

EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: ALL

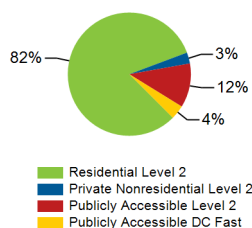
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 5858

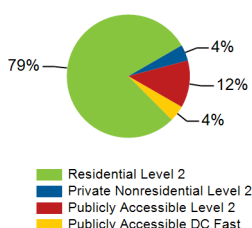
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|----------|
| Number of charging units ¹ | 5,859 | 373 | 2,663 | 100 | 8,995 |
| Number of charging events ² | 439,590 | 15,547 | 62,337 | 19,912 | 537,386 |
| Electricity consumed (AC MWh) | 3,346.53 | 178.06 | 525.40 | 176.91 | 4,226.90 |
| Percent of time with a vehicle connected to charging unit | 40% | 18% | 5% | 3% | 29% |
| Percent of time with a vehicle drawing power from charging unit | 7% | 7% | 2% | 3% | 6% |

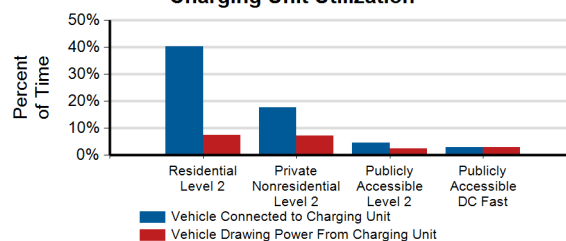
Number of Charge Events



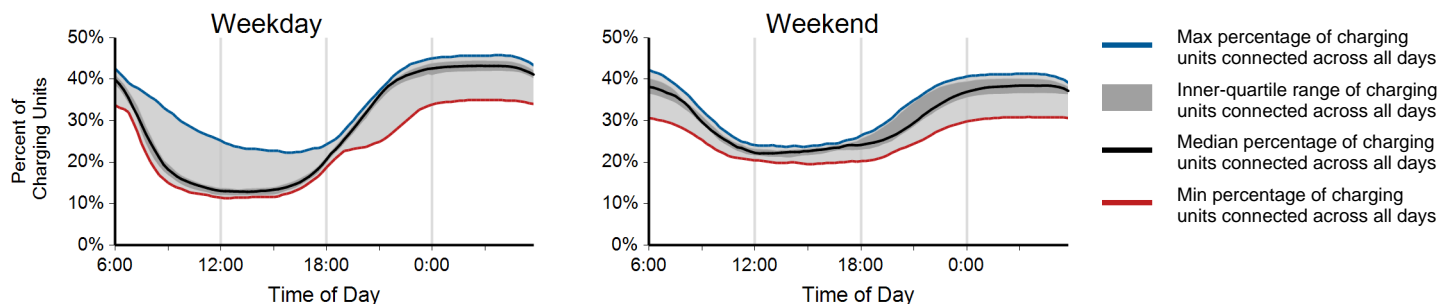
Electricity Consumed



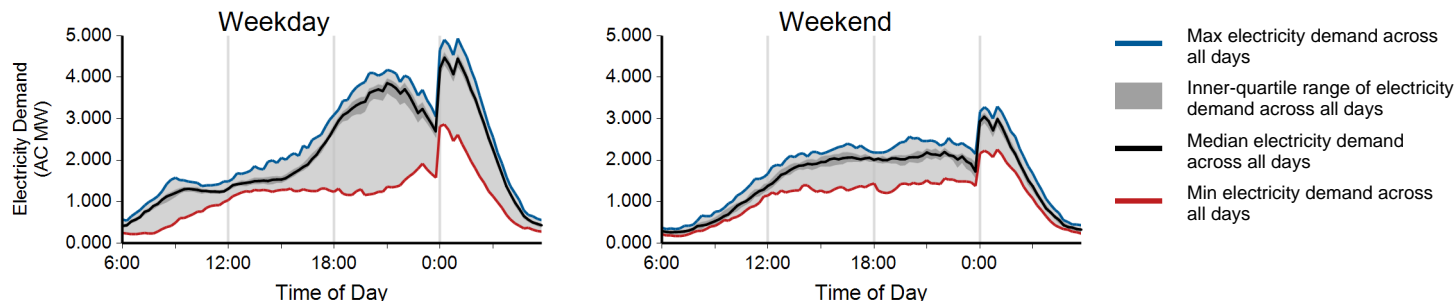
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

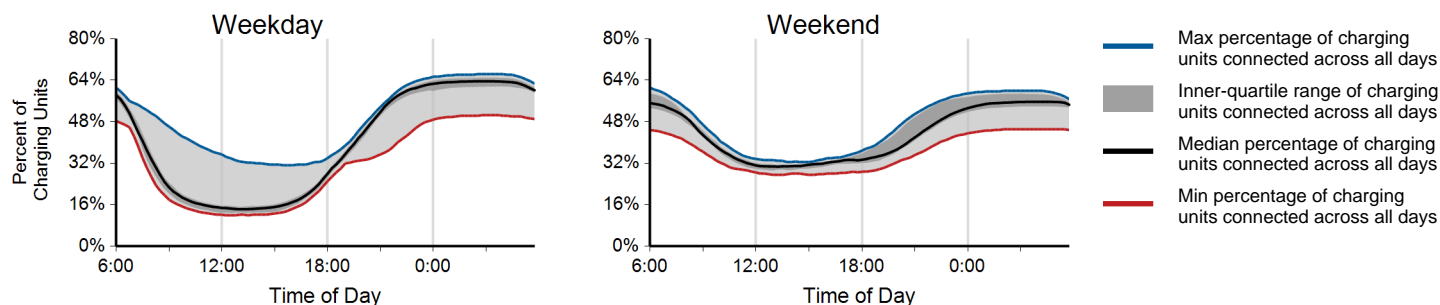
Region: ALL

Report period: July 2013 through September 2013

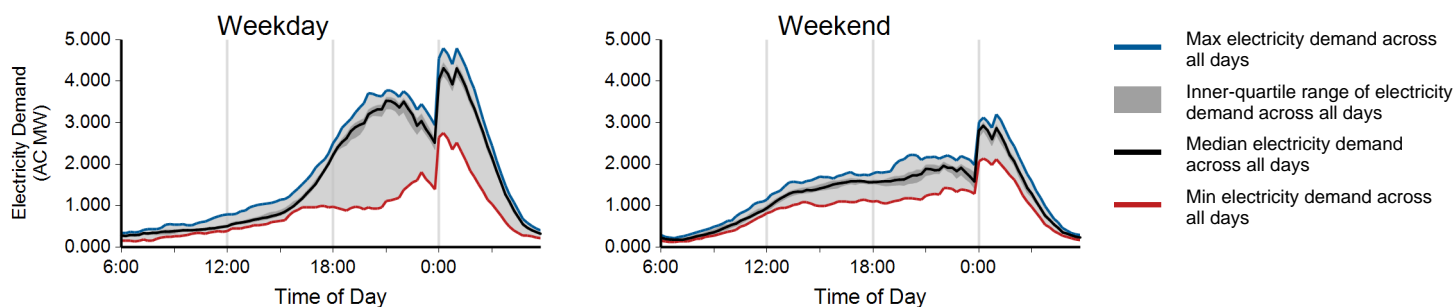
EVSE Usage

| | Weekday | Weekend | Overall |
|--|----------|---------|----------|
| Number of charging events | 325,940 | 113,650 | 439,590 |
| Electricity consumed (AC MWh) | 2,573.88 | 772.65 | 3,346.53 |
| Percent of time with a vehicle connected to EVSE | 39% | 43% | 40% |
| Percent of time with a vehicle drawing power from EVSE | 8% | 6% | 7% |
| Average number of charging events started per EVSE per day | 0.85 | 0.74 | 0.82 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: ALL

Report period: July 2013 through September 2013

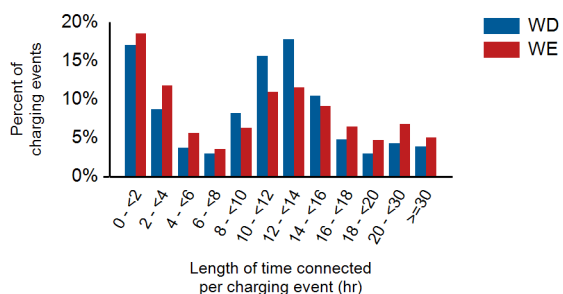
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 63% | 37% | 0% |
| Percent of electricity consumed | 68% | 32% | 0% |

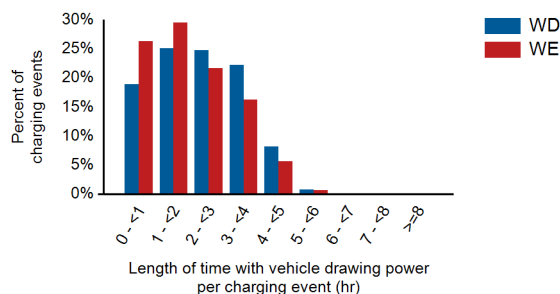
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 12.0 | 11.8 | 11.9 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.3 | 2.0 | 2.2 |
| Average electricity consumed per charging event (AC kWh) | 7.9 | 6.8 | 7.6 |

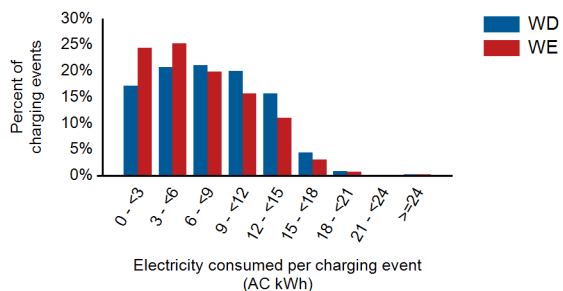
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

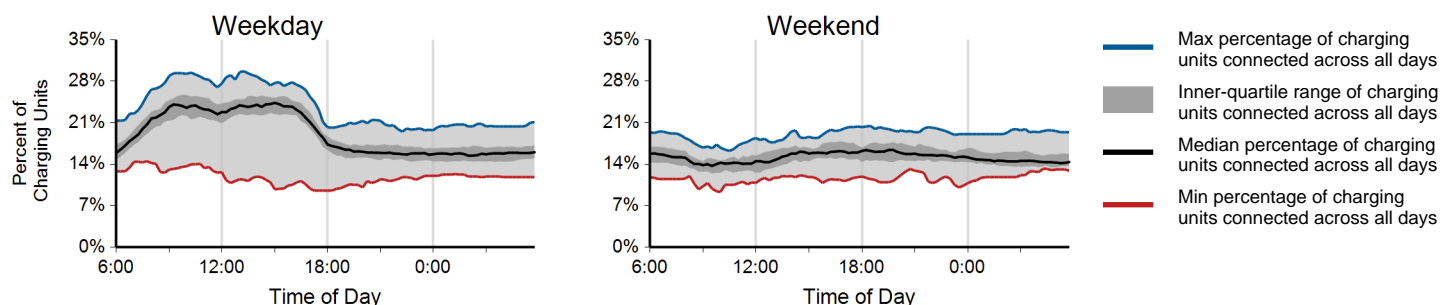
Region: ALL

Report period: July 2013 through September 2013

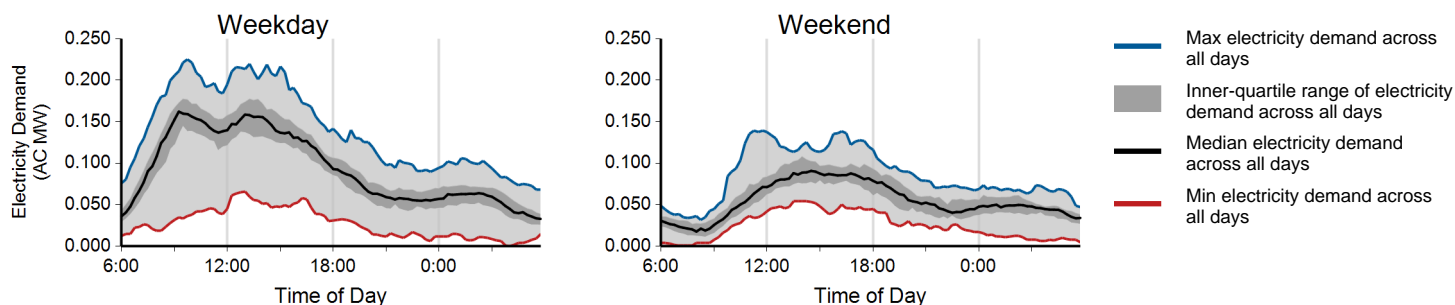
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 12,950 | 2,597 | 15,547 |
| Electricity consumed (AC MWh) | 143.70 | 34.36 | 178.06 |
| Percent of time with a vehicle connected to EVSE | 19% | 15% | 18% |
| Percent of time with a vehicle drawing power from EVSE | 8% | 5% | 7% |
| Average number of charging events started per EVSE per day | 0.59 | 0.29 | 0.50 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: ALL

Report period: July 2013 through September 2013

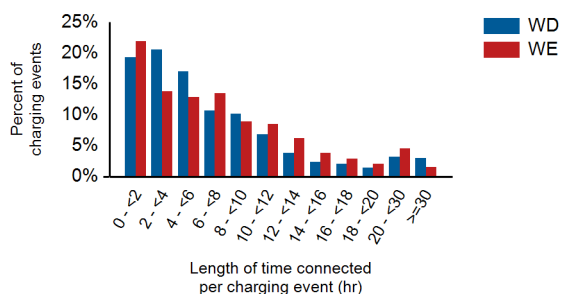
Vehicles Charged

| | Car sharing fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|--------------------------------|-------------|----------------|---------|
| Percent of charging events | 40% | 6% | 4% | 50% |
| Percent of electricity consumed | 57% | 4% | 3% | 37% |

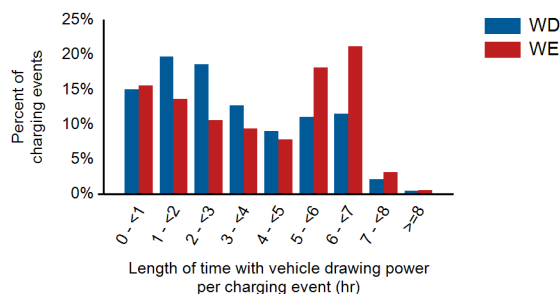
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 8.7 | 8.0 | 8.6 |
| Average length of time with vehicle drawing power per charging event (hr) | 3.3 | 3.9 | 3.4 |
| Average electricity consumed per charging event (AC kWh) | 11.1 | 13.3 | 11.5 |

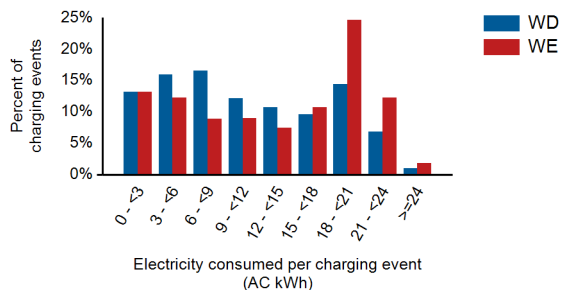
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



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

Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

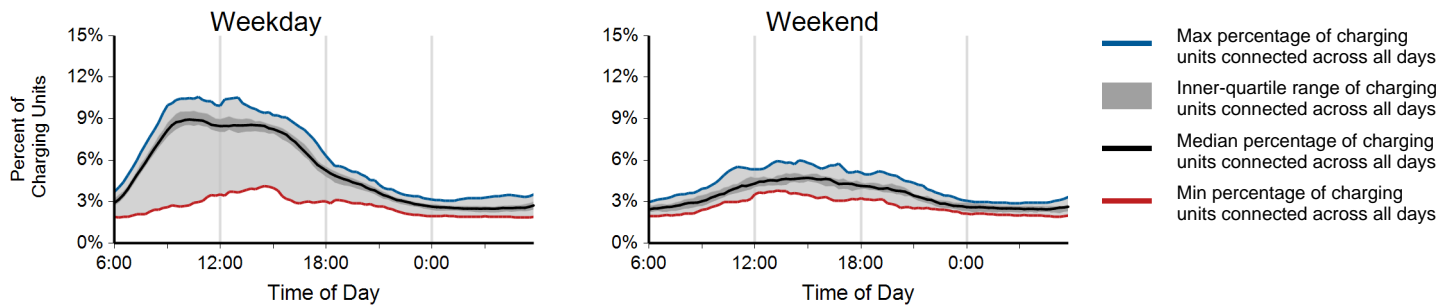
Region: ALL

Report period: July 2013 through September 2013

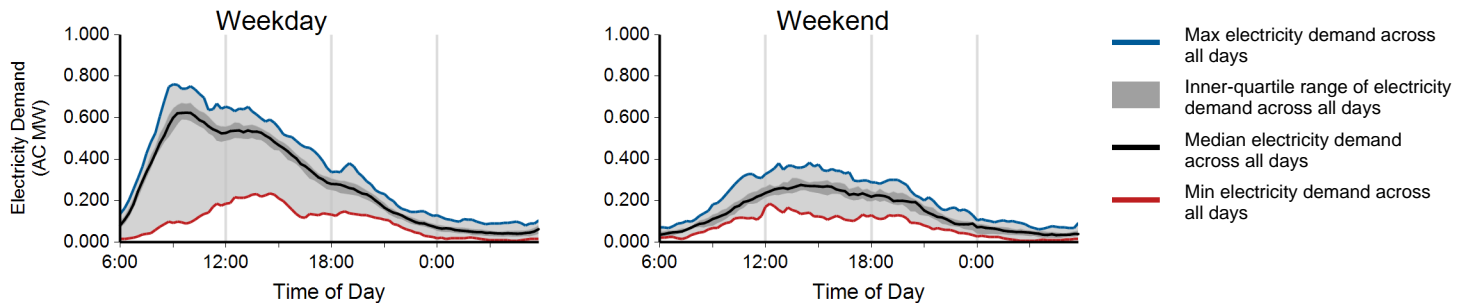
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 51,163 | 11,174 | 62,337 |
| Electricity consumed (AC MWh) | 435.82 | 89.57 | 525.40 |
| Percent of time with a vehicle connected to EVSE | 5% | 3% | 5% |
| Percent of time with a vehicle drawing power from EVSE | 3% | 1% | 2% |
| Average number of charging events started per EVSE per day | 0.30 | 0.17 | 0.26 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: ALL

Report period: July 2013 through September 2013

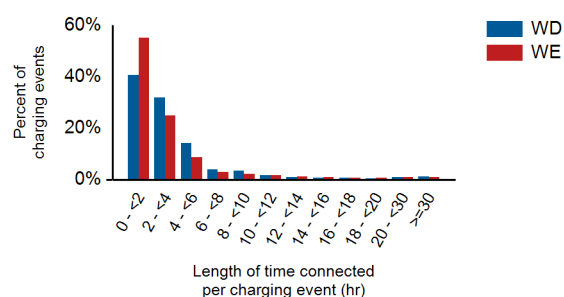
Vehicles Charged

| | Car sharing fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|--------------------------------|-------------|----------------|---------|
| Percent of charging events | 5% | 11% | 3% | 80% |
| Percent of electricity consumed | 8% | 9% | 2% | 81% |

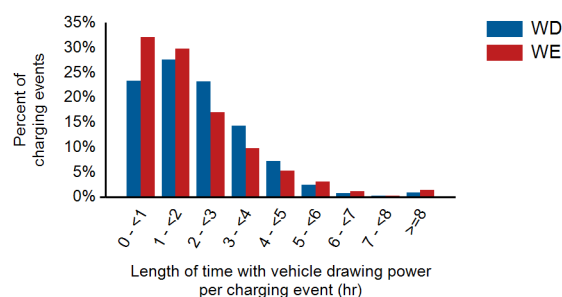
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 4.4 | 3.5 | 4.3 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.2 | 2.1 | 2.2 |
| Average electricity consumed per charging event (AC kWh) | 8.5 | 8.1 | 8.4 |

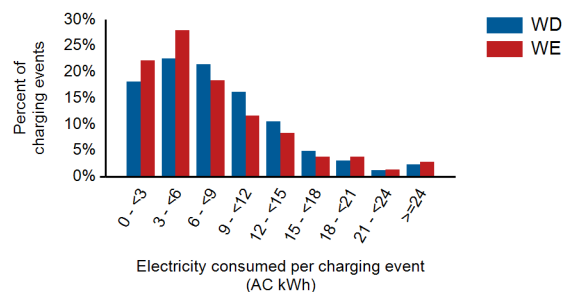
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



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

DC Fast Chargers

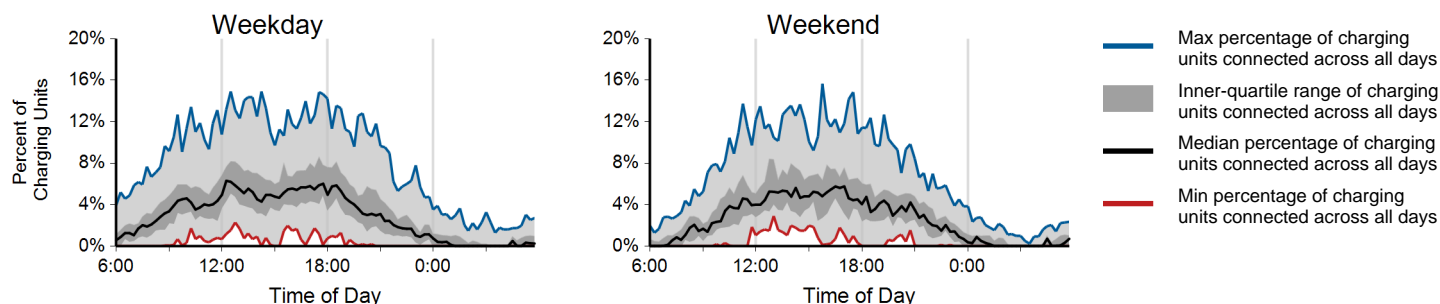
Region: ALL

Report period: July 2013 through September 2013

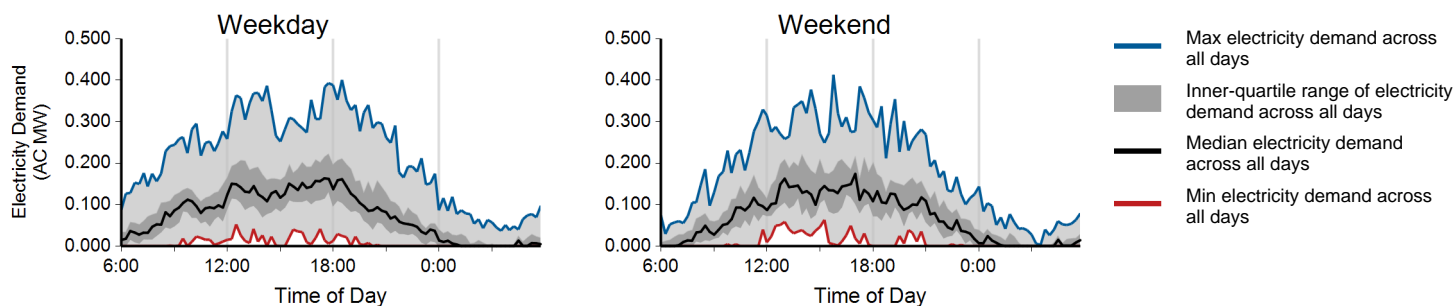
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 14,784 | 5,128 | 19,912 |
| Electricity consumed (AC MWh) | 130.81 | 46.10 | 176.91 |
| Percent of time with a vehicle connected to EVSE | 3% | 3% | 3% |
| Percent of time with a vehicle drawing power from EVSE | 3% | 3% | 3% |
| Average number of charging events started per EVSE per day | 2.35 | 2.04 | 2.26 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



DC Fast Chargers

Region: ALL

Report period: July 2013 through September 2013

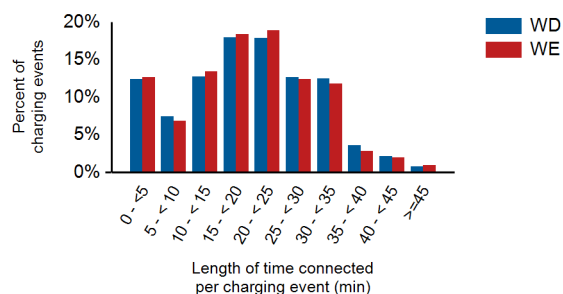
Vehicles Charged

| | Car sharing fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|--------------------------------|-------------|----------------|---------|
| Percent of charging events | 0% | 19% | 0% | 81% |
| Percent of electricity consumed | 0% | 17% | 0% | 83% |

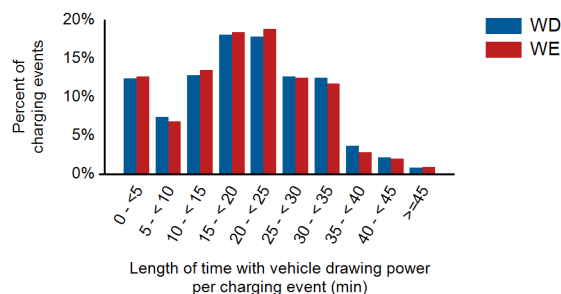
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|--|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (min) | 19.6 | 19.3 | 19.6 |
| Average length of time with vehicle drawing power per charging event (min) | 19.6 | 19.3 | 19.5 |
| Average electricity consumed per charging event (AC kWh) | 8.8 | 9.0 | 8.9 |

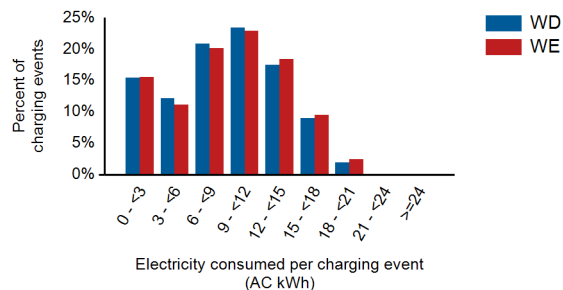
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



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

EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Phoenix, AZ Metropolitan Area

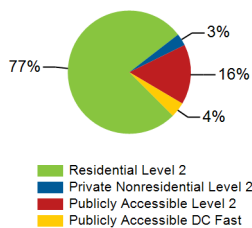
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 292

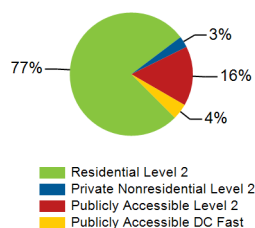
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|--------|
| Number of charging units ¹ | 291 | 30 | 319 | 18 | 658 |
| Number of charging events ² | 22,779 | 946 | 4,657 | 1,186 | 29,568 |
| Electricity consumed (AC MWh) | 174.85 | 6.73 | 35.41 | 9.43 | 226.42 |
| Percent of time with a vehicle connected to charging unit | 43% | 11% | 2% | 1% | 21% |
| Percent of time with a vehicle drawing power from charging unit | 8% | 3% | 1% | 1% | 5% |

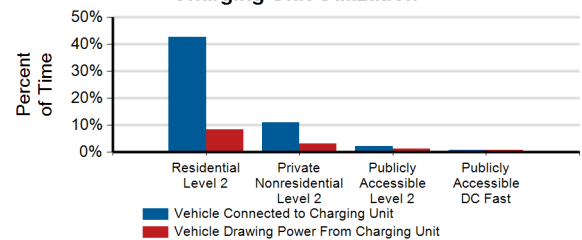
Number of Charge Events



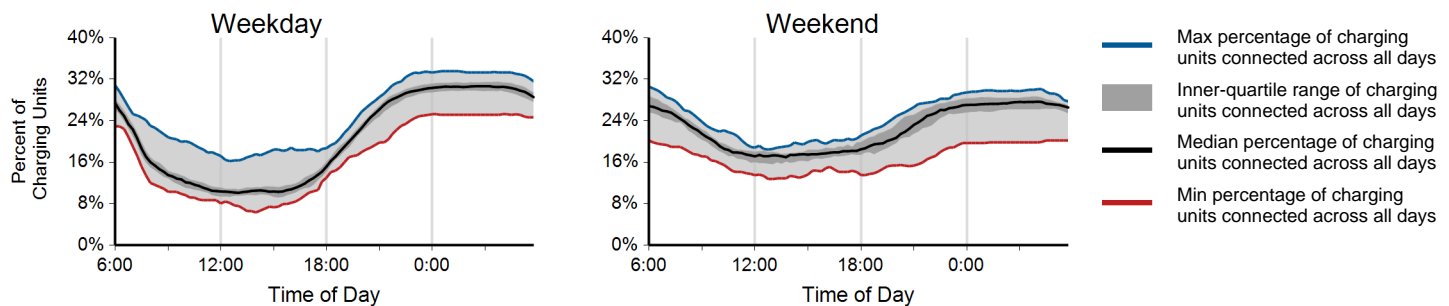
Electricity Consumed



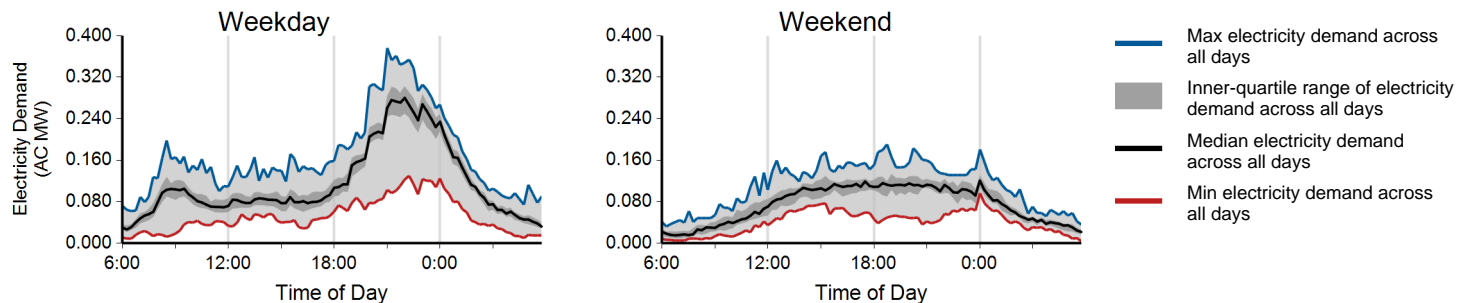
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

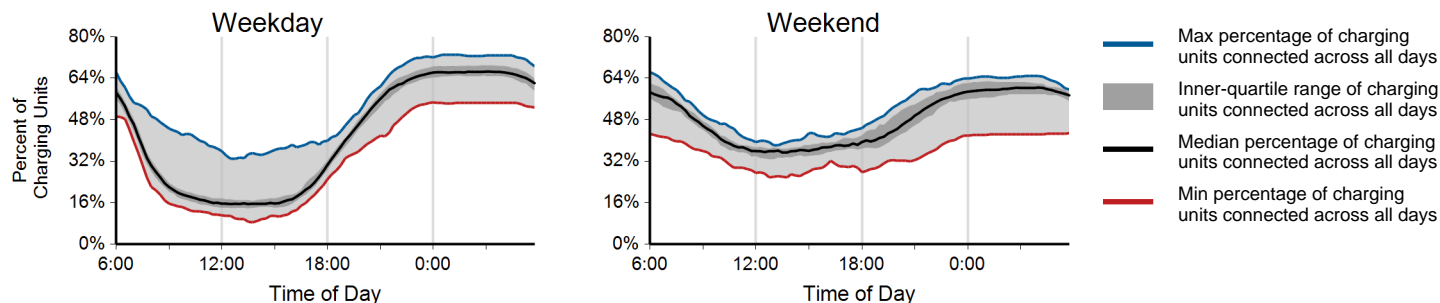
Region: Phoenix, AZ Metropolitan Area

Report period: July 2013 through September 2013

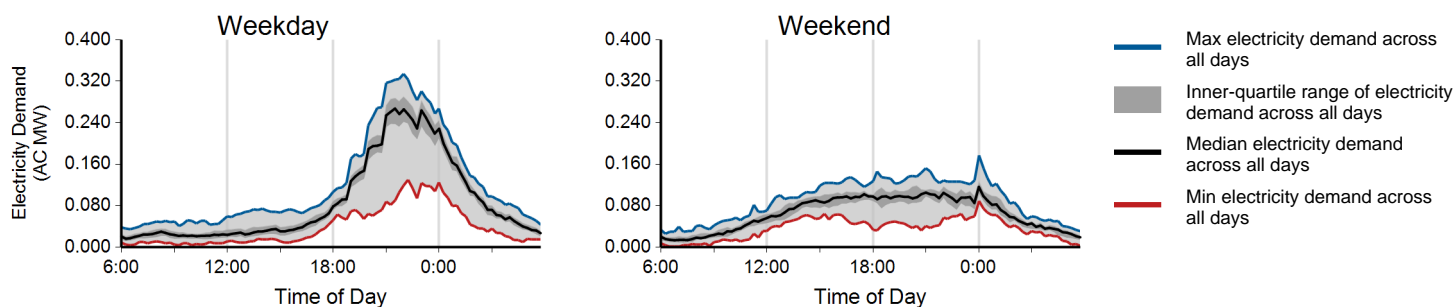
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 16,553 | 6,226 | 22,779 |
| Electricity consumed (AC MWh) | 134.77 | 40.09 | 174.85 |
| Percent of time with a vehicle connected to EVSE | 41% | 47% | 43% |
| Percent of time with a vehicle drawing power from EVSE | 9% | 7% | 8% |
| Average number of charging events started per EVSE per day | 0.87 | 0.82 | 0.86 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Phoenix, AZ Metropolitan Area

Report period: July 2013 through September 2013

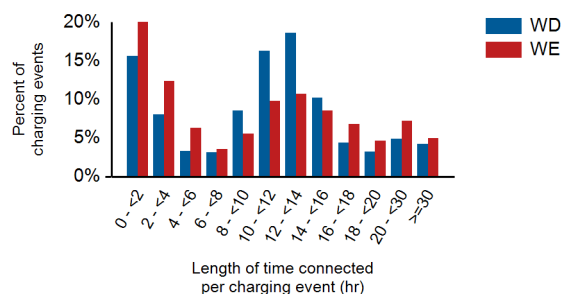
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 53% | 47% | 0% |
| Percent of electricity consumed | 54% | 46% | 0% |

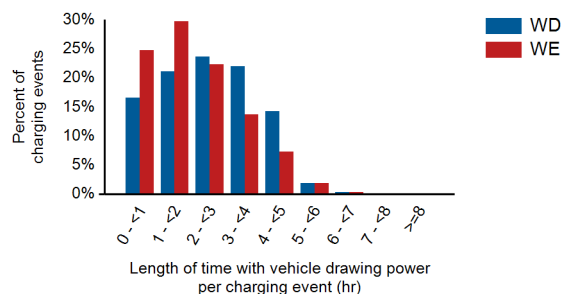
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 12.3 | 11.6 | 12.1 |
| 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) | 8.2 | 6.4 | 7.7 |

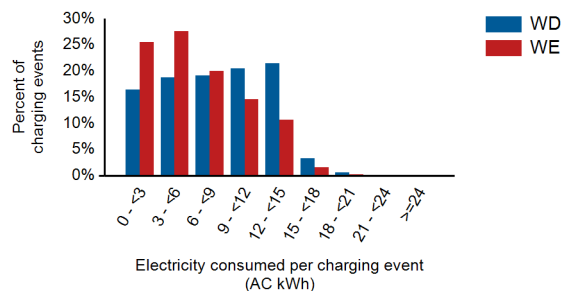
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

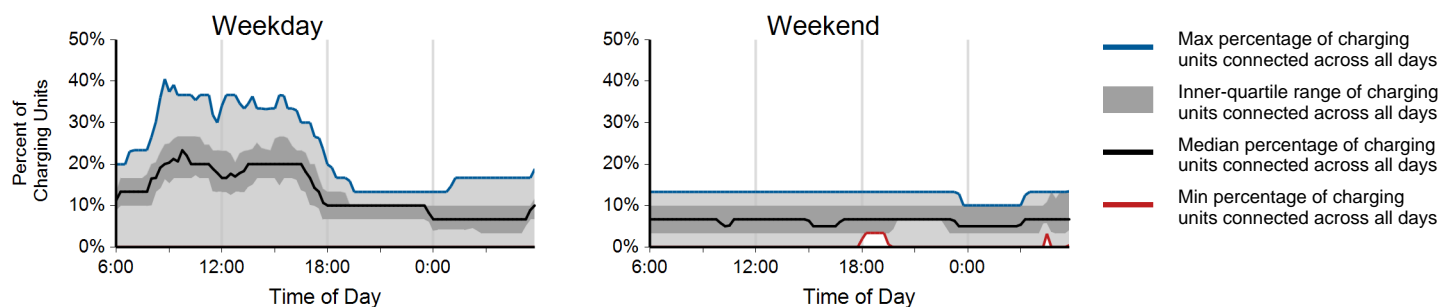
Region: Phoenix, AZ Metropolitan Area

Report period: July 2013 through September 2013

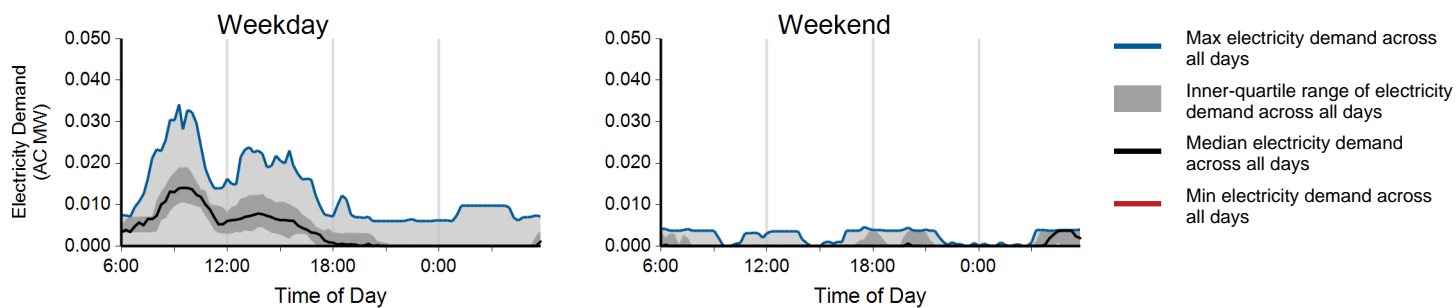
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 876 | 70 | 946 |
| Electricity consumed (AC MWh) | 6.38 | 0.35 | 6.73 |
| Percent of time with a vehicle connected to EVSE | 13% | 7% | 11% |
| Percent of time with a vehicle drawing power from EVSE | 4% | 1% | 3% |
| Average number of charging events started per EVSE per day | 0.44 | 0.09 | 0.34 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Phoenix, AZ Metropolitan Area

Report period: July 2013 through September 2013

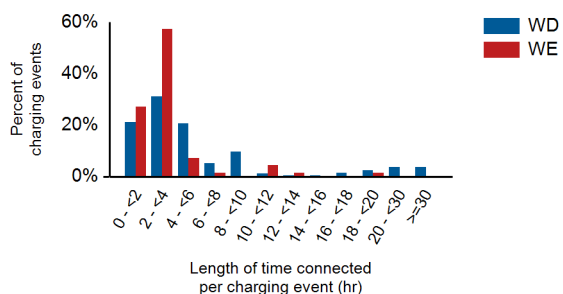
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 5% | 14% | 81% |
| Percent of electricity consumed | 6% | 14% | 80% |

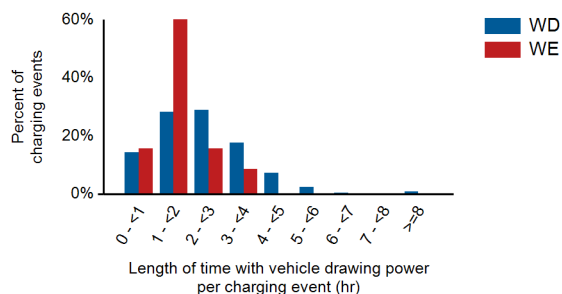
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 8.1 | 3.5 | 7.8 |
| 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) | 7.2 | 5.7 | 7.1 |

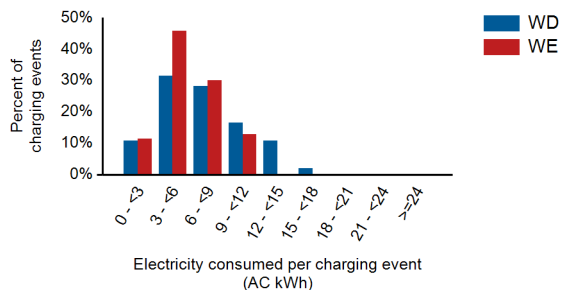
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

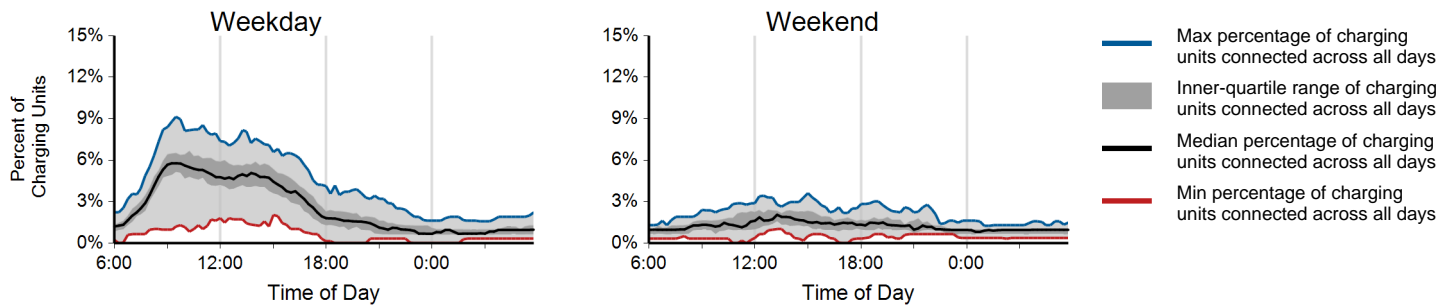
Region: Phoenix, AZ Metropolitan Area

Report period: July 2013 through September 2013

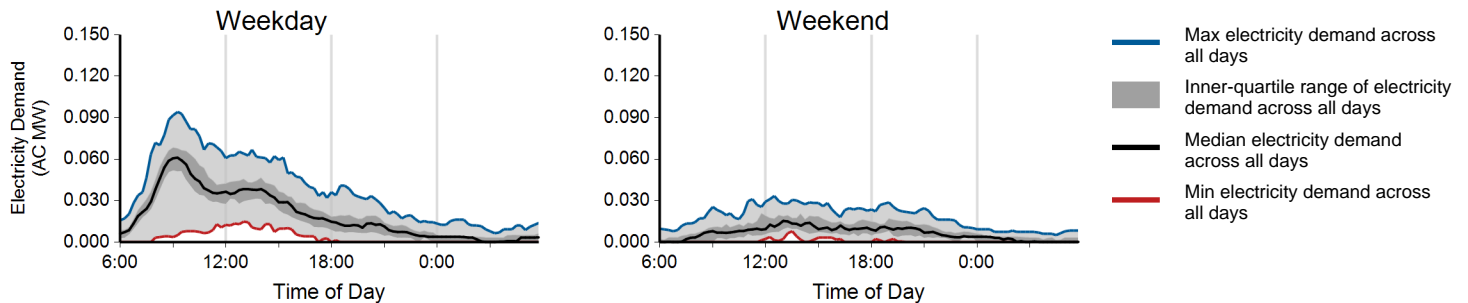
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 4,030 | 627 | 4,657 |
| Electricity consumed (AC MWh) | 31.04 | 4.37 | 35.41 |
| Percent of time with a vehicle connected to EVSE | 3% | 1% | 2% |
| Percent of time with a vehicle drawing power from EVSE | 2% | 1% | 1% |
| Average number of charging events started per EVSE per day | 0.20 | 0.08 | 0.16 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Phoenix, AZ Metropolitan Area

Report period: July 2013 through September 2013

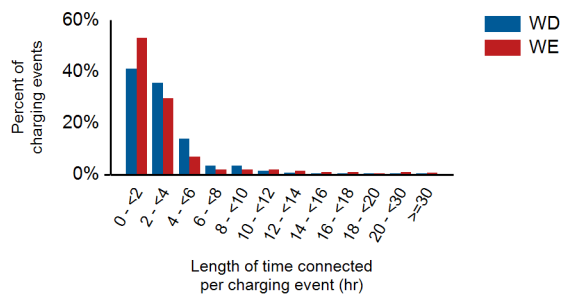
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 13% | 8% | 78% |
| Percent of electricity consumed | 12% | 6% | 82% |

