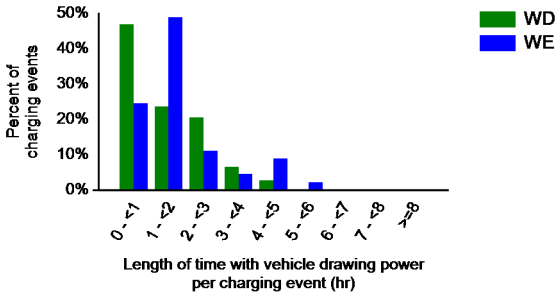
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	23%	77%
Percent of electricity consumed	0%	30%	70%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	1.9	1.9	1.9
Average length of time with vehicle drawing power per charging event (hr)	1.5	1.7	1.5
Average electricity consumed per charging event (AC kWh)	4.8	5.5	4.9

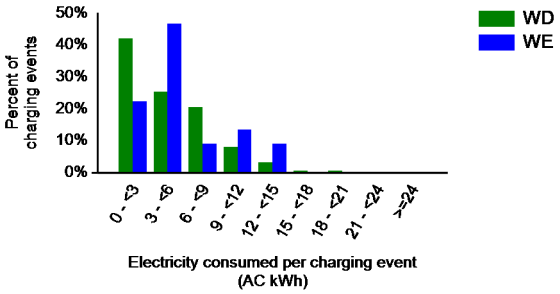
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

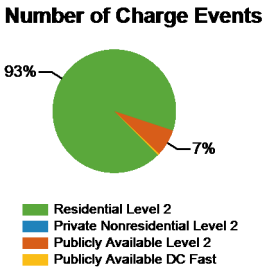
Region: Washington State

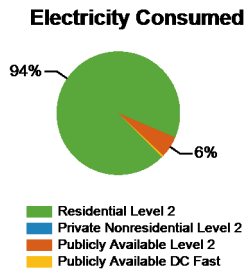
Report period: July 2012 through September 2012

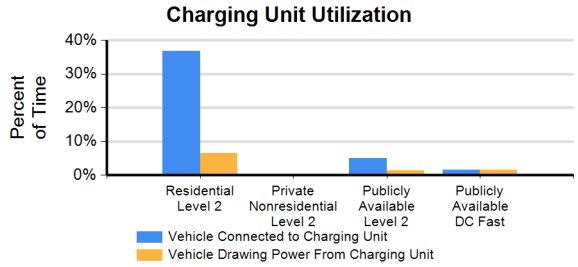
Number of EV Project vehicles in region: 567

Charging Unit Usage

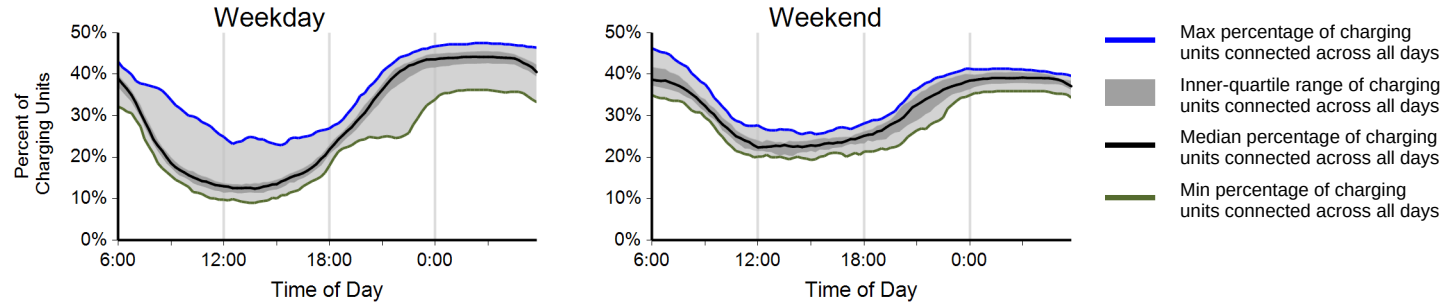
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	569	0	181	3	753
Number of charging events[2]	37,542	0	2,850	157	40,549
Electricity consumed (AC MWh)	278.02	0.00	16.77	1.31	296.10
Percent of time with a vehicle connected to charging unit	37%	0%	5%	2%	29%
Percent of time with a vehicle drawing power from charging unit	7%	0%	1%	2%	5%



