EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: ALL

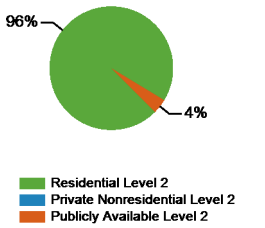
Report period: October 2011 through December 2011

Number of EV Project vehicles in region: 2690

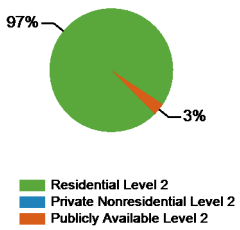
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	2,704	0	438	0	3,142
Number of charging events[2]	159,225	0	6,372	0	165,597
Electricity consumed (AC MWh)	1,253.63	0.00	41.42	0.00	1,295.06
Percent of time with a vehicle connected to charging unit	32%	0%	6%	0%	29%
Percent of time with a vehicle drawing power from charging unit	6%	0%	2%	0%	6%

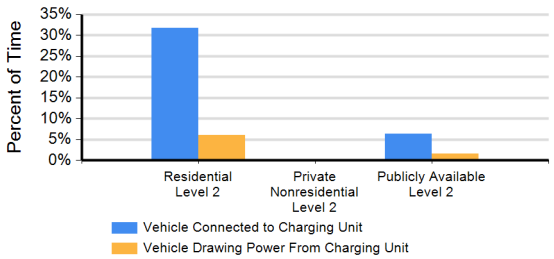
Number of Charge Events



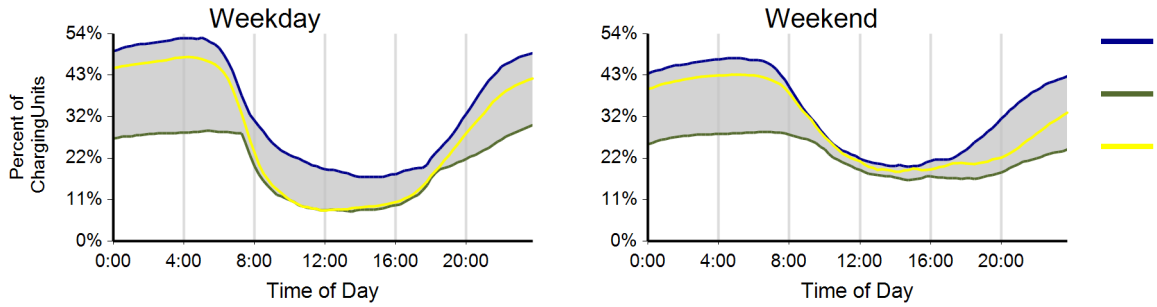
Electricity Consumed



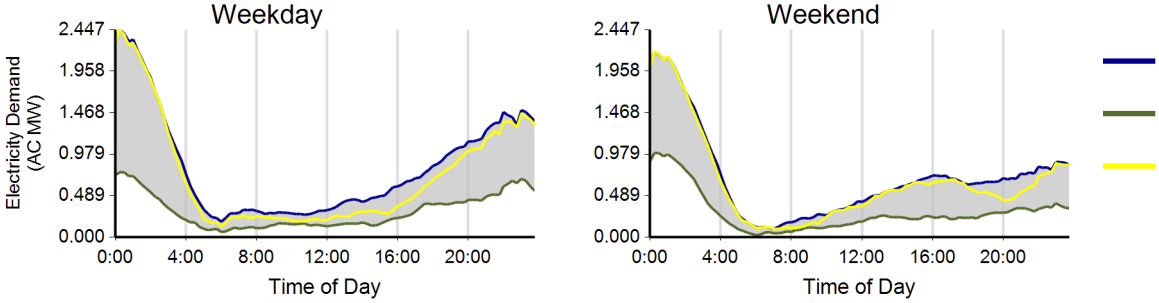
Charging Unit Utilization



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



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



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

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

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

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

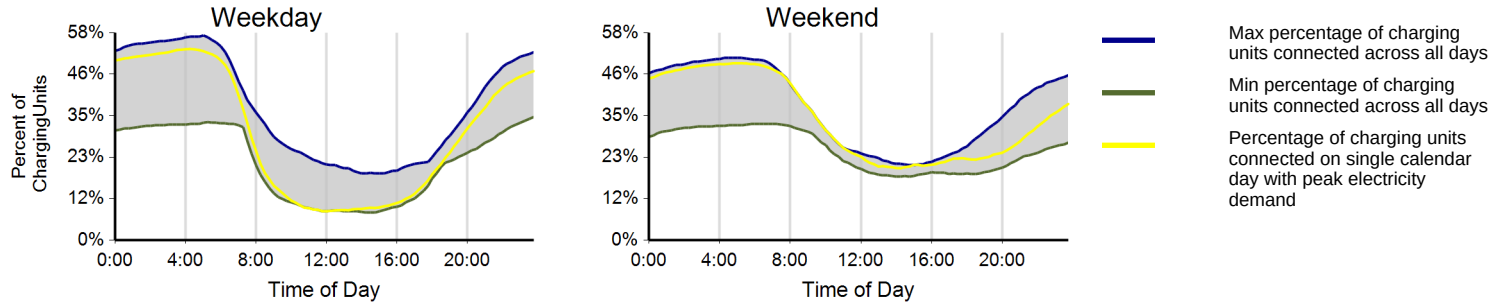
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: ALL

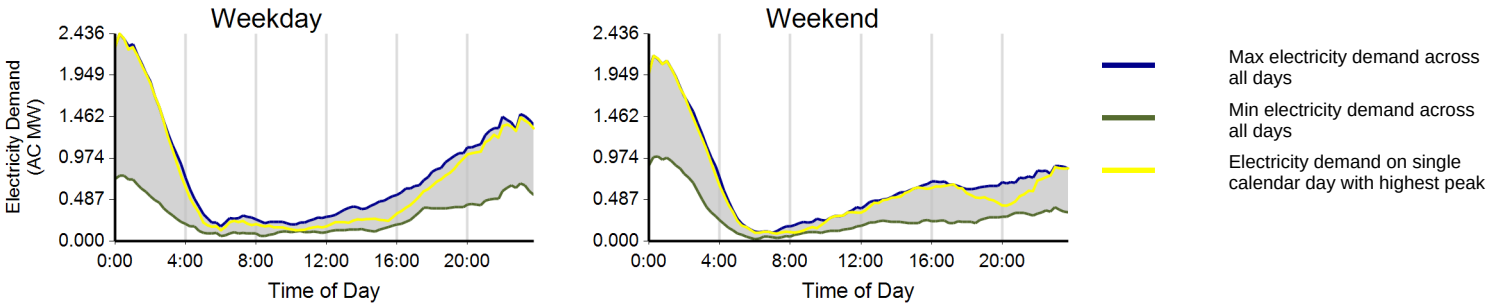
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	114,557	44,668	159,225
Electricity consumed (AC MWh)	922.89	330.73	1,253.62
Percent of time with a vehicle connected to EVSE	31%	33%	32%
Percent of time with a vehicle drawing power from EVSE	6%	5%	6%
Average number of charging events started per EVSE per day	0.68	0.64	0.67