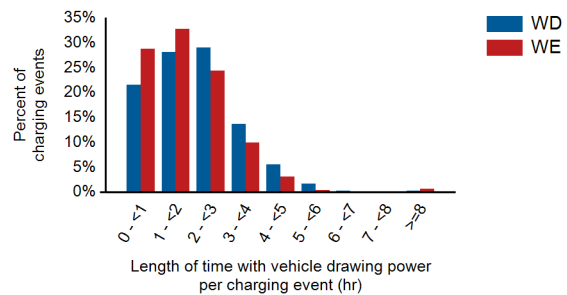
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 3.2 | 3.2 | 3.2 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.1 | 1.8 | 2.1 |
| Average electricity consumed per charging event (AC kWh) | 7.7 | 7.0 | 7.6 |

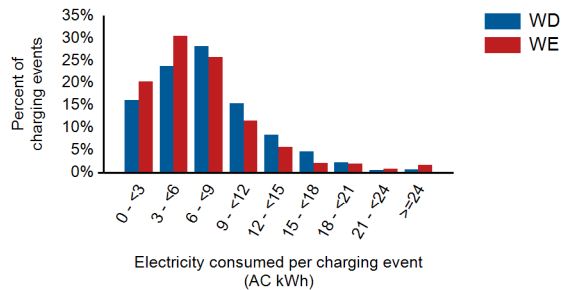
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



DC Fast Chargers

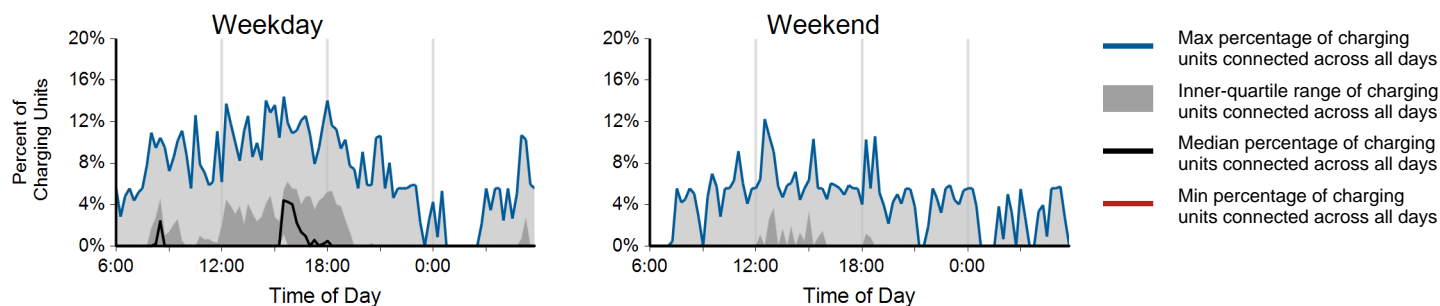
Region: Phoenix, AZ Metropolitan Area

Report period: July 2013 through September 2013

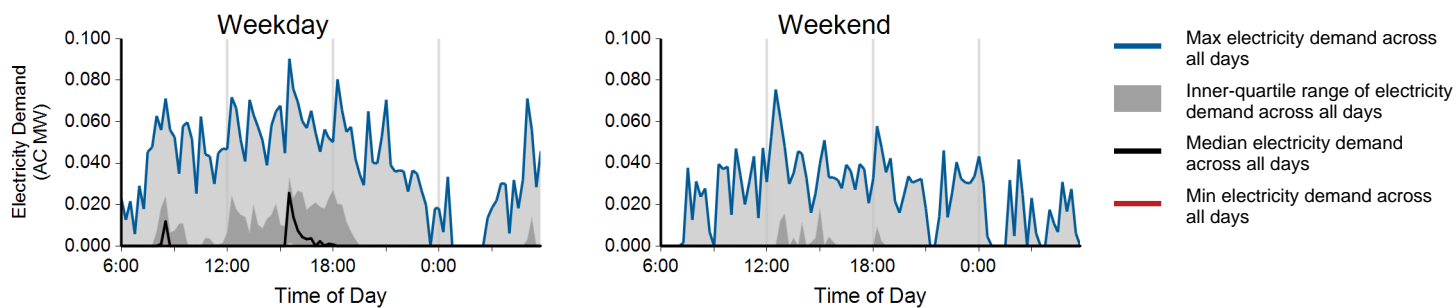
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 1,013 | 173 | 1,186 |
| Electricity consumed (AC MWh) | 7.85 | 1.58 | 9.43 |
| Percent of time with a vehicle connected to EVSE | 1% | 0% | 1% |
| Percent of time with a vehicle drawing power from EVSE | 1% | 0% | 1% |
| Average number of charging events started per EVSE per day | 0.86 | 0.37 | 0.72 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



DC Fast Chargers

Region: Phoenix, AZ Metropolitan Area

Report period: July 2013 through September 2013

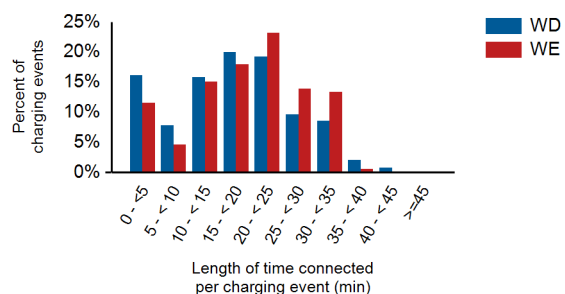
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 14% | 0% | 86% |
| Percent of electricity consumed | 14% | 0% | 86% |

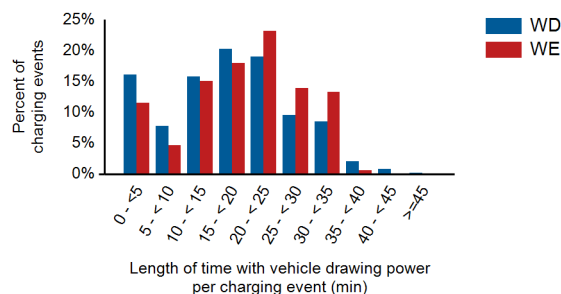
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|--|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (min) | 17.1 | 19.0 | 17.3 |
| Average length of time with vehicle drawing power per charging event (min) | 17.1 | 19.0 | 17.3 |
| Average electricity consumed per charging event (AC kWh) | 7.8 | 9.1 | 8.0 |

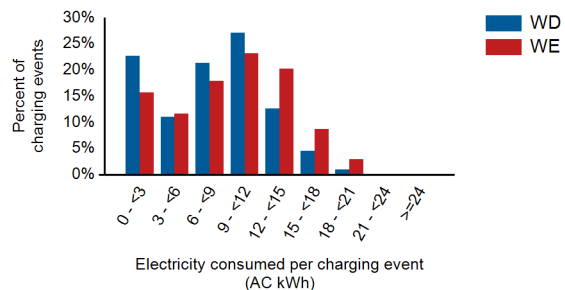
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Tucson, AZ Metropolitan Area

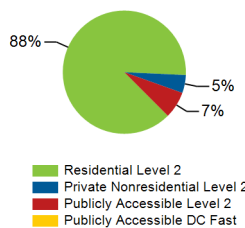
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 58

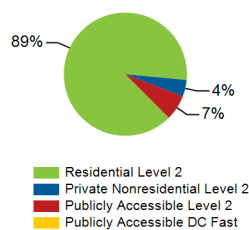
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|-------|
| Number of charging units ¹ | 57 | 5 | 42 | 0 | 104 |
| Number of charging events ² | 4,395 | 235 | 351 | 0 | 4,981 |
| Electricity consumed (AC MWh) | 29.76 | 1.46 | 2.22 | 0.00 | 33.44 |
| Percent of time with a vehicle connected to charging unit | 42% | 25% | 1% | 0% | 24% |
| Percent of time with a vehicle drawing power from charging unit | 7% | 4% | 1% | 0% | 4% |

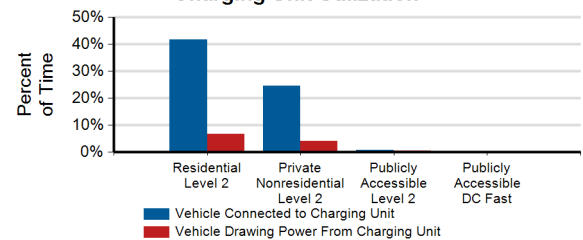
Number of Charge Events



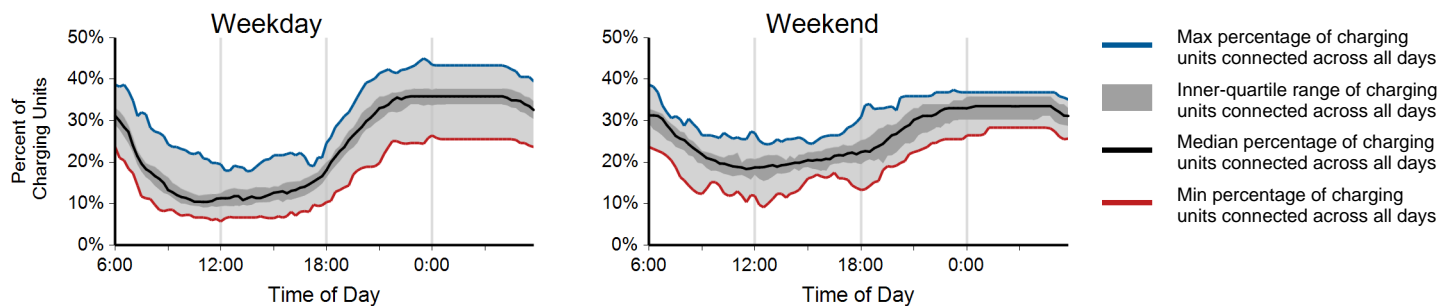
Electricity Consumed



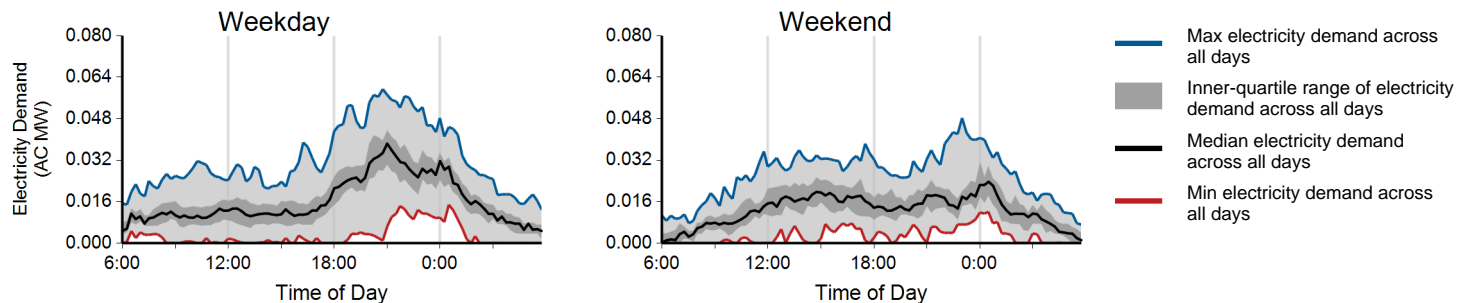
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

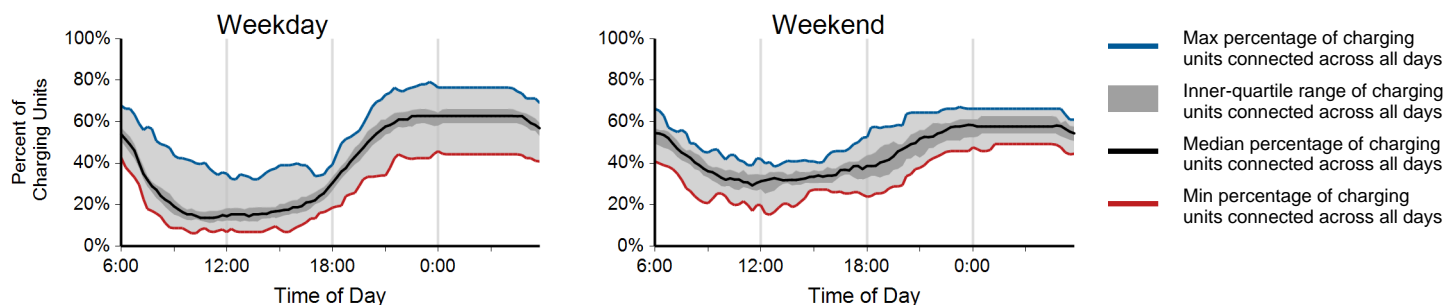
Region: Tucson, AZ Metropolitan Area

Report period: July 2013 through September 2013

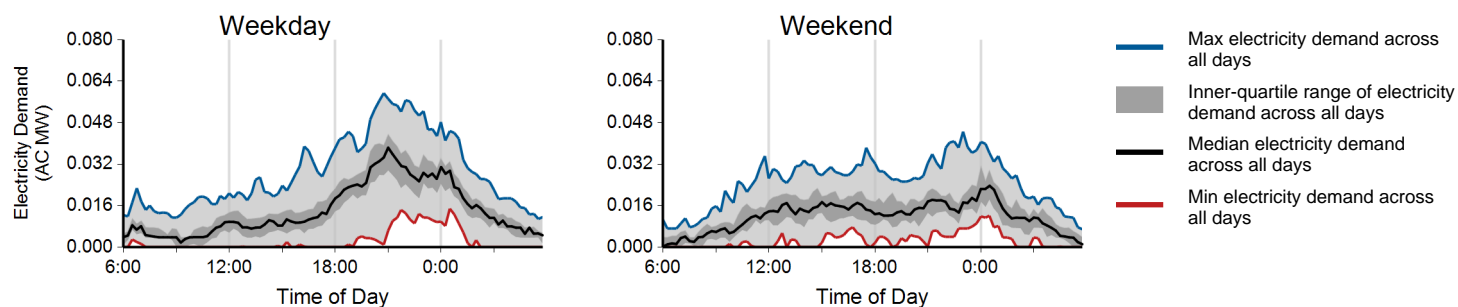
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 3,189 | 1,206 | 4,395 |
| Electricity consumed (AC MWh) | 22.28 | 7.48 | 29.76 |
| Percent of time with a vehicle connected to EVSE | 40% | 45% | 42% |
| Percent of time with a vehicle drawing power from EVSE | 7% | 6% | 7% |
| Average number of charging events started per EVSE per day | 0.85 | 0.81 | 0.84 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Tucson, AZ Metropolitan Area

Report period: July 2013 through September 2013

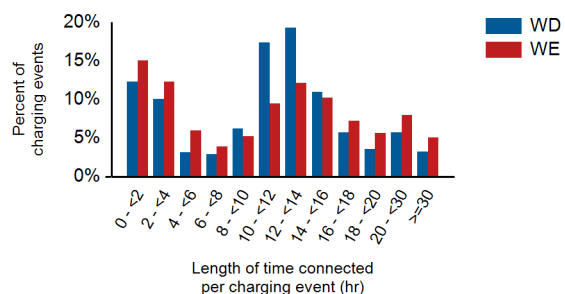
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 81% | 19% | 0% |
| Percent of electricity consumed | 80% | 20% | 0% |

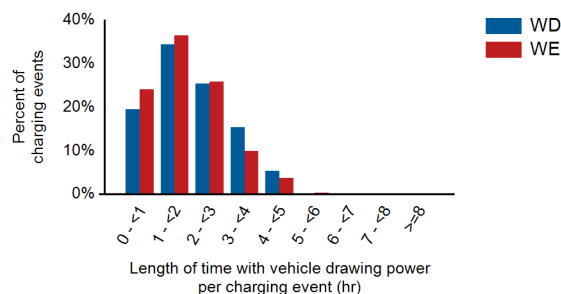
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 12.0 | 12.1 | 12.0 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.0 | 1.8 | 2.0 |
| Average electricity consumed per charging event (AC kWh) | 7.0 | 6.3 | 6.8 |

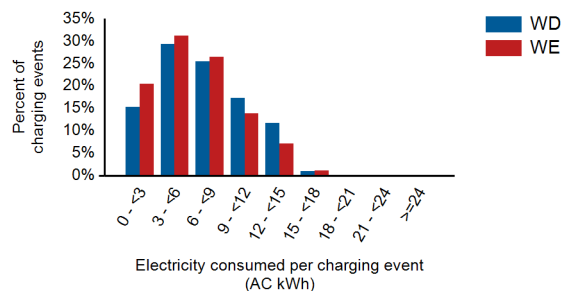
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

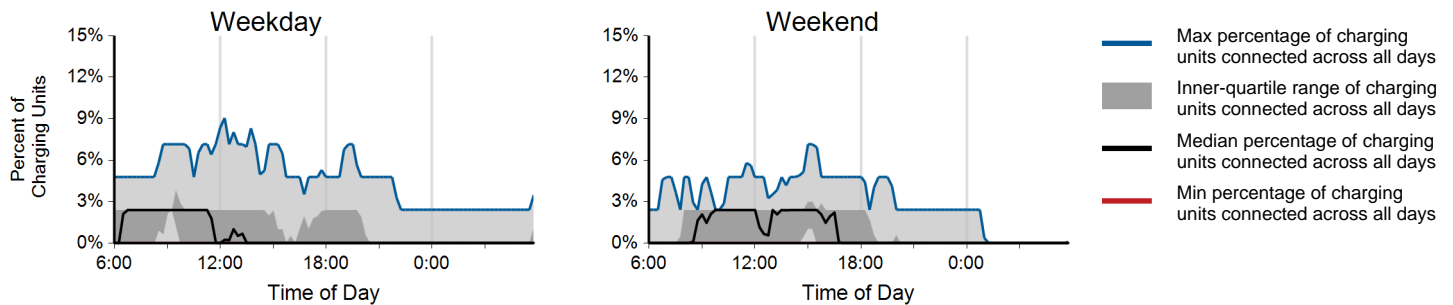
Region: Tucson, AZ Metropolitan Area

Report period: July 2013 through September 2013

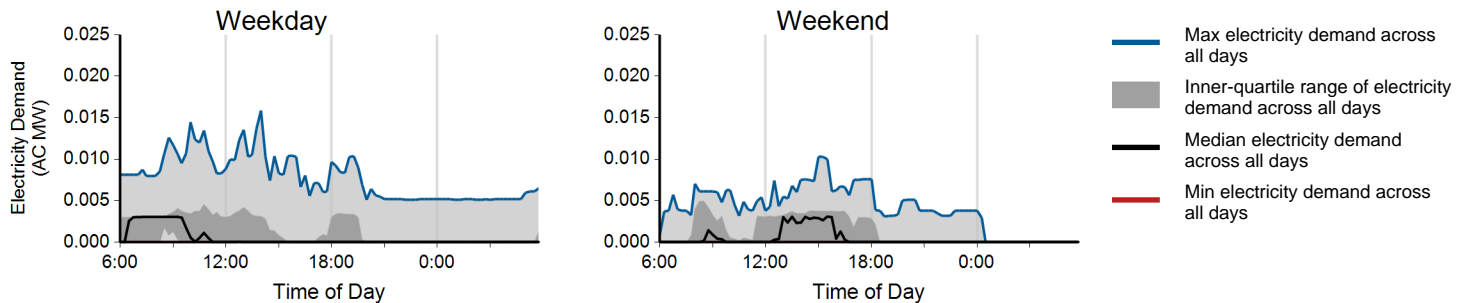
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 254 | 97 | 351 |
| Electricity consumed (AC MWh) | 1.72 | 0.50 | 2.22 |
| Percent of time with a vehicle connected to EVSE | 1% | 1% | 1% |
| Percent of time with a vehicle drawing power from EVSE | 1% | 1% | 1% |
| Average number of charging events started per EVSE per day | 0.09 | 0.09 | 0.09 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Tucson, AZ Metropolitan Area

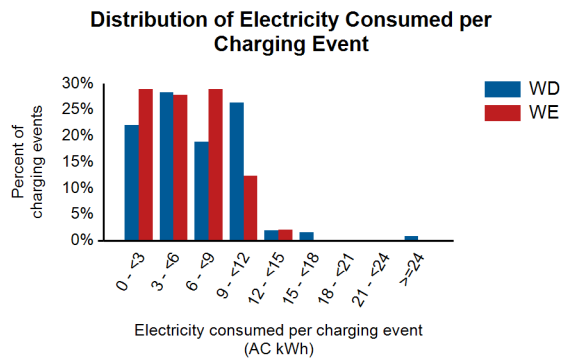
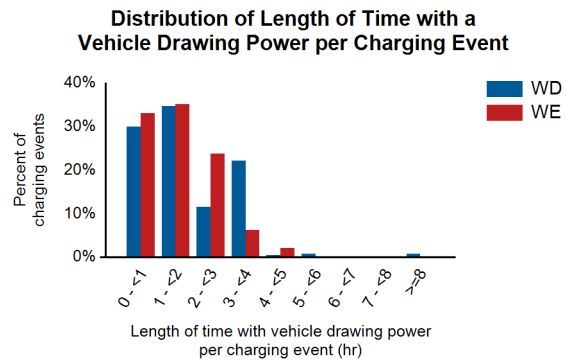
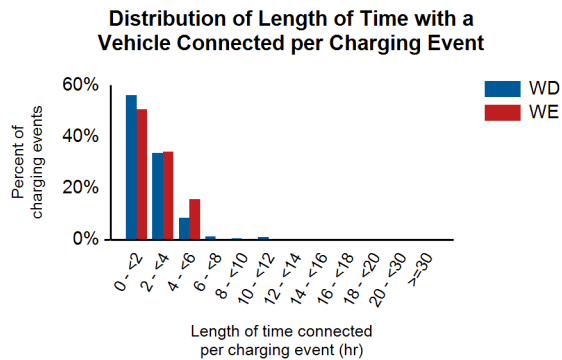
Report period: July 2013 through September 2013

Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 20% | 1% | 80% |
| Percent of electricity consumed | 13% | 0% | 86% |

Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 2.3 | 2.2 | 2.2 |
| Average length of time with vehicle drawing power per charging event (hr) | 1.9 | 1.6 | 1.8 |
| Average electricity consumed per charging event (AC kWh) | 6.7 | 5.3 | 6.3 |



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Los Angeles, CA Metropolitan Area

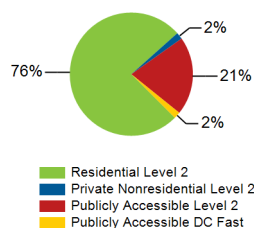
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 572

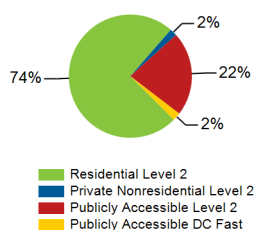
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|--------|
| Number of charging units ¹ | 570 | 31 | 308 | 4 | 913 |
| Number of charging events ² | 41,437 | 966 | 11,238 | 941 | 54,582 |
| Electricity consumed (AC MWh) | 319.71 | 8.21 | 95.45 | 9.15 | 432.53 |
| Percent of time with a vehicle connected to charging unit | 39% | 11% | 6% | 3% | 27% |
| Percent of time with a vehicle drawing power from charging unit | 7% | 3% | 4% | 3% | 6% |

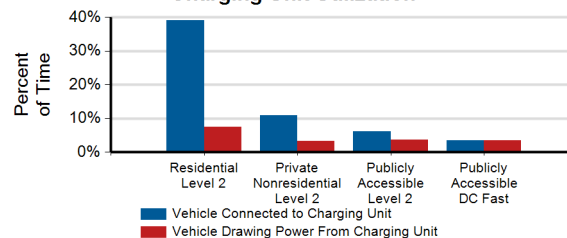
Number of Charge Events



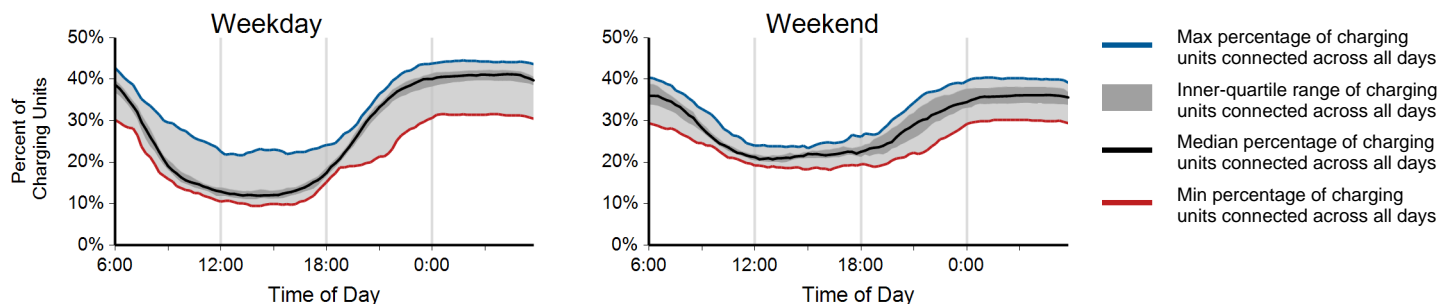
Electricity Consumed



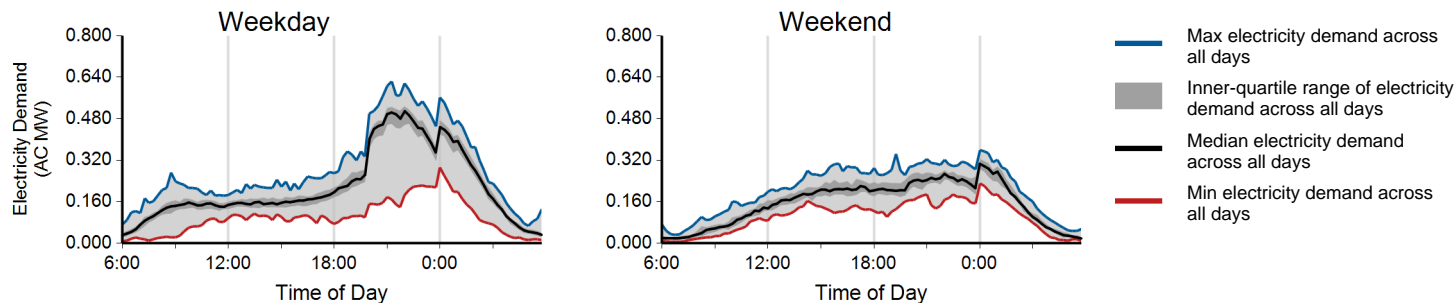
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

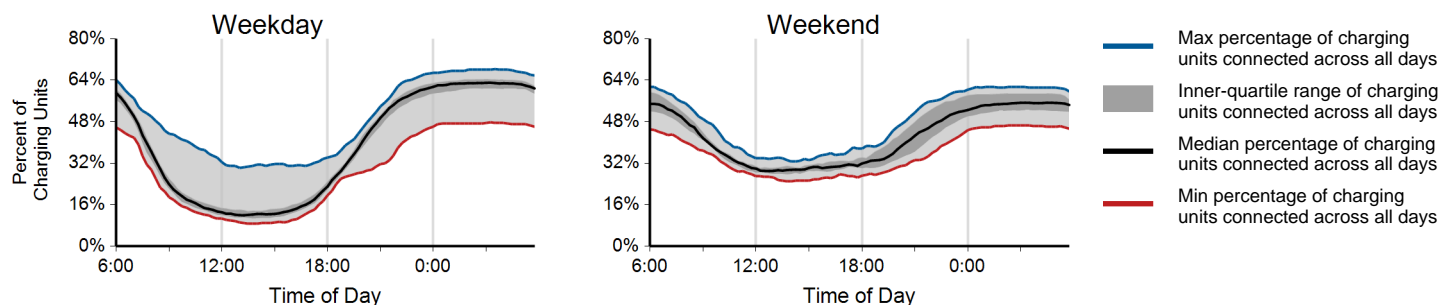
Region: Los Angeles, CA Metropolitan Area

Report period: July 2013 through September 2013

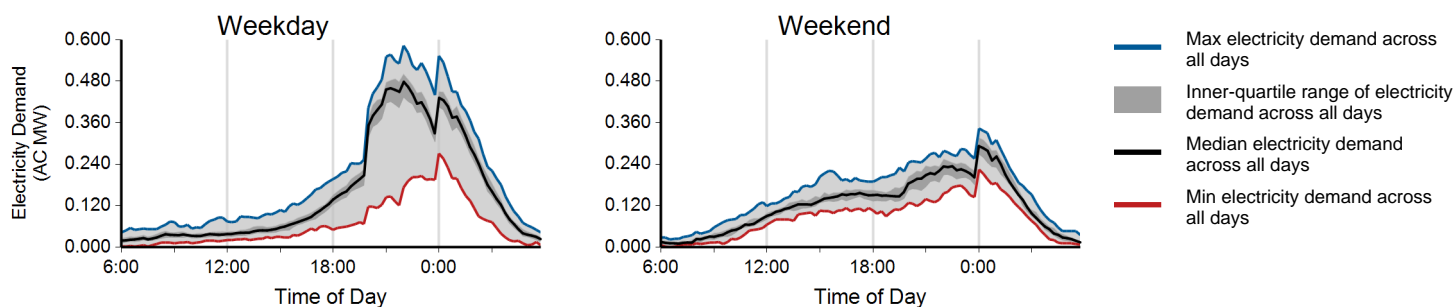
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 30,346 | 11,091 | 41,437 |
| Electricity consumed (AC MWh) | 243.89 | 75.82 | 319.71 |
| Percent of time with a vehicle connected to EVSE | 38% | 42% | 39% |
| Percent of time with a vehicle drawing power from EVSE | 8% | 6% | 7% |
| Average number of charging events started per EVSE per day | 0.81 | 0.74 | 0.79 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Los Angeles, CA Metropolitan Area

Report period: July 2013 through September 2013

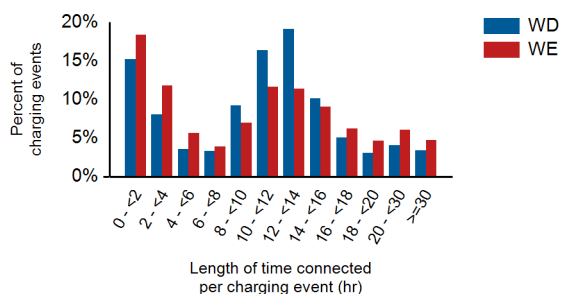
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 39% | 61% | 0% |
| Percent of electricity consumed | 43% | 57% | 0% |

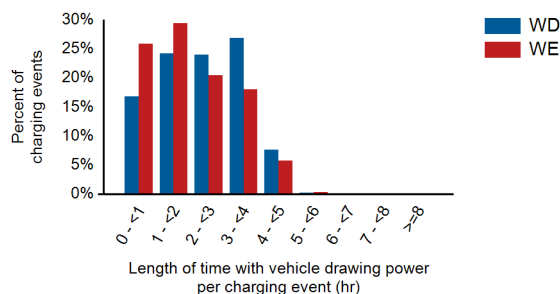
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 12.1 | 11.6 | 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) | 8.0 | 6.8 | 7.7 |

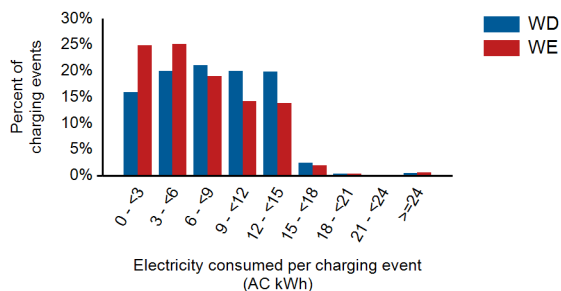
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

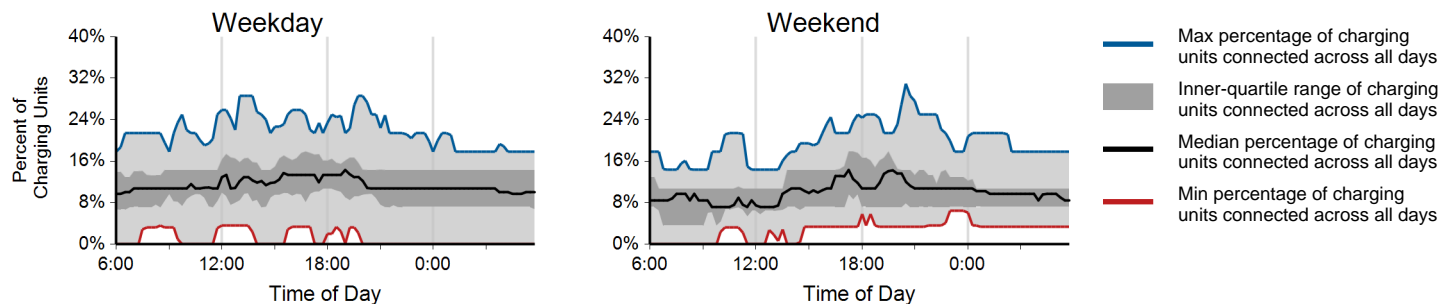
Region: Los Angeles, CA Metropolitan Area

Report period: July 2013 through September 2013

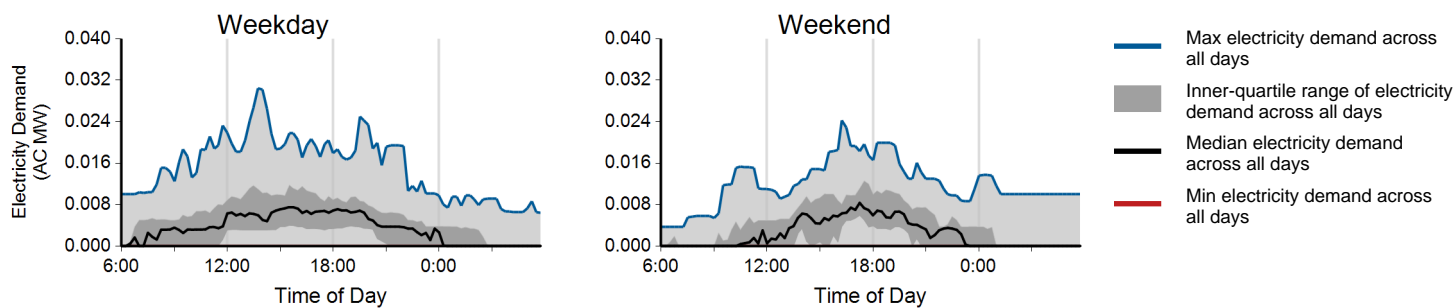
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 769 | 197 | 966 |
| Electricity consumed (AC MWh) | 6.31 | 1.91 | 8.21 |
| Percent of time with a vehicle connected to EVSE | 11% | 10% | 11% |
| Percent of time with a vehicle drawing power from EVSE | 4% | 3% | 3% |
| Average number of charging events started per EVSE per day | 0.41 | 0.26 | 0.37 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Los Angeles, CA Metropolitan Area

Report period: July 2013 through September 2013

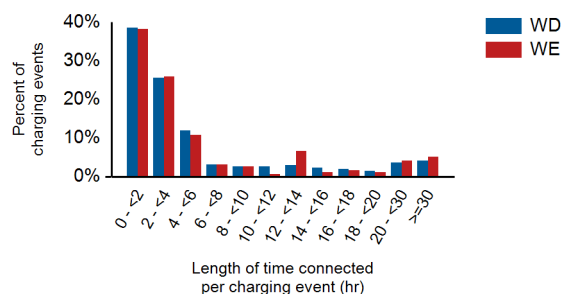
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 8% | 1% | 90% |
| Percent of electricity consumed | 8% | 1% | 92% |

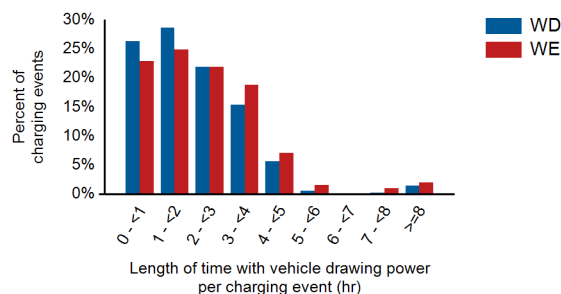
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 6.9 | 8.0 | 7.2 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.1 | 2.4 | 2.2 |
| Average electricity consumed per charging event (AC kWh) | 8.2 | 9.8 | 8.5 |

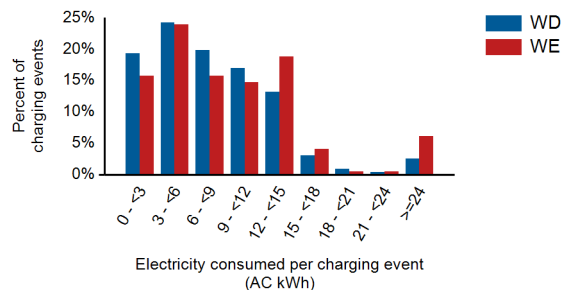
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

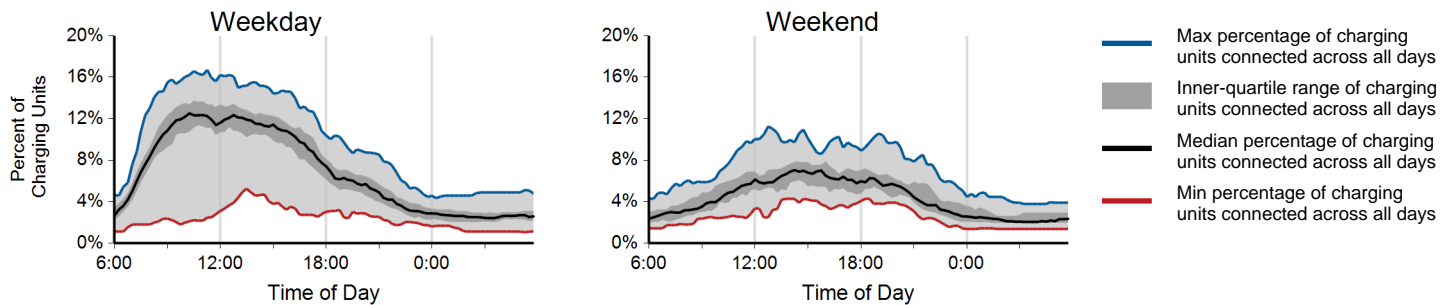
Region: Los Angeles, CA Metropolitan Area

Report period: July 2013 through September 2013

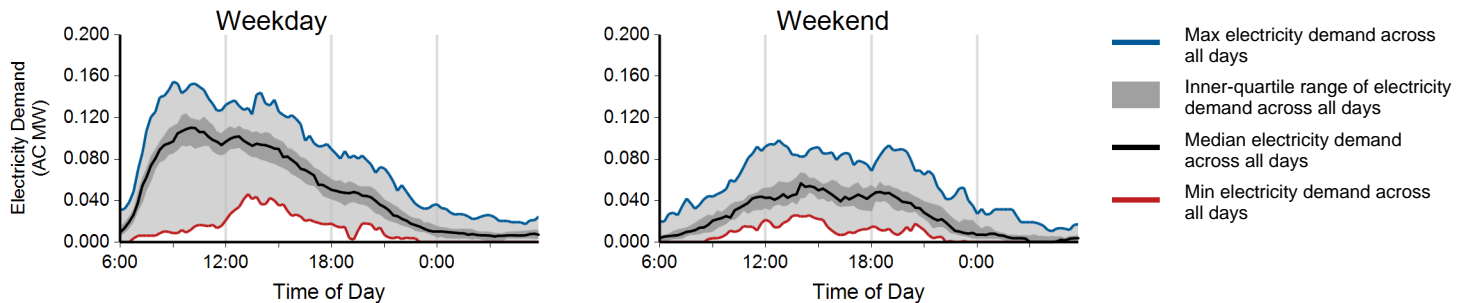
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 9,130 | 2,108 | 11,238 |
| Electricity consumed (AC MWh) | 78.93 | 16.53 | 95.45 |
| Percent of time with a vehicle connected to EVSE | 7% | 4% | 6% |
| Percent of time with a vehicle drawing power from EVSE | 4% | 2% | 4% |
| Average number of charging events started per EVSE per day | 0.47 | 0.27 | 0.41 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Los Angeles, CA Metropolitan Area

Report period: July 2013 through September 2013

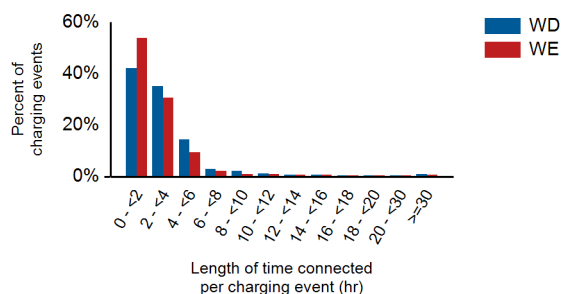
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 2% | 2% | 96% |
| Percent of electricity consumed | 2% | 2% | 97% |

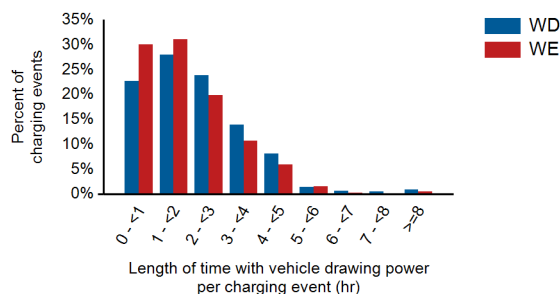
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 3.7 | 3.0 | 3.6 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.2 | 1.9 | 2.2 |
| Average electricity consumed per charging event (AC kWh) | 8.6 | 7.8 | 8.5 |

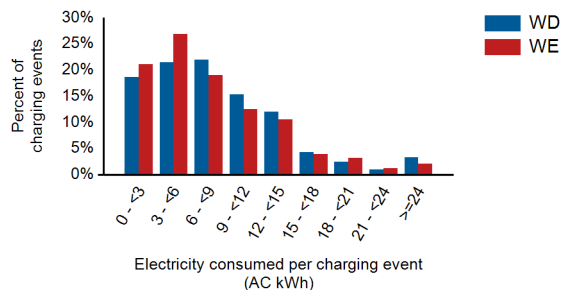
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: San Diego, CA Metropolitan Area

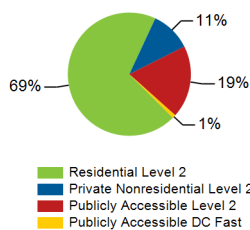
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 696

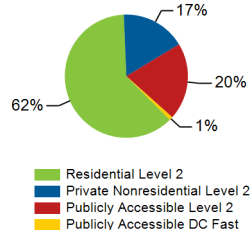
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|--------|
| Number of charging units ¹ | 696 | 86 | 334 | 4 | 1,120 |
| Number of charging events ² | 52,344 | 8,029 | 14,332 | 676 | 75,381 |
| Electricity consumed (AC MWh) | 419.58 | 115.52 | 137.22 | 6.18 | 678.51 |
| Percent of time with a vehicle connected to charging unit | 43% | 33% | 9% | 2% | 32% |
| Percent of time with a vehicle drawing power from charging unit | 8% | 18% | 5% | 2% | 8% |