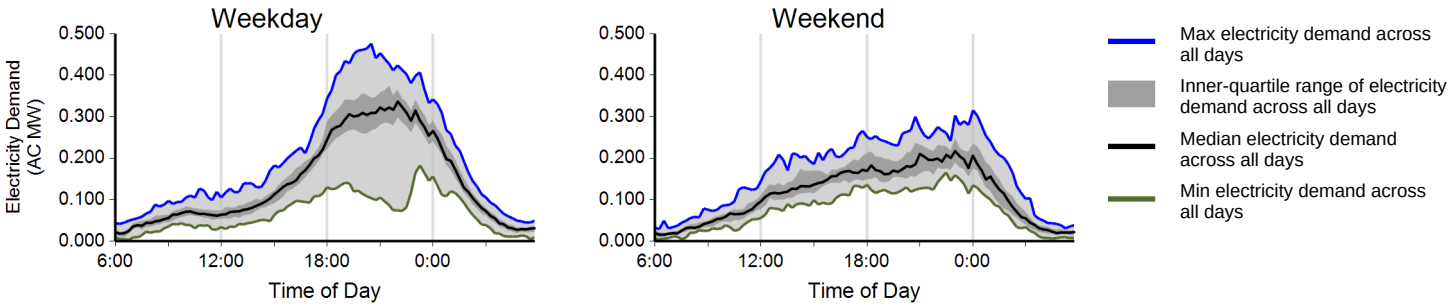




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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.

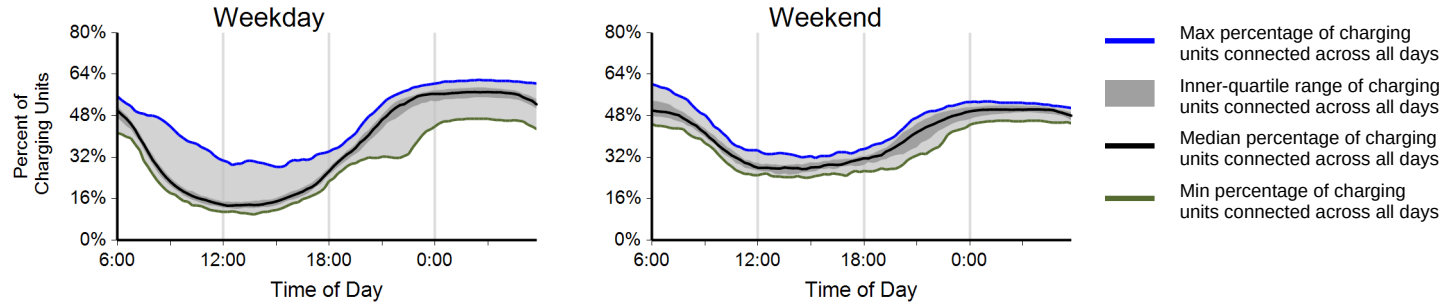
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Washington State