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



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



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

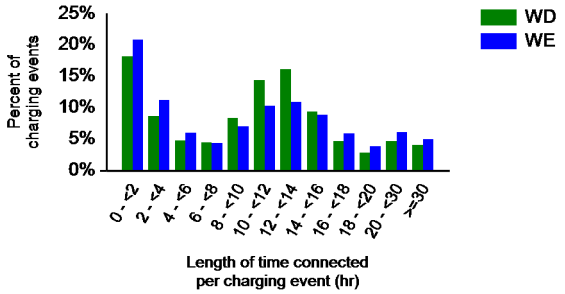
Region: ALL

Report period: October 2011 through December 2011

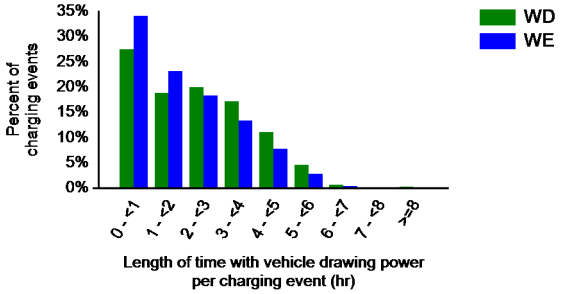
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	98%	2%	0%
Percent of electricity consumed	99%	1%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.6	11.4	11.5
Average length of time with vehicle drawing power per charging event (hr)	2.3	1.9	2.2
Average electricity consumed per charging event (AC kWh)	8.3	6.9	7.9

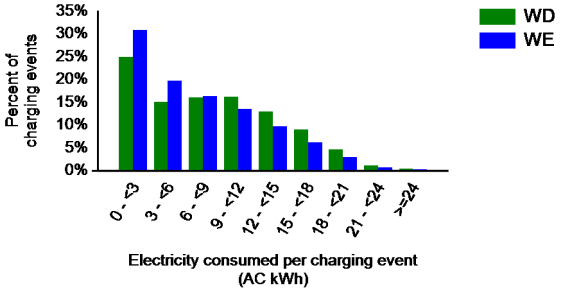
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



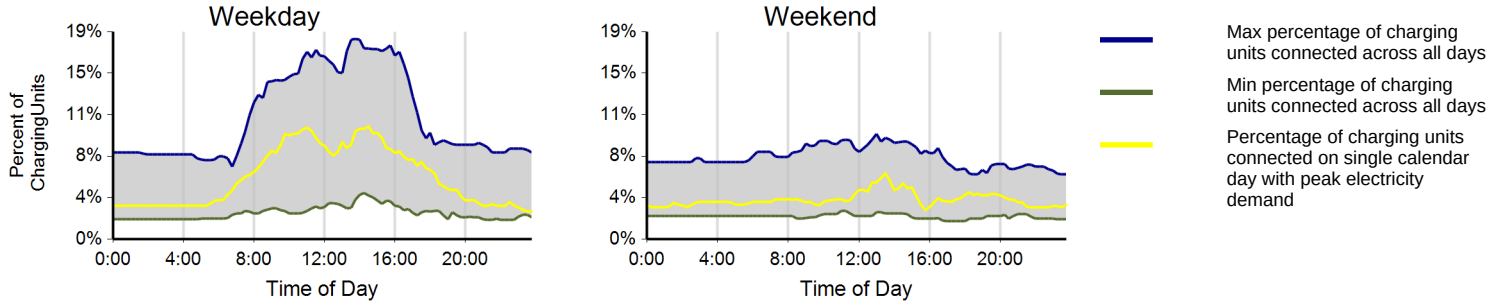
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: ALL

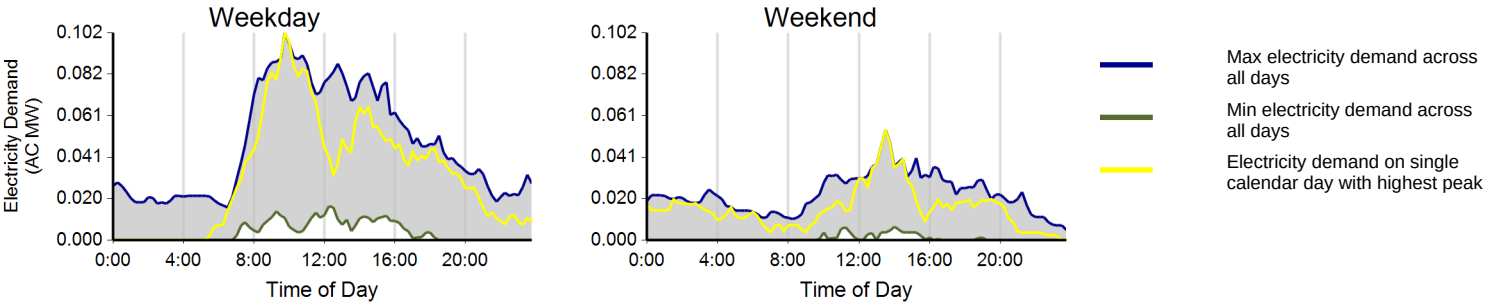
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	5,312	1,060	6,372
Electricity consumed (AC MWh)	35.33	5.94	41.27
Percent of time with a vehicle connected to EVSE	7%	5%	6%
Percent of time with a vehicle drawing power from EVSE	2%	1%	2%
Average number of charging events started per EVSE per day	0.25	0.12	0.22

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



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



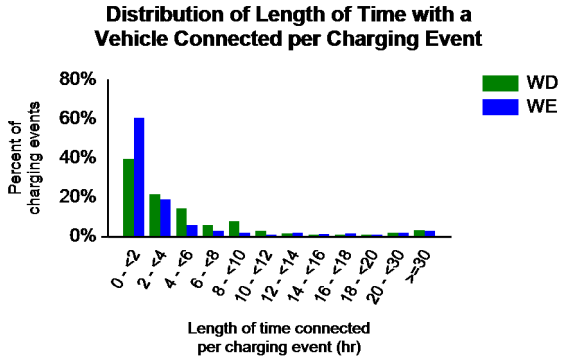
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

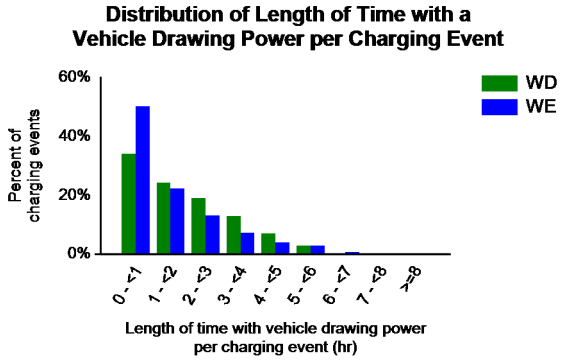
Region: ALL

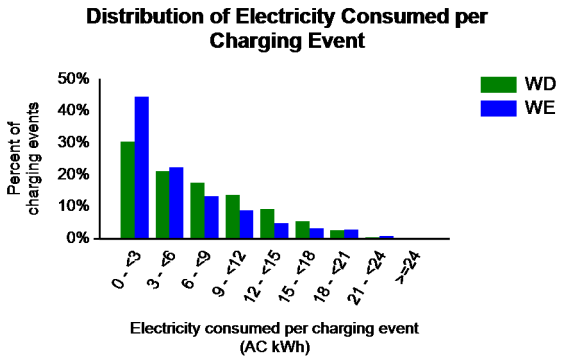
Report period: October 2011 through December 2011