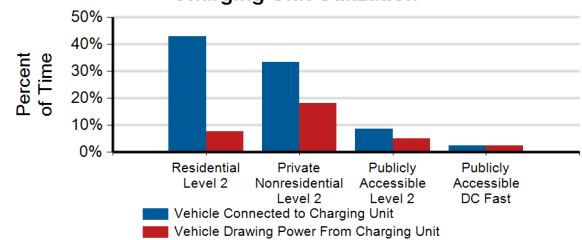
Number of Charge Events



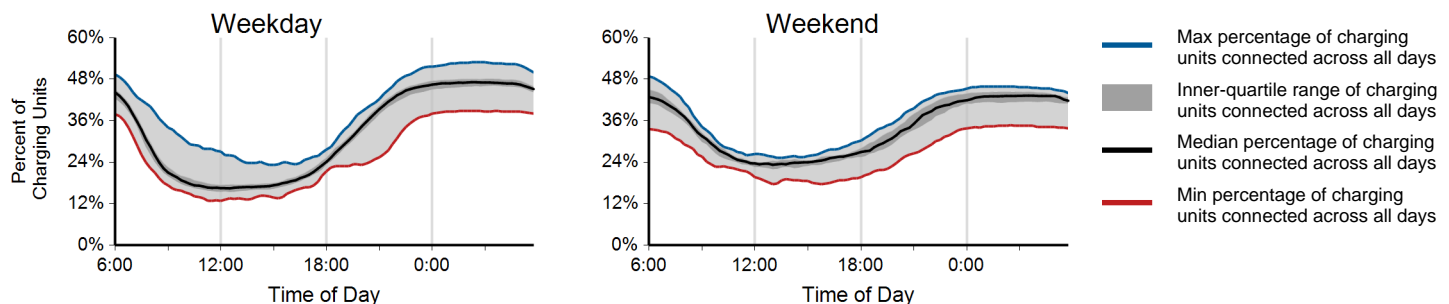
Electricity Consumed



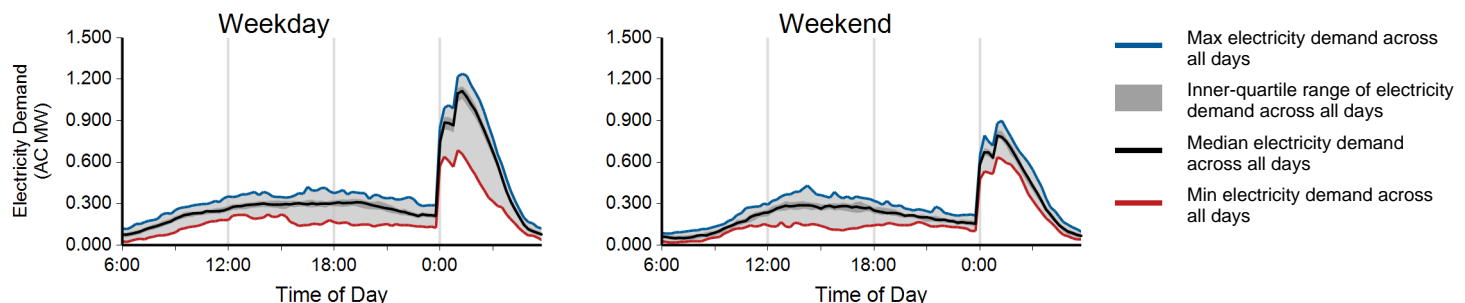
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

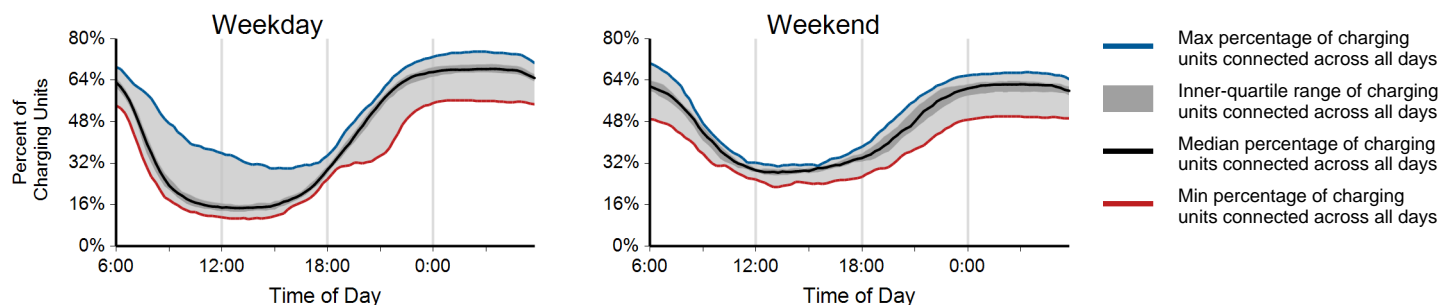
Region: San Diego, CA Metropolitan Area

Report period: July 2013 through September 2013

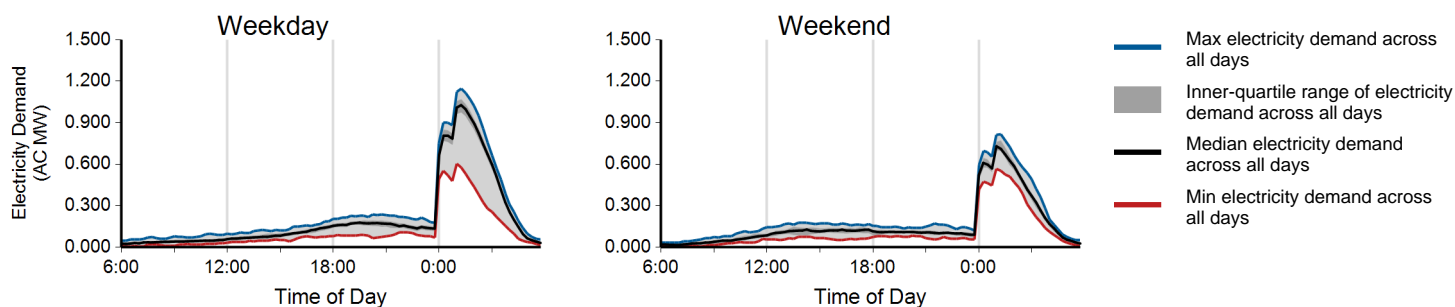
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 38,971 | 13,373 | 52,344 |
| Electricity consumed (AC MWh) | 322.48 | 97.10 | 419.58 |
| Percent of time with a vehicle connected to EVSE | 42% | 45% | 43% |
| Percent of time with a vehicle drawing power from EVSE | 8% | 6% | 8% |
| Average number of charging events started per EVSE per day | 0.85 | 0.73 | 0.82 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: San Diego, CA Metropolitan Area

Report period: July 2013 through September 2013

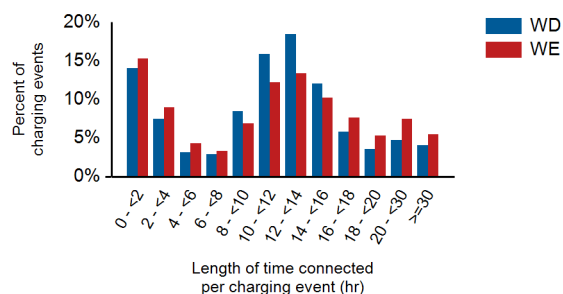
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 64% | 36% | 0% |
| Percent of electricity consumed | 67% | 33% | 0% |

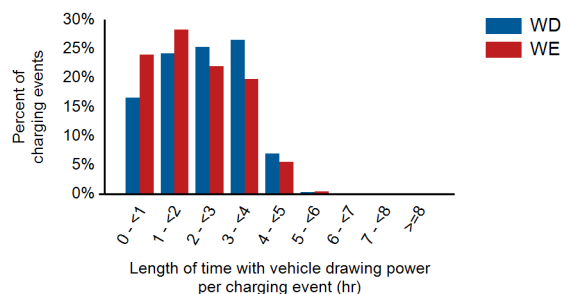
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 12.7 | 13.0 | 12.7 |
| 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) | 8.3 | 7.3 | 8.0 |

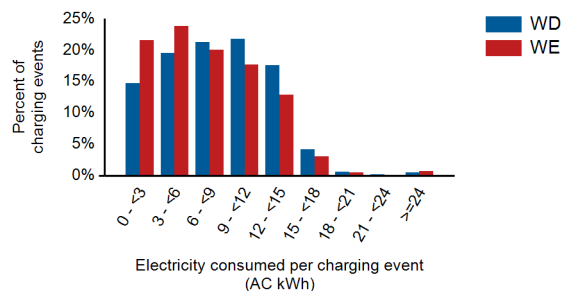
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

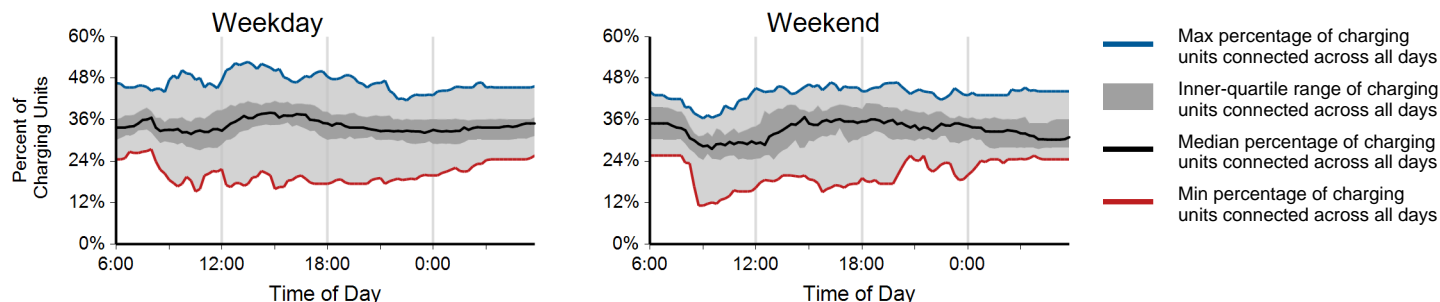
Region: San Diego, CA Metropolitan Area

Report period: July 2013 through September 2013

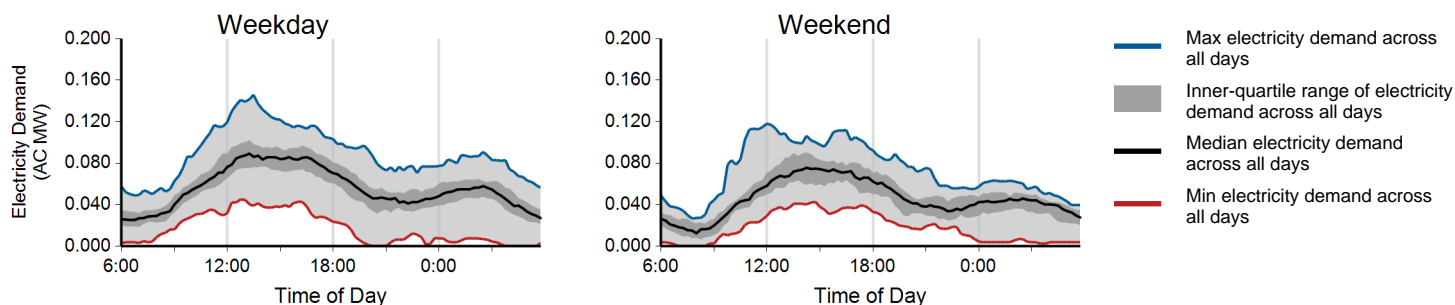
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 6,125 | 1,904 | 8,029 |
| Electricity consumed (AC MWh) | 87.40 | 28.12 | 115.52 |
| Percent of time with a vehicle connected to EVSE | 34% | 33% | 33% |
| Percent of time with a vehicle drawing power from EVSE | 19% | 16% | 18% |
| Average number of charging events started per EVSE per day | 1.08 | 0.84 | 1.02 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: San Diego, CA Metropolitan Area

Report period: July 2013 through September 2013

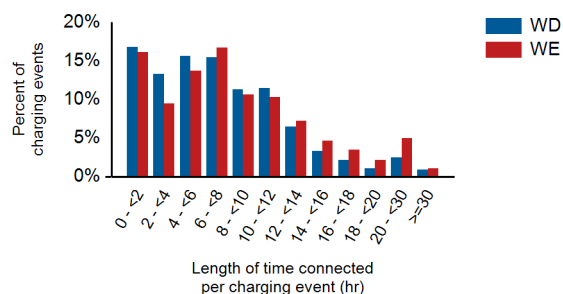
Vehicles Charged

| | Car2Go fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|---------------------------|-------------|----------------|---------|
| Percent of charging events | 75% | 3% | 1% | 21% |
| Percent of electricity consumed | 85% | 2% | 1% | 13% |

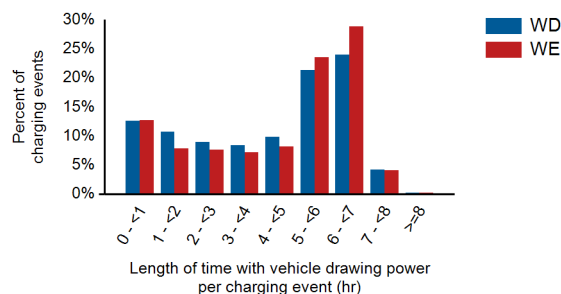
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 7.8 | 8.5 | 7.9 |
| Average length of time with vehicle drawing power per charging event (hr) | 4.2 | 4.5 | 4.3 |
| Average electricity consumed per charging event (AC kWh) | 14.2 | 14.9 | 14.4 |

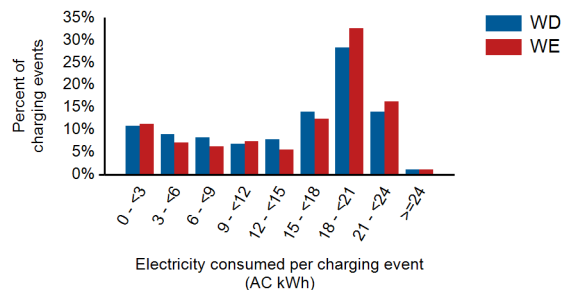
Distribution of Length of Time with a Vehicle Connected per Charging Event



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 private nonresidential EV Project charging units to charge these vehicles is included in this report.

Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

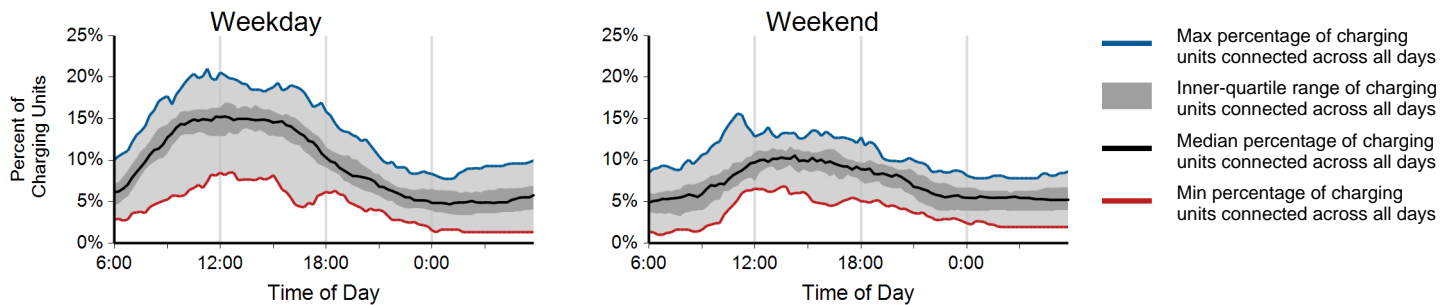
Region: San Diego, CA Metropolitan Area

Report period: July 2013 through September 2013

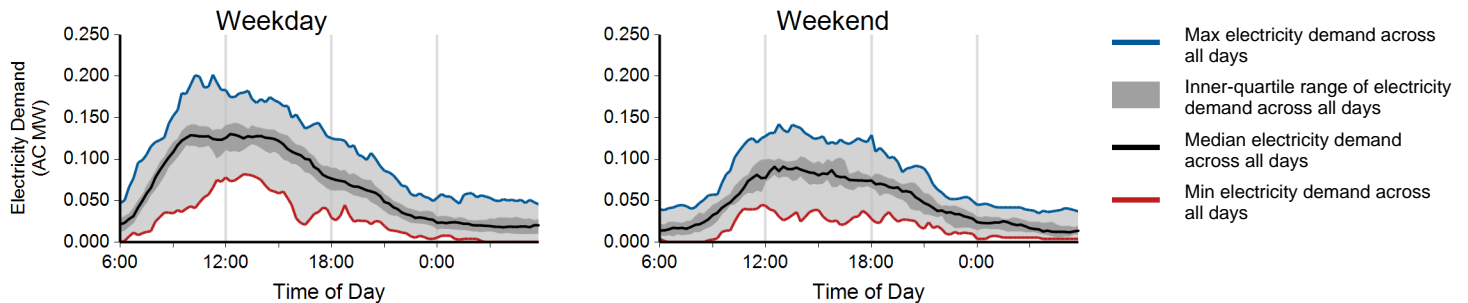
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 11,371 | 2,961 | 14,332 |
| Electricity consumed (AC MWh) | 107.47 | 29.75 | 137.22 |
| Percent of time with a vehicle connected to EVSE | 9% | 7% | 9% |
| Percent of time with a vehicle drawing power from EVSE | 6% | 4% | 5% |
| Average number of charging events started per EVSE per day | 0.54 | 0.35 | 0.48 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: San Diego, CA Metropolitan Area

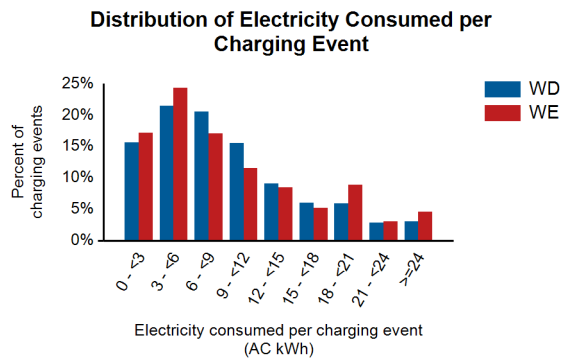
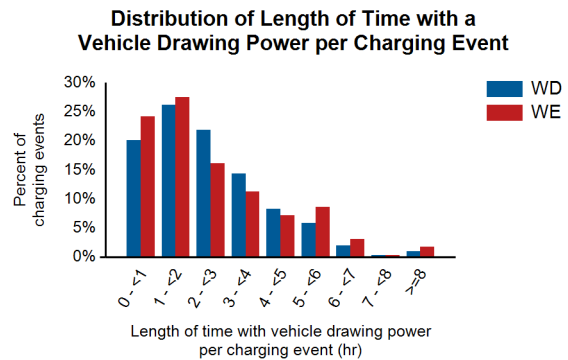
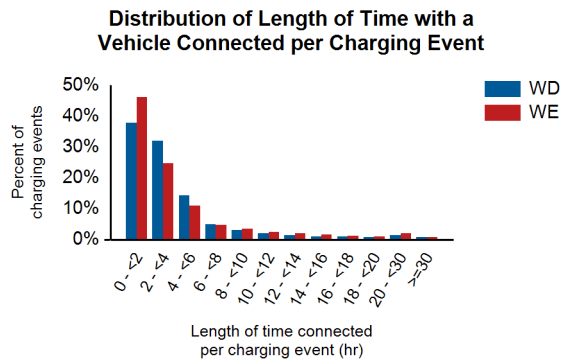
Report period: July 2013 through September 2013

Vehicles Charged

| | Car2Go fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|---------------------------|-------------|----------------|---------|
| Percent of charging events | 21% | 10% | 4% | 65% |
| Percent of electricity consumed | 27% | 7% | 3% | 63% |

Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 4.4 | 4.3 | 4.3 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.5 | 2.5 | 2.5 |
| Average electricity consumed per charging event (AC kWh) | 9.5 | 10.0 | 9.6 |



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

EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: San Francisco, CA Metropolitan Area

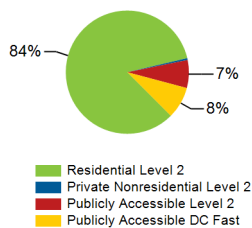
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 1263

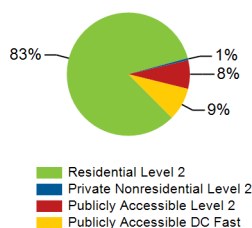
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|--------|
| Number of charging units ¹ | 1,265 | 24 | 137 | 27 | 1,453 |
| Number of charging events ² | 76,695 | 446 | 6,702 | 7,650 | 91,493 |
| Electricity consumed (AC MWh) | 680.81 | 4.32 | 61.44 | 70.76 | 817.33 |
| Percent of time with a vehicle connected to charging unit | 34% | 6% | 9% | 5% | 31% |
| Percent of time with a vehicle drawing power from charging unit | 7% | 3% | 5% | 5% | 6% |

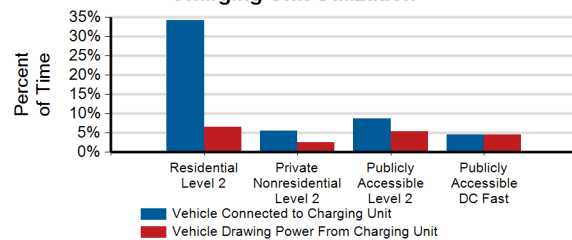
Number of Charge Events



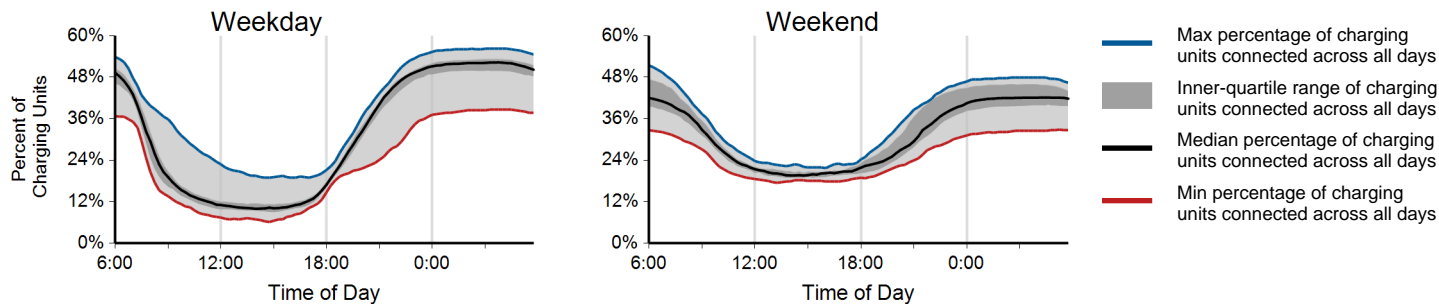
Electricity Consumed



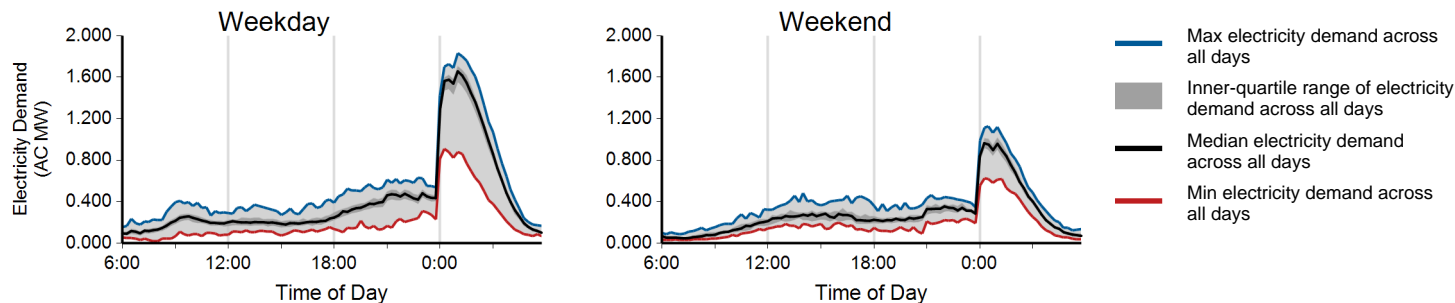
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

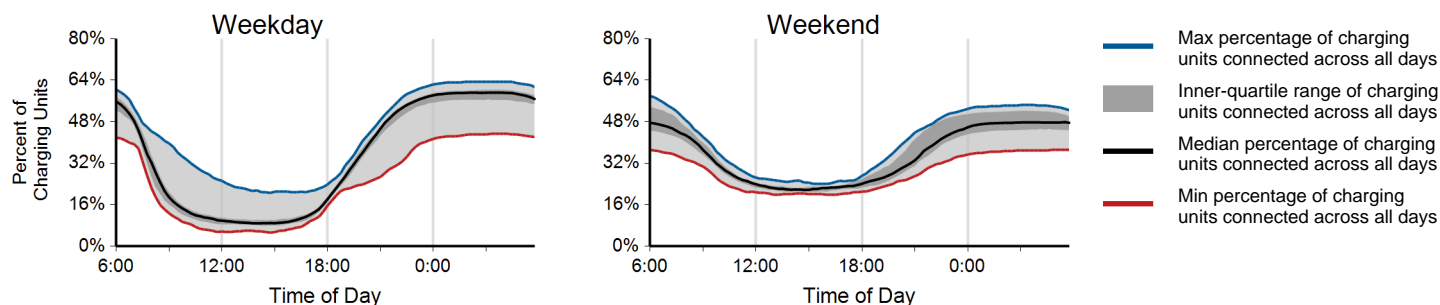
Region: San Francisco, CA Metropolitan Area

Report period: July 2013 through September 2013

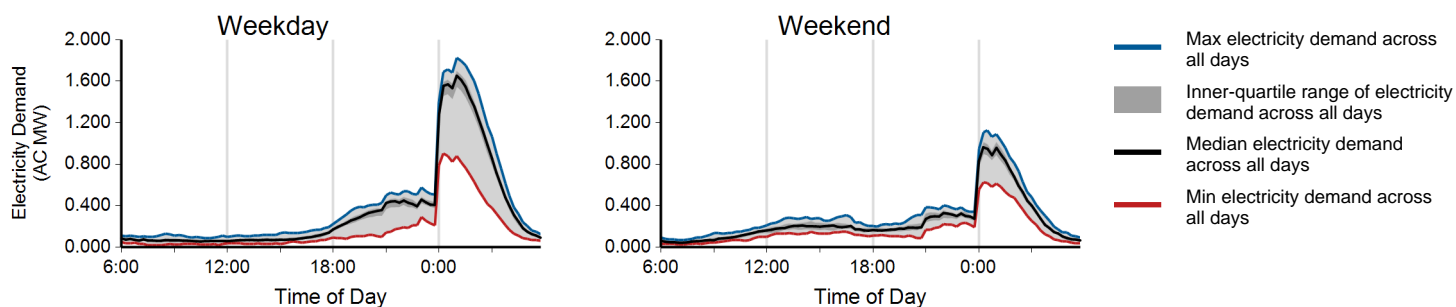
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 56,957 | 19,738 | 76,695 |
| Electricity consumed (AC MWh) | 530.28 | 150.53 | 680.81 |
| Percent of time with a vehicle connected to EVSE | 34% | 35% | 34% |
| Percent of time with a vehicle drawing power from EVSE | 7% | 5% | 7% |
| Average number of charging events started per EVSE per day | 0.69 | 0.60 | 0.66 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: San Francisco, CA Metropolitan Area

Report period: July 2013 through September 2013

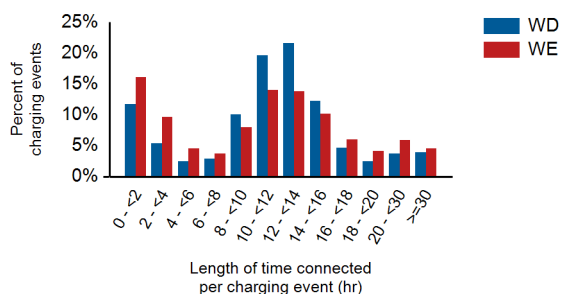
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 100% | 0% | 0% |
| Percent of electricity consumed | 100% | 0% | 0% |

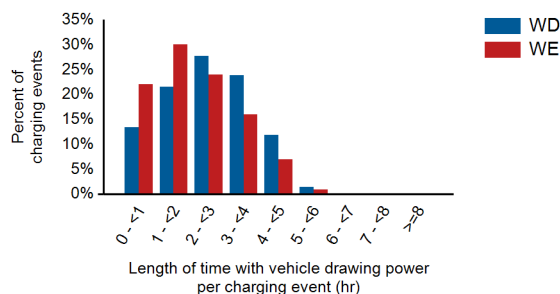
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 12.7 | 11.9 | 12.5 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.6 | 2.1 | 2.4 |
| Average electricity consumed per charging event (AC kWh) | 9.3 | 7.6 | 8.9 |

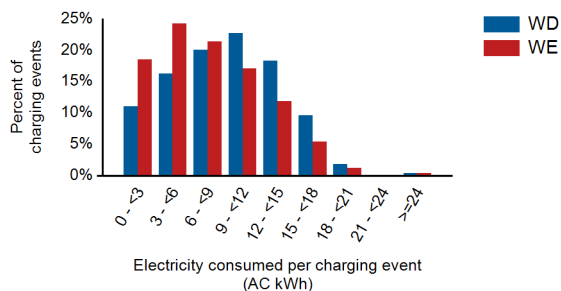
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

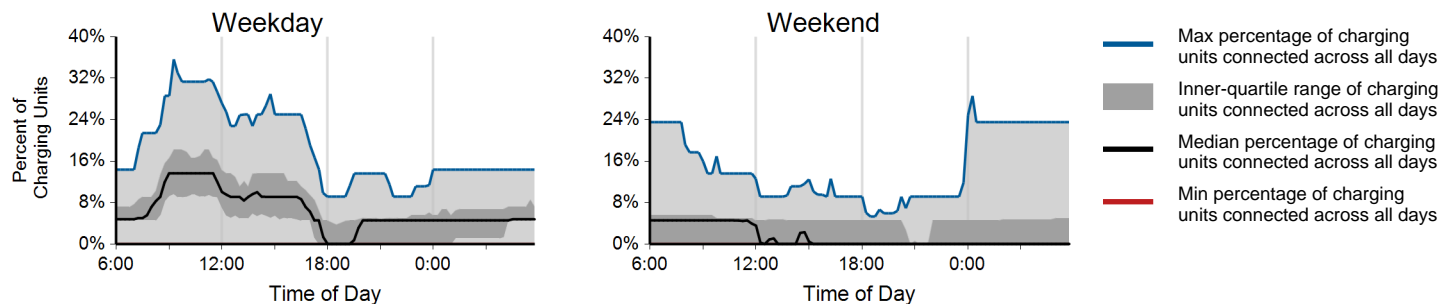
Region: San Francisco, CA Metropolitan Area

Report period: July 2013 through September 2013

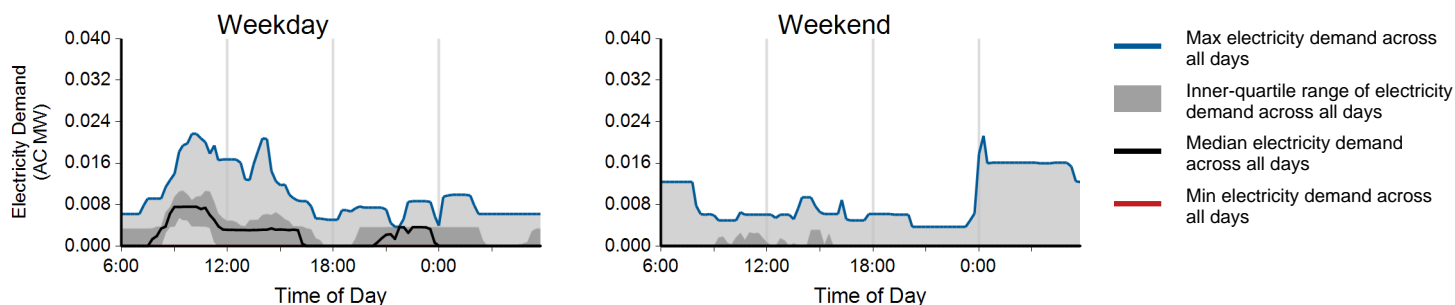
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 386 | 60 | 446 |
| Electricity consumed (AC MWh) | 3.85 | 0.47 | 4.32 |
| Percent of time with a vehicle connected to EVSE | 7% | 3% | 6% |
| Percent of time with a vehicle drawing power from EVSE | 3% | 1% | 3% |
| Average number of charging events started per EVSE per day | 0.30 | 0.12 | 0.25 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: San Francisco, CA Metropolitan Area

Report period: July 2013 through September 2013

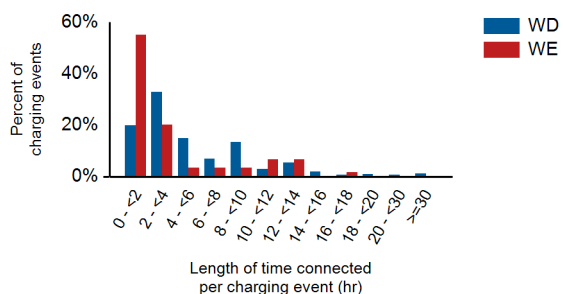
Vehicles Charged

| | City CarShare fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|----------------------------------|-------------|----------------|---------|
| Percent of charging events | 0% | 10% | 1% | 89% |
| Percent of electricity consumed | 0% | 8% | 0% | 92% |

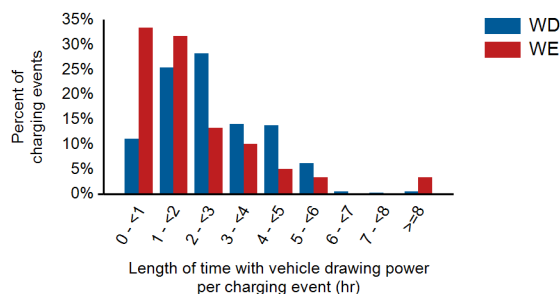
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 5.8 | 3.6 | 5.5 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.7 | 2.0 | 2.6 |
| Average electricity consumed per charging event (AC kWh) | 9.9 | 8.4 | 9.7 |

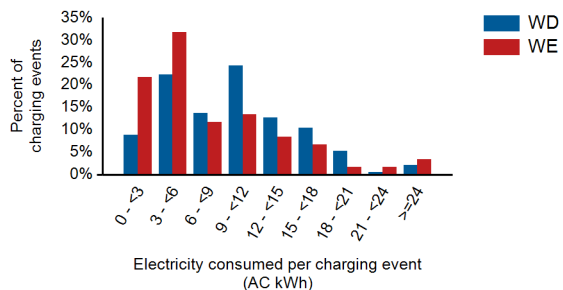
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



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

Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

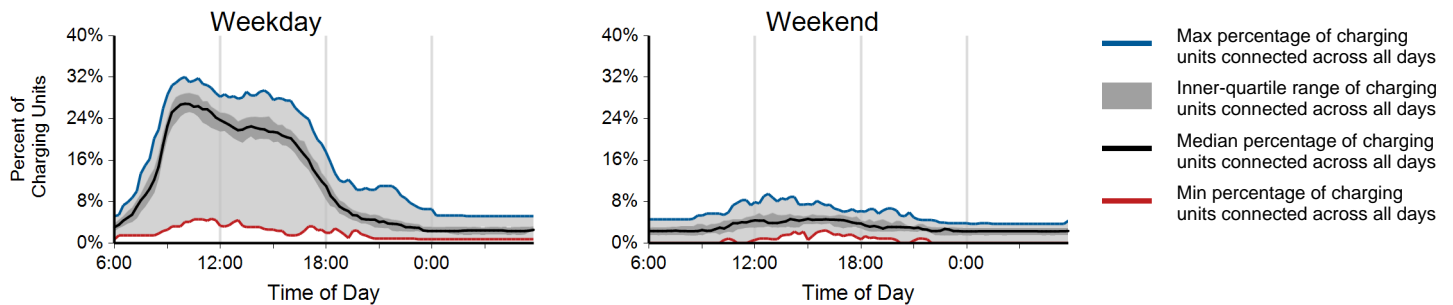
Region: San Francisco, CA Metropolitan Area

Report period: July 2013 through September 2013

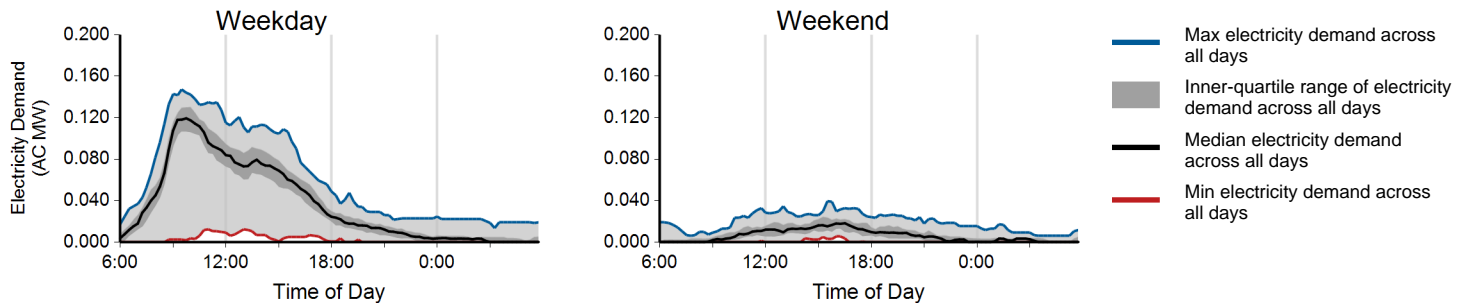
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 6,103 | 599 | 6,702 |
| Electricity consumed (AC MWh) | 57.23 | 4.22 | 61.44 |
| Percent of time with a vehicle connected to EVSE | 11% | 3% | 9% |
| Percent of time with a vehicle drawing power from EVSE | 7% | 1% | 5% |
| Average number of charging events started per EVSE per day | 0.71 | 0.17 | 0.55 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: San Francisco, CA Metropolitan Area

Report period: July 2013 through September 2013

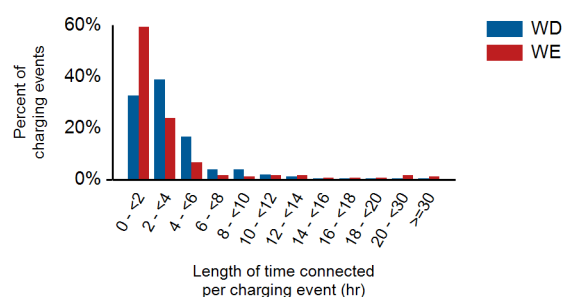
Vehicles Charged

| | City CarShare fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|----------------------------------|-------------|----------------|---------|
| Percent of charging events | 0% | 8% | 0% | 92% |
| Percent of electricity consumed | 0% | 6% | 0% | 94% |

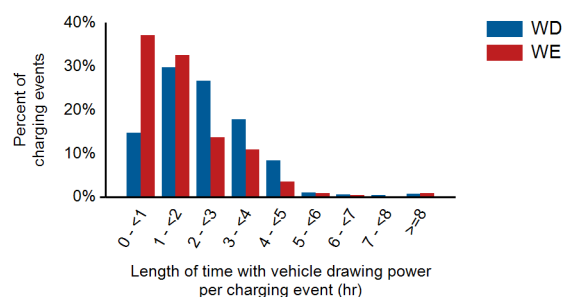
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 3.8 | 3.5 | 3.8 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.4 | 1.7 | 2.3 |
| Average electricity consumed per charging event (AC kWh) | 9.4 | 7.2 | 9.2 |

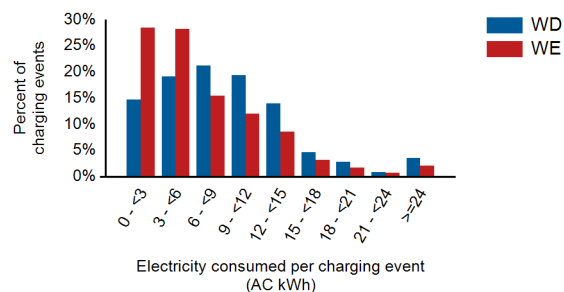
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



DC Fast Chargers

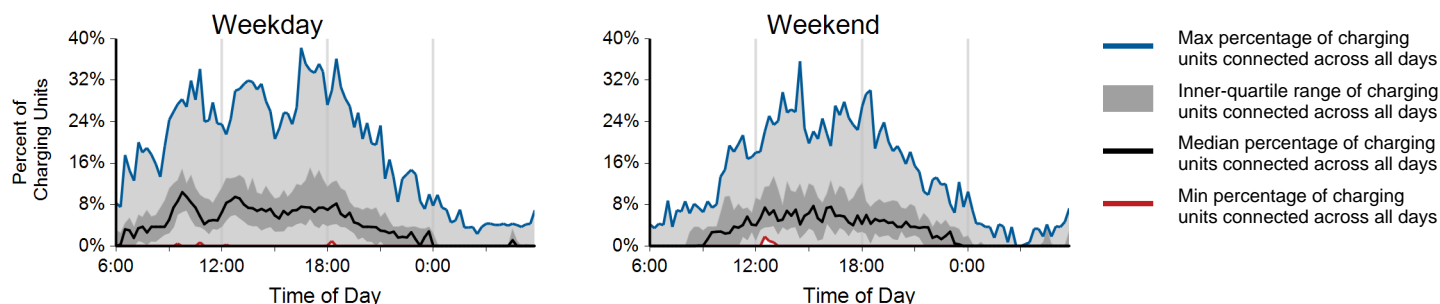
Region: San Francisco, CA Metropolitan Area

Report period: July 2013 through September 2013

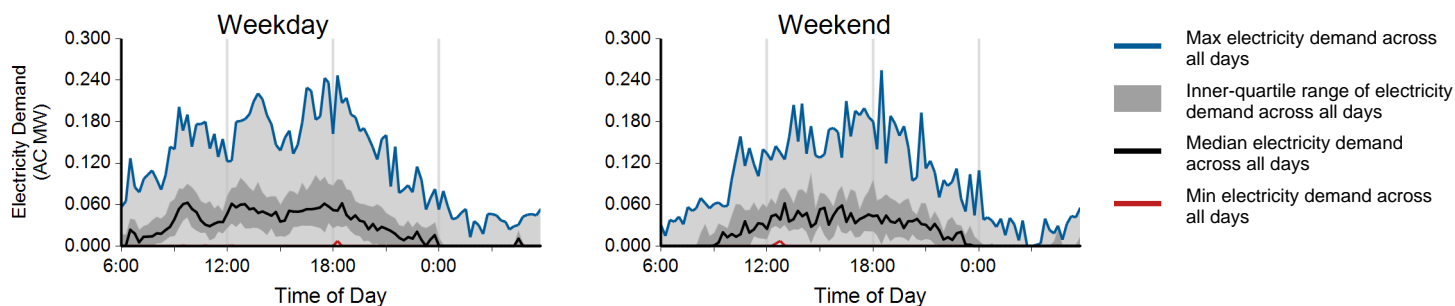
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 5,901 | 1,749 | 7,650 |
| Electricity consumed (AC MWh) | 54.16 | 16.60 | 70.76 |
| Percent of time with a vehicle connected to EVSE | 5% | 4% | 5% |
| Percent of time with a vehicle drawing power from EVSE | 5% | 4% | 5% |
| Average number of charging events started per EVSE per day | 3.43 | 2.53 | 3.17 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



DC Fast Chargers

Region: San Francisco, CA Metropolitan Area

Report period: July 2013 through September 2013

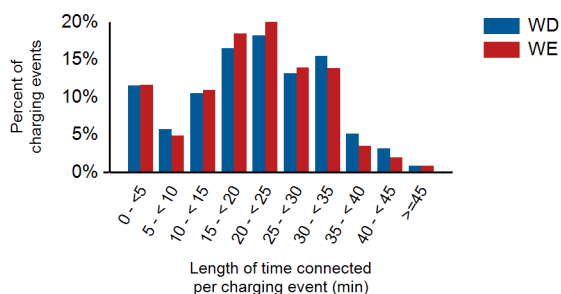
Vehicles Charged

| | City CarShare fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|----------------------------------|-------------|----------------|---------|
| Percent of charging events | 0% | 20% | 0% | 80% |
| Percent of electricity consumed | 0% | 17% | 0% | 83% |

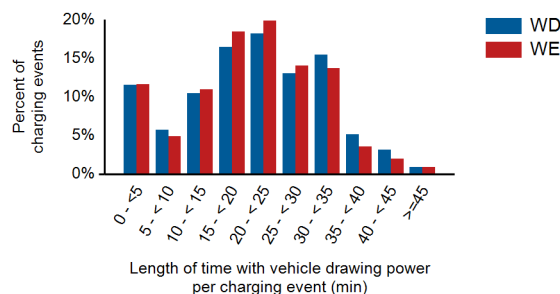
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|--|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (min) | 21.2 | 20.5 | 21.0 |
| Average length of time with vehicle drawing power per charging event (min) | 21.2 | 20.5 | 21.0 |
| Average electricity consumed per charging event (AC kWh) | 9.2 | 9.5 | 9.2 |

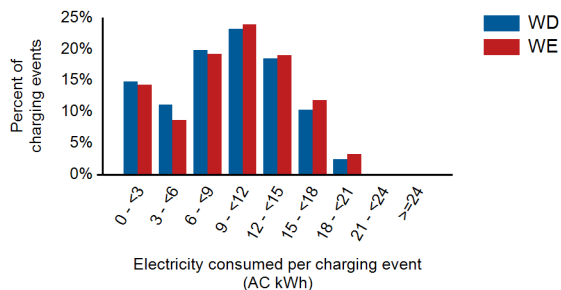
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



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

EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Washington, D.C. Metropolitan Area

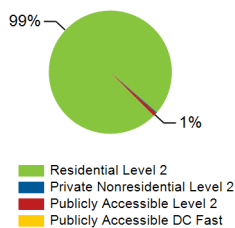
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 292