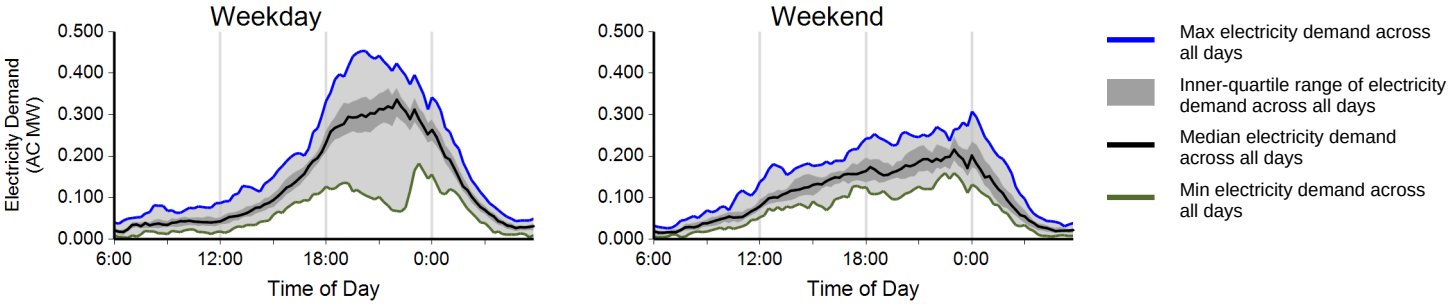
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	27,625	9,917	37,542
Electricity consumed (AC MWh)	208.93	69.09	278.02
Percent of time with a vehicle connected to EVSE	36%	39%	37%
Percent of time with a vehicle drawing power from EVSE	7%	6%	7%
Average number of charging events started per EVSE per day	0.80	0.69	0.77

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]



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

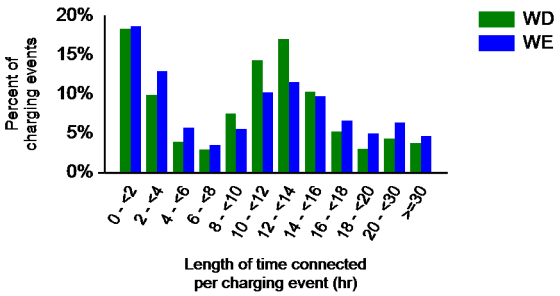
Region: Washington State

Report period: July 2012 through September 2012

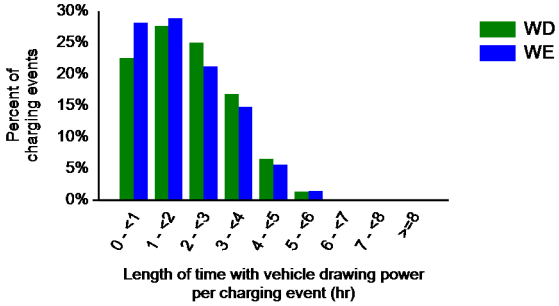
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	86%	14%	0%
Percent of electricity consumed	90%	10%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.5	11.5	11.5
Average length of time with vehicle drawing power per charging event (hr)	2.1	2.0	2.1
Average electricity consumed per charging event (AC kWh)	7.6	7.0	7.4

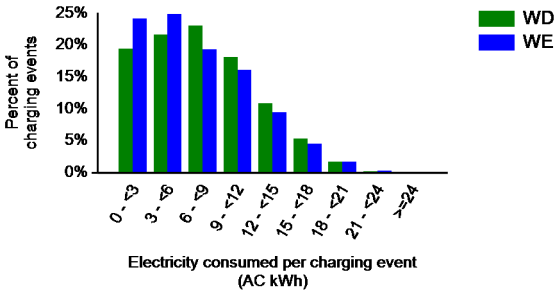
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



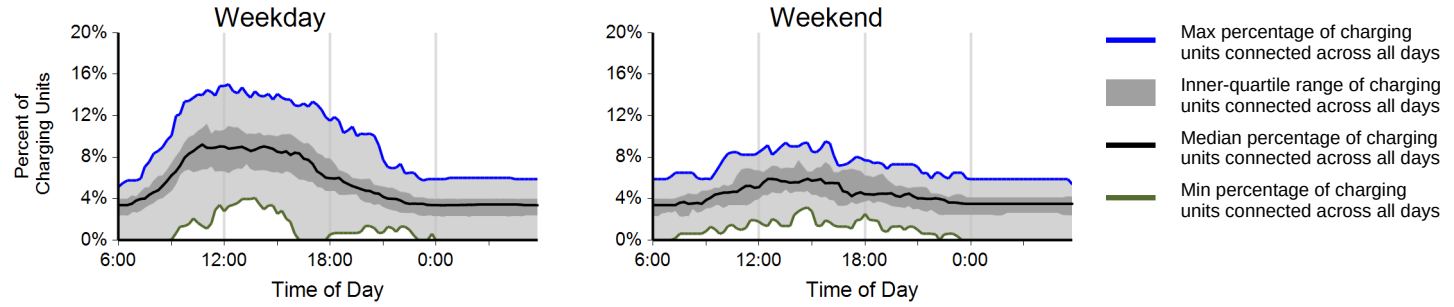
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Washington State