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

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	7.7	4.9	7.2
Average length of time with vehicle drawing power per charging event (hr)	1.9	1.5	1.8
Average electricity consumed per charging event (AC kWh)	6.7	5.3	6.5







EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

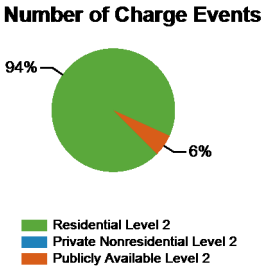
Region: Phoenix, AZ Metropolitan Area

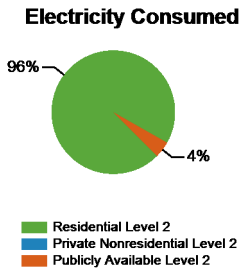
Report period: October 2011 through December 2011

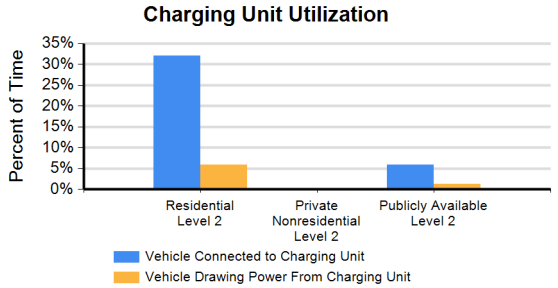
Number of EV Project vehicles in region: 165

Charging Unit Usage

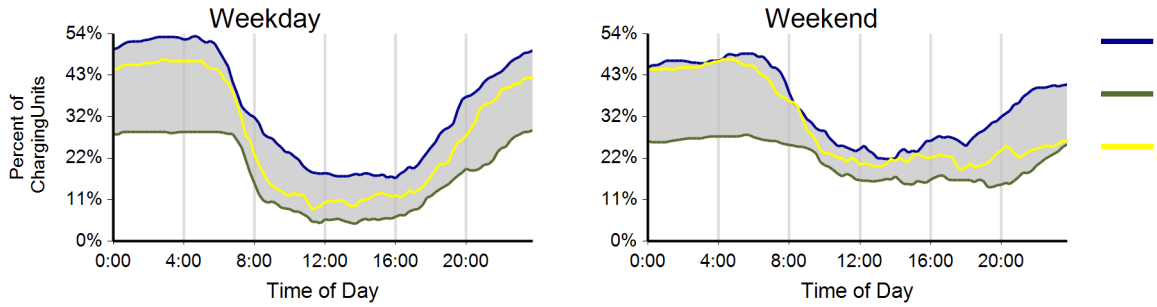
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	166	0	53	0	219
Number of charging events[2]	11,050	0	667	0	11,717
Electricity consumed (AC MWh)	75.09	0.00	3.37	0.00	78.46
Percent of time with a vehicle connected to charging unit	32%	0%	6%	0%	27%
Percent of time with a vehicle drawing power from charging unit	6%	0%	1%	0%	5%



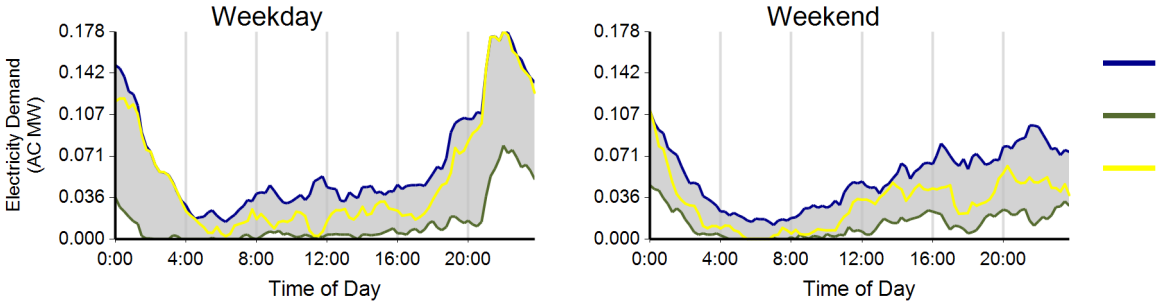




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



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

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

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

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

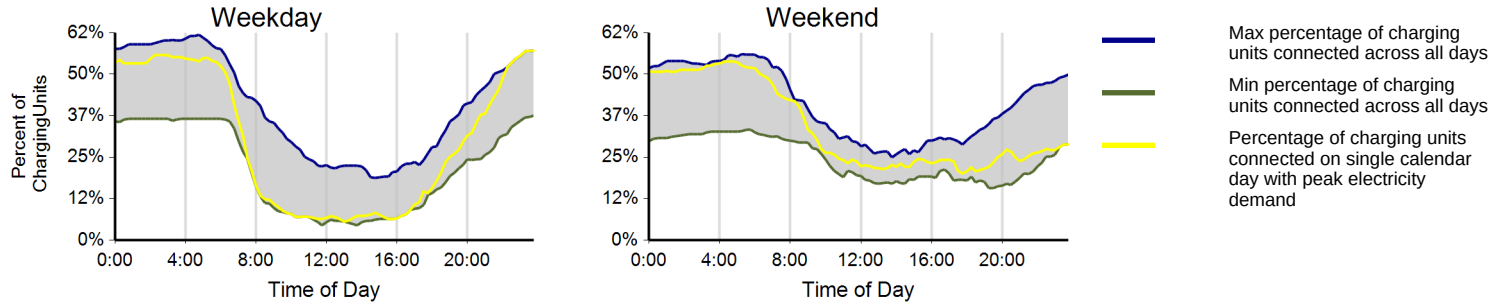
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Phoenix, AZ Metropolitan Area

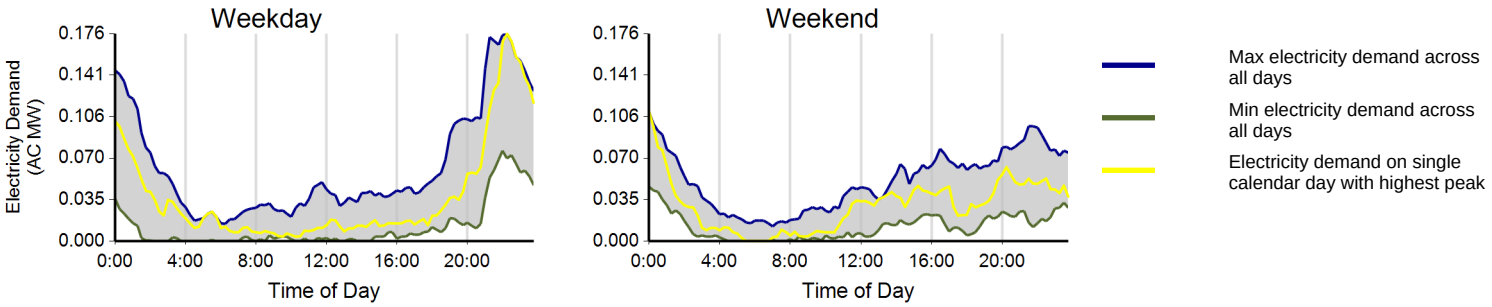
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	7,834	3,216	11,050
Electricity consumed (AC MWh)	54.64	20.44	75.08
Percent of time with a vehicle connected to EVSE	32%	33%	32%
Percent of time with a vehicle drawing power from EVSE	6%	6%	6%
Average number of charging events started per EVSE per day	0.74	0.73	0.74