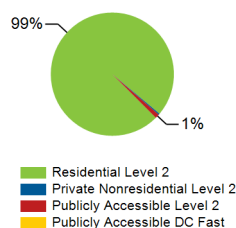
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|--------|
| Number of charging units ¹ | 292 | 9 | 20 | 0 | 321 |
| Number of charging events ² | 25,296 | 67 | 225 | 0 | 25,588 |
| Electricity consumed (AC MWh) | 165.60 | 0.55 | 1.81 | 0.00 | 167.96 |
| Percent of time with a vehicle connected to charging unit | 48% | 1% | 1% | 0% | 43% |
| Percent of time with a vehicle drawing power from charging unit | 8% | 1% | 1% | 0% | 7% |

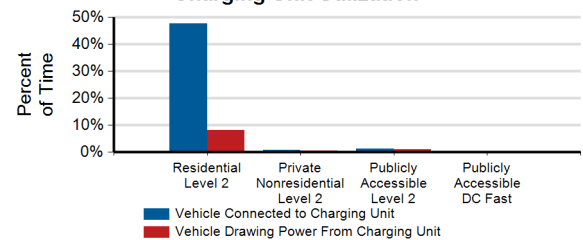
Number of Charge Events



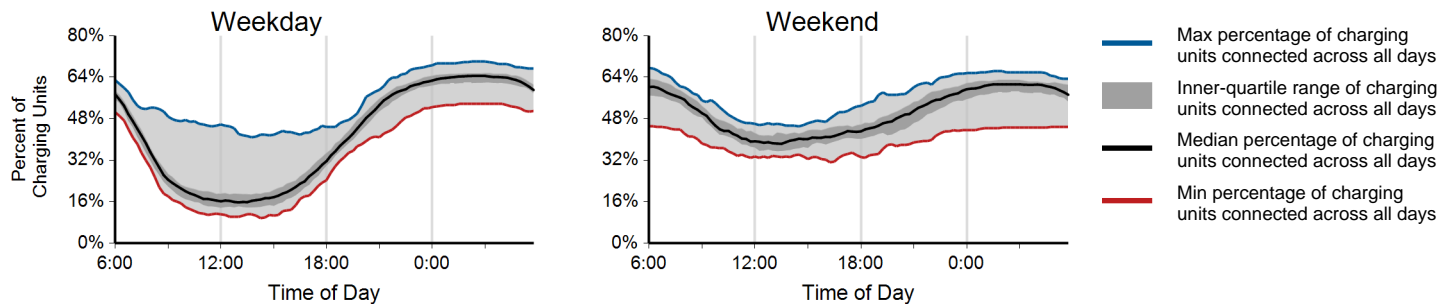
Electricity Consumed



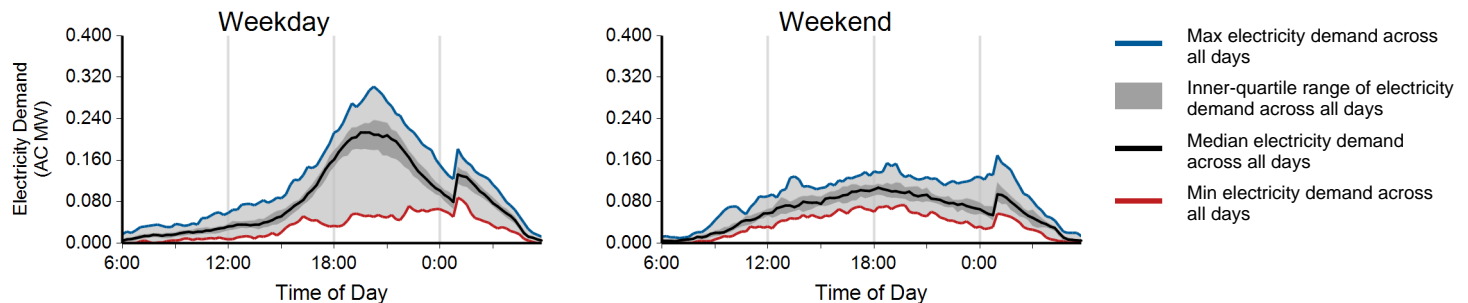
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

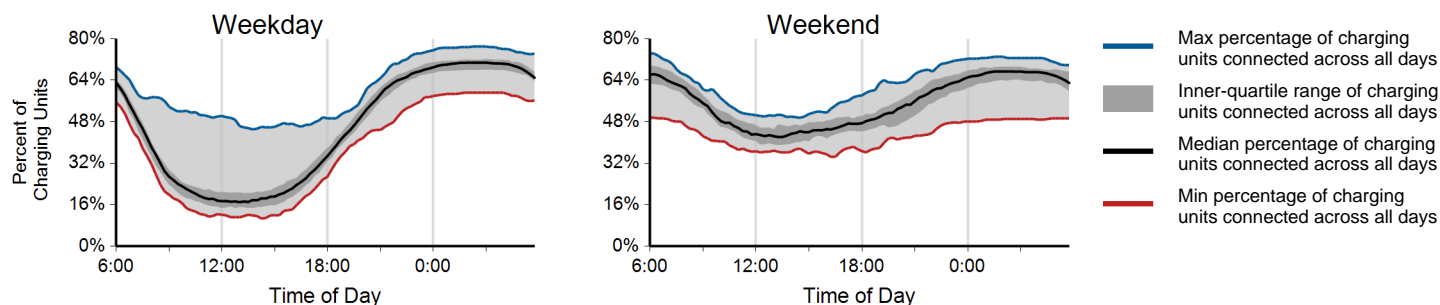
Region: Washington, D.C. Metropolitan Area

Report period: July 2013 through September 2013

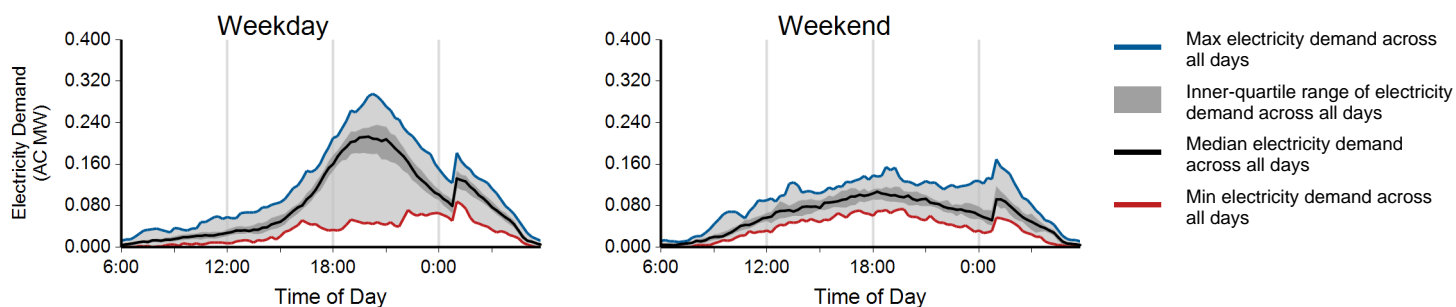
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 18,641 | 6,655 | 25,296 |
| Electricity consumed (AC MWh) | 128.16 | 37.43 | 165.60 |
| Percent of time with a vehicle connected to EVSE | 45% | 54% | 48% |
| Percent of time with a vehicle drawing power from EVSE | 9% | 7% | 8% |
| Average number of charging events started per EVSE per day | 0.98 | 0.87 | 0.95 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Washington, D.C. Metropolitan Area

Report period: July 2013 through September 2013

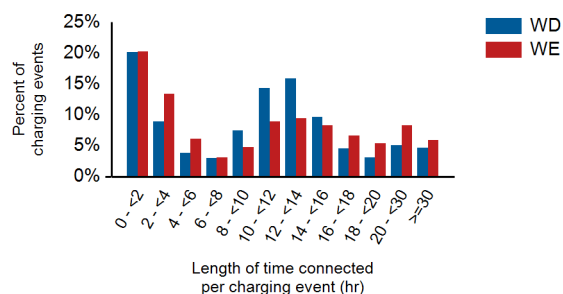
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 11% | 89% | 0% |
| Percent of electricity consumed | 13% | 87% | 0% |

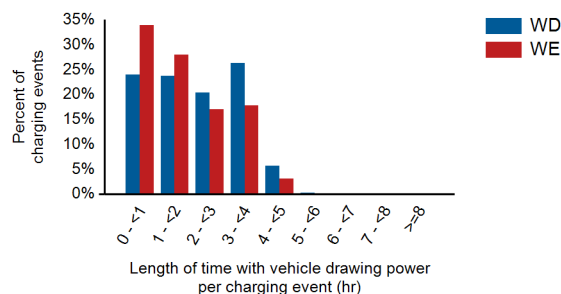
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 12.1 | 12.3 | 12.2 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.2 | 1.8 | 2.1 |
| Average electricity consumed per charging event (AC kWh) | 6.9 | 5.6 | 6.5 |

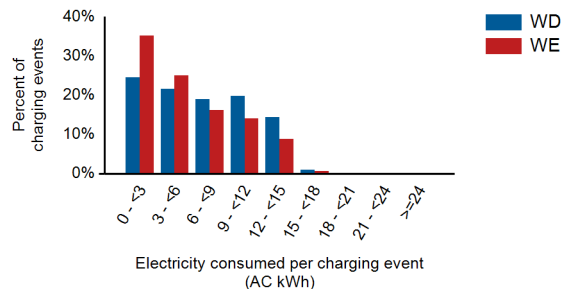
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

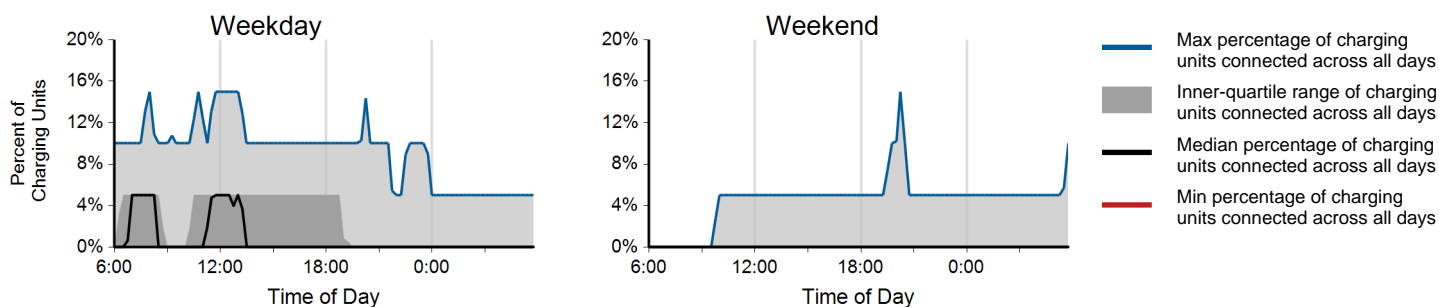
Region: Washington, D.C. Metropolitan Area

Report period: July 2013 through September 2013

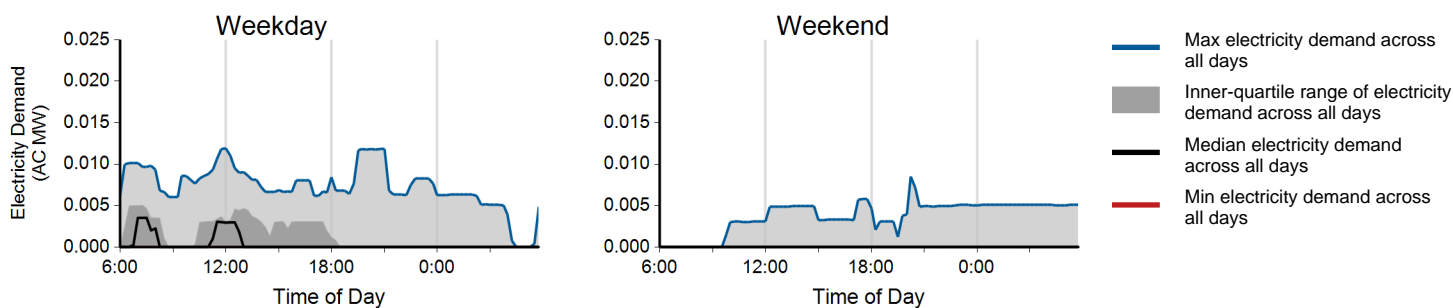
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 206 | 19 | 225 |
| Electricity consumed (AC MWh) | 1.63 | 0.18 | 1.81 |
| Percent of time with a vehicle connected to EVSE | 2% | 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 | 0.16 | 0.04 | 0.12 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Washington, D.C. Metropolitan Area

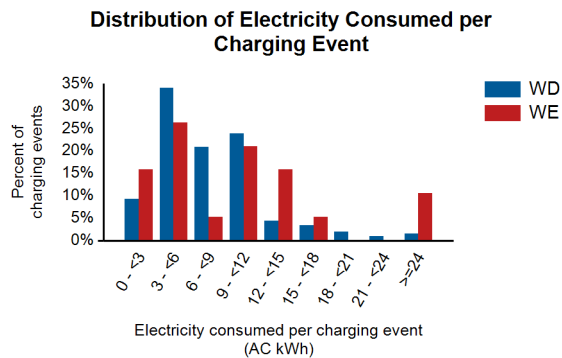
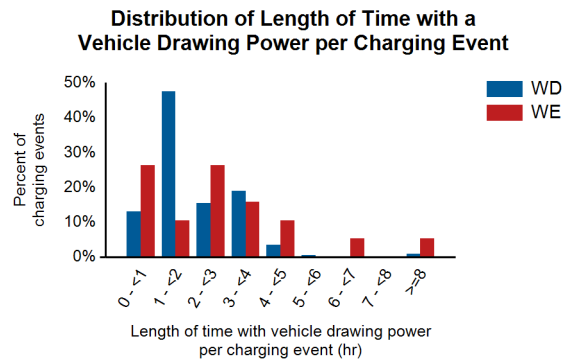
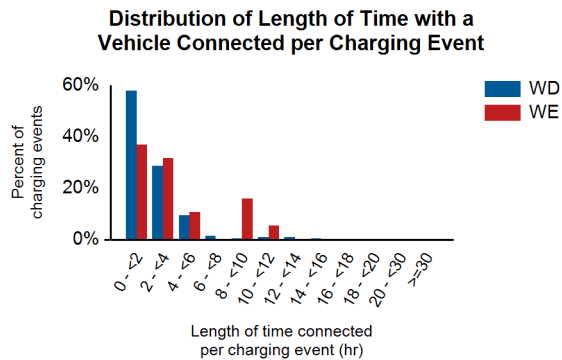
Report period: July 2013 through September 2013

Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 0% | 17% | 83% |
| Percent of electricity consumed | 0% | 8% | 92% |

Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 2.5 | 3.8 | 2.6 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.1 | 2.8 | 2.1 |
| Average electricity consumed per charging event (AC kWh) | 7.8 | 10.9 | 8.0 |



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Oregon

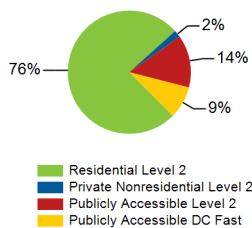
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 484

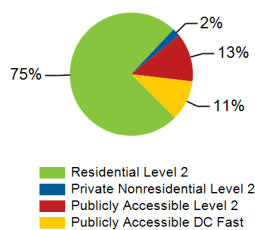
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|--------|
| Number of charging units ¹ | 488 | 29 | 399 | 18 | 934 |
| Number of charging events ² | 37,144 | 901 | 6,759 | 4,165 | 48,969 |
| Electricity consumed (AC MWh) | 260.39 | 7.35 | 44.48 | 37.14 | 349.36 |
| Percent of time with a vehicle connected to charging unit | 40% | 24% | 5% | 3% | 24% |
| Percent of time with a vehicle drawing power from charging unit | 7% | 6% | 2% | 3% | 5% |

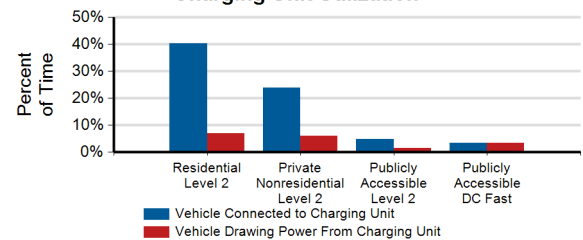
Number of Charge Events



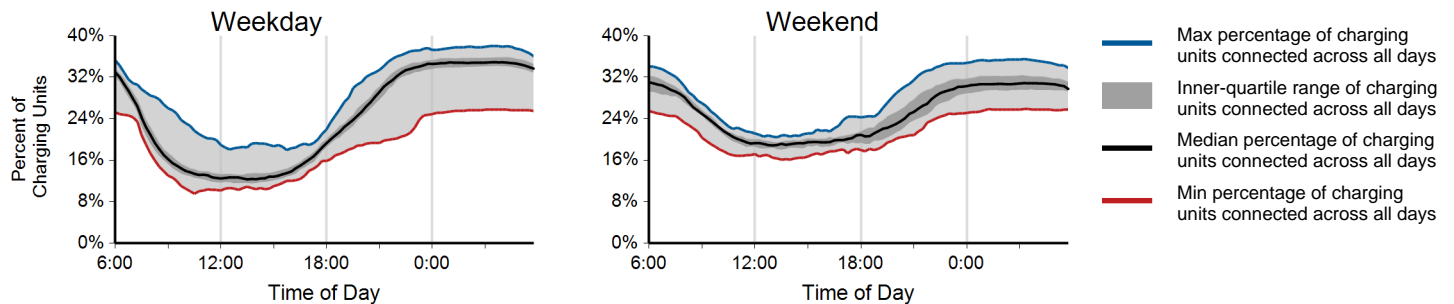
Electricity Consumed



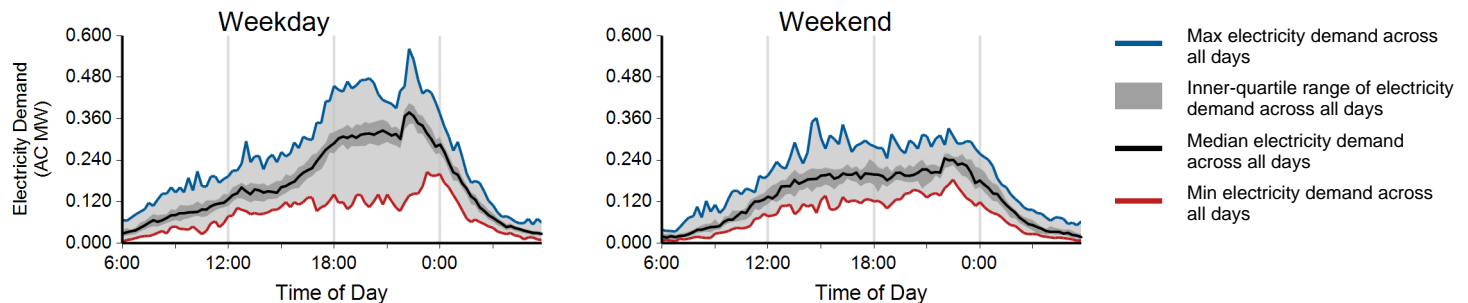
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

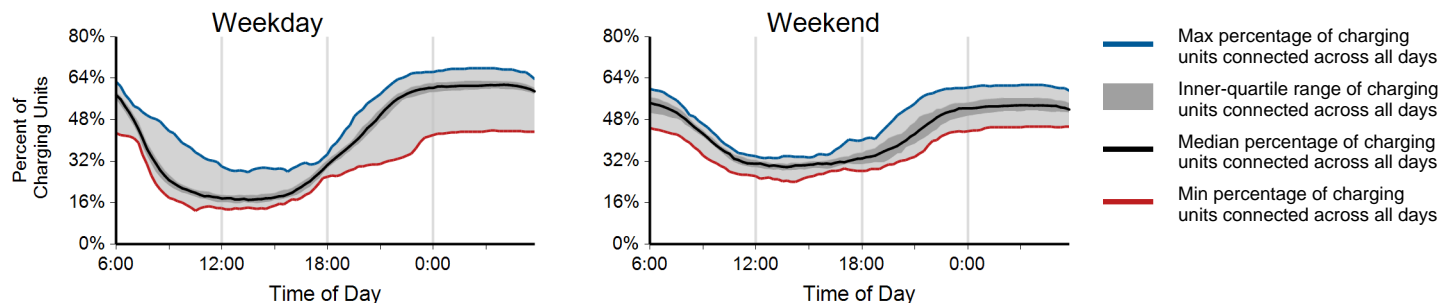
Region: Oregon

Report period: July 2013 through September 2013

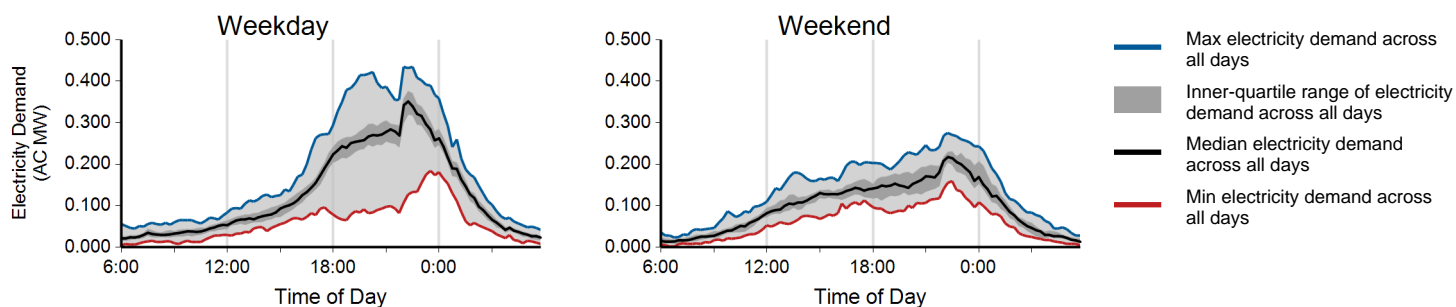
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 27,853 | 9,291 | 37,144 |
| Electricity consumed (AC MWh) | 200.22 | 60.17 | 260.39 |
| Percent of time with a vehicle connected to EVSE | 40% | 42% | 40% |
| Percent of time with a vehicle drawing power from EVSE | 7% | 6% | 7% |
| Average number of charging events started per EVSE per day | 0.87 | 0.73 | 0.83 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Oregon

Report period: July 2013 through September 2013

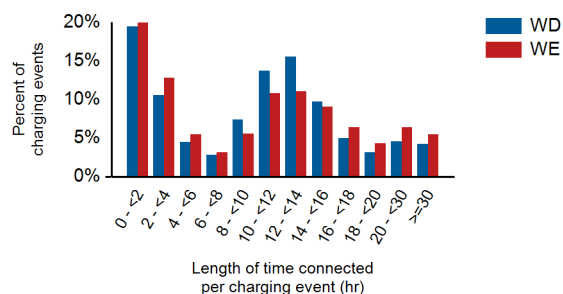
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 68% | 32% | 0% |
| Percent of electricity consumed | 73% | 27% | 0% |

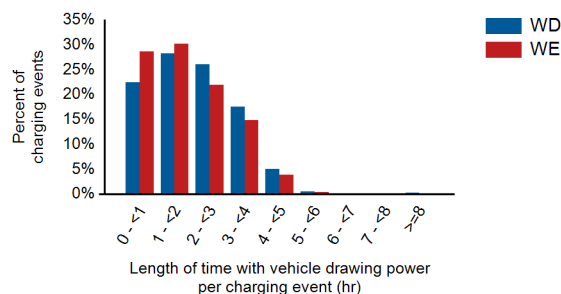
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 11.8 | 11.9 | 11.8 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.1 | 1.9 | 2.0 |
| Average electricity consumed per charging event (AC kWh) | 7.2 | 6.5 | 7.0 |

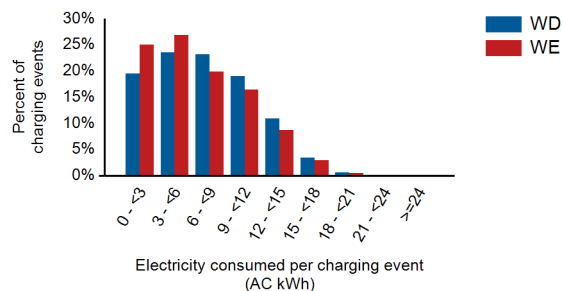
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

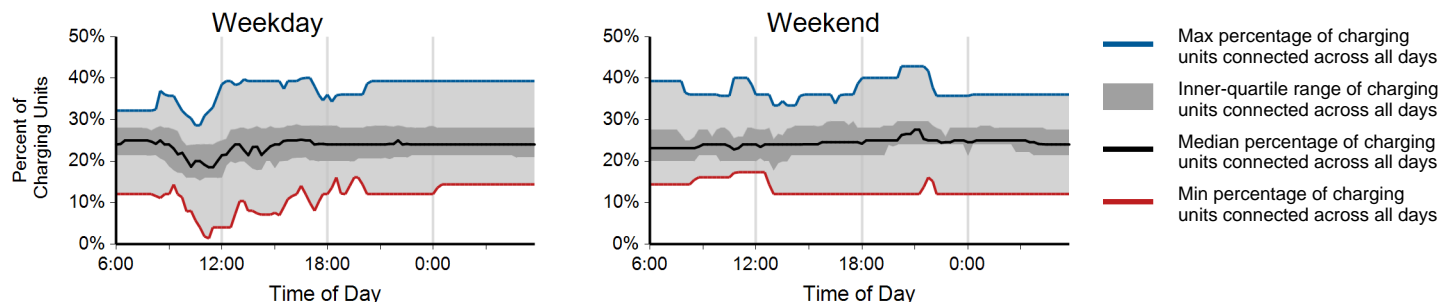
Region: Oregon

Report period: July 2013 through September 2013

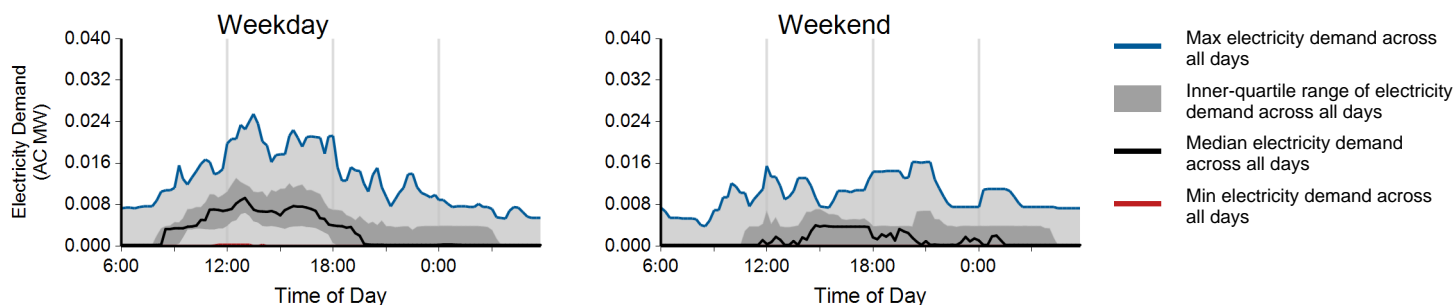
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 783 | 118 | 901 |
| Electricity consumed (AC MWh) | 5.92 | 1.42 | 7.35 |
| Percent of time with a vehicle connected to EVSE | 24% | 25% | 24% |
| Percent of time with a vehicle drawing power from EVSE | 7% | 5% | 6% |
| Average number of charging events started per EVSE per day | 0.44 | 0.17 | 0.37 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Oregon

Report period: July 2013 through September 2013

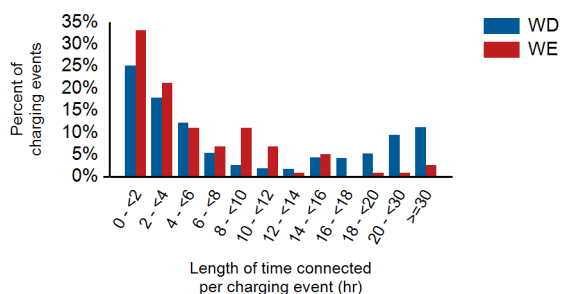
Vehicles Charged

| | Car2Go fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|---------------------------|-------------|----------------|---------|
| Percent of charging events | 25% | 2% | 0% | 73% |
| Percent of electricity consumed | 37% | 1% | 0% | 62% |

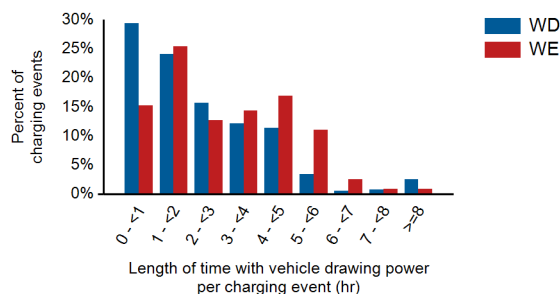
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 18.4 | 6.1 | 16.8 |
| Average length of time with vehicle drawing power per charging event (hr) | 4.2 | 2.9 | 4.0 |
| Average electricity consumed per charging event (AC kWh) | 7.6 | 11.6 | 8.2 |

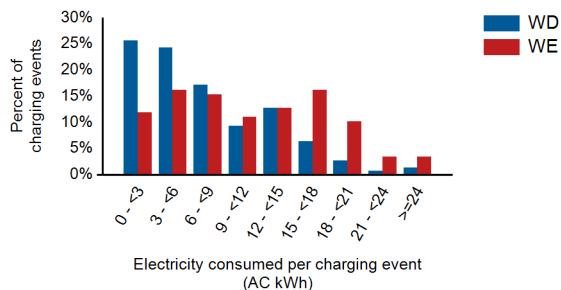
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



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

Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

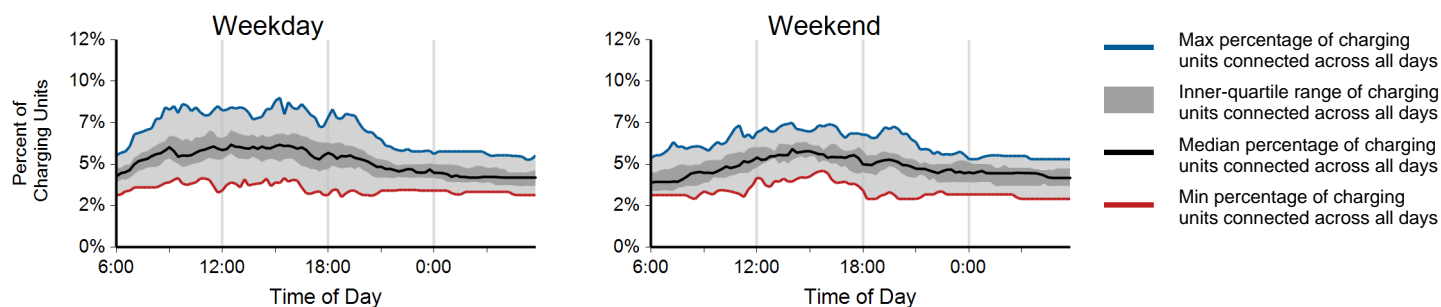
Region: Oregon

Report period: July 2013 through September 2013

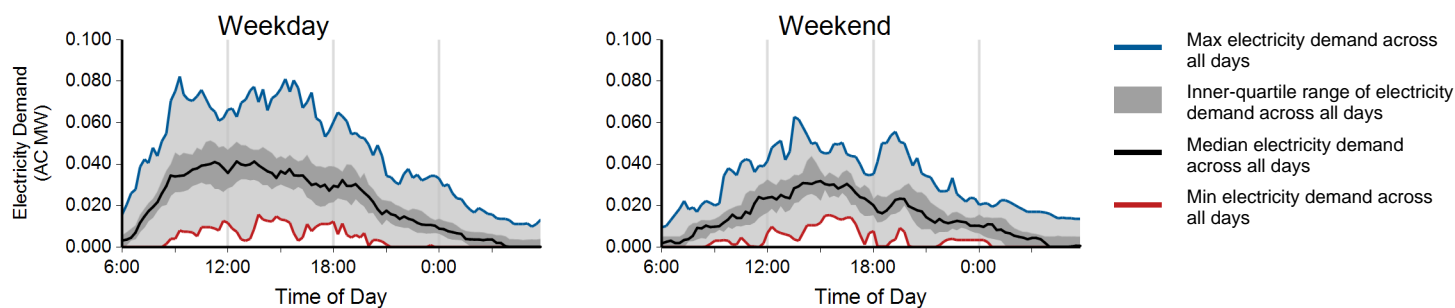
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 5,359 | 1,400 | 6,759 |
| Electricity consumed (AC MWh) | 34.90 | 9.58 | 44.48 |
| Percent of time with a vehicle connected to EVSE | 5% | 5% | 5% |
| Percent of time with a vehicle drawing power from EVSE | 2% | 1% | 2% |
| Average number of charging events started per EVSE per day | 0.21 | 0.14 | 0.19 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Oregon

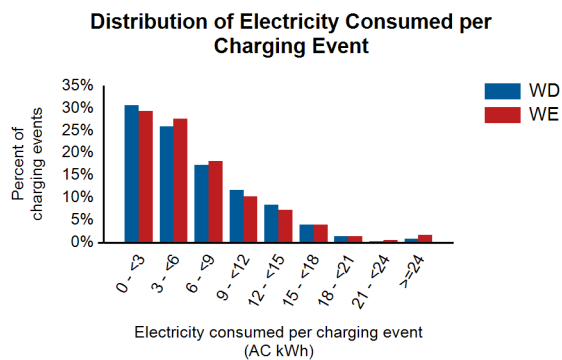
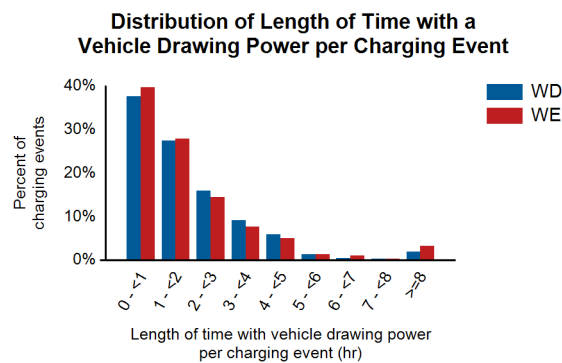
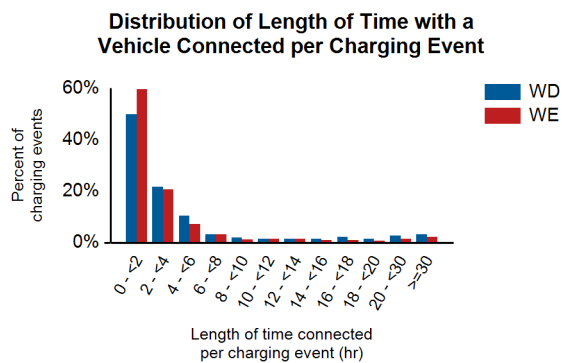
Report period: July 2013 through September 2013

Vehicles Charged

| | Car2Go fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|---------------------------|-------------|----------------|---------|
| Percent of charging events | 2% | 18% | 2% | 78% |
| Percent of electricity consumed | 4% | 18% | 2% | 76% |

Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 6.9 | 3.9 | 6.3 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.0 | 2.1 | 2.0 |
| Average electricity consumed per charging event (AC kWh) | 6.5 | 6.9 | 6.6 |



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

DC Fast Chargers

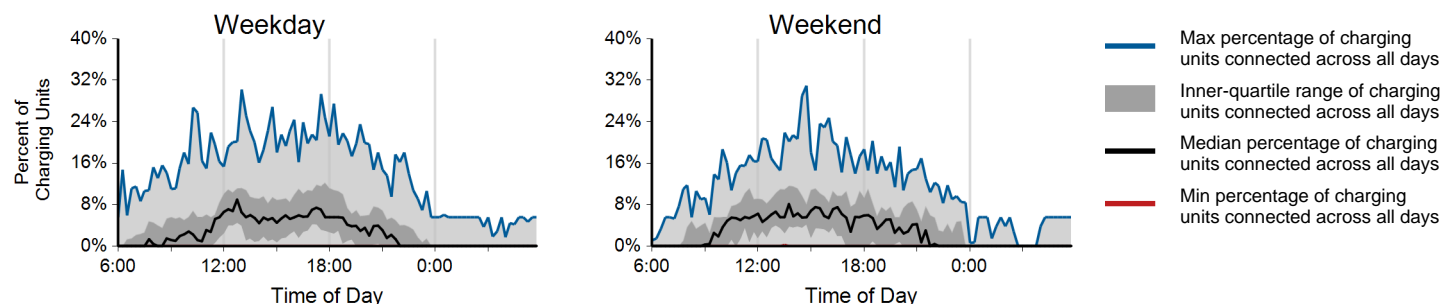
Region: Oregon

Report period: July 2013 through September 2013

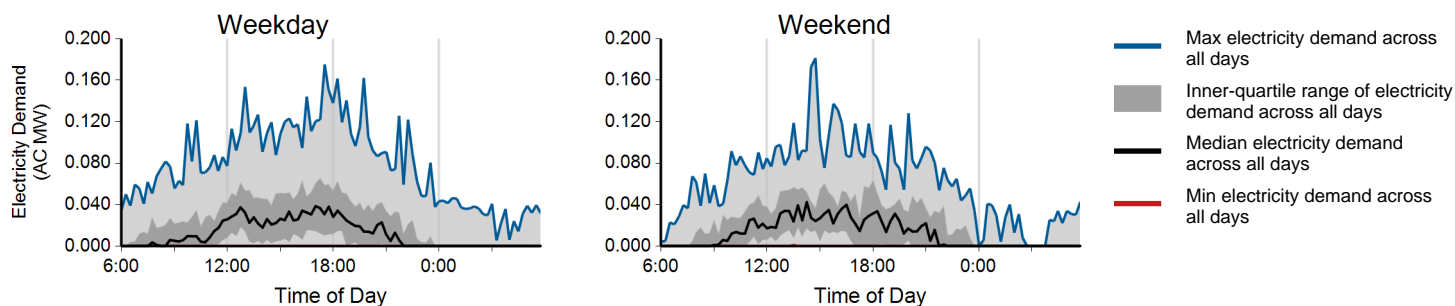
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 2,999 | 1,166 | 4,165 |
| Electricity consumed (AC MWh) | 26.90 | 10.25 | 37.14 |
| Percent of time with a vehicle connected to EVSE | 3% | 3% | 3% |
| Percent of time with a vehicle drawing power from EVSE | 3% | 3% | 3% |
| Average number of charging events started per EVSE per day | 2.53 | 2.47 | 2.52 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



DC Fast Chargers

Region: Oregon

Report period: July 2013 through September 2013

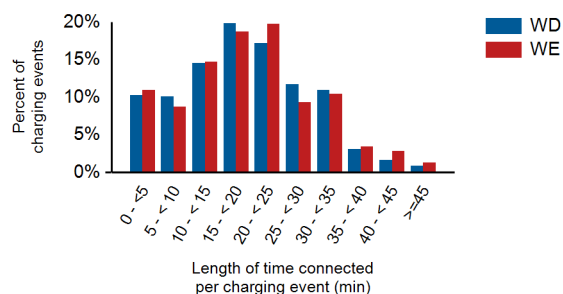
Vehicles Charged

| | Car2Go fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|---------------------------|-------------|----------------|---------|
| Percent of charging events | 0% | 22% | 0% | 78% |
| Percent of electricity consumed | 0% | 20% | 0% | 80% |

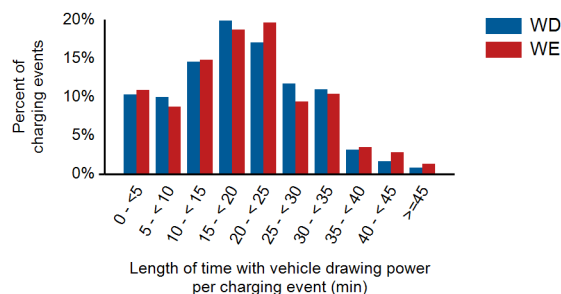
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|--|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (min) | 19.1 | 19.3 | 19.1 |
| Average length of time with vehicle drawing power per charging event (min) | 19.1 | 19.3 | 19.1 |
| Average electricity consumed per charging event (AC kWh) | 9.0 | 8.8 | 8.9 |

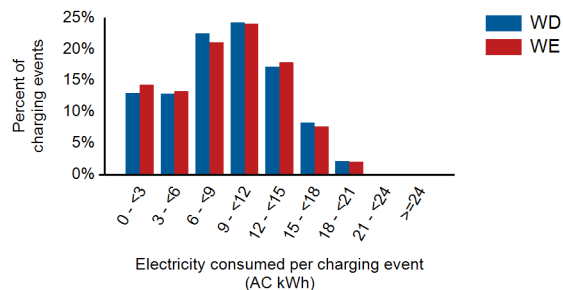
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



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

EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Chattanooga, TN Metropolitan Area

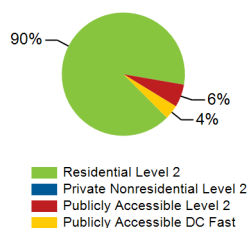
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 45

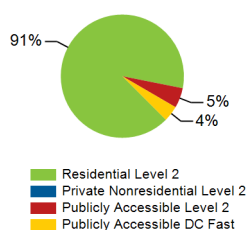
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|-------|
| Number of charging units ¹ | 44 | 0 | 40 | 7 | 91 |
| Number of charging events ² | 3,625 | 0 | 241 | 152 | 4,018 |
| Electricity consumed (AC MWh) | 27.24 | 0.00 | 1.58 | 1.24 | 30.06 |
| Percent of time with a vehicle connected to charging unit | 41% | 0% | 1% | 0% | 20% |
| Percent of time with a vehicle drawing power from charging unit | 8% | 0% | 0% | 0% | 4% |

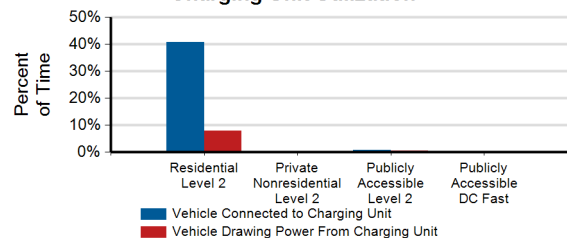
Number of Charge Events



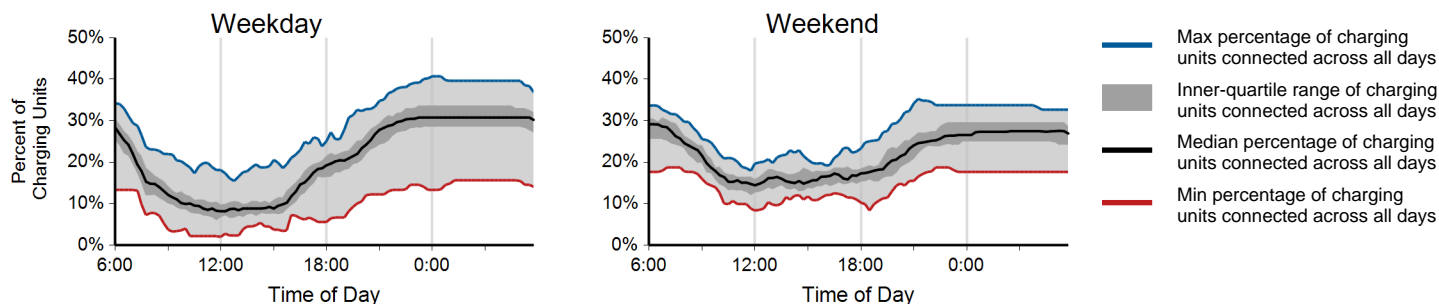
Electricity Consumed



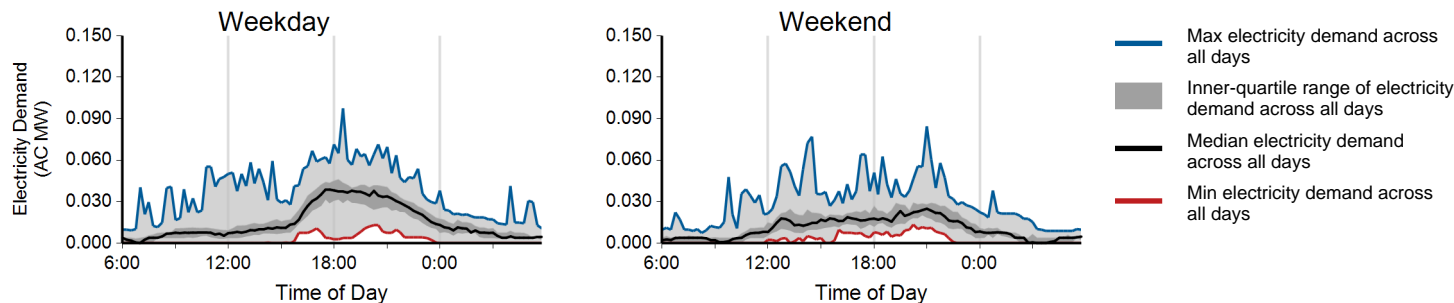
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