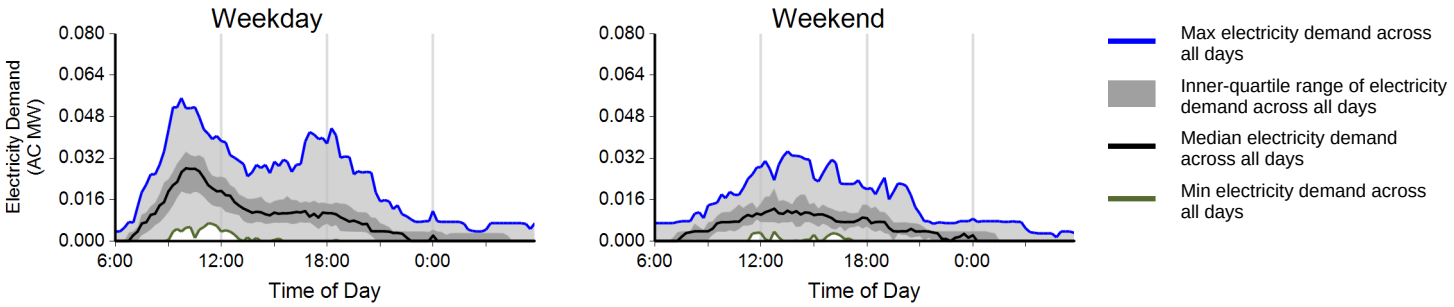
Report period: July 2012 through September 2012

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	2,214	636	2,850
Electricity consumed (AC MWh)	13.39	3.38	16.77
Percent of time with a vehicle connected to EVSE	5%	4%	5%
Percent of time with a vehicle drawing power from EVSE	2%	1%	1%
Average number of charging events started per EVSE per day	0.21	0.14	0.19

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]



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

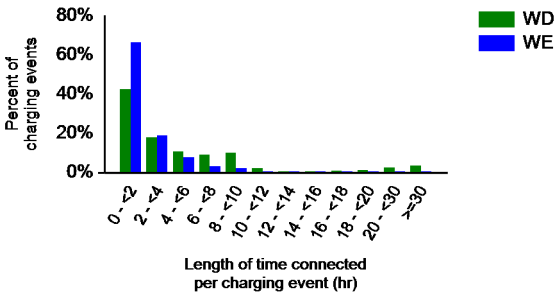
Region: Washington State

Report period: July 2012 through September 2012

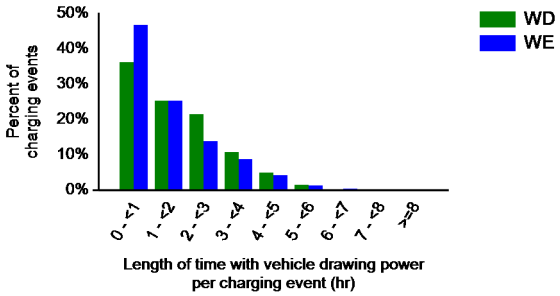
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	31%	4%	65%
Percent of electricity consumed	29%	4%	67%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	7.7	2.4	6.5
Average length of time with vehicle drawing power per charging event (hr)	1.8	1.5	1.7
Average electricity consumed per charging event (AC kWh)	6.1	5.3	5.9

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



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



Distribution of Electricity Consumed per Charging Event