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



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



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

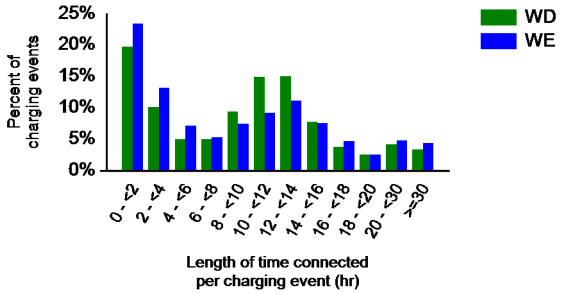
Region: Phoenix, AZ Metropolitan Area

Report period: October 2011 through December 2011

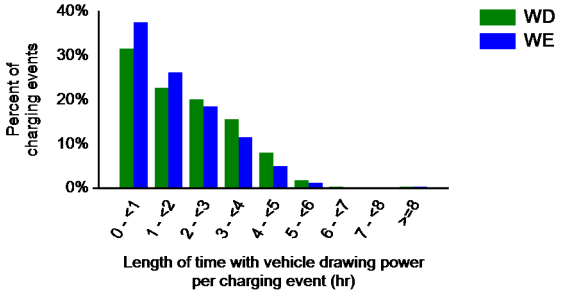
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	100%	0%	0%
Percent of electricity consumed	100%	0%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.7	10.1	10.5
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)	7.1	6.0	6.8

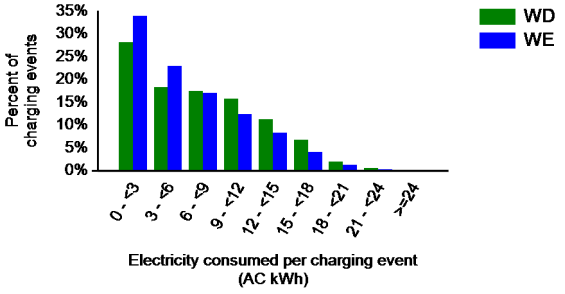
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event

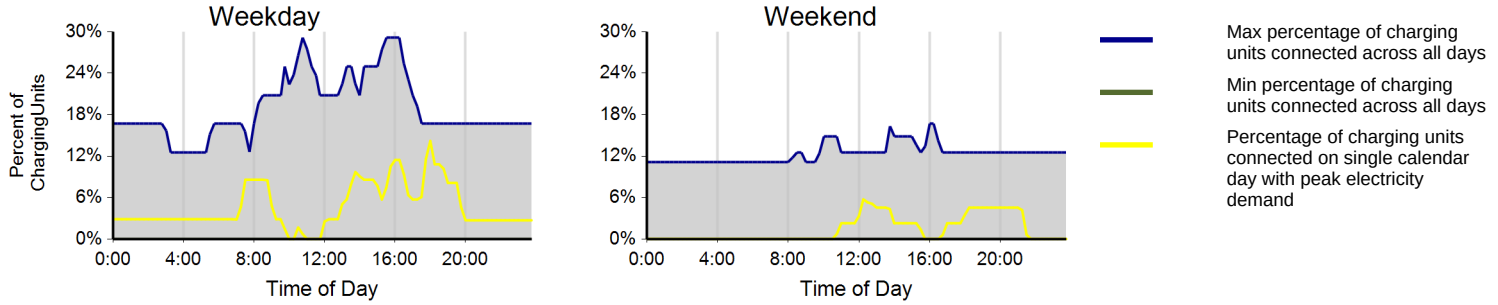


Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

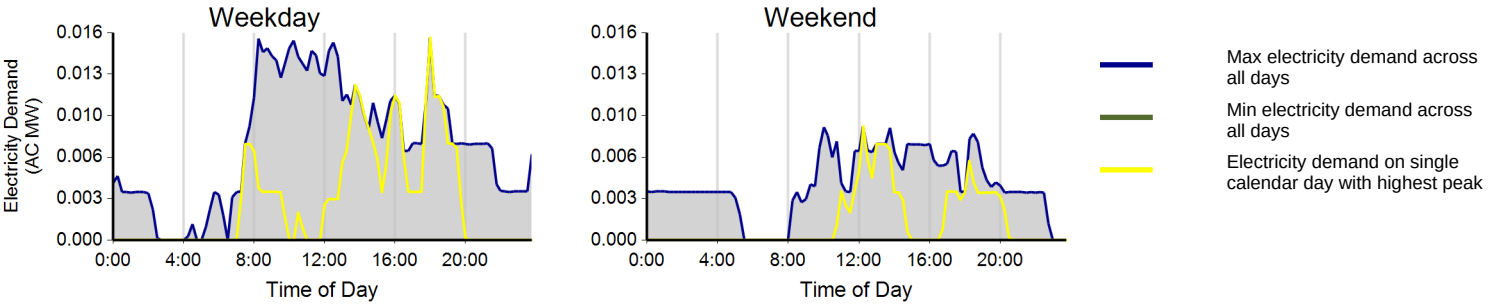
Region: Phoenix, AZ Metropolitan Area
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	559	108	667
Electricity consumed (AC MWh)	2.85	0.52	3.37
Percent of time with a vehicle connected to EVSE	6%	5%	6%
Percent of time with a vehicle drawing power from EVSE	1%	1%	1%
Average number of charging events started per EVSE per day	0.25	0.12	0.21

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

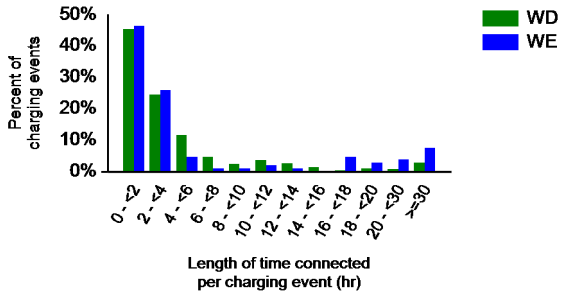
Region: Phoenix, AZ Metropolitan Area

Report period: October 2011 through December 2011

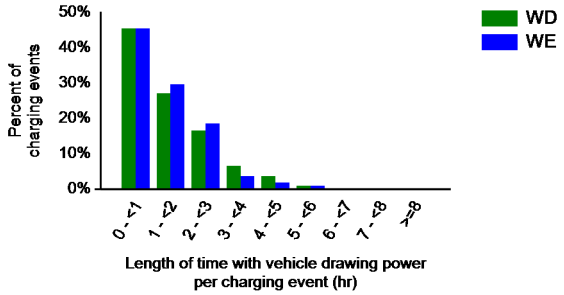
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	51%	0%	49%
Percent of electricity consumed	55%	0%	45%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	6.3	8.9	6.7
Average length of time with vehicle drawing power per charging event (hr)	1.4	1.3	1.4
Average electricity consumed per charging event (AC kWh)	5.1	4.7	5.1