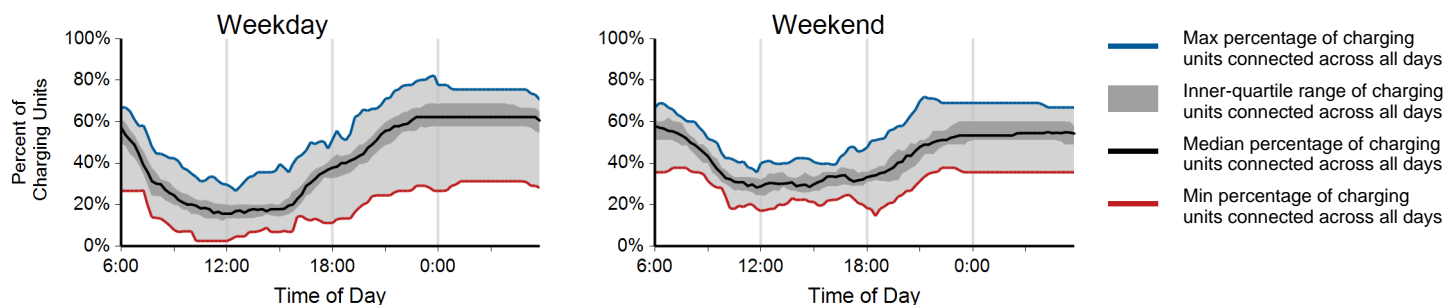
Region: Chattanooga, TN Metropolitan Area

Report period: July 2013 through September 2013

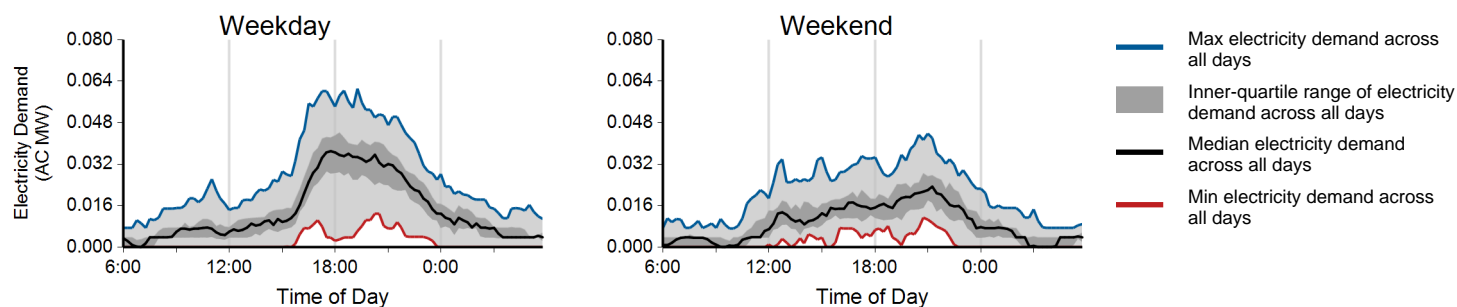
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 2,719 | 906 | 3,625 |
| Electricity consumed (AC MWh) | 21.42 | 5.82 | 27.24 |
| Percent of time with a vehicle connected to EVSE | 40% | 43% | 41% |
| Percent of time with a vehicle drawing power from EVSE | 9% | 6% | 8% |
| Average number of charging events started per EVSE per day | 0.94 | 0.78 | 0.90 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Chattanooga, TN Metropolitan Area

Report period: July 2013 through September 2013

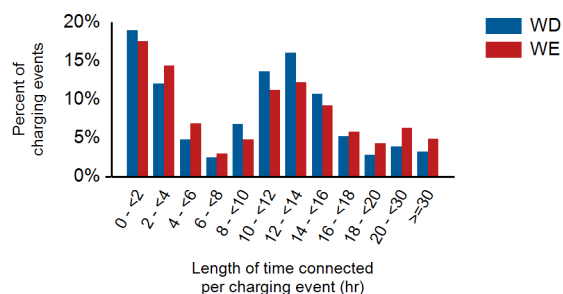
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 74% | 26% | 0% |
| Percent of electricity consumed | 77% | 23% | 0% |

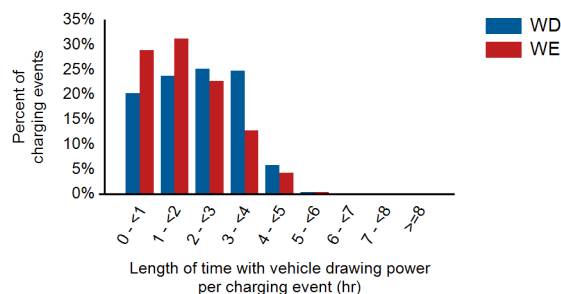
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 10.9 | 11.3 | 11.0 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.2 | 1.8 | 2.1 |
| Average electricity consumed per charging event (AC kWh) | 7.9 | 6.4 | 7.5 |

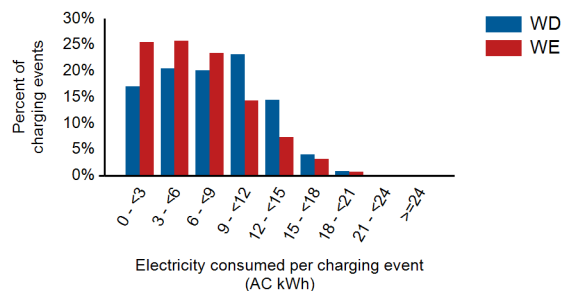
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

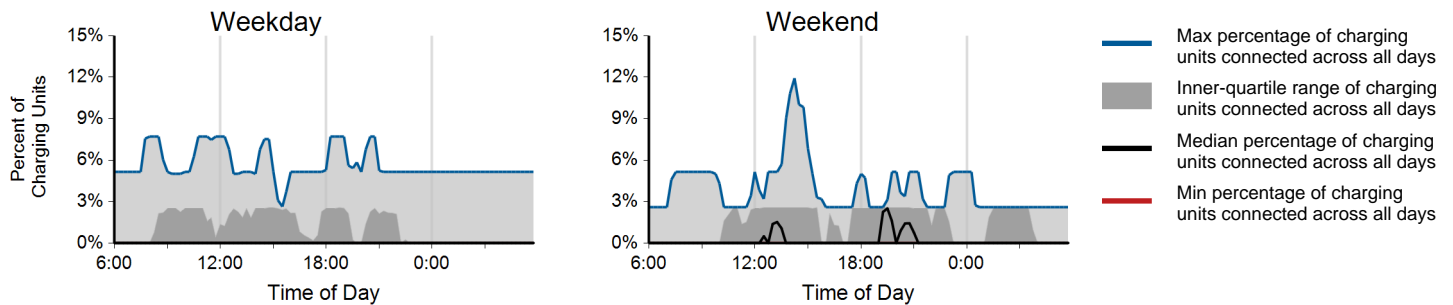
Region: Chattanooga, TN Metropolitan Area

Report period: July 2013 through September 2013

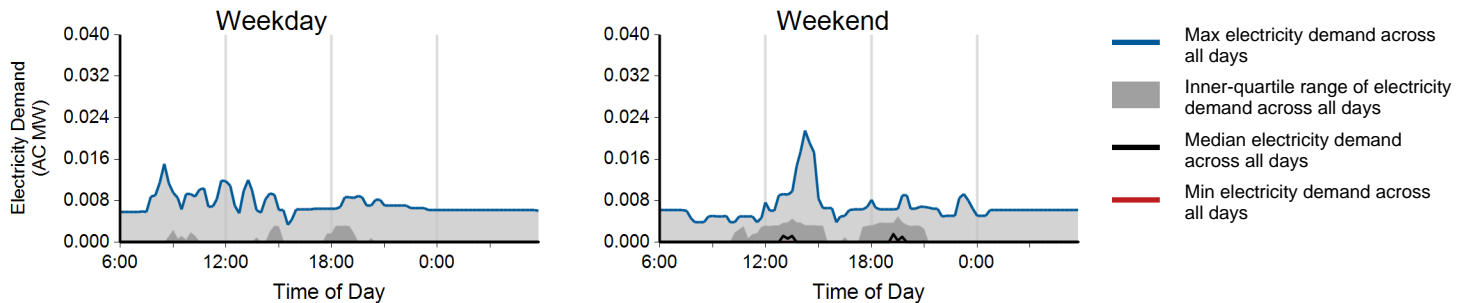
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 157 | 84 | 241 |
| Electricity consumed (AC MWh) | 1.00 | 0.58 | 1.58 |
| Percent of time with a vehicle connected to EVSE | 1% | 1% | 1% |
| Percent of time with a vehicle drawing power from EVSE | 0% | 1% | 0% |
| Average number of charging events started per EVSE per day | 0.06 | 0.08 | 0.07 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Chattanooga, TN Metropolitan Area

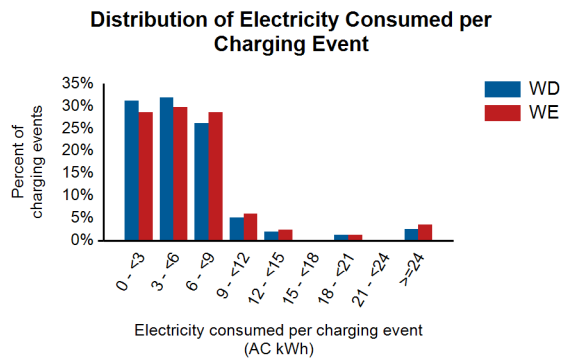
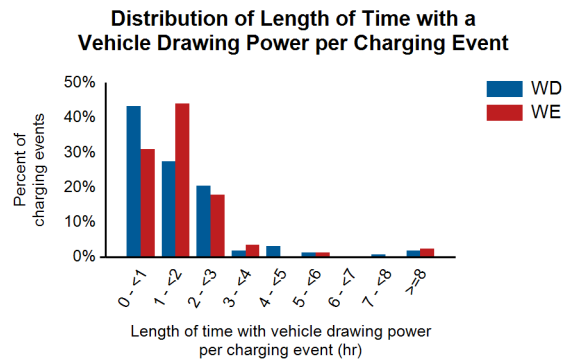
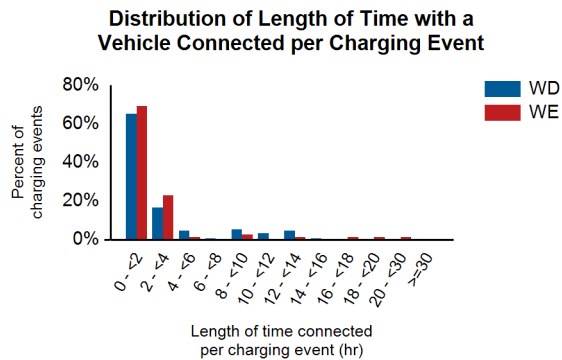
Report period: July 2013 through September 2013

Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 29% | 5% | 66% |
| Percent of electricity consumed | 19% | 4% | 77% |

Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 2.9 | 2.4 | 2.7 |
| Average length of time with vehicle drawing power per charging event (hr) | 1.7 | 1.7 | 1.7 |
| Average electricity consumed per charging event (AC kWh) | 6.2 | 7.2 | 6.6 |



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Knoxville, TN Metropolitan Area

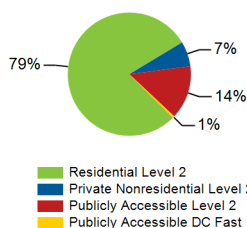
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 102

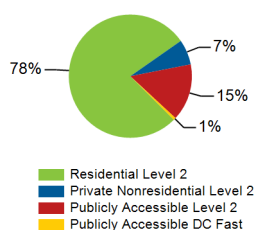
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|-------|
| Number of charging units ¹ | 100 | 29 | 113 | 3 | 245 |
| Number of charging events ² | 7,713 | 639 | 1,375 | 51 | 9,778 |
| Electricity consumed (AC MWh) | 55.94 | 4.76 | 10.77 | 0.44 | 71.91 |
| Percent of time with a vehicle connected to charging unit | 41% | 6% | 4% | 0% | 19% |
| Percent of time with a vehicle drawing power from charging unit | 7% | 2% | 1% | 0% | 4% |

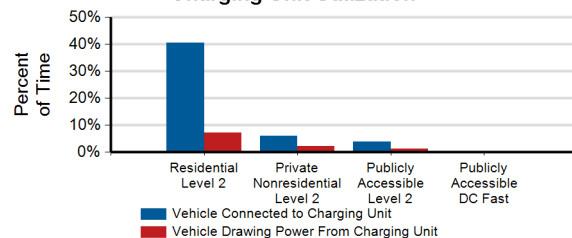
Number of Charge Events



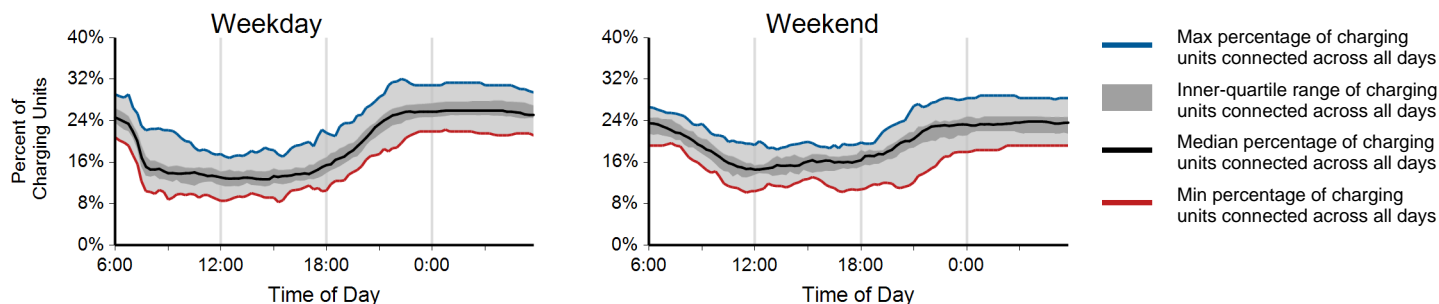
Electricity Consumed



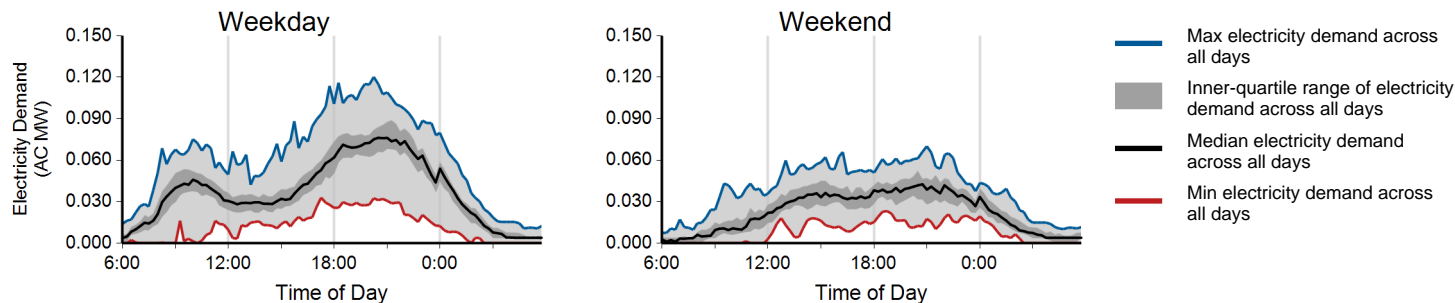
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

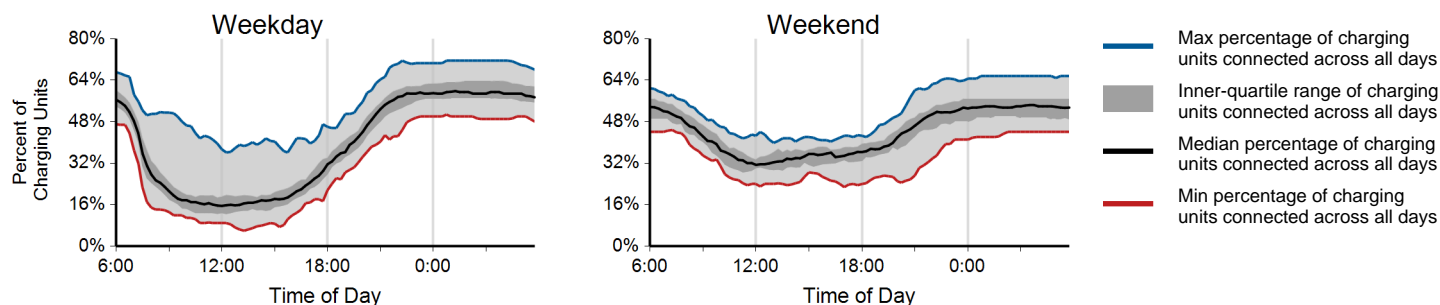
Region: Knoxville, TN Metropolitan Area

Report period: July 2013 through September 2013

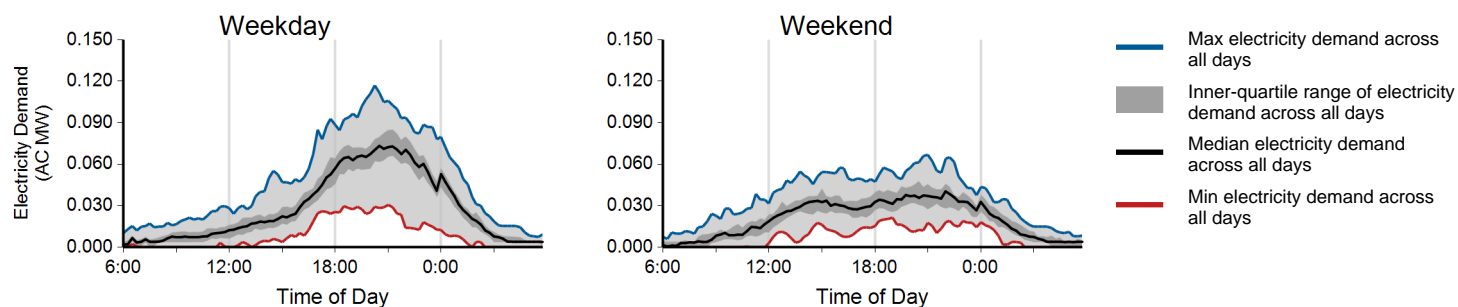
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 5,827 | 1,886 | 7,713 |
| Electricity consumed (AC MWh) | 43.48 | 12.47 | 55.94 |
| Percent of time with a vehicle connected to EVSE | 39% | 44% | 41% |
| Percent of time with a vehicle drawing power from EVSE | 8% | 6% | 7% |
| Average number of charging events started per EVSE per day | 0.89 | 0.72 | 0.84 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Knoxville, TN Metropolitan Area

Report period: July 2013 through September 2013

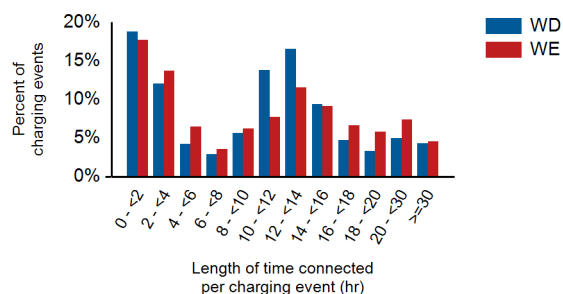
Vehicles Charged

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

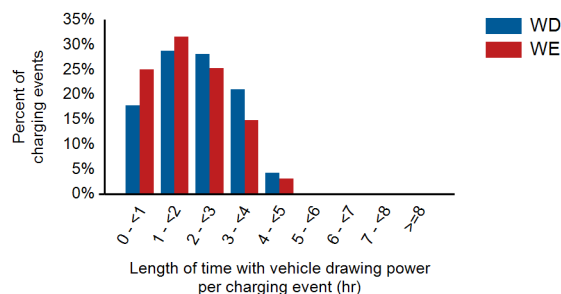
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 11.7 | 11.8 | 11.7 |
| 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 | 6.6 | 7.3 |

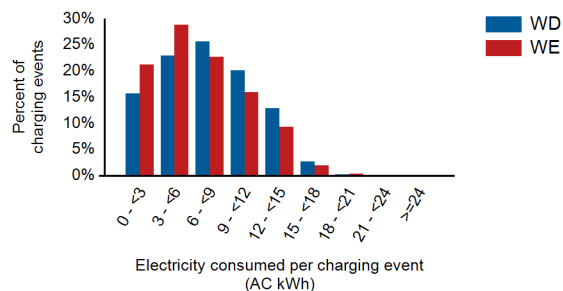
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

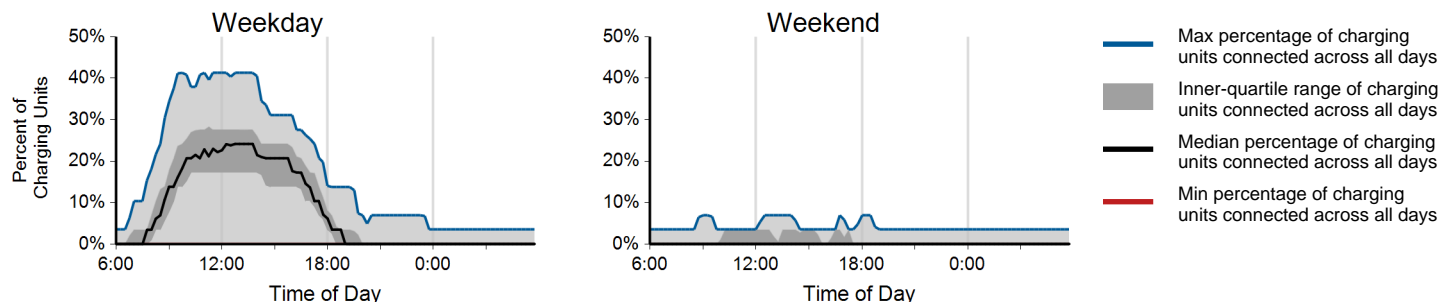
Region: Knoxville, TN Metropolitan Area

Report period: July 2013 through September 2013

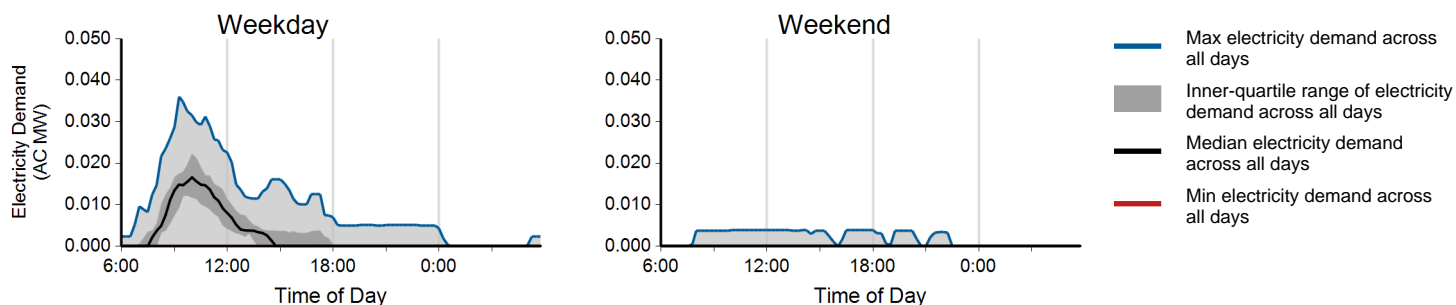
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 620 | 19 | 639 |
| Electricity consumed (AC MWh) | 4.67 | 0.09 | 4.76 |
| Percent of time with a vehicle connected to EVSE | 8% | 1% | 6% |
| Percent of time with a vehicle drawing power from EVSE | 3% | 0% | 2% |
| Average number of charging events started per EVSE per day | 0.33 | 0.02 | 0.24 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Knoxville, TN Metropolitan Area

Report period: July 2013 through September 2013

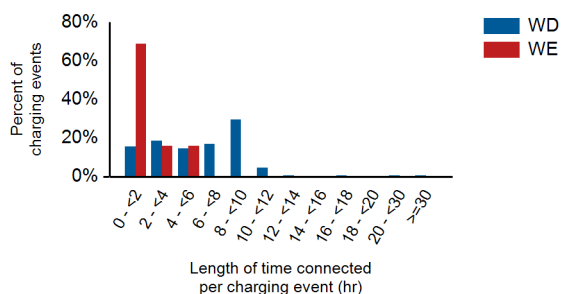
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 7% | 3% | 91% |
| Percent of electricity consumed | 4% | 2% | 94% |

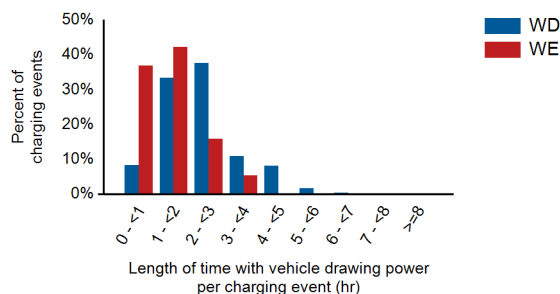
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 6.2 | 1.9 | 6.1 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.3 | 1.3 | 2.3 |
| Average electricity consumed per charging event (AC kWh) | 7.5 | 4.6 | 7.4 |

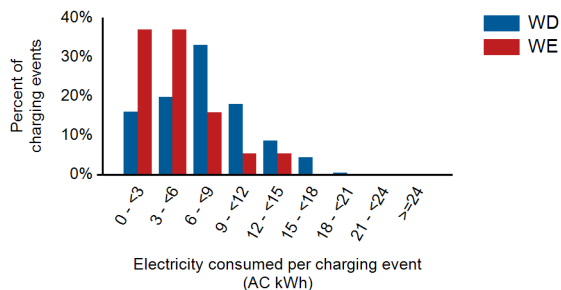
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

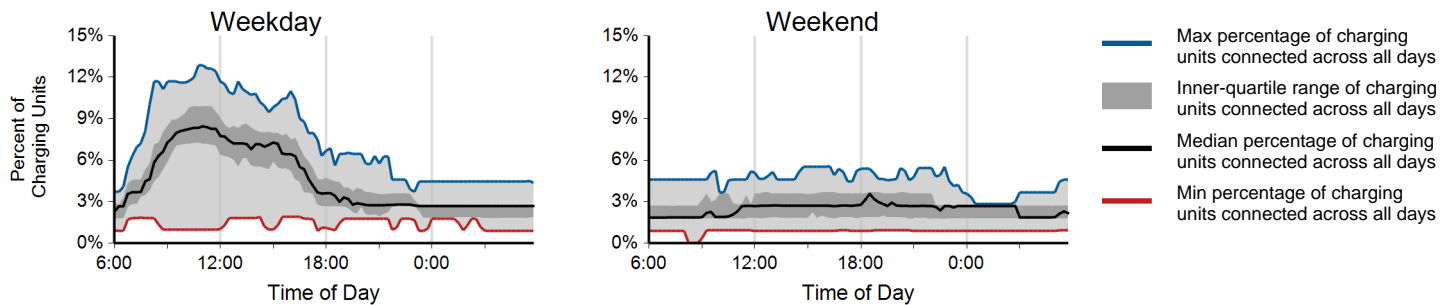
Region: Knoxville, TN Metropolitan Area

Report period: July 2013 through September 2013

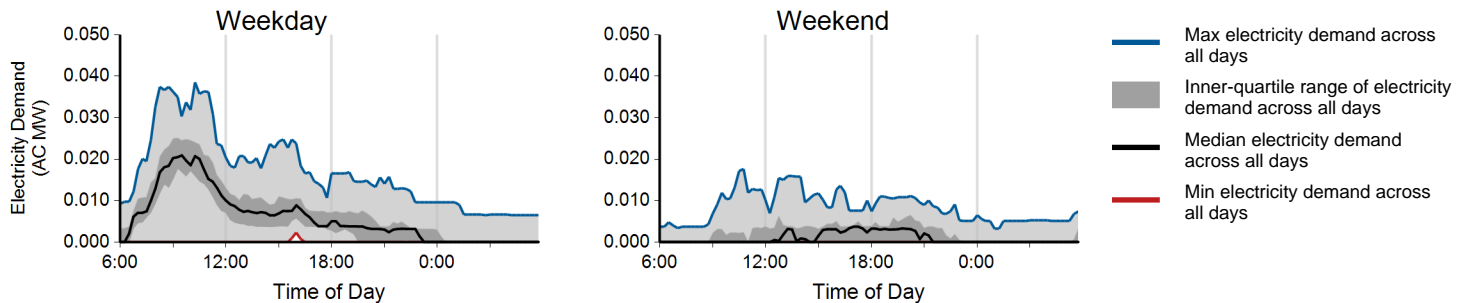
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 1,194 | 181 | 1,375 |
| Electricity consumed (AC MWh) | 9.79 | 0.98 | 10.77 |
| Percent of time with a vehicle connected to EVSE | 4% | 2% | 4% |
| Percent of time with a vehicle drawing power from EVSE | 2% | 0% | 1% |
| Average number of charging events started per EVSE per day | 0.16 | 0.06 | 0.14 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Knoxville, TN Metropolitan Area

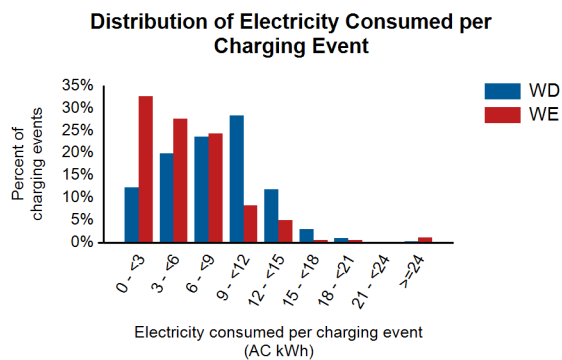
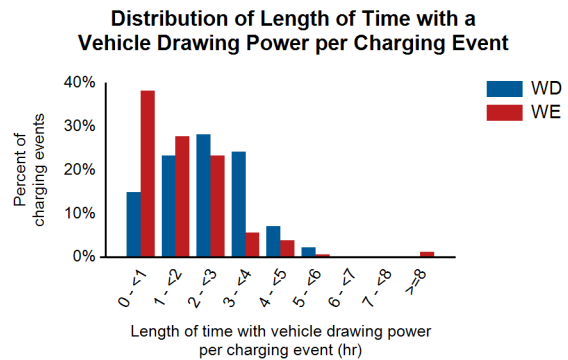
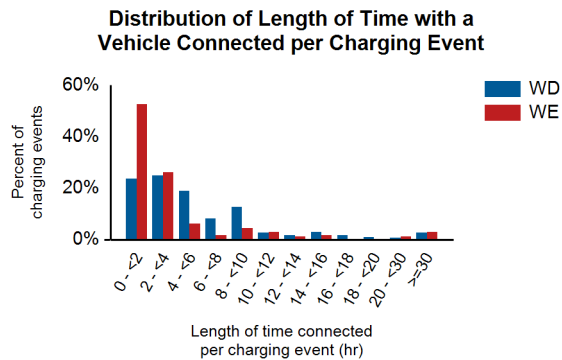
Report period: July 2013 through September 2013

Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 24% | 1% | 75% |
| Percent of electricity consumed | 20% | 1% | 79% |

Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 7.3 | 4.6 | 6.9 |
| 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) | 8.1 | 5.8 | 7.8 |



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Memphis, TN Metropolitan Area

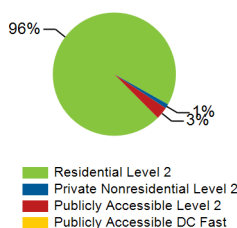
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 68

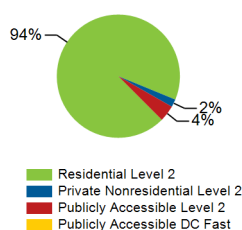
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|-------|
| Number of charging units ¹ | 67 | 1 | 17 | 0 | 85 |
| Number of charging events ² | 5,272 | 63 | 177 | 0 | 5,512 |
| Electricity consumed (AC MWh) | 35.07 | 0.76 | 1.60 | 0.00 | 37.43 |
| Percent of time with a vehicle connected to charging unit | 39% | 31% | 3% | 0% | 32% |
| Percent of time with a vehicle drawing power from charging unit | 7% | 10% | 1% | 0% | 6% |

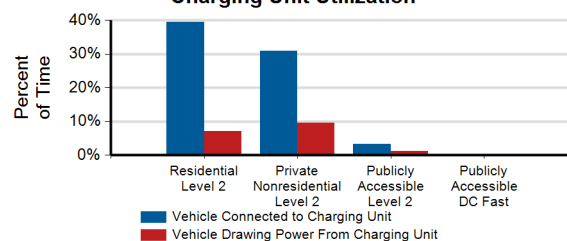
Number of Charge Events



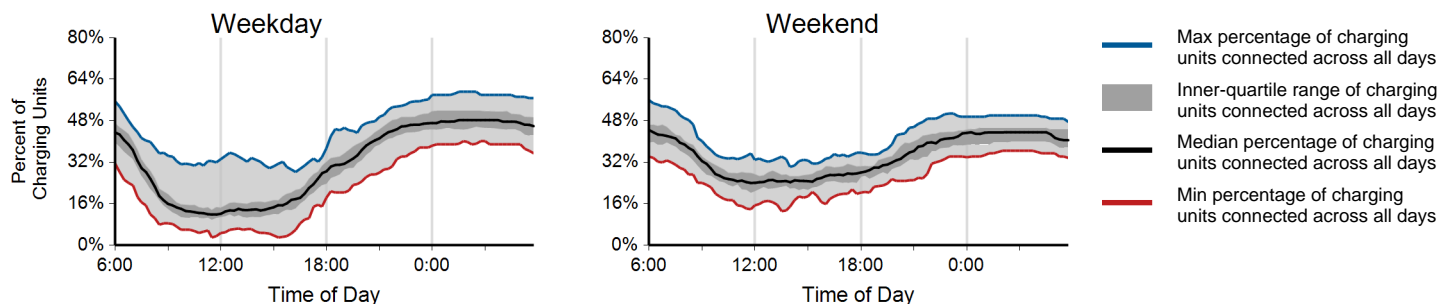
Electricity Consumed



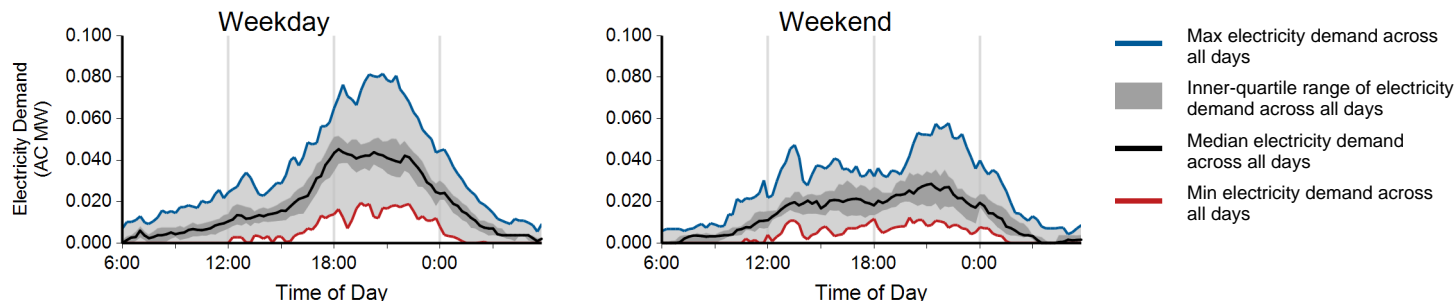
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

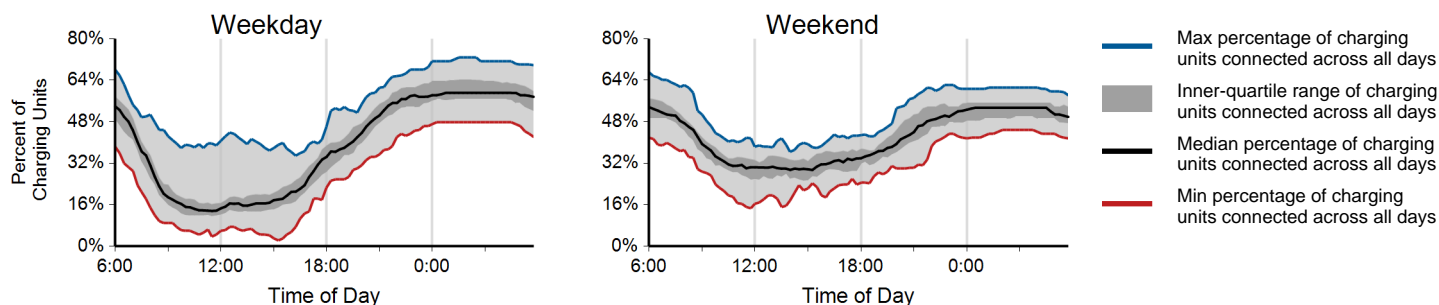
Region: Memphis, TN Metropolitan Area

Report period: July 2013 through September 2013

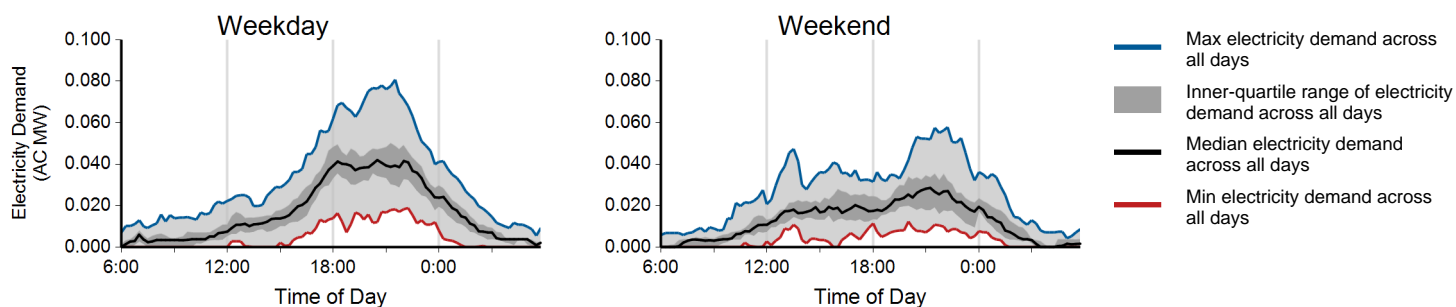
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 3,923 | 1,349 | 5,272 |
| Electricity consumed (AC MWh) | 26.97 | 8.10 | 35.07 |
| Percent of time with a vehicle connected to EVSE | 39% | 42% | 39% |
| Percent of time with a vehicle drawing power from EVSE | 8% | 6% | 7% |
| Average number of charging events started per EVSE per day | 0.89 | 0.77 | 0.86 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Memphis, TN Metropolitan Area

Report period: July 2013 through September 2013

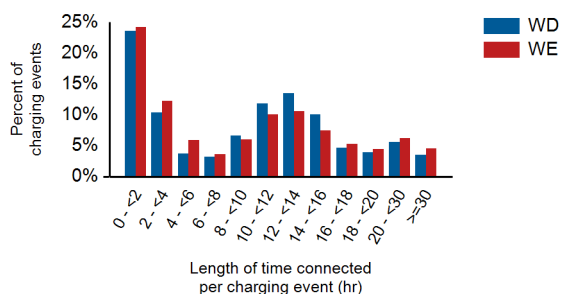
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 52% | 48% | 0% |
| Percent of electricity consumed | 57% | 43% | 0% |

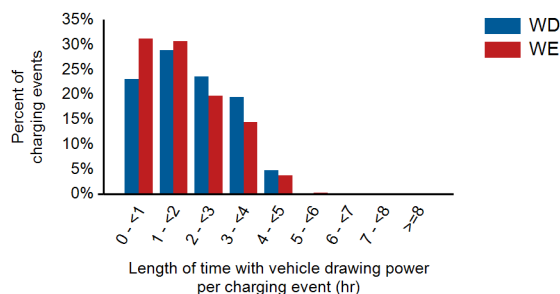
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 11.1 | 11.0 | 11.1 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.0 | 1.8 | 2.0 |
| Average electricity consumed per charging event (AC kWh) | 6.9 | 6.0 | 6.7 |

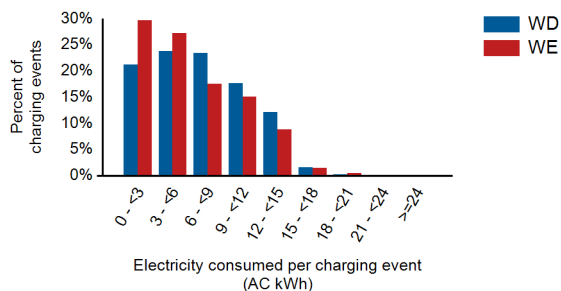
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

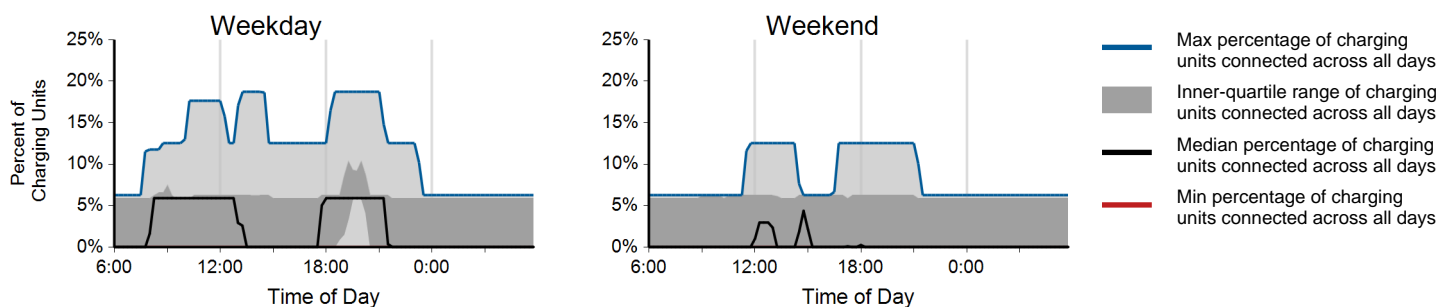
Region: Memphis, TN Metropolitan Area

Report period: July 2013 through September 2013

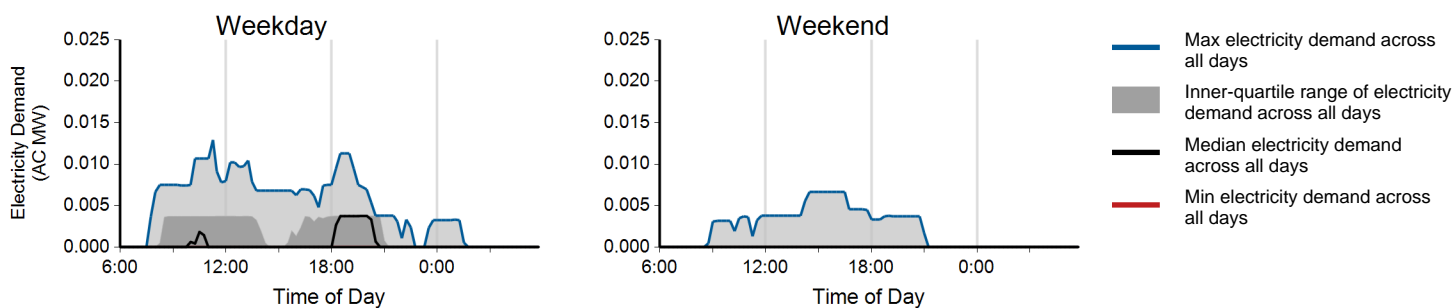
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 161 | 16 | 177 |
| Electricity consumed (AC MWh) | 1.49 | 0.11 | 1.60 |
| Percent of time with a vehicle connected to EVSE | 4% | 3% | 3% |
| Percent of time with a vehicle drawing power from EVSE | 2% | 0% | 1% |
| Average number of charging events started per EVSE per day | 0.15 | 0.04 | 0.12 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Memphis, TN Metropolitan Area