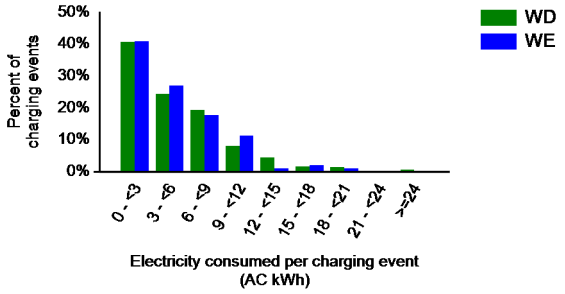
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Tucson, AZ Metropolitan Area

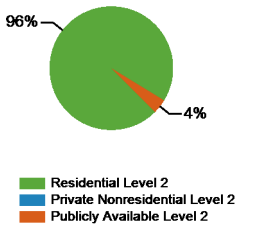
Report period: October 2011 through December 2011

Number of EV Project vehicles in region: 49

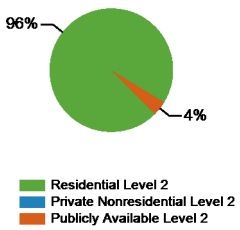
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	49	0	12	0	61
Number of charging events[2]	3,435	0	135	0	3,570
Electricity consumed (AC MWh)	22.38	0.00	0.88	0.00	23.26
Percent of time with a vehicle connected to charging unit	36%	0%	9%	0%	32%
Percent of time with a vehicle drawing power from charging unit	6%	0%	1%	0%	5%

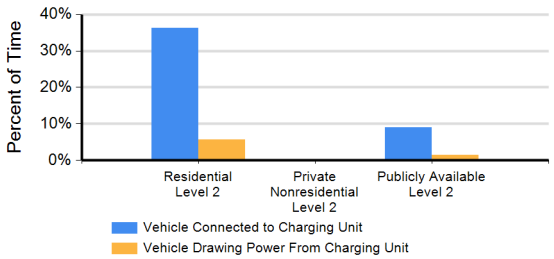
Number of Charge Events



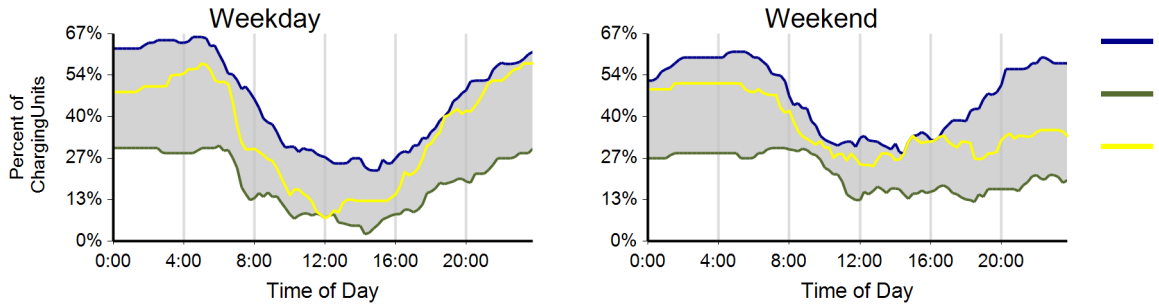
Electricity Consumed



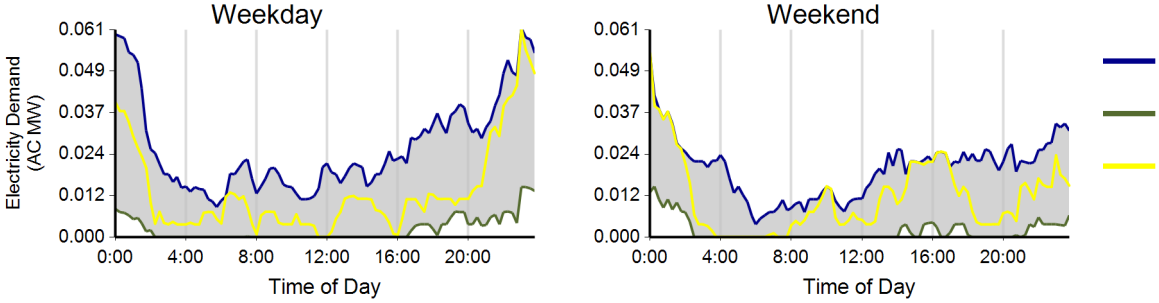
Charging Unit Utilization



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



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



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

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

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

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

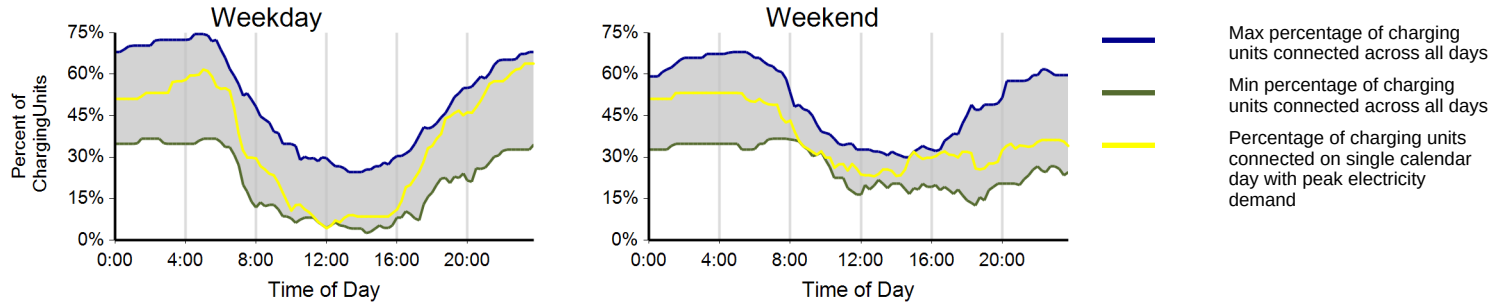
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Tucson, AZ Metropolitan Area

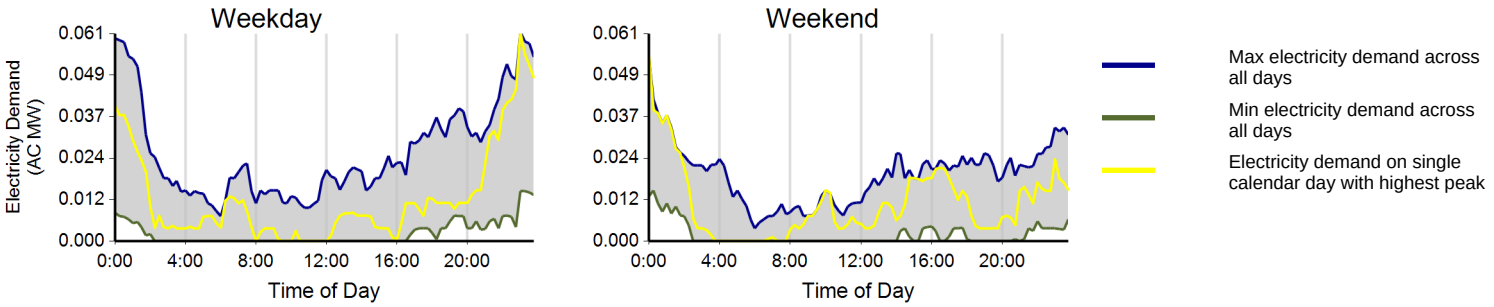
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	2,515	920	3,435
Electricity consumed (AC MWh)	16.88	5.50	22.38
Percent of time with a vehicle connected to EVSE	36%	37%	36%
Percent of time with a vehicle drawing power from EVSE	6%	5%	6%
Average number of charging events started per EVSE per day	0.80	0.70	0.77

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



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



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

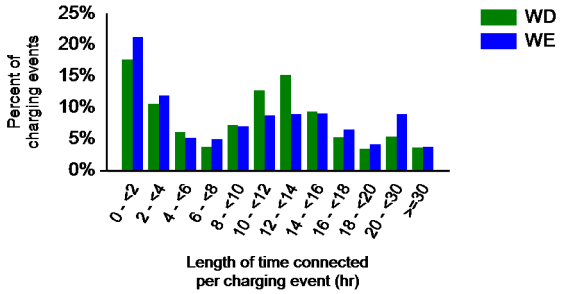
Region: Tucson, AZ Metropolitan Area

Report period: October 2011 through December 2011

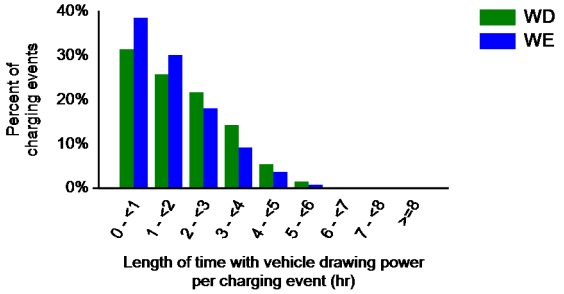
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	100%	0%	0%
Percent of electricity consumed	100%	0%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.6	10.9	11.4
Average length of time with vehicle drawing power per charging event (hr)	1.9	1.5	1.8
Average electricity consumed per charging event (AC kWh)	6.9	5.6	6.5

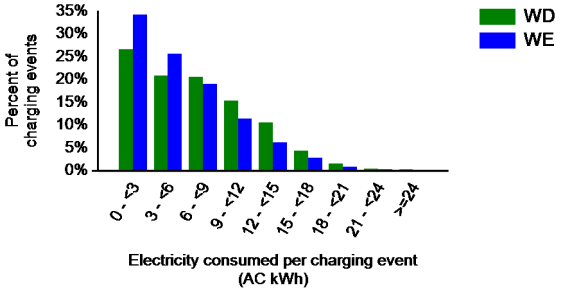
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



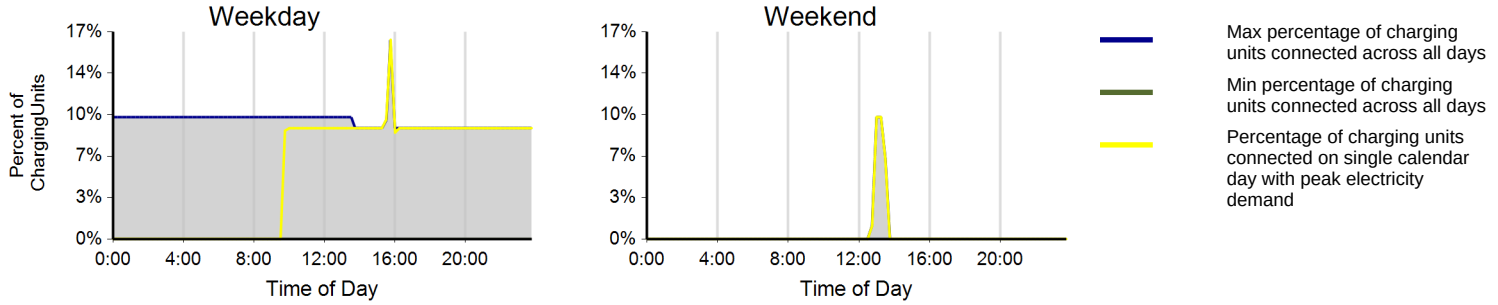
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Tucson, AZ Metropolitan Area

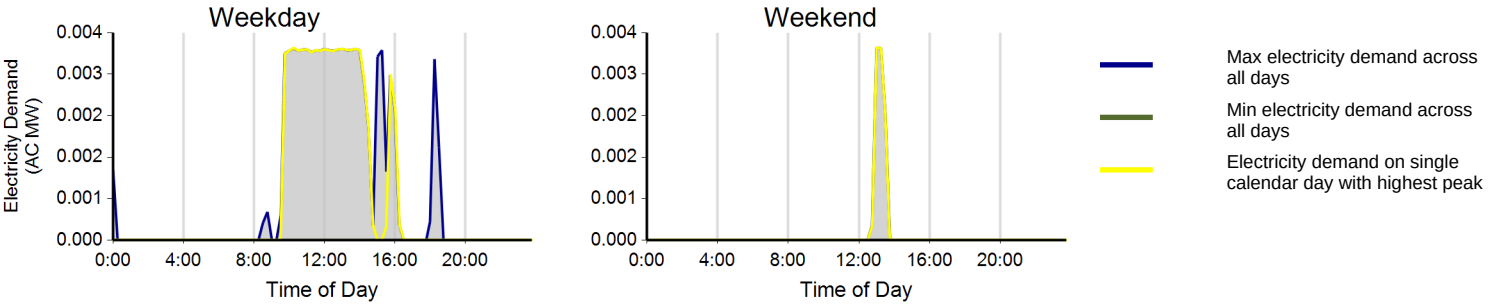
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	125	10	135
Electricity consumed (AC MWh)	0.80	0.08	0.88
Percent of time with a vehicle connected to EVSE	10%	7%	9%
Percent of time with a vehicle drawing power from EVSE	2%	0%	1%
Average number of charging events started per EVSE per day	0.24	0.05	0.18

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



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



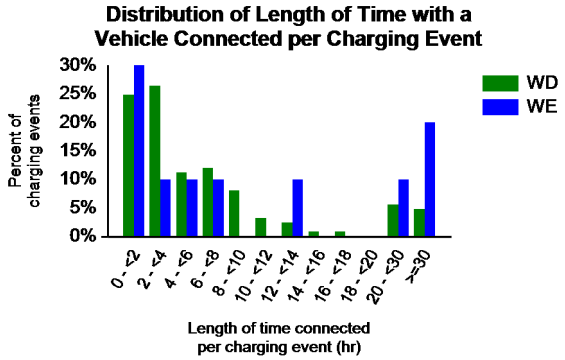
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