Report period: July 2013 through September 2013

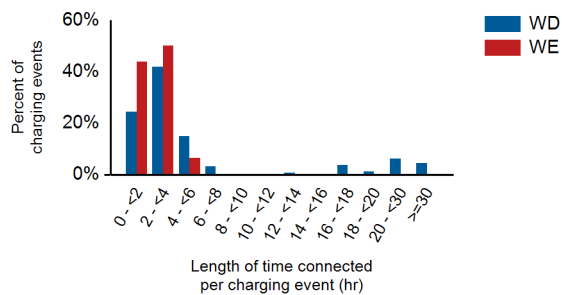
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 38% | 37% | 25% |
| Percent of electricity consumed | 43% | 33% | 24% |

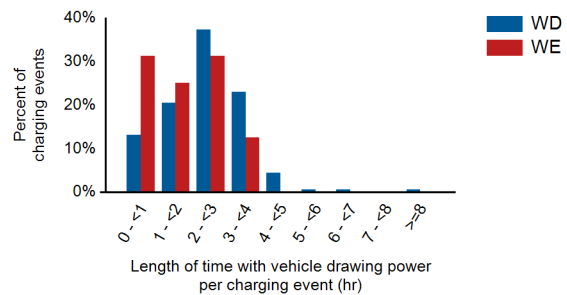
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 7.6 | 2.2 | 7.1 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.5 | 1.8 | 2.4 |
| Average electricity consumed per charging event (AC kWh) | 9.3 | 6.6 | 9.0 |

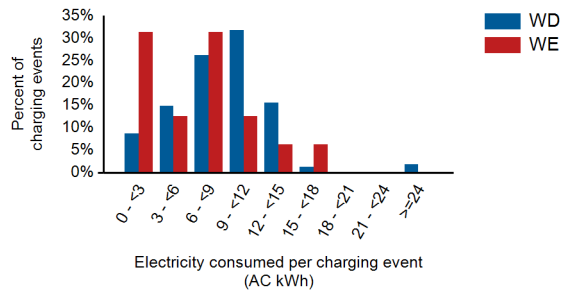
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Nashville, TN Metropolitan Area

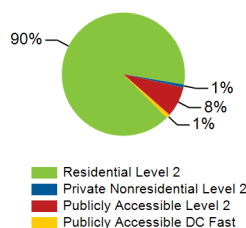
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 513

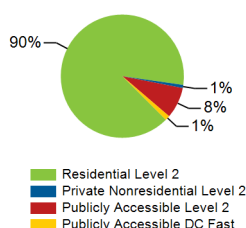
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|--------|
| Number of charging units ¹ | 514 | 9 | 205 | 6 | 734 |
| Number of charging events ² | 40,011 | 350 | 3,544 | 452 | 44,357 |
| Electricity consumed (AC MWh) | 309.26 | 2.79 | 28.16 | 4.28 | 344.50 |
| Percent of time with a vehicle connected to charging unit | 39% | 16% | 4% | 1% | 29% |
| Percent of time with a vehicle drawing power from charging unit | 8% | 4% | 2% | 1% | 6% |

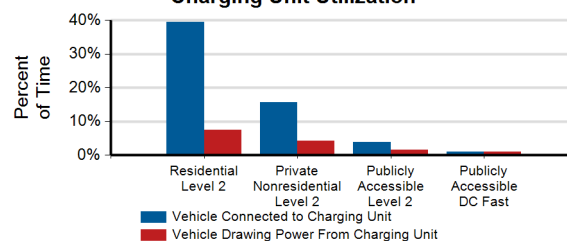
Number of Charge Events



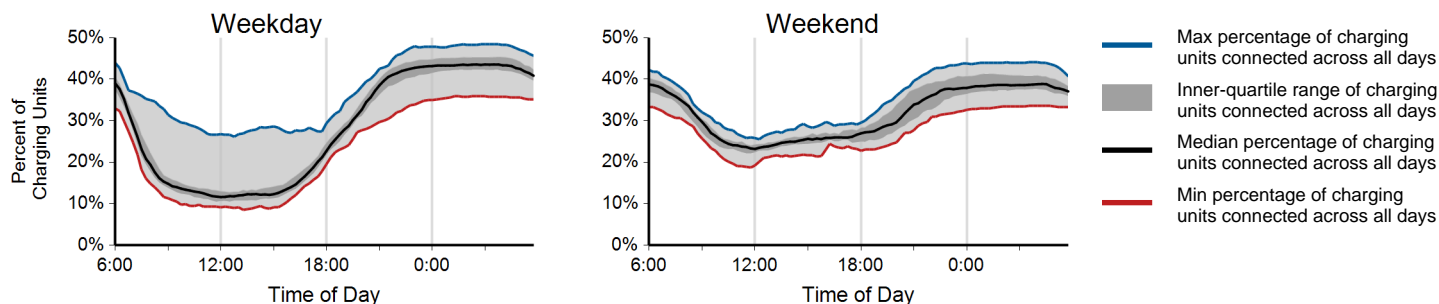
Electricity Consumed



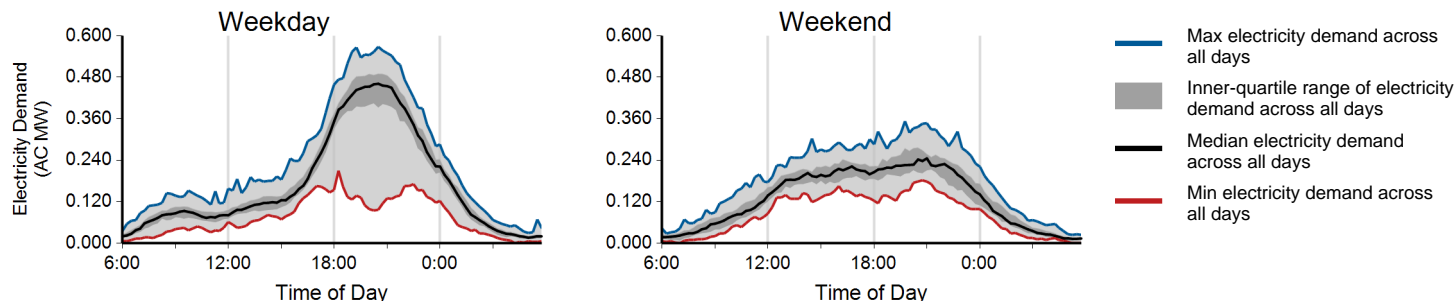
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

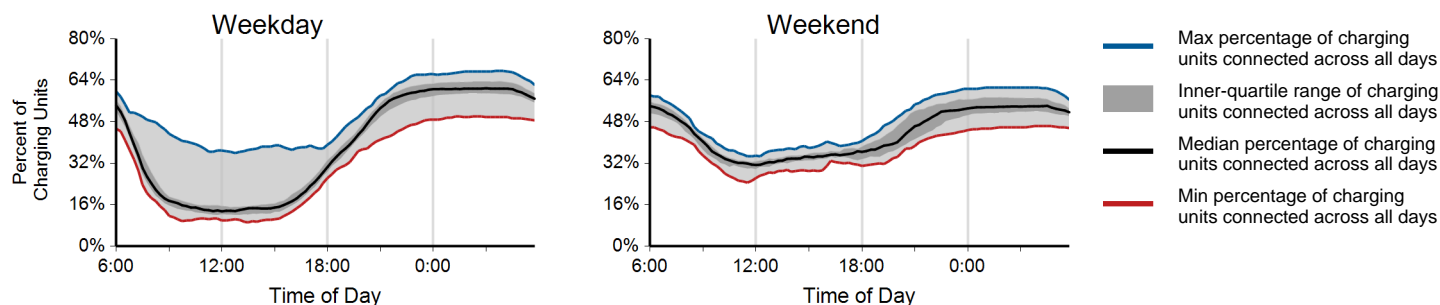
Region: Nashville, TN Metropolitan Area

Report period: July 2013 through September 2013

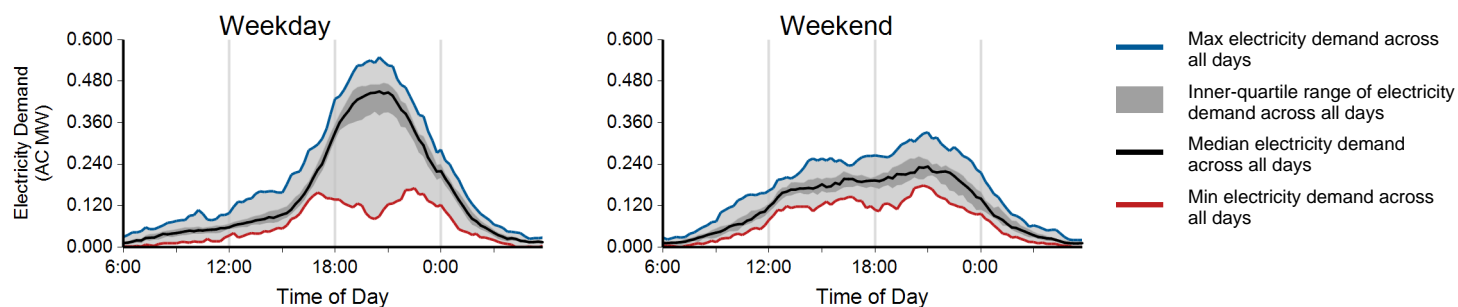
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 29,432 | 10,579 | 40,011 |
| Electricity consumed (AC MWh) | 235.85 | 73.42 | 309.26 |
| Percent of time with a vehicle connected to EVSE | 38% | 43% | 39% |
| Percent of time with a vehicle drawing power from EVSE | 8% | 6% | 8% |
| Average number of charging events started per EVSE per day | 0.88 | 0.79 | 0.85 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Nashville, TN Metropolitan Area

Report period: July 2013 through September 2013

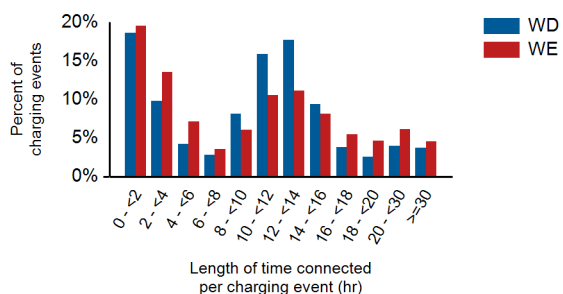
Vehicles Charged

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

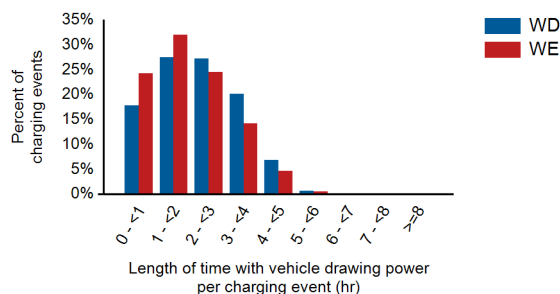
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 11.3 | 10.8 | 11.2 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.2 | 1.9 | 2.1 |
| Average electricity consumed per charging event (AC kWh) | 8.0 | 6.9 | 7.7 |

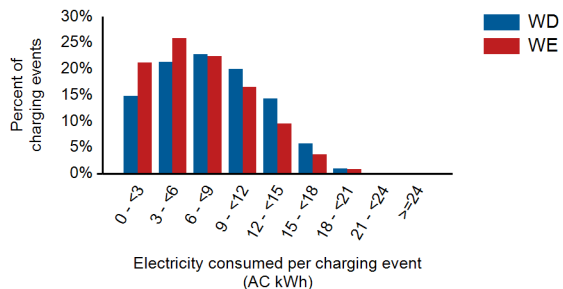
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

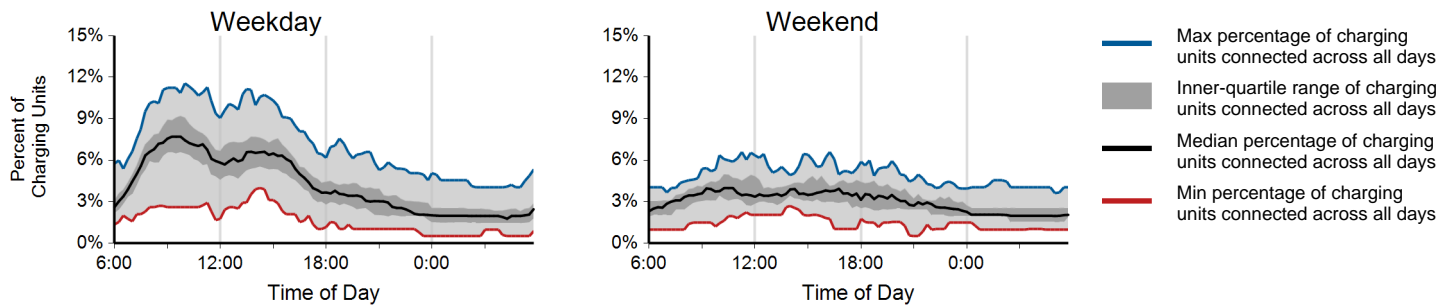
Region: Nashville, TN Metropolitan Area

Report period: July 2013 through September 2013

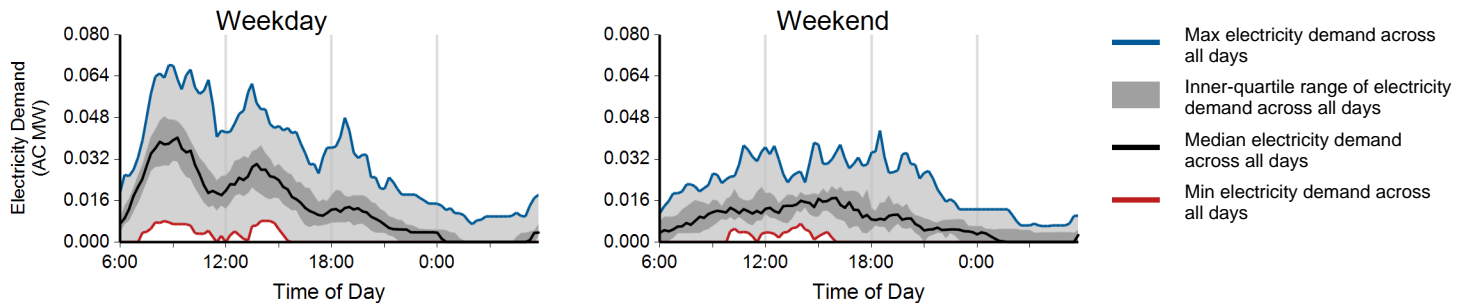
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 2,827 | 717 | 3,544 |
| Electricity consumed (AC MWh) | 22.75 | 5.40 | 28.16 |
| Percent of time with a vehicle connected to EVSE | 4% | 3% | 4% |
| Percent of time with a vehicle drawing power from EVSE | 2% | 1% | 2% |
| Average number of charging events started per EVSE per day | 0.22 | 0.14 | 0.19 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Nashville, TN Metropolitan Area

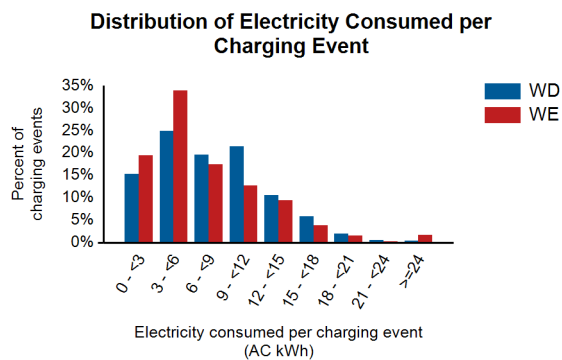
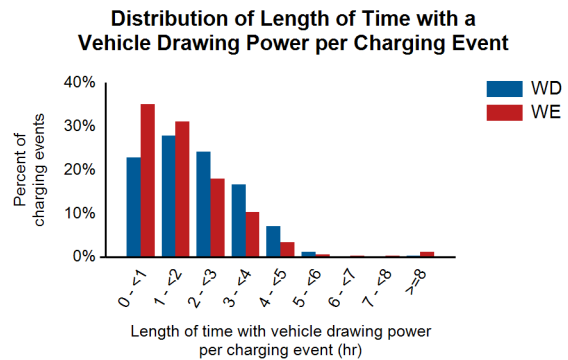
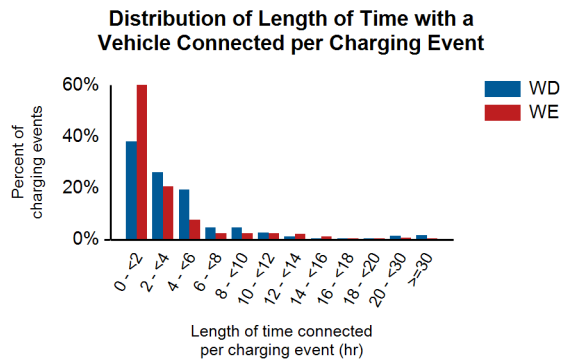
Report period: July 2013 through September 2013

Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 39% | 2% | 58% |
| Percent of electricity consumed | 37% | 2% | 61% |

Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 5.3 | 3.1 | 4.8 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.1 | 1.8 | 2.1 |
| Average electricity consumed per charging event (AC kWh) | 8.0 | 7.6 | 7.9 |



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Dallas/Ft. Worth, TX Metropolitan Area

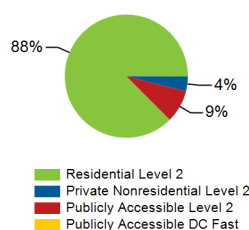
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 187

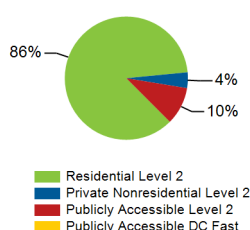
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|--------|
| Number of charging units ¹ | 188 | 42 | 185 | 0 | 415 |
| Number of charging events ² | 18,655 | 817 | 1,823 | 0 | 21,295 |
| Electricity consumed (AC MWh) | 126.05 | 6.06 | 14.52 | 0.00 | 146.63 |
| Percent of time with a vehicle connected to charging unit | 49% | 8% | 3% | 0% | 25% |
| Percent of time with a vehicle drawing power from charging unit | 10% | 2% | 1% | 0% | 5% |

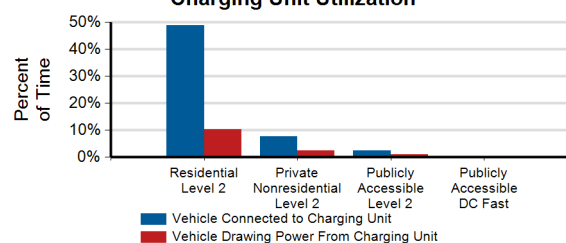
Number of Charge Events



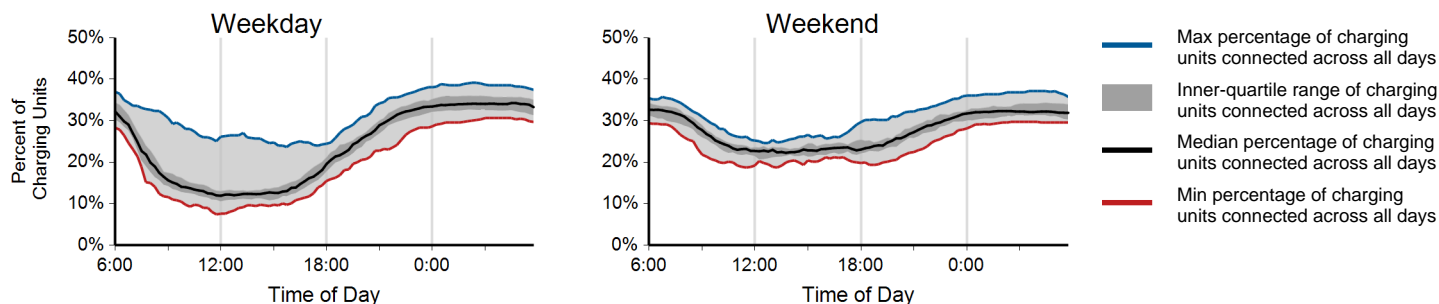
Electricity Consumed



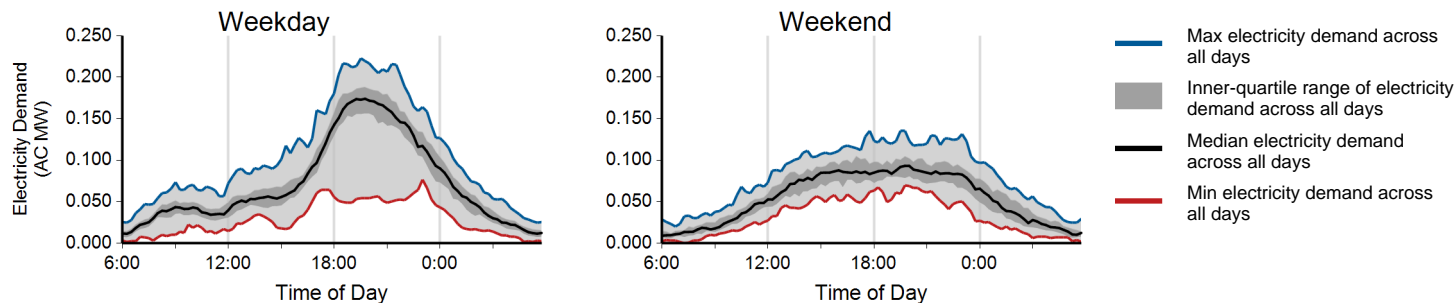
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

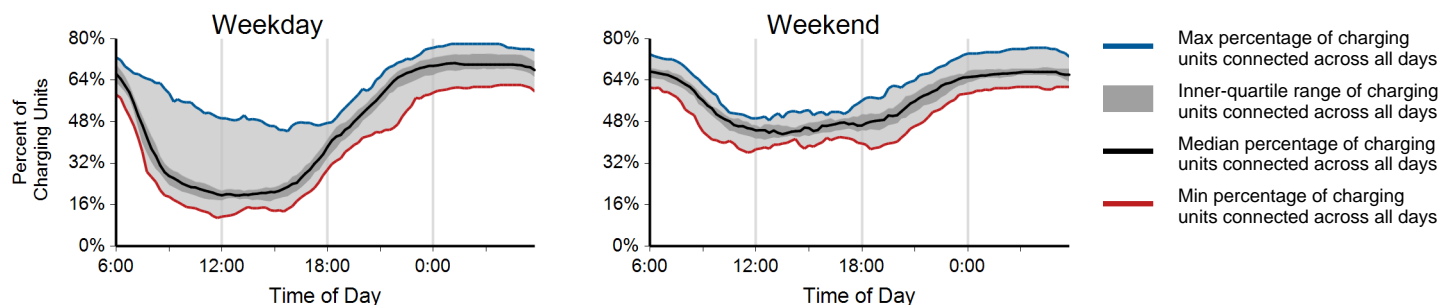
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: July 2013 through September 2013

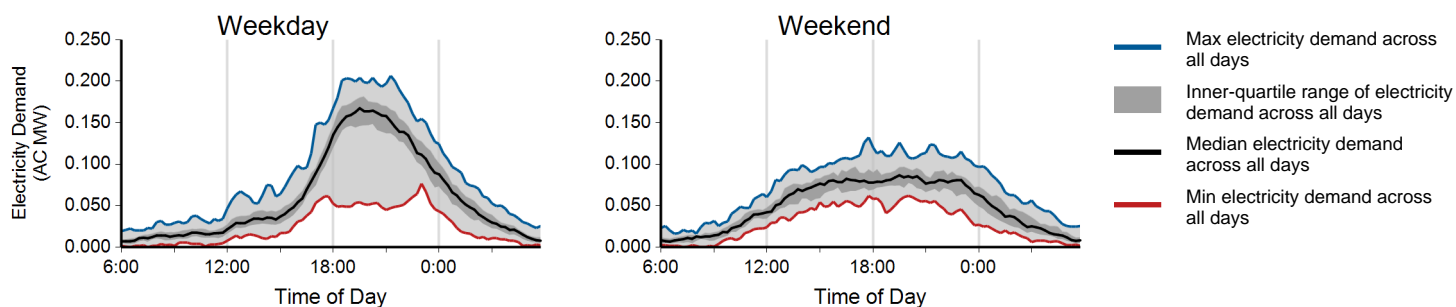
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 13,604 | 5,051 | 18,655 |
| Electricity consumed (AC MWh) | 95.13 | 30.92 | 126.05 |
| Percent of time with a vehicle connected to EVSE | 46% | 55% | 49% |
| Percent of time with a vehicle drawing power from EVSE | 11% | 9% | 10% |
| Average number of charging events started per EVSE per day | 1.10 | 1.03 | 1.08 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: July 2013 through September 2013

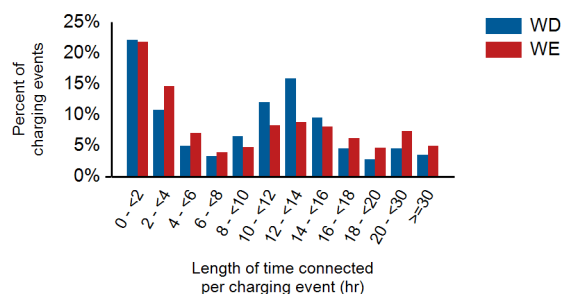
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 8% | 92% | 0% |
| Percent of electricity consumed | 9% | 91% | 0% |

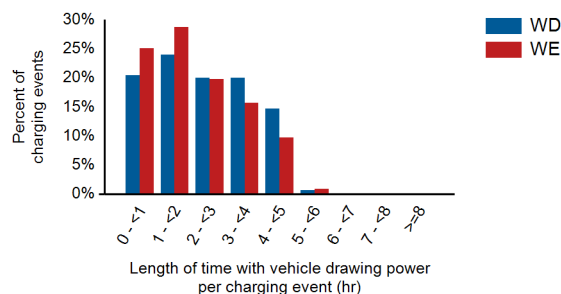
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 10.9 | 10.9 | 10.9 |
| 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) | 7.0 | 6.1 | 6.8 |

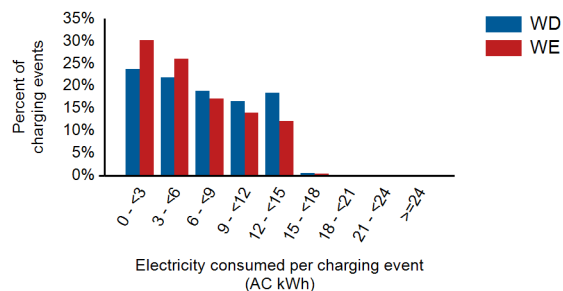
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

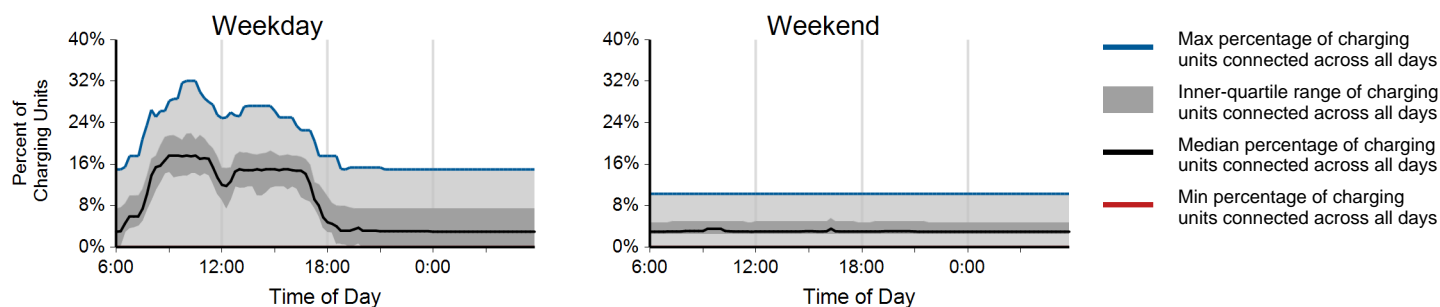
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: July 2013 through September 2013

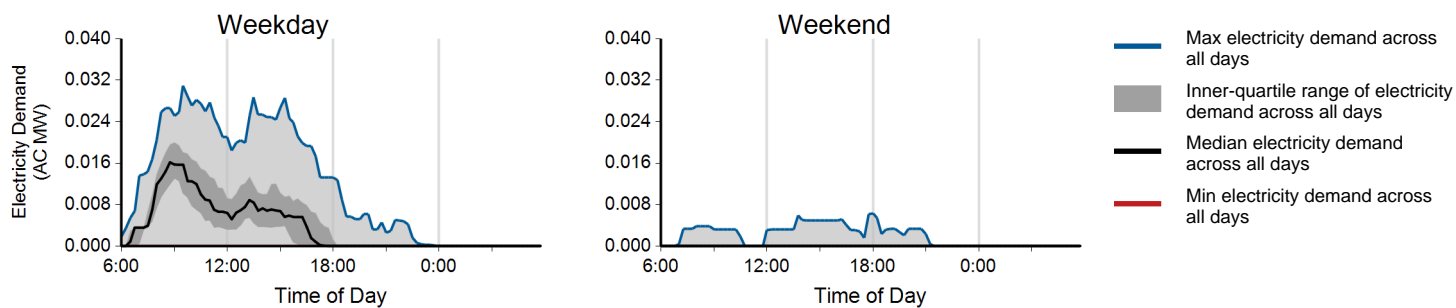
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 802 | 15 | 817 |
| Electricity consumed (AC MWh) | 5.99 | 0.07 | 6.06 |
| Percent of time with a vehicle connected to EVSE | 9% | 4% | 8% |
| Percent of time with a vehicle drawing power from EVSE | 3% | 0% | 2% |
| Average number of charging events started per EVSE per day | 0.37 | 0.02 | 0.27 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: July 2013 through September 2013

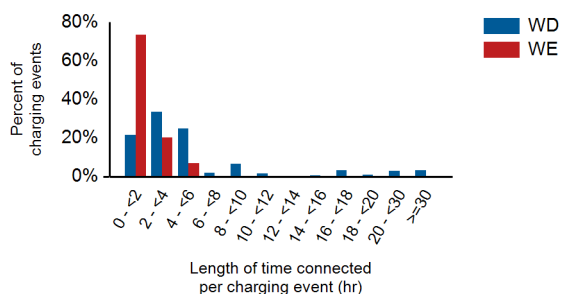
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 0% | 32% | 68% |
| Percent of electricity consumed | 0% | 28% | 72% |

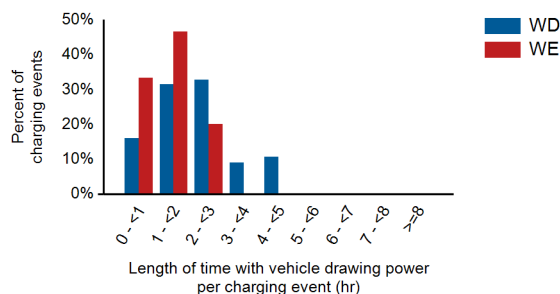
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 7.1 | 1.6 | 7.0 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.2 | 1.4 | 2.1 |
| Average electricity consumed per charging event (AC kWh) | 7.5 | 4.7 | 7.4 |

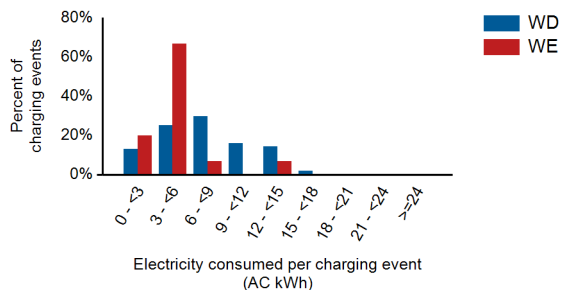
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

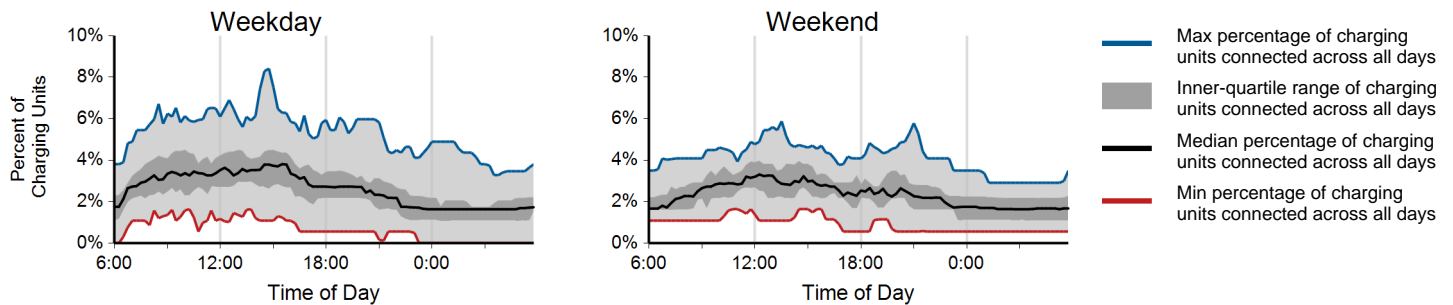
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: July 2013 through September 2013

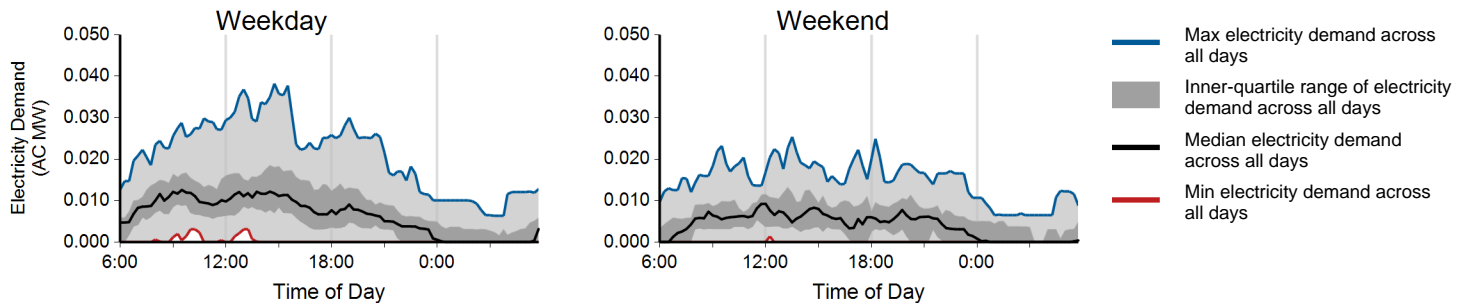
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 1,433 | 390 | 1,823 |
| Electricity consumed (AC MWh) | 11.47 | 3.06 | 14.52 |
| 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 | 0.12 | 0.08 | 0.11 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: July 2013 through September 2013

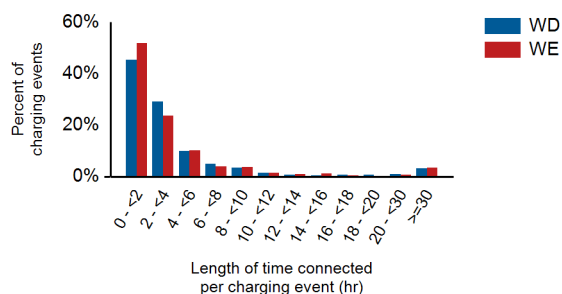
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 5% | 8% | 87% |
| Percent of electricity consumed | 5% | 6% | 89% |

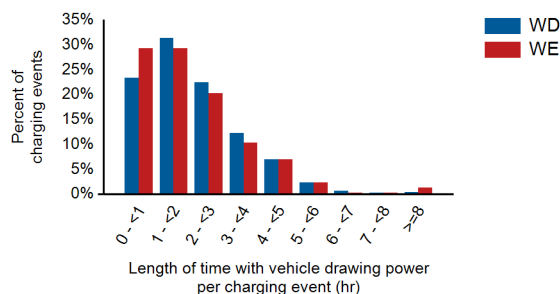
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 5.8 | 4.8 | 5.6 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.1 | 2.1 | 2.1 |
| Average electricity consumed per charging event (AC kWh) | 8.0 | 8.0 | 8.0 |

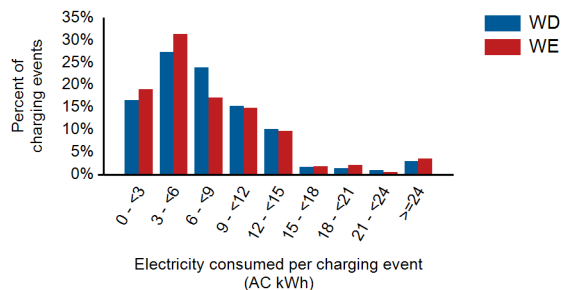
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Houston, TX Metropolitan Area

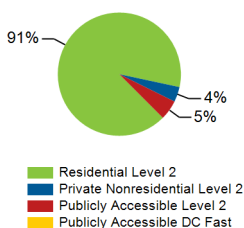
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 70

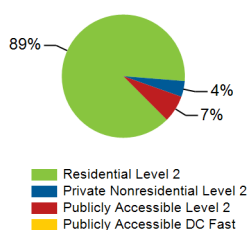
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|-------|
| Number of charging units ¹ | 70 | 19 | 88 | 0 | 177 |
| Number of charging events ² | 6,722 | 293 | 383 | 0 | 7,398 |
| Electricity consumed (AC MWh) | 44.45 | 2.08 | 3.55 | 0.00 | 50.08 |
| Percent of time with a vehicle connected to charging unit | 52% | 23% | 1% | 0% | 24% |
| Percent of time with a vehicle drawing power from charging unit | 10% | 2% | 0% | 0% | 4% |

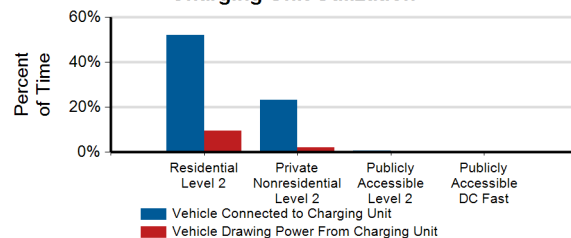
Number of Charge Events



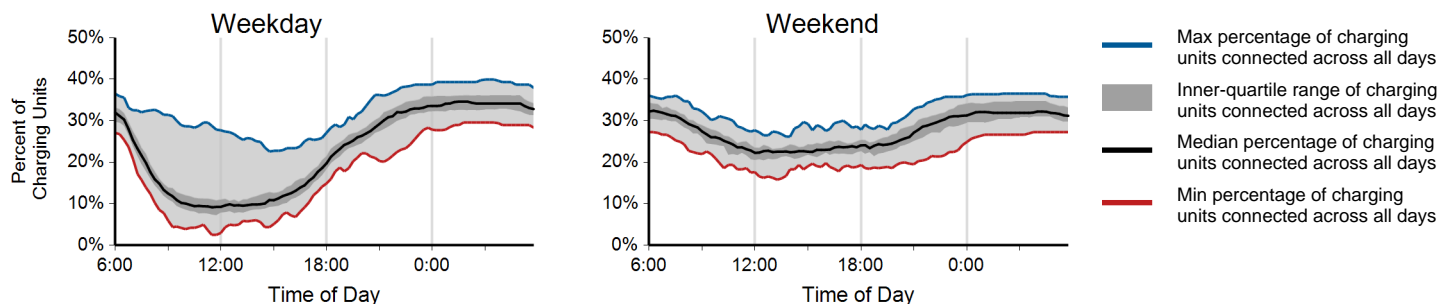
Electricity Consumed



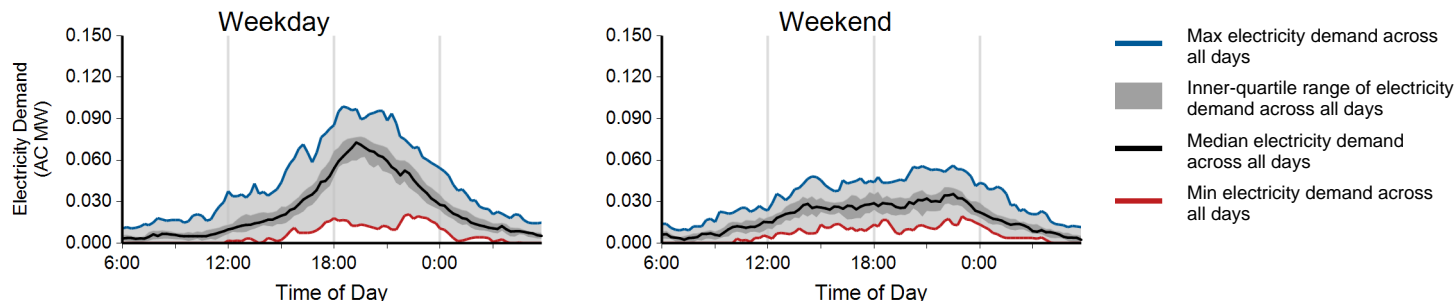
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

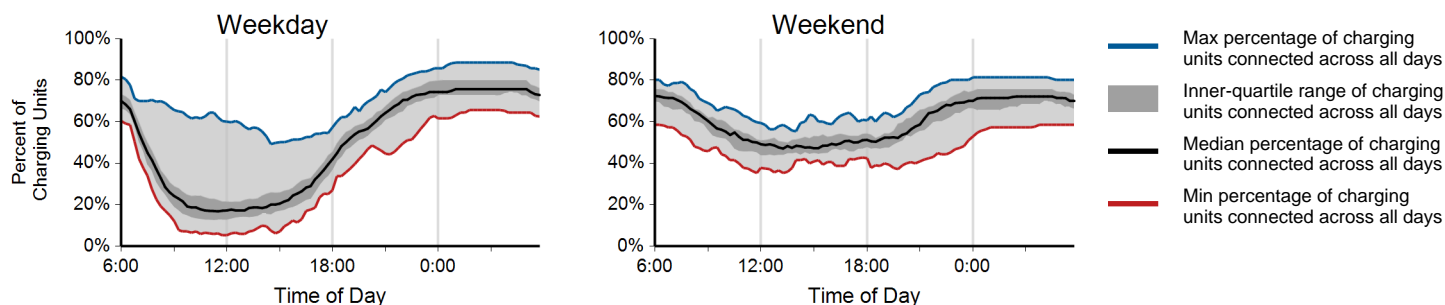
Region: Houston, TX Metropolitan Area

Report period: July 2013 through September 2013

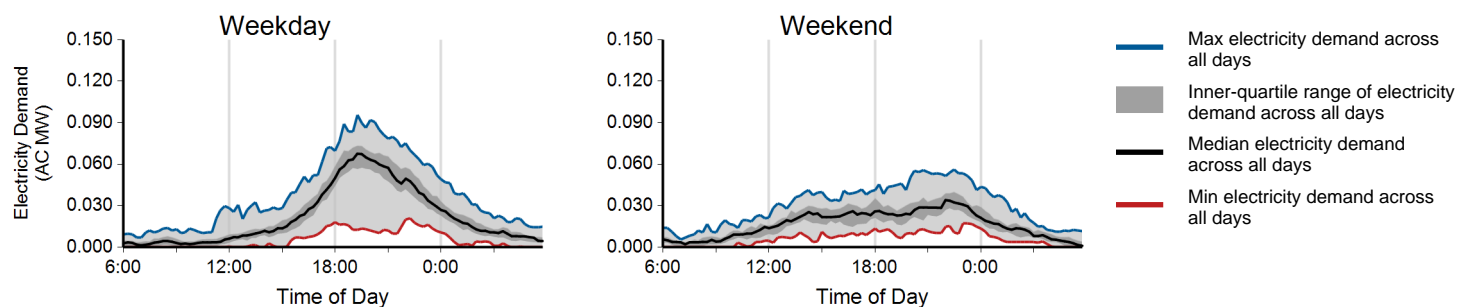
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 4,938 | 1,784 | 6,722 |
| Electricity consumed (AC MWh) | 34.14 | 10.30 | 44.45 |
| Percent of time with a vehicle connected to EVSE | 49% | 60% | 52% |
| Percent of time with a vehicle drawing power from EVSE | 10% | 8% | 10% |
| Average number of charging events started per EVSE per day | 1.07 | 0.97 | 1.04 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Houston, TX Metropolitan Area

Report period: July 2013 through September 2013

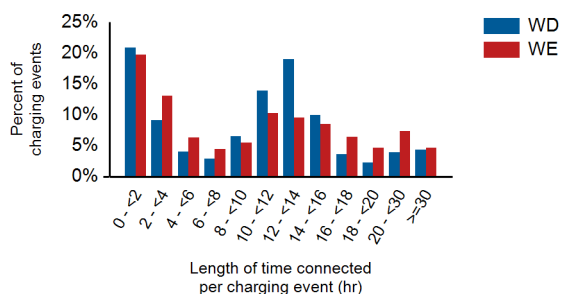
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 6% | 94% | 0% |
| Percent of electricity consumed | 6% | 94% | 0% |