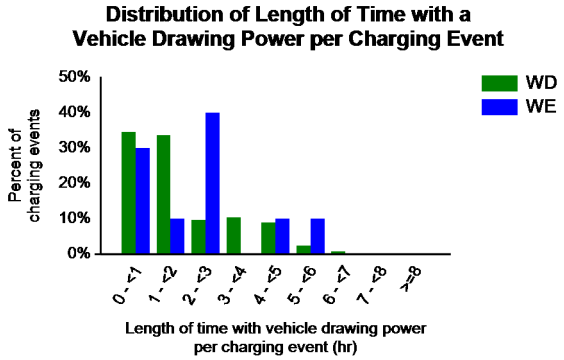
Region: Tucson, AZ Metropolitan Area

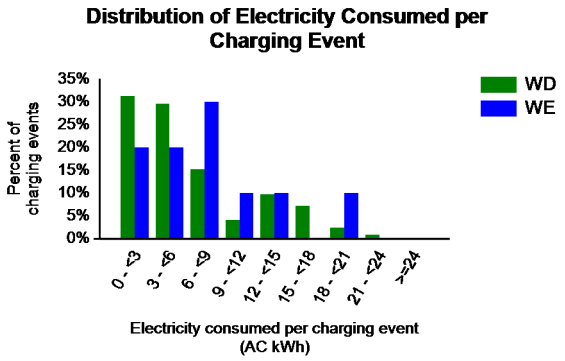
Report period: October 2011 through December 2011

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

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.6	13.5	11.7
Average length of time with vehicle drawing power per charging event (hr)	1.8	2.2	1.8
Average electricity consumed per charging event (AC kWh)	6.4	8.1	6.5







EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

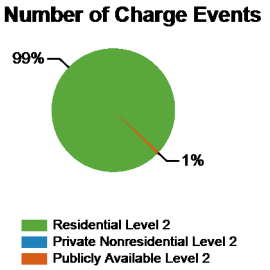
Region: Los Angeles, CA Metropolitan Area

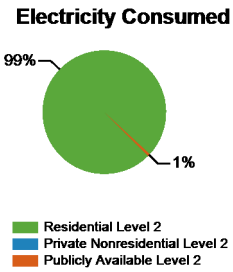
Report period: October 2011 through December 2011

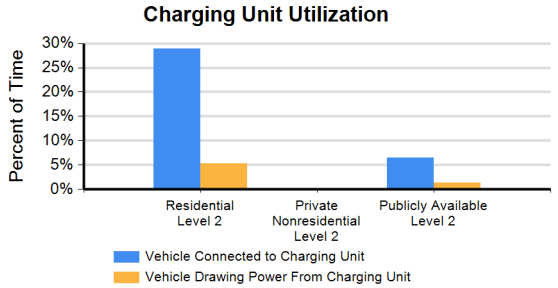
Number of EV Project vehicles in region: 246

Charging Unit Usage

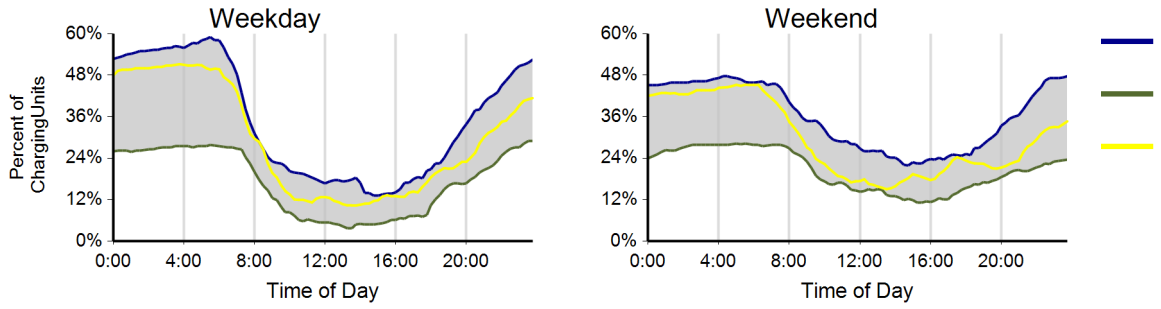
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	246	0	7	0	253
Number of charging events[2]	12,304	0	86	0	12,390
Electricity consumed (AC MWh)	99.32	0.00	0.64	0.00	99.97
Percent of time with a vehicle connected to charging unit	29%	0%	6%	0%	28%
Percent of time with a vehicle drawing power from charging unit	5%	0%	1%	0%	5%



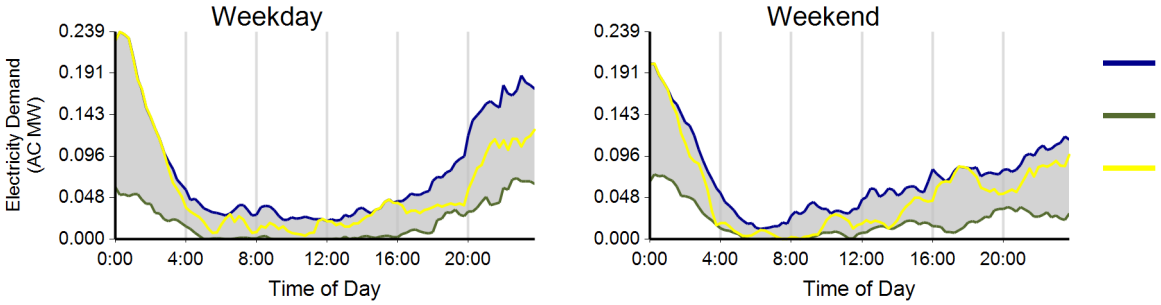




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



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

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

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Los Angeles, CA Metropolitan Area

Report period: October 2011 through December 2011

EVSE Usage

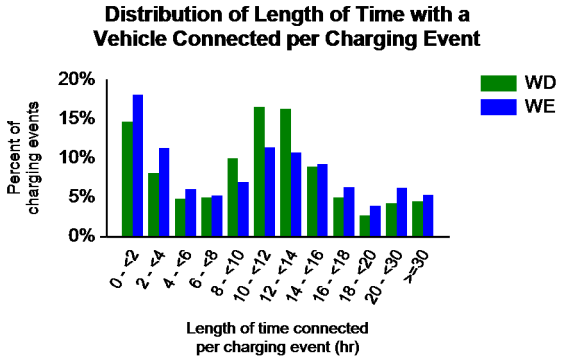
	Weekday	Weekend	Overall
Number of charging events	8,733	3,571	12,304
Electricity consumed (AC MWh)	71.46	27.86	99.32
Percent of time with a vehicle connected to EVSE	28%	30%	29%
Percent of time with a vehicle drawing power from EVSE	5%	5%	5%
Average number of charging events started per EVSE per day	0.58	0.57	0.57