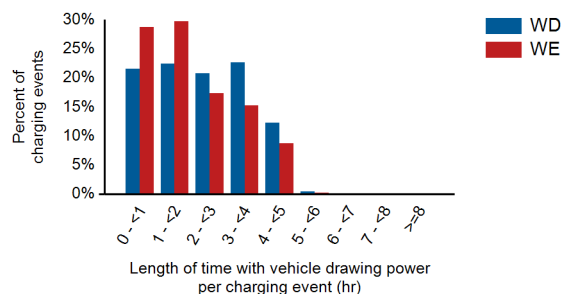
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 12.4 | 11.2 | 12.0 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.3 | 2.0 | 2.2 |
| Average electricity consumed per charging event (AC kWh) | 6.9 | 5.7 | 6.6 |

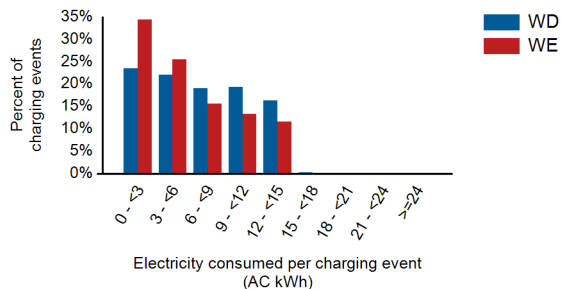
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

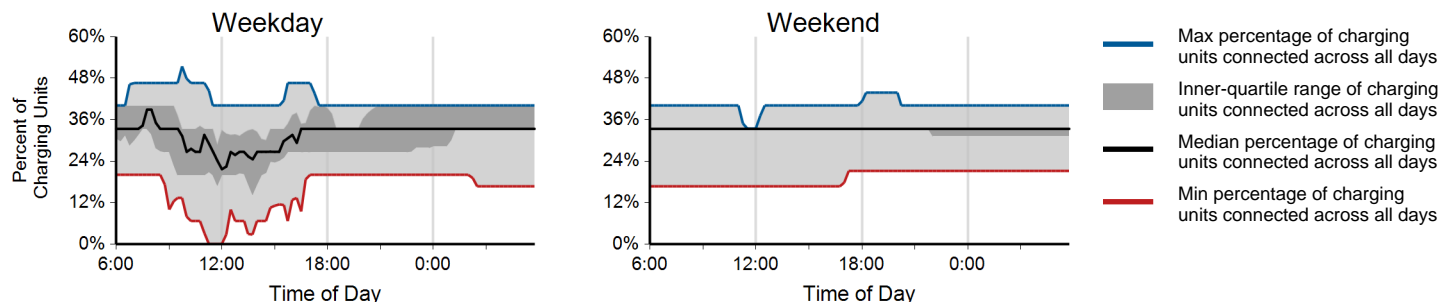
Region: Houston, TX Metropolitan Area

Report period: July 2013 through September 2013

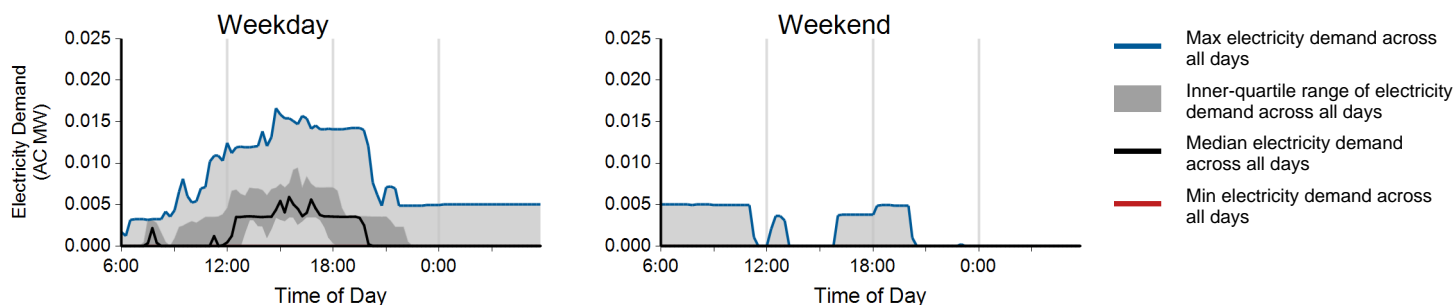
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 283 | 10 | 293 |
| Electricity consumed (AC MWh) | 1.95 | 0.14 | 2.08 |
| Percent of time with a vehicle connected to EVSE | 23% | 24% | 23% |
| Percent of time with a vehicle drawing power from EVSE | 3% | 0% | 2% |
| Average number of charging events started per EVSE per day | 0.34 | 0.03 | 0.26 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Houston, TX Metropolitan Area

Report period: July 2013 through September 2013

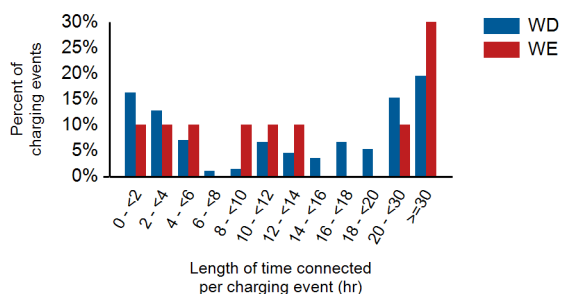
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 0% | 15% | 85% |
| Percent of electricity consumed | 0% | 11% | 89% |

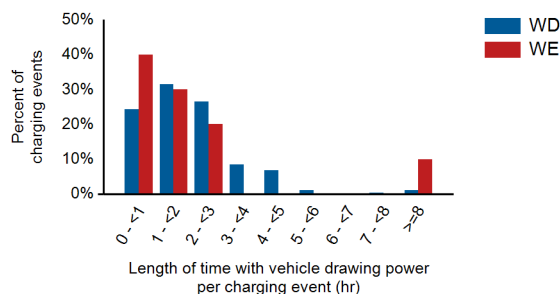
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 22.3 | 25.0 | 22.4 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.0 | 2.3 | 2.0 |
| Average electricity consumed per charging event (AC kWh) | 7.0 | 11.5 | 7.1 |

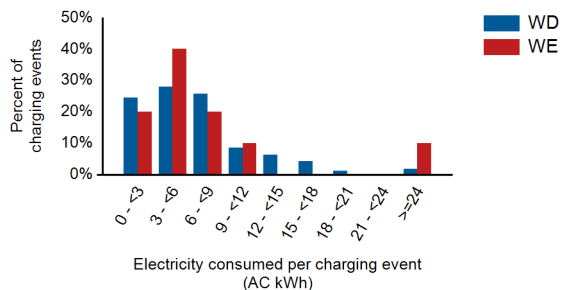
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

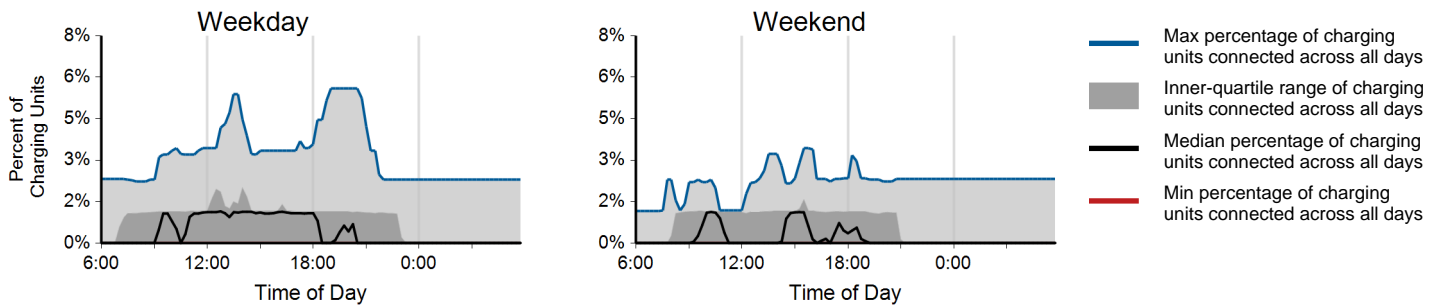
Region: Houston, TX Metropolitan Area

Report period: July 2013 through September 2013

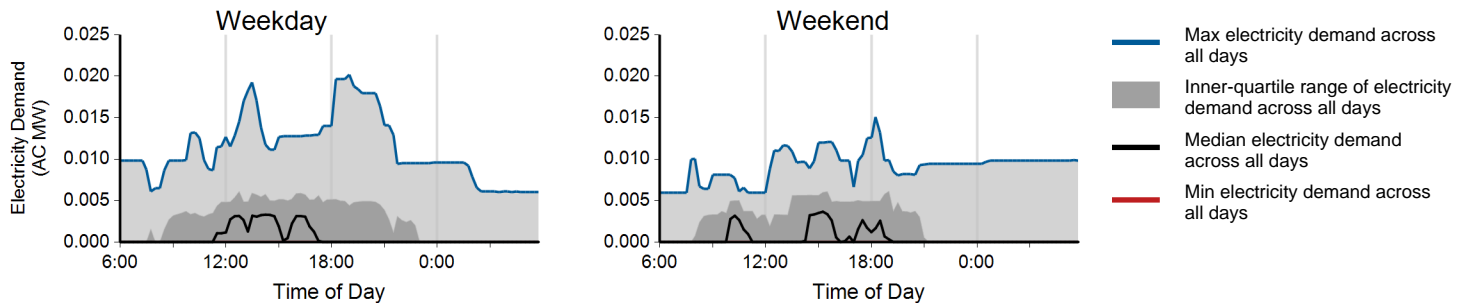
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 271 | 112 | 383 |
| Electricity consumed (AC MWh) | 2.60 | 0.95 | 3.55 |
| Percent of time with a vehicle connected to EVSE | 1% | 0% | 1% |
| Percent of time with a vehicle drawing power from EVSE | 0% | 0% | 0% |
| Average number of charging events started per EVSE per day | 0.05 | 0.05 | 0.05 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Houston, TX Metropolitan Area

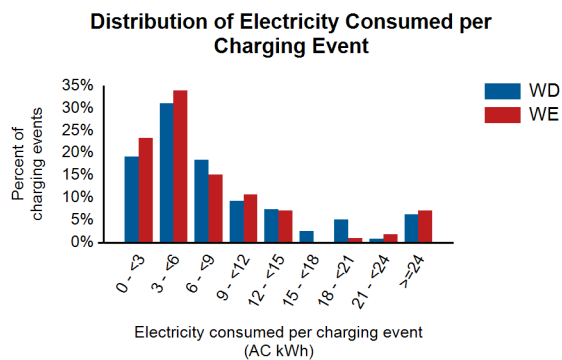
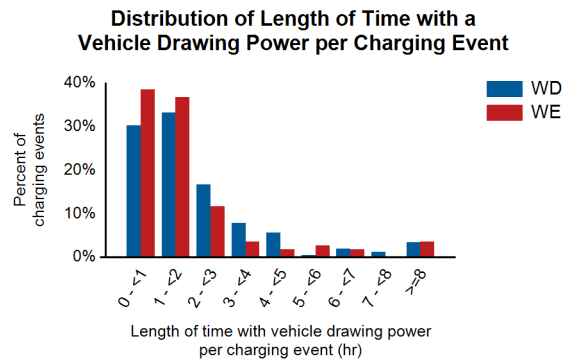
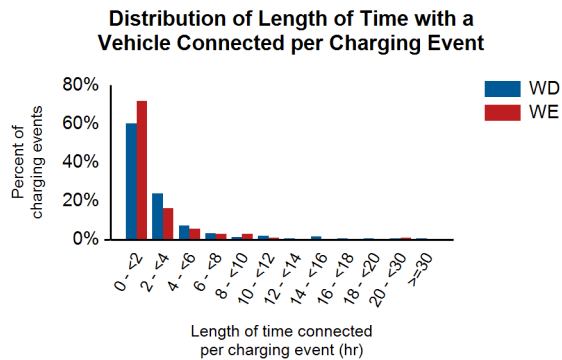
Report period: July 2013 through September 2013

Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 0% | 9% | 91% |
| Percent of electricity consumed | 0% | 5% | 95% |

Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 2.8 | 2.2 | 2.7 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.2 | 1.9 | 2.1 |
| Average electricity consumed per charging event (AC kWh) | 9.5 | 8.6 | 9.3 |



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Washington State

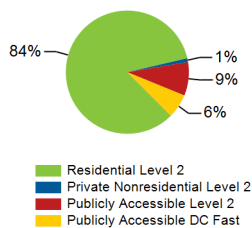
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 787

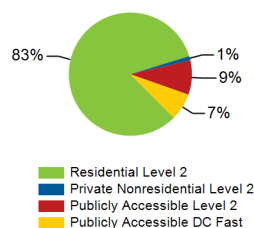
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|--------|
| Number of charging units ¹ | 784 | 35 | 302 | 13 | 1,134 |
| Number of charging events ² | 61,352 | 716 | 6,452 | 4,639 | 73,159 |
| Electricity consumed (AC MWh) | 445.95 | 5.99 | 48.50 | 38.29 | 538.74 |
| Percent of time with a vehicle connected to charging unit | 41% | 15% | 4% | 7% | 30% |
| Percent of time with a vehicle drawing power from charging unit | 7% | 2% | 2% | 7% | 6% |

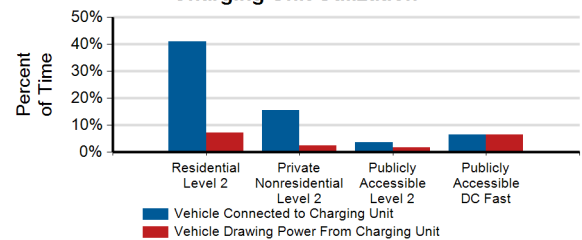
Number of Charge Events



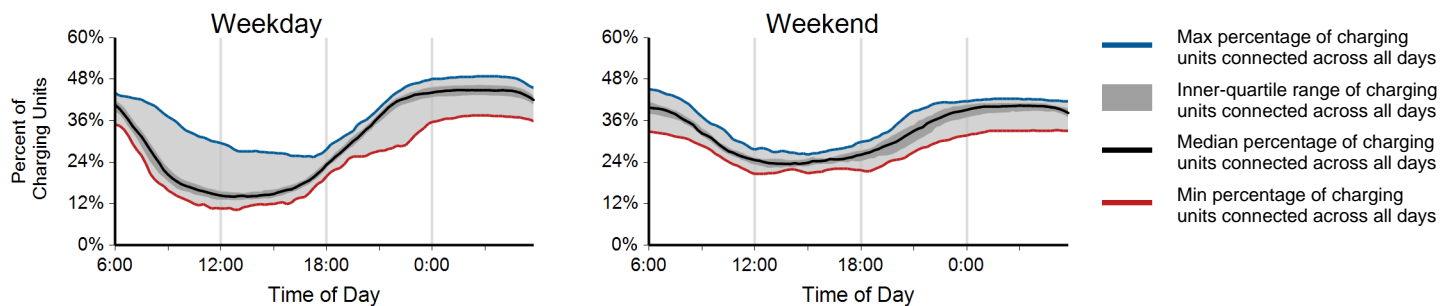
Electricity Consumed



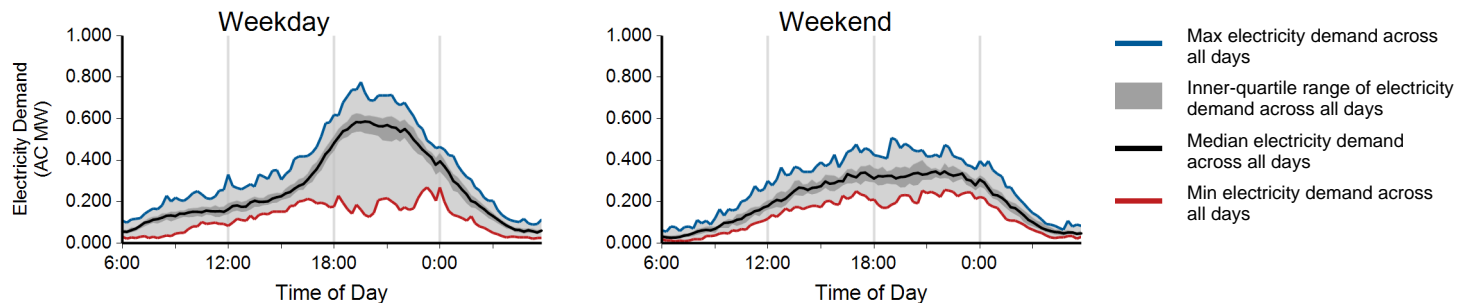
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

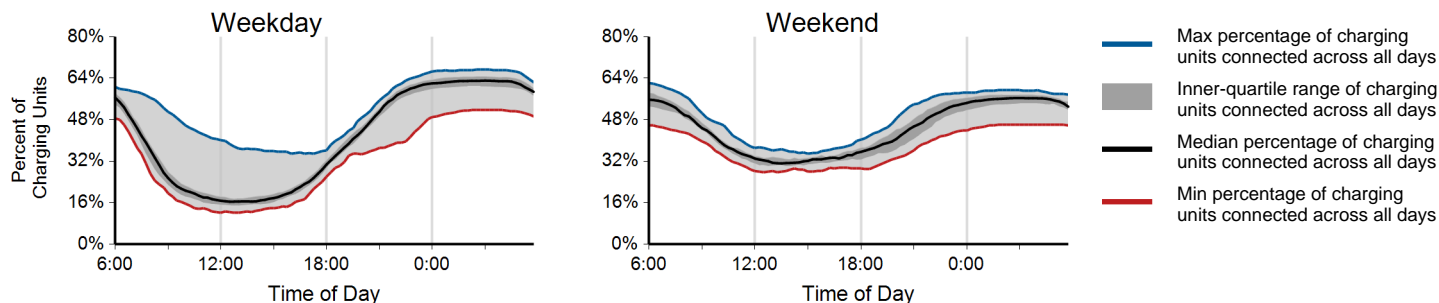
Region: Washington State

Report period: July 2013 through September 2013

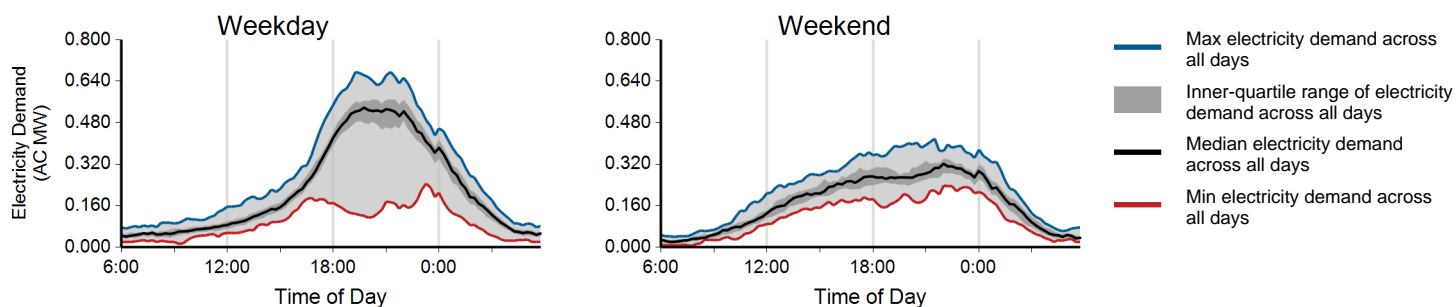
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 46,134 | 15,218 | 61,352 |
| Electricity consumed (AC MWh) | 341.44 | 104.52 | 445.95 |
| Percent of time with a vehicle connected to EVSE | 40% | 44% | 41% |
| Percent of time with a vehicle drawing power from EVSE | 8% | 6% | 7% |
| Average number of charging events started per EVSE per day | 0.90 | 0.74 | 0.85 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Washington State

Report period: July 2013 through September 2013

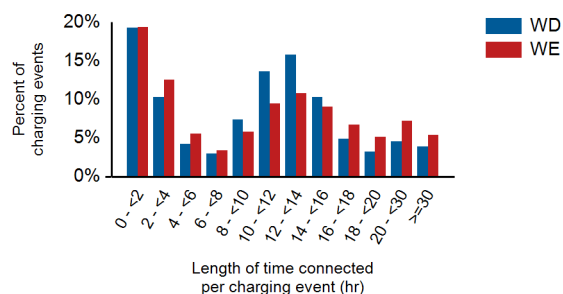
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 76% | 24% | 0% |
| Percent of electricity consumed | 81% | 19% | 0% |

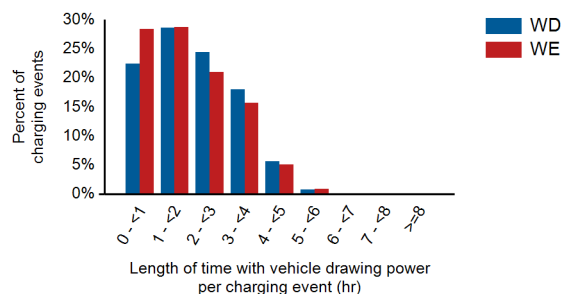
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 11.6 | 11.9 | 11.7 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.1 | 1.9 | 2.0 |
| Average electricity consumed per charging event (AC kWh) | 7.4 | 6.9 | 7.3 |

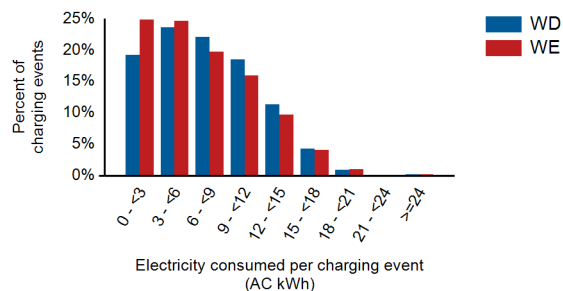
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

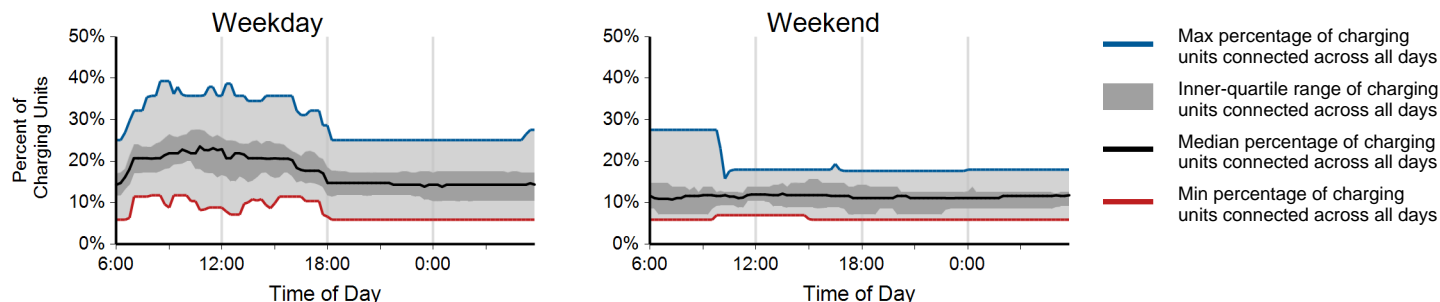
Region: Washington State

Report period: July 2013 through September 2013

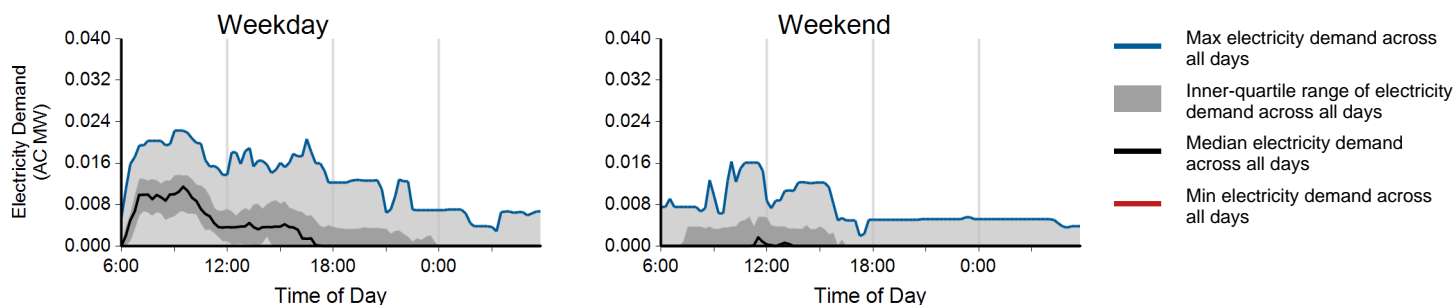
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 648 | 68 | 716 |
| Electricity consumed (AC MWh) | 5.32 | 0.67 | 5.99 |
| Percent of time with a vehicle connected to EVSE | 17% | 11% | 15% |
| Percent of time with a vehicle drawing power from EVSE | 3% | 1% | 2% |
| Average number of charging events started per EVSE per day | 0.32 | 0.08 | 0.25 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Washington State

Report period: July 2013 through September 2013

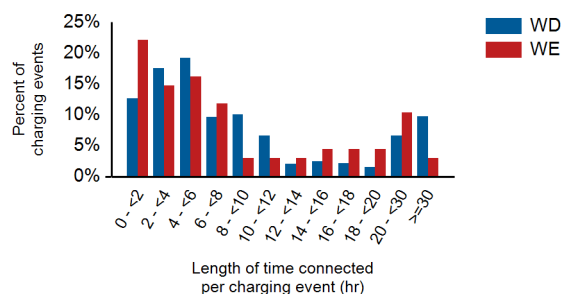
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 9% | 0% | 91% |
| Percent of electricity consumed | 6% | 0% | 94% |

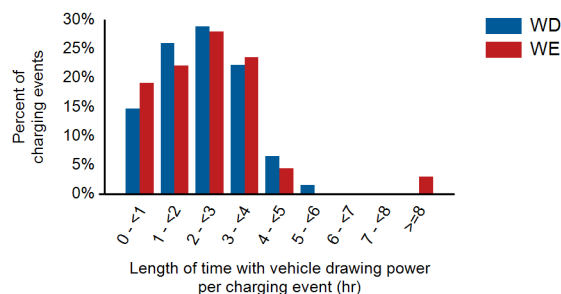
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 15.7 | 8.7 | 15.0 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.4 | 2.4 | 2.4 |
| Average electricity consumed per charging event (AC kWh) | 8.3 | 9.2 | 8.4 |

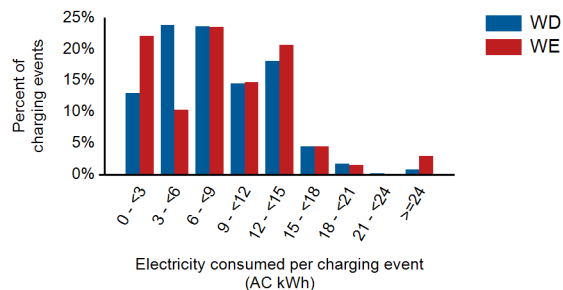
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

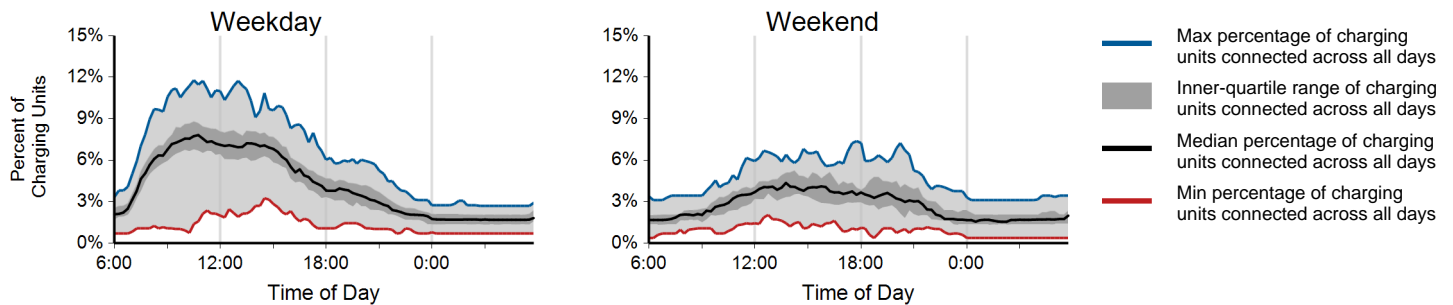
Region: Washington State

Report period: July 2013 through September 2013

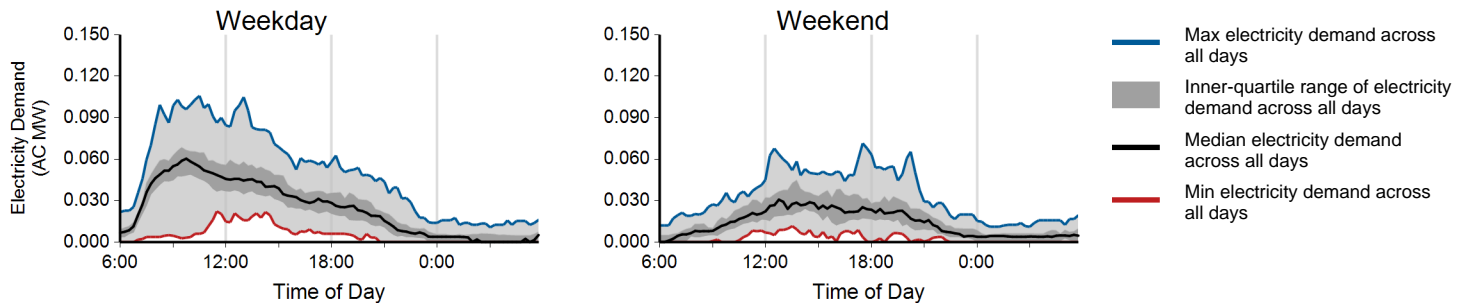
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 5,140 | 1,312 | 6,452 |
| Electricity consumed (AC MWh) | 39.44 | 9.07 | 48.50 |
| Percent of time with a vehicle connected to EVSE | 4% | 3% | 4% |
| Percent of time with a vehicle drawing power from EVSE | 2% | 1% | 2% |
| Average number of charging events started per EVSE per day | 0.27 | 0.17 | 0.24 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Washington State

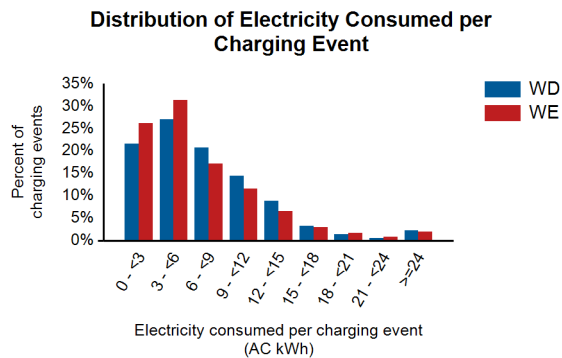
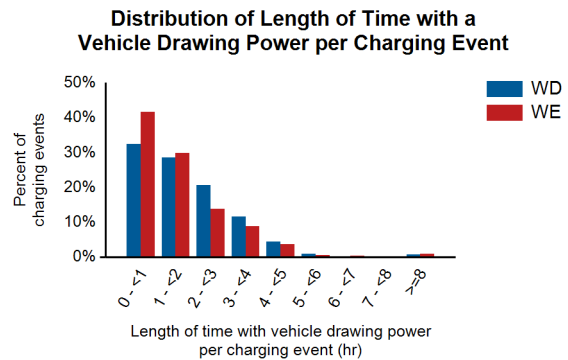
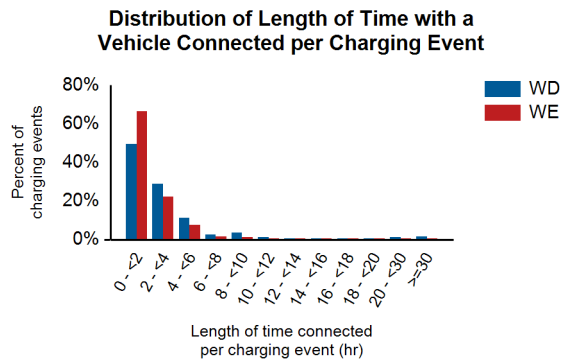
Report period: July 2013 through September 2013

Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 10% | 2% | 87% |
| Percent of electricity consumed | 8% | 2% | 90% |

Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 4.1 | 2.3 | 3.8 |
| Average length of time with vehicle drawing power per charging event (hr) | 1.9 | 1.7 | 1.9 |
| Average electricity consumed per charging event (AC kWh) | 7.6 | 7.0 | 7.5 |



DC Fast Chargers

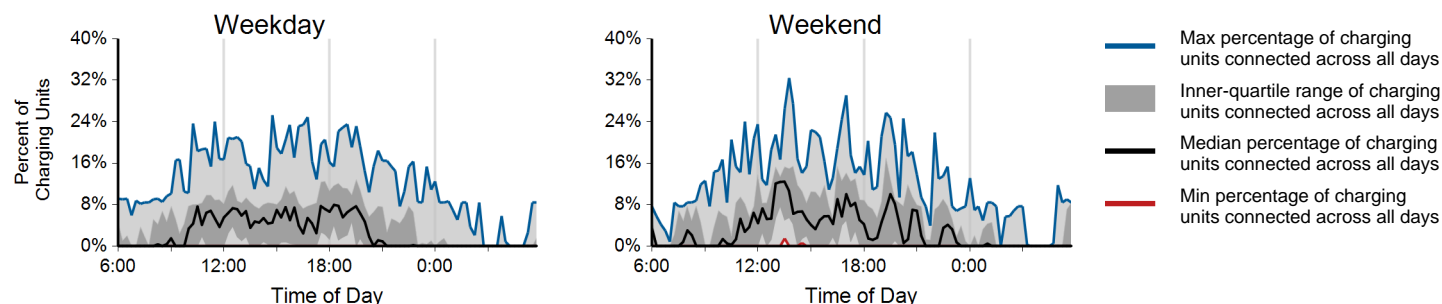
Region: Washington State

Report period: July 2013 through September 2013

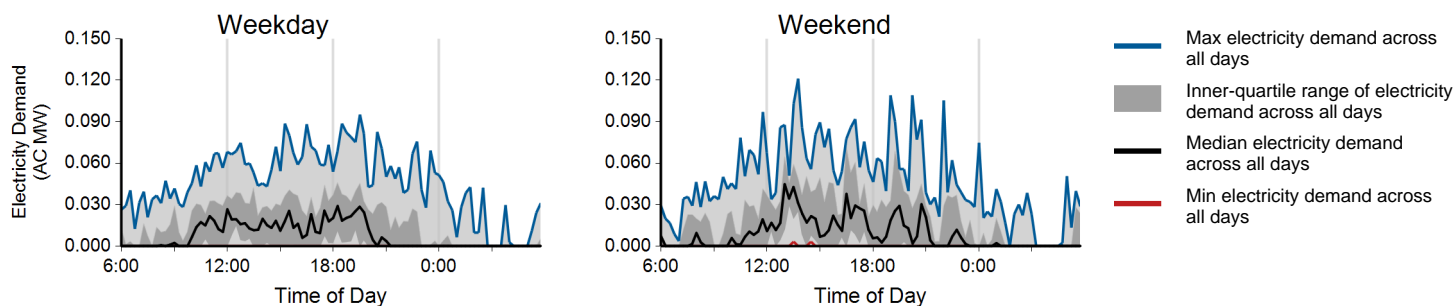
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 3,252 | 1,387 | 4,639 |
| Electricity consumed (AC MWh) | 26.71 | 11.58 | 38.29 |
| Percent of time with a vehicle connected to EVSE | 7% | 7% | 7% |
| Percent of time with a vehicle drawing power from EVSE | 7% | 7% | 7% |
| Average number of charging events started per EVSE per day | 5.12 | 5.42 | 5.21 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



DC Fast Chargers

Region: Washington State

Report period: July 2013 through September 2013

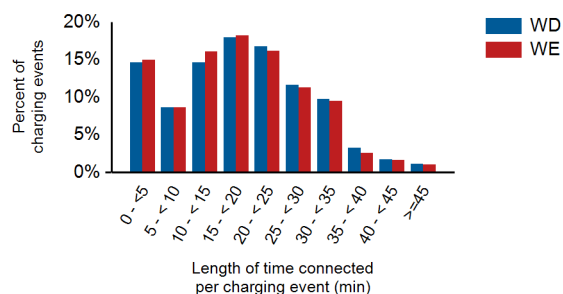
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 17% | 0% | 83% |
| Percent of electricity consumed | 16% | 0% | 84% |

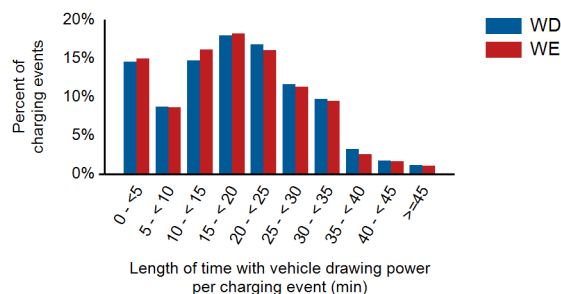
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|--|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (min) | 18.4 | 18.0 | 18.3 |
| Average length of time with vehicle drawing power per charging event (min) | 18.4 | 18.0 | 18.3 |
| Average electricity consumed per charging event (AC kWh) | 8.2 | 8.3 | 8.3 |

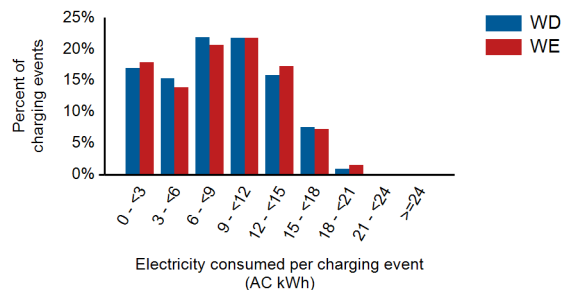
Distribution of Length of Time with a Vehicle Connected per Charging Event



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

Region: Chicago, IL Metropolitan Area

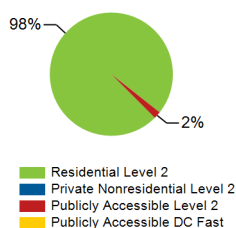
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 152

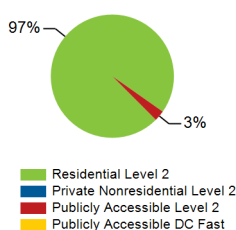
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|--------|
| Number of charging units ¹ | 153 | 0 | 16 | 0 | 169 |
| Number of charging events ² | 14,043 | 0 | 265 | 0 | 14,308 |
| Electricity consumed (AC MWh) | 86.43 | 0.00 | 2.45 | 0.00 | 88.88 |
| Percent of time with a vehicle connected to charging unit | 46% | 0% | 3% | 0% | 42% |
| Percent of time with a vehicle drawing power from charging unit | 8% | 0% | 2% | 0% | 8% |

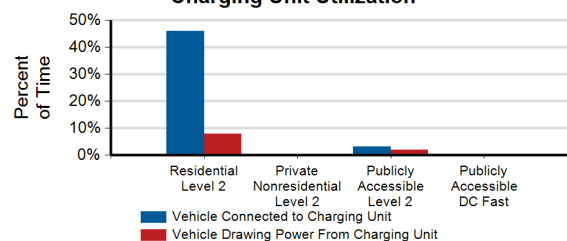
Number of Charge Events



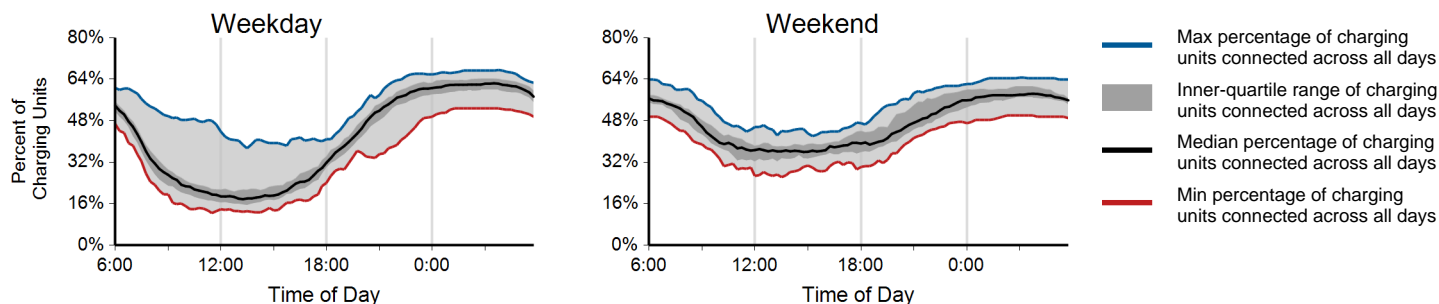
Electricity Consumed



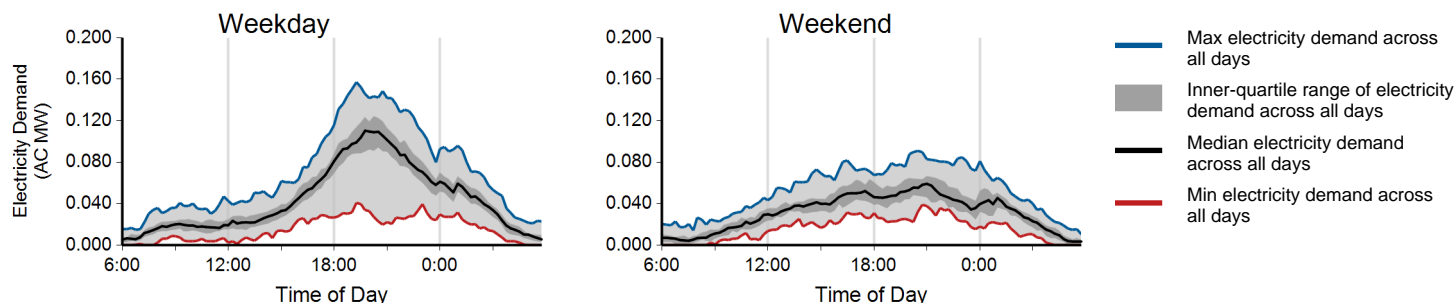
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

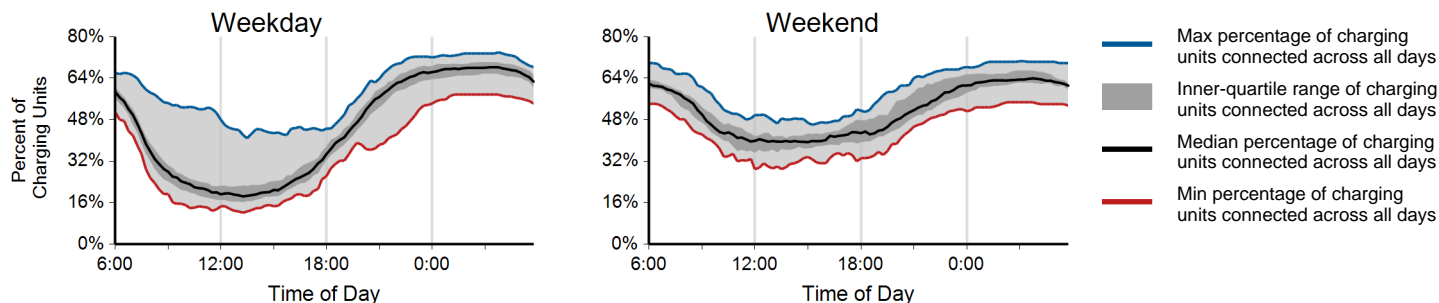
Region: Chicago, IL Metropolitan Area

Report period: July 2013 through September 2013

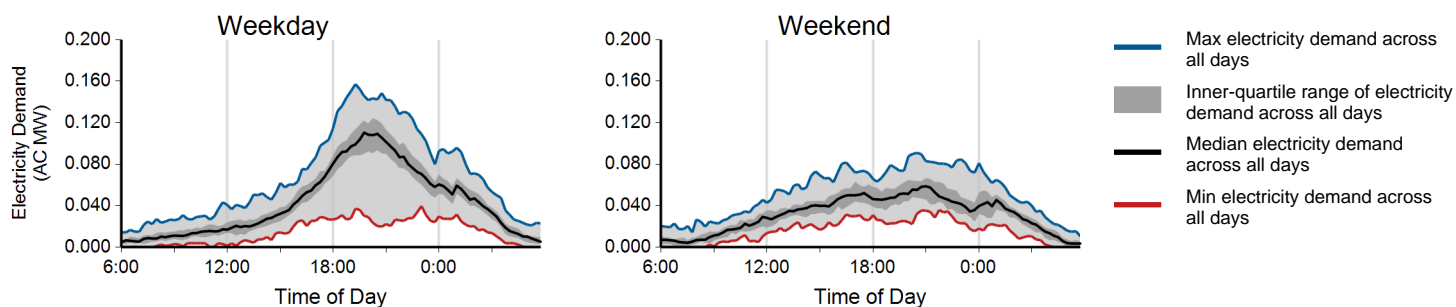
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 10,481 | 3,562 | 14,043 |
| Electricity consumed (AC MWh) | 66.74 | 19.70 | 86.43 |
| Percent of time with a vehicle connected to EVSE | 44% | 51% | 46% |
| Percent of time with a vehicle drawing power from EVSE | 9% | 6% | 8% |
| Average number of charging events started per EVSE per day | 1.05 | 0.89 | 1.01 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Chicago, IL Metropolitan Area

Report period: July 2013 through September 2013

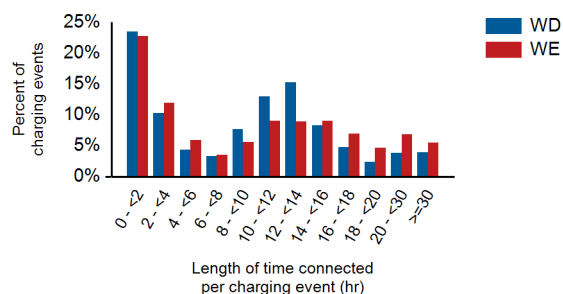
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 14% | 86% | 0% |
| Percent of electricity consumed | 17% | 83% | 0% |

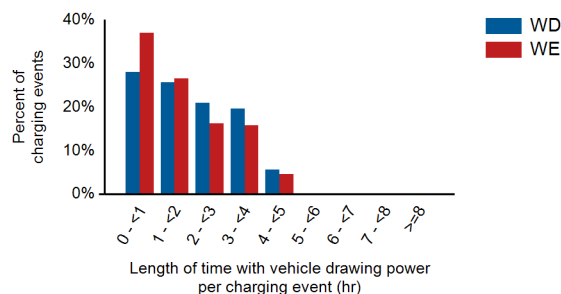
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 10.9 | 11.6 | 11.1 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.0 | 1.7 | 1.9 |
| Average electricity consumed per charging event (AC kWh) | 6.4 | 5.5 | 6.2 |

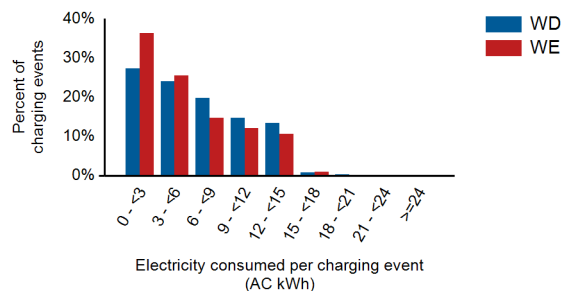
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

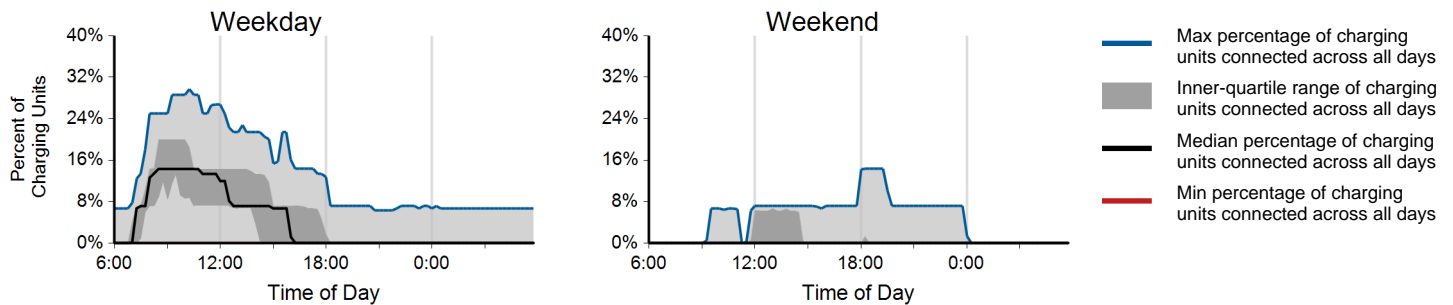
Region: Chicago, IL Metropolitan Area

Report period: July 2013 through September 2013

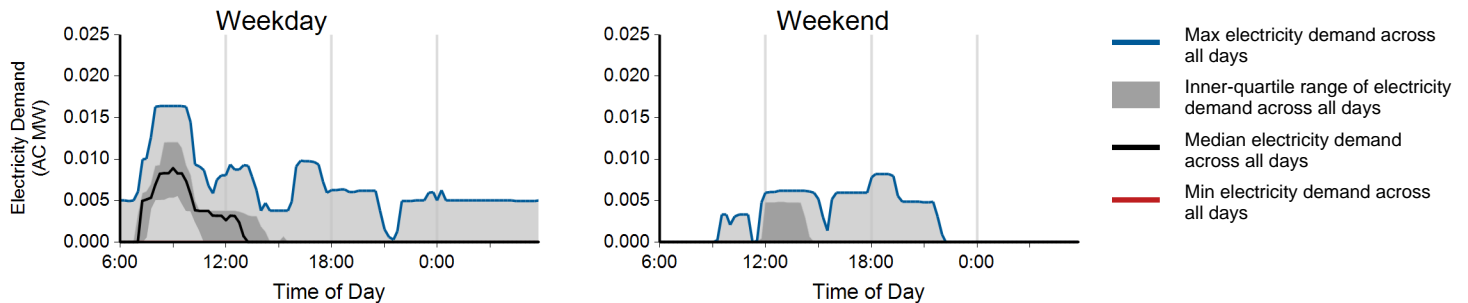
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 241 | 24 | 265 |
| Electricity consumed (AC MWh) | 2.25 | 0.20 | 2.45 |
| Percent of time with a vehicle connected to EVSE | 4% | 1% | 3% |
| Percent of time with a vehicle drawing power from EVSE | 3% | 0% | 2% |
| Average number of charging events started per EVSE per day | 0.26 | 0.06 | 0.20 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Chicago, IL Metropolitan Area

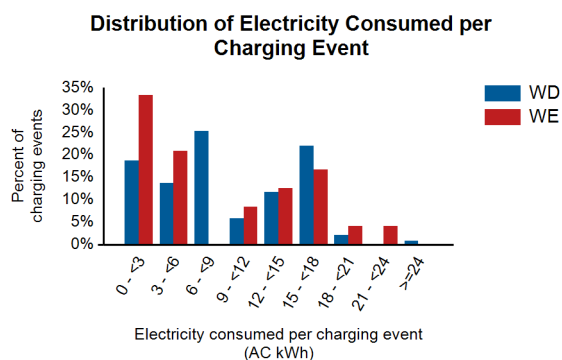
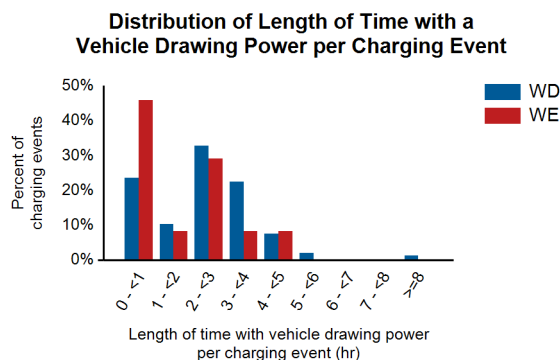
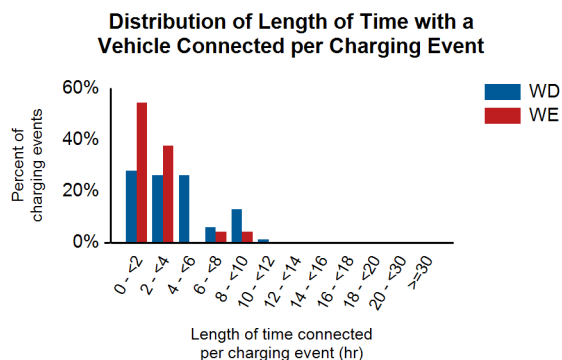
Report period: July 2013 through September 2013

Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 2% | 21% | 77% |
| Percent of electricity consumed | 1% | 15% | 84% |

Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 4.0 | 2.1 | 3.8 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.5 | 1.8 | 2.4 |
| Average electricity consumed per charging event (AC kWh) | 9.3 | 8.4 | 9.2 |



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Atlanta, GA Metropolitan Area

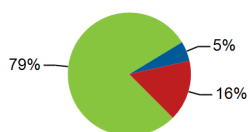
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 208

Charging Unit Usage

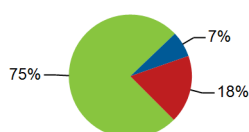
| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|--------|
| Number of charging units ¹ | 209 | 21 | 88 | 0 | 318 |
| Number of charging events ² | 16,161 | 1,056 | 3,284 | 0 | 20,501 |
| Electricity consumed (AC MWh) | 125.22 | 11.26 | 29.62 | 0.00 | 166.10 |
| Percent of time with a vehicle connected to charging unit | 39% | 13% | 6% | 0% | 30% |
| Percent of time with a vehicle drawing power from charging unit | 8% | 8% | 5% | 0% | 7% |

Number of Charge Events



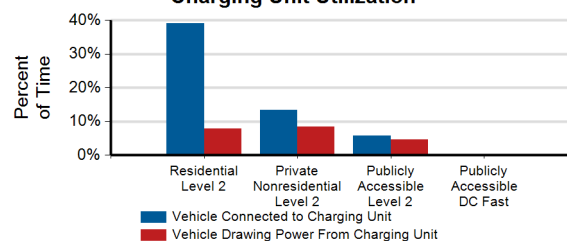
Residential Level 2
Private Nonresidential Level 2
Publicly Accessible Level 2
Publicly Accessible DC Fast

Electricity Consumed

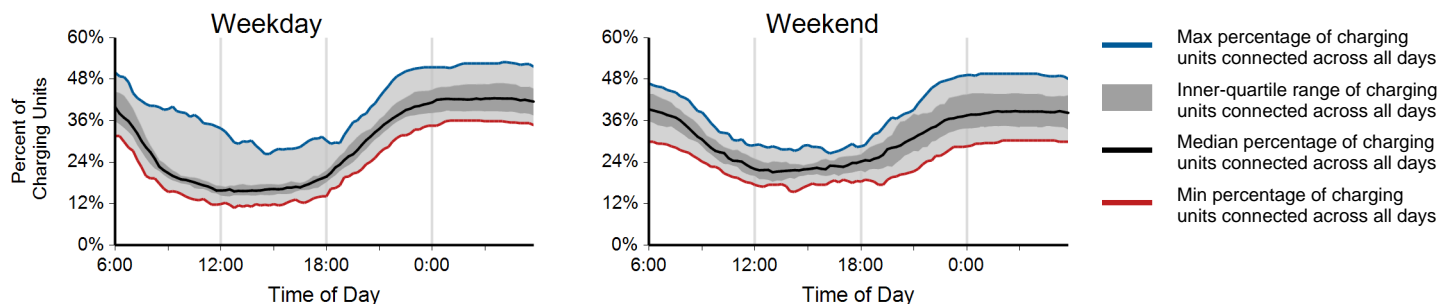


Residential Level 2
Private Nonresidential Level 2
Publicly Accessible Level 2
Publicly Accessible DC Fast

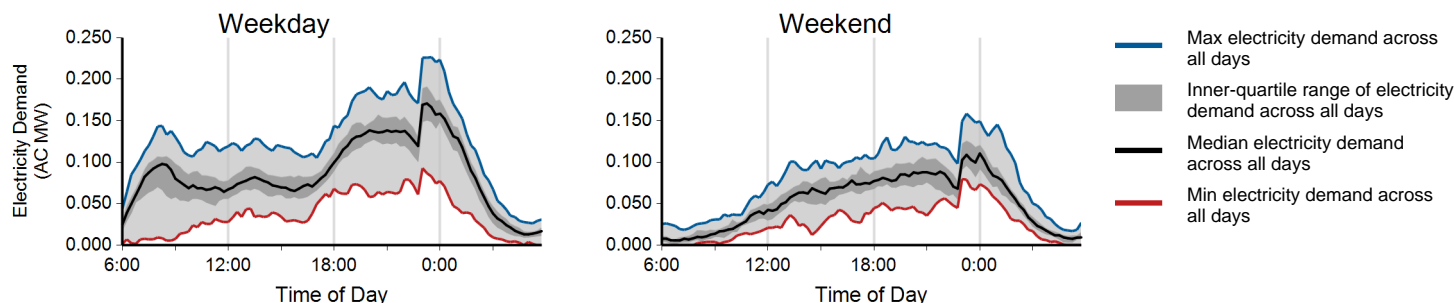
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

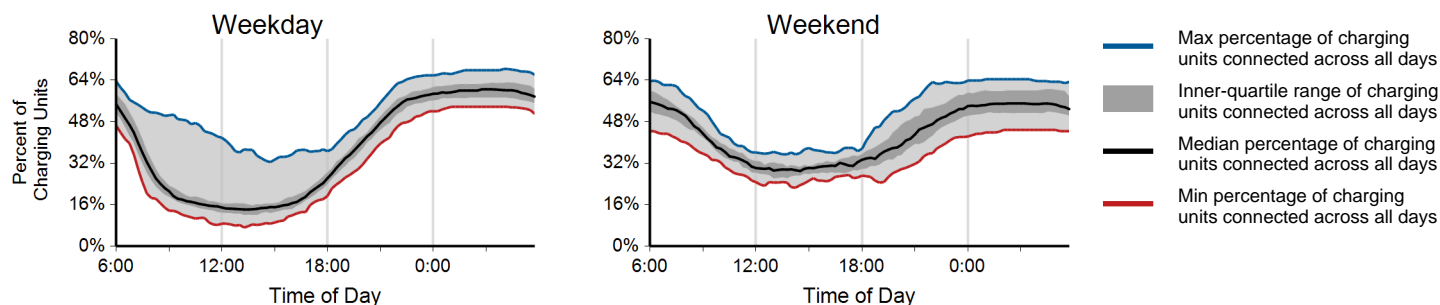
Region: Atlanta, GA Metropolitan Area

Report period: July 2013 through September 2013

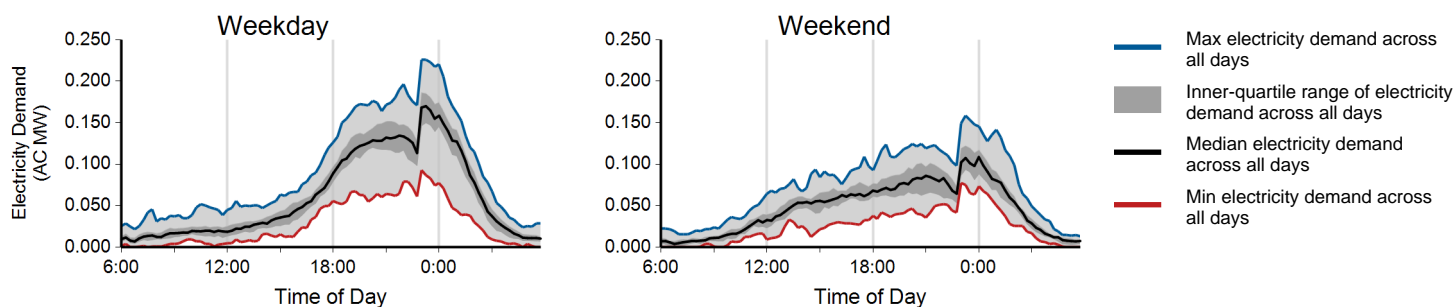
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 11,889 | 4,272 | 16,161 |
| Electricity consumed (AC MWh) | 95.66 | 29.56 | 125.22 |
| Percent of time with a vehicle connected to EVSE | 38% | 43% | 39% |
| Percent of time with a vehicle drawing power from EVSE | 8% | 7% | 8% |
| Average number of charging events started per EVSE per day | 0.87 | 0.78 | 0.85 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Atlanta, GA Metropolitan Area

Report period: July 2013 through September 2013

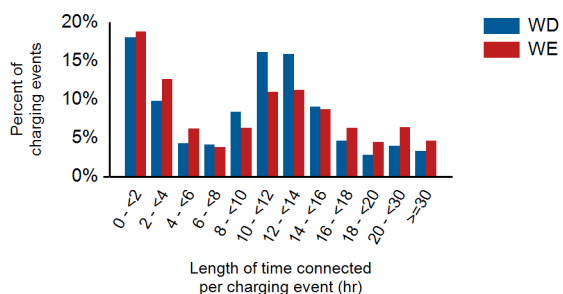
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 63% | 37% | 0% |
| Percent of electricity consumed | 67% | 33% | 0% |

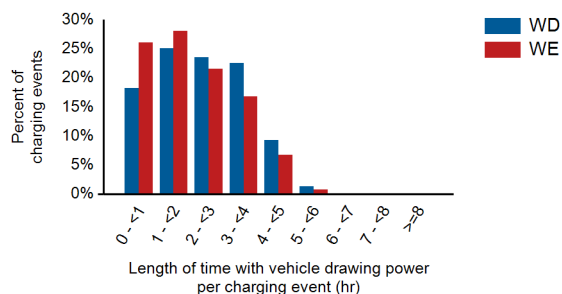
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 11.1 | 11.4 | 11.2 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.3 | 2.0 | 2.3 |
| Average electricity consumed per charging event (AC kWh) | 8.1 | 6.9 | 7.7 |

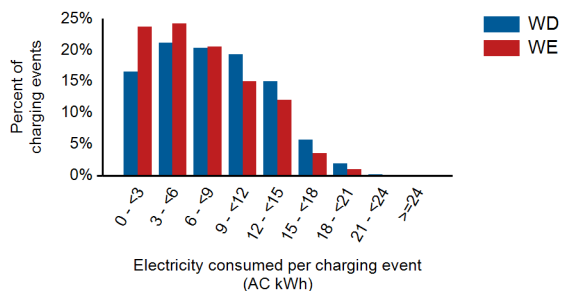
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

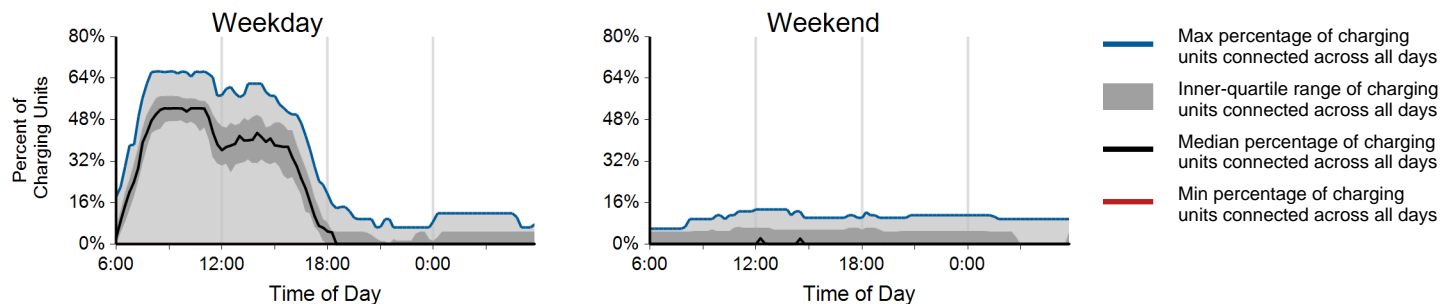
Region: Atlanta, GA Metropolitan Area

Report period: July 2013 through September 2013

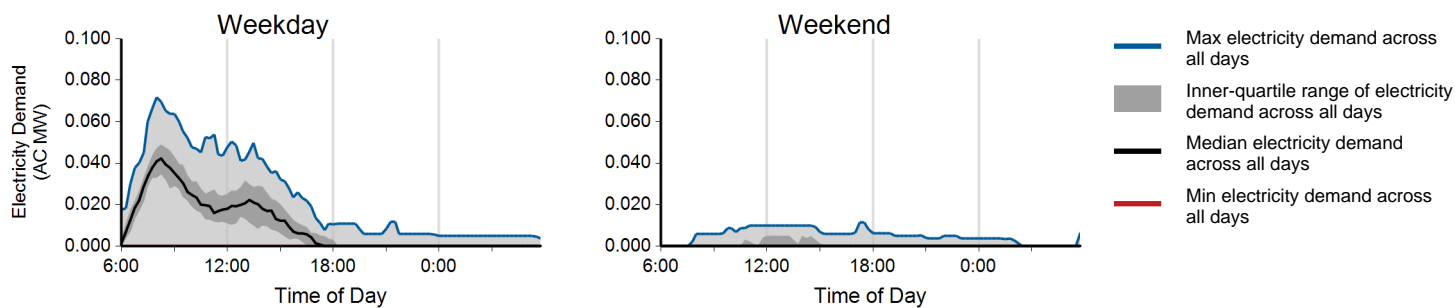
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 1,025 | 31 | 1,056 |
| Electricity consumed (AC MWh) | 10.97 | 0.30 | 11.26 |
| Percent of time with a vehicle connected to EVSE | 18% | 2% | 13% |
| Percent of time with a vehicle drawing power from EVSE | 12% | 1% | 8% |
| Average number of charging events started per EVSE per day | 1.14 | 0.08 | 0.83 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Private Nonresidential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Atlanta, GA Metropolitan Area

Report period: July 2013 through September 2013

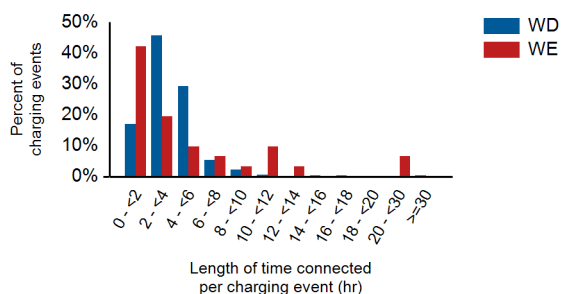
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 0% | 1% | 99% |
| Percent of electricity consumed | 0% | 1% | 99% |

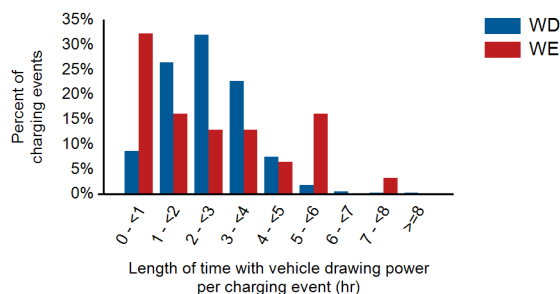
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 3.8 | 5.1 | 3.9 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.5 | 2.4 | 2.5 |
| Average electricity consumed per charging event (AC kWh) | 10.7 | 10.6 | 10.7 |

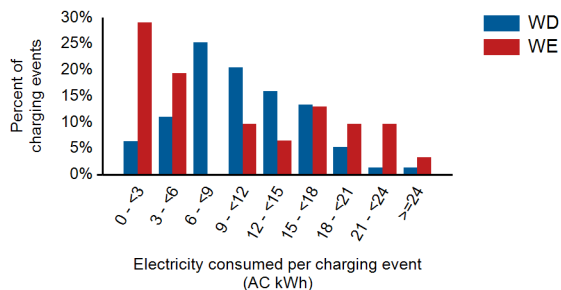
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

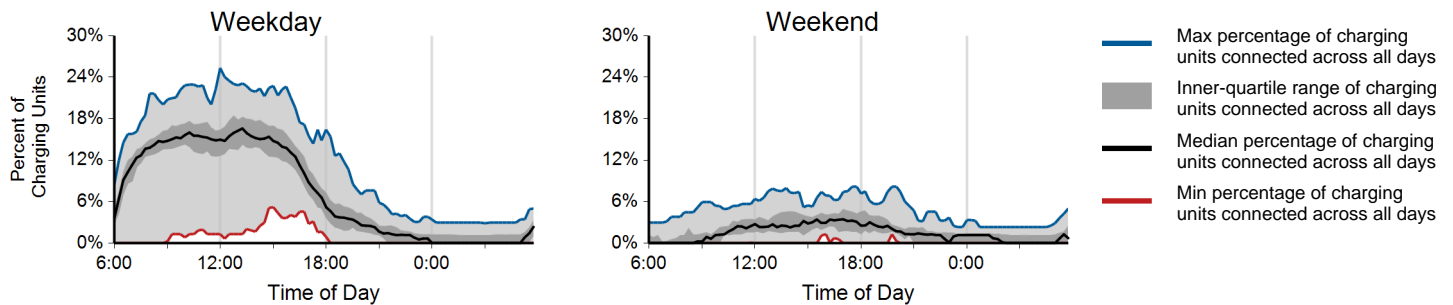
Region: Atlanta, GA Metropolitan Area

Report period: July 2013 through September 2013

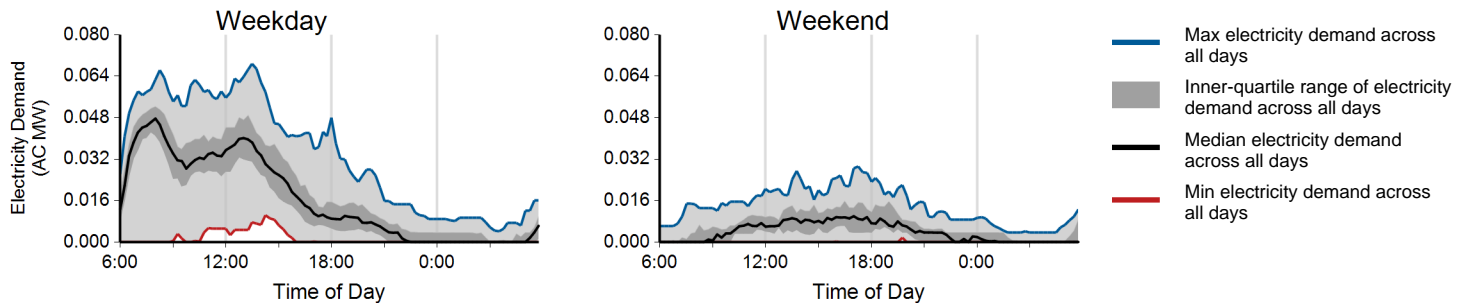
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 2,846 | 438 | 3,284 |
| Electricity consumed (AC MWh) | 26.72 | 2.90 | 29.62 |
| Percent of time with a vehicle connected to EVSE | 7% | 2% | 6% |
| Percent of time with a vehicle drawing power from EVSE | 6% | 1% | 5% |
| Average number of charging events started per EVSE per day | 0.59 | 0.22 | 0.48 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Atlanta, GA Metropolitan Area

Report period: July 2013 through September 2013

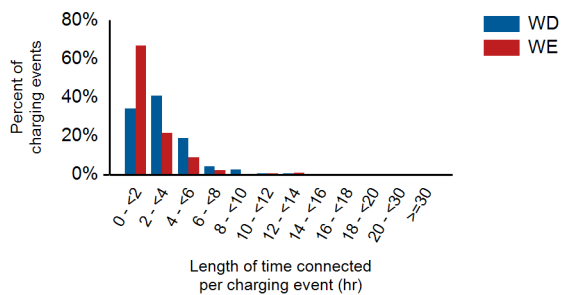
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 3% | 2% | 95% |
| Percent of electricity consumed | 4% | 1% | 95% |

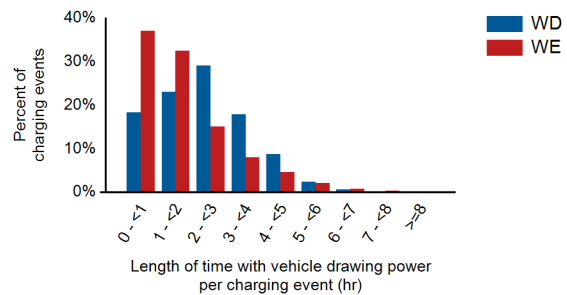
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 3.0 | 2.0 | 2.8 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.4 | 1.7 | 2.3 |
| Average electricity consumed per charging event (AC kWh) | 9.3 | 7.1 | 9.0 |

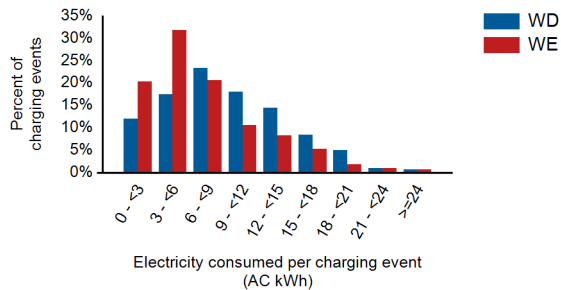
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

Region: Philadelphia, PA Metropolitan Area

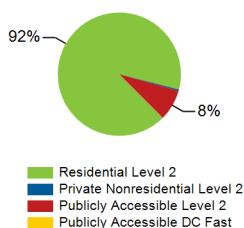
Report period: July 2013 through September 2013

Number of EV Project vehicles in region: 72

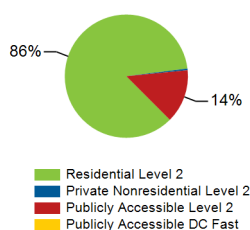
Charging Unit Usage

| | Residential Level 2 | Private Nonresidential Level 2 | Publicly Accessible Level 2 | Publicly Accessible DC Fast | Total |
|---|---------------------|--------------------------------|-----------------------------|-----------------------------|-------|
| Number of charging units ¹ | 71 | 3 | 50 | 0 | 124 |
| Number of charging events ² | 5,946 | 23 | 529 | 0 | 6,498 |
| Electricity consumed (AC MWh) | 40.21 | 0.20 | 6.61 | 0.00 | 47.02 |
| Percent of time with a vehicle connected to charging unit | 43% | 7% | 5% | 0% | 28% |
| Percent of time with a vehicle drawing power from charging unit | 8% | 1% | 2% | 0% | 5% |

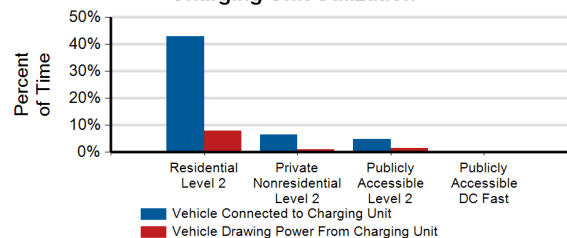
Number of Charge Events



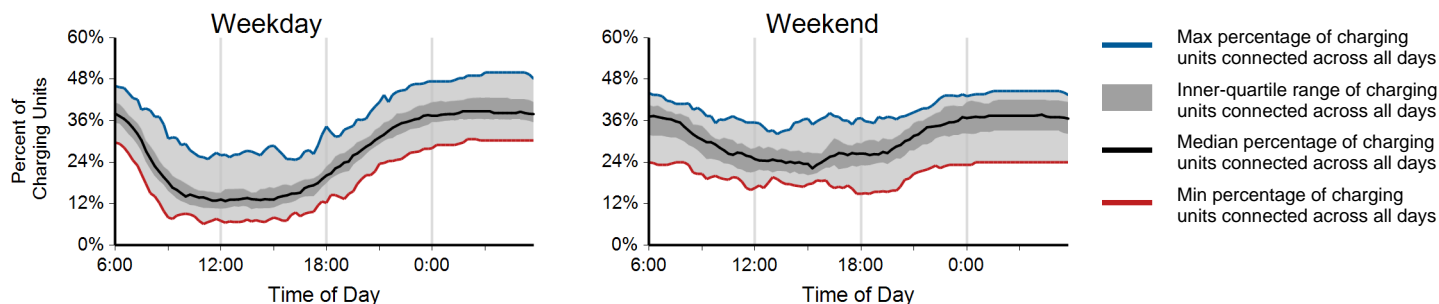
Electricity Consumed



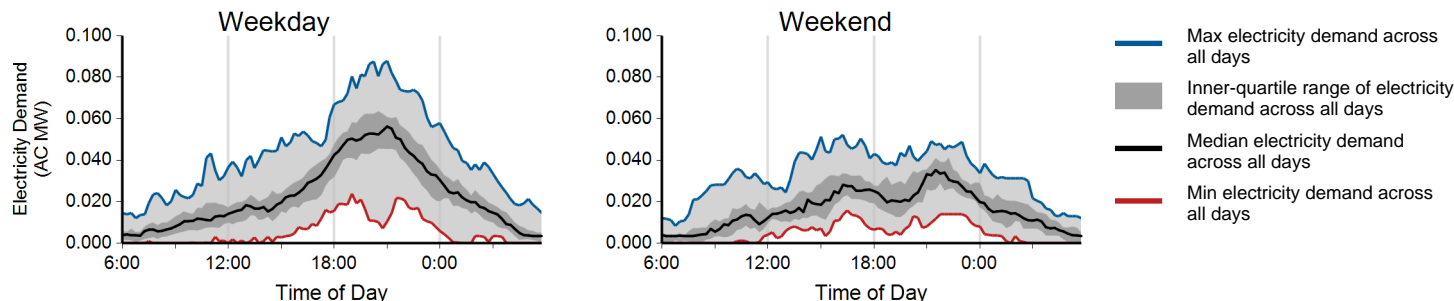
Charging Unit Utilization



Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



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

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

³ Considers the connection status of all charging units every minute

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

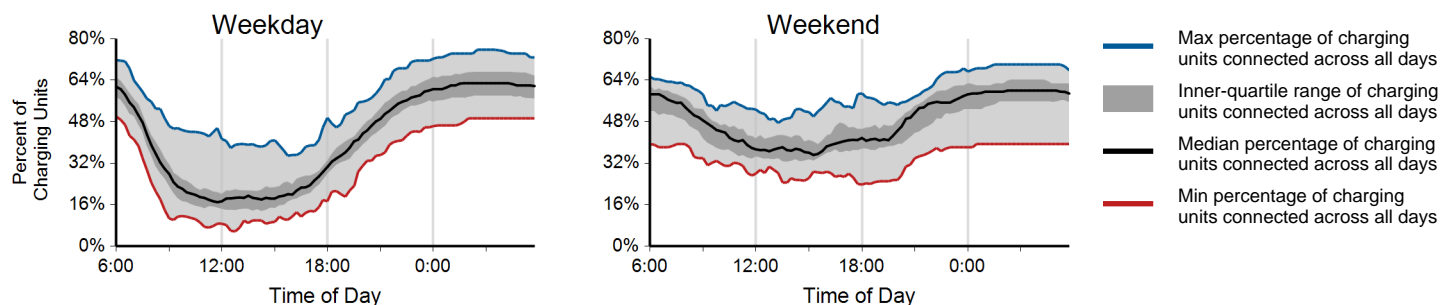
Region: Philadelphia, PA Metropolitan Area

Report period: July 2013 through September 2013

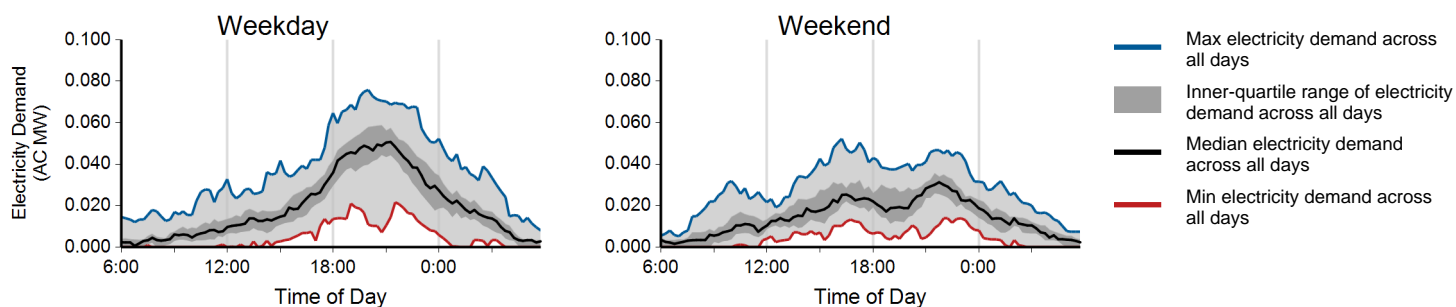
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 4,483 | 1,463 | 5,946 |
| Electricity consumed (AC MWh) | 30.98 | 9.23 | 40.21 |
| Percent of time with a vehicle connected to EVSE | 41% | 48% | 43% |
| Percent of time with a vehicle drawing power from EVSE | 8% | 6% | 8% |
| Average number of charging events started per EVSE per day | 0.97 | 0.79 | 0.92 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Philadelphia, PA Metropolitan Area

Report period: July 2013 through September 2013

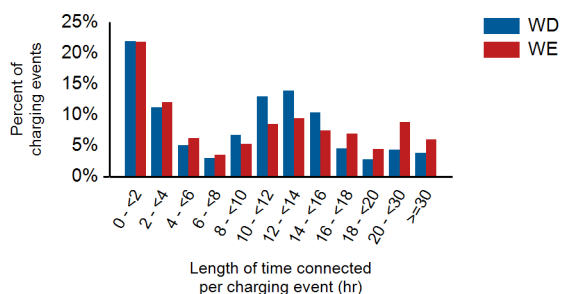
Vehicles Charged

| | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-------------|----------------|---------|
| Percent of charging events | 28% | 72% | 0% |
| Percent of electricity consumed | 32% | 68% | 0% |

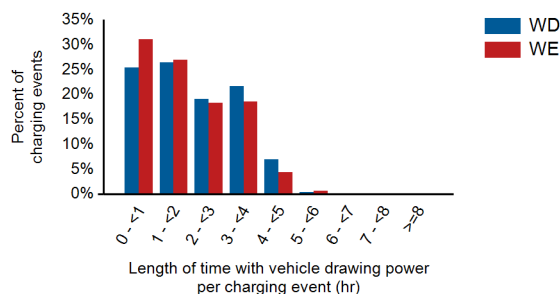
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|-----------------|-----------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 11.1 | 12.0 | 11.3 |
| Average length of time with vehicle drawing power per charging event (hr) | 2.1 | 1.9 | 2.1 |
| Average electricity consumed per charging event (AC kWh) | 6.9 | 6.3 | 6.8 |

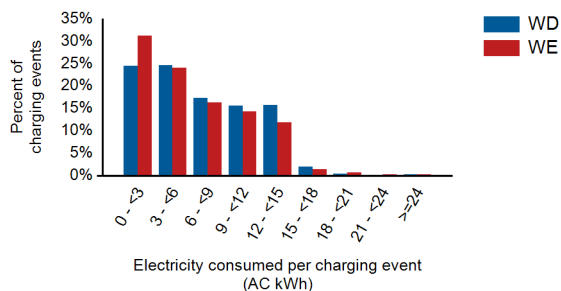
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

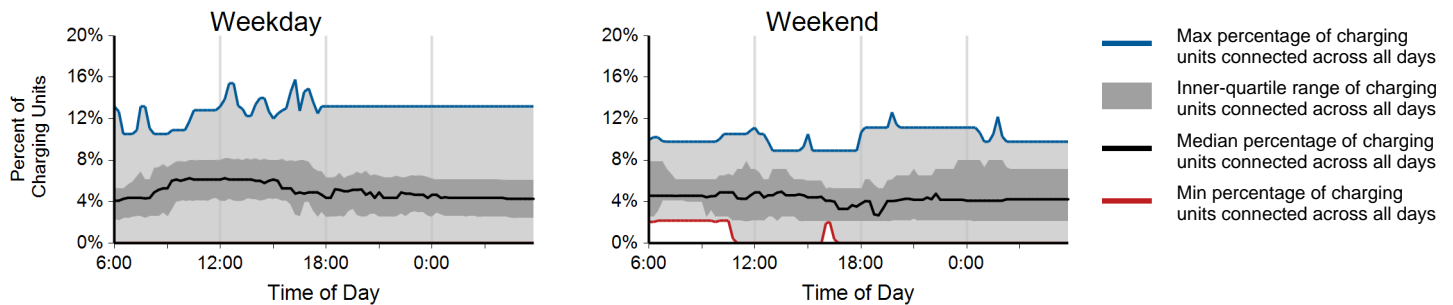
Region: Philadelphia, PA Metropolitan Area

Report period: July 2013 through September 2013

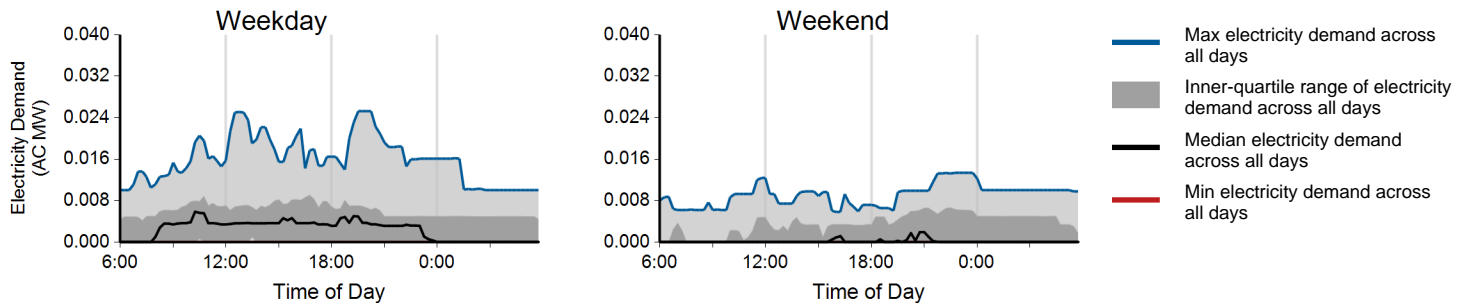
EVSE Usage

| | Weekday | Weekend | Overall |
|--|---------|---------|---------|
| Number of charging events | 440 | 89 | 529 |
| Electricity consumed (AC MWh) | 5.42 | 1.19 | 6.61 |
| Percent of time with a vehicle connected to EVSE | 5% | 5% | 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 | 0.08 | 0.13 |

Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day³



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day⁴



Publicly Accessible Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Philadelphia, PA Metropolitan Area

Report period: July 2013 through September 2013

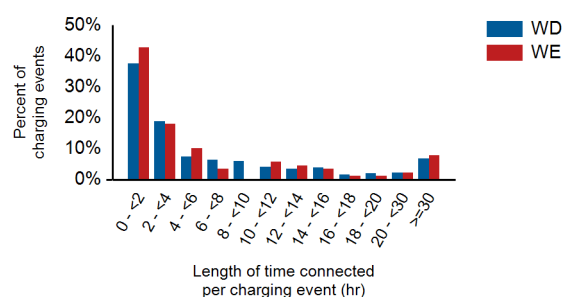
Vehicles Charged

| | PhillyCarShare fleet ¹ | Nissan Leaf | Chevrolet Volt | Unknown |
|---------------------------------|-----------------------------------|-------------|----------------|---------|
| Percent of charging events | 16% | 1% | 7% | 76% |
| Percent of electricity consumed | 12% | 0% | 2% | 85% |

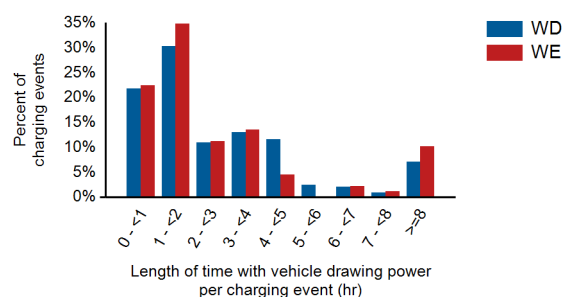
Individual Charging Event Statistics

| | Weekday (WD) | Weekend (WE) | Overall |
|---|--------------|--------------|---------|
| Average length of time with vehicle connected per charging event (hr) | 9.2 | 9.0 | 9.1 |
| Average length of time with vehicle drawing power per charging event (hr) | 3.0 | 3.0 | 3.0 |
| Average electricity consumed per charging event (AC kWh) | 12.4 | 13.2 | 12.5 |

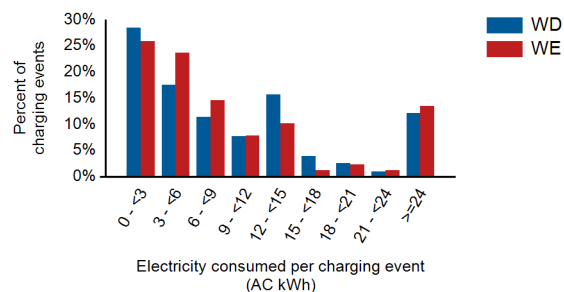
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



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