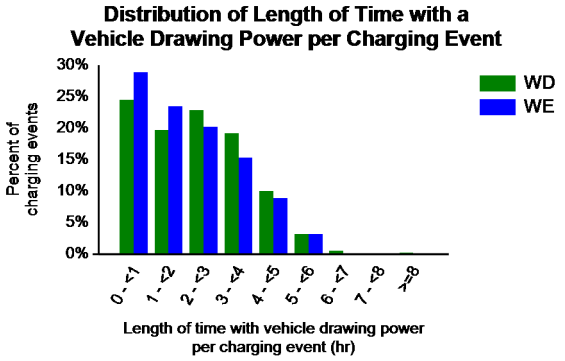
Vehicles Charged

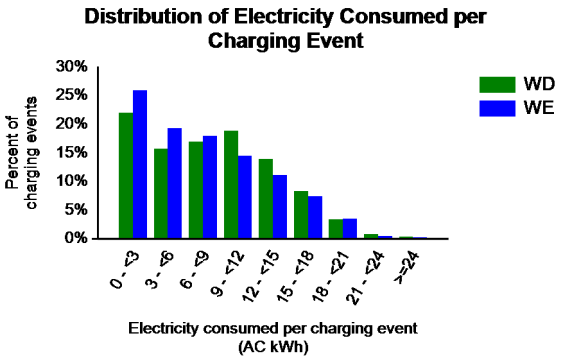
	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	100%	0%	0%
Percent of electricity consumed	100%	0%	0%

Individual Charging Event Statistics

	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.3	11.9	12.2
Average length of time with vehicle drawing power per charging event (hr)	2.3	2.1	2.2
Average electricity consumed per charging event (AC kWh)	8.3	7.5	8.1







EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

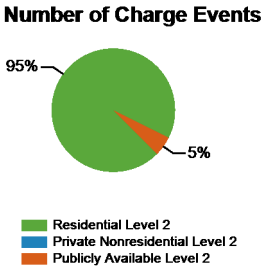
Region: San Diego, CA Metropolitan Area

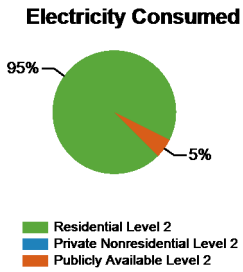
Report period: October 2011 through December 2011

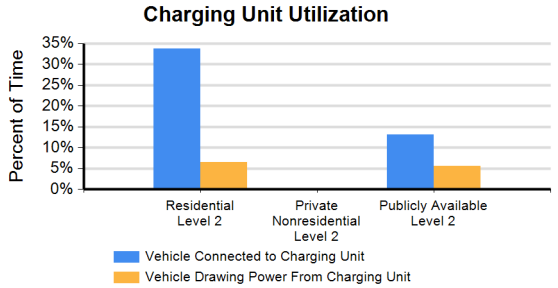
Number of EV Project vehicles in region: 458

Charging Unit Usage

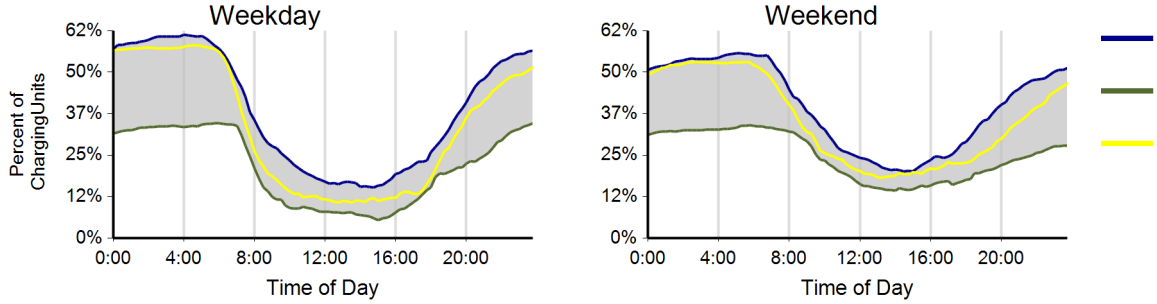
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	461	0	38	0	499
Number of charging events[2]	29,762	0	1,620	0	31,382
Electricity consumed (AC MWh)	233.27	0.00	12.56	0.00	245.83
Percent of time with a vehicle connected to charging unit	34%	0%	13%	0%	32%
Percent of time with a vehicle drawing power from charging unit	6%	0%	6%	0%	6%



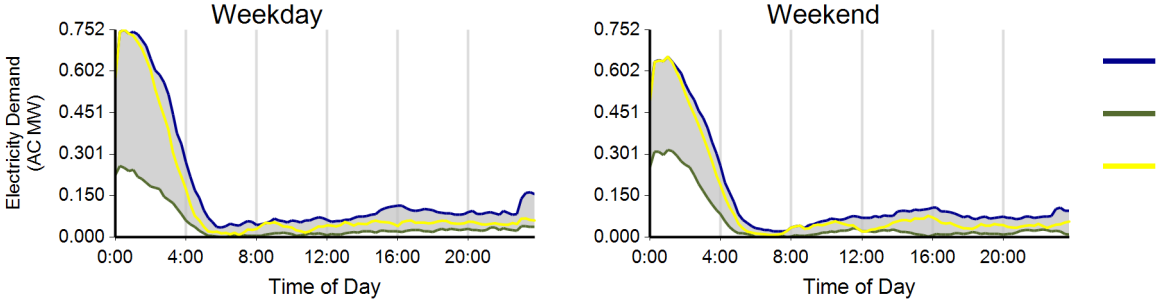




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



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

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

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

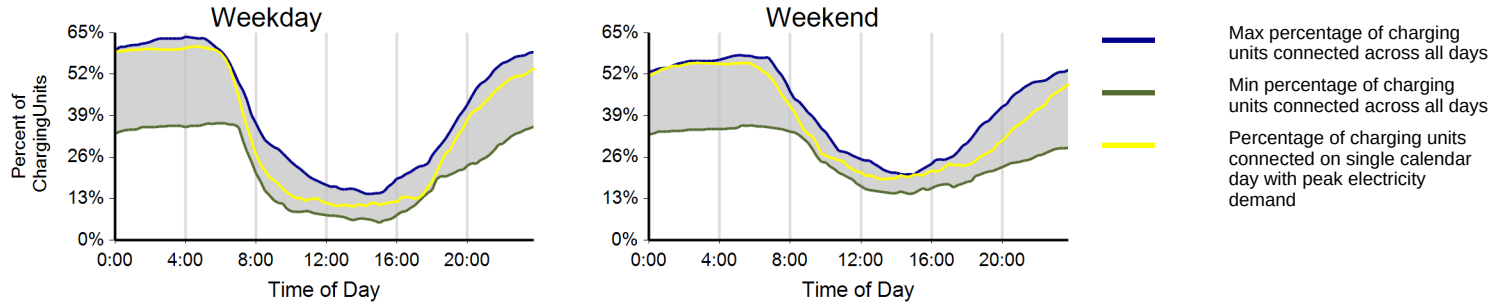
[4] Based on 15 minute rolling average power output from all charging units

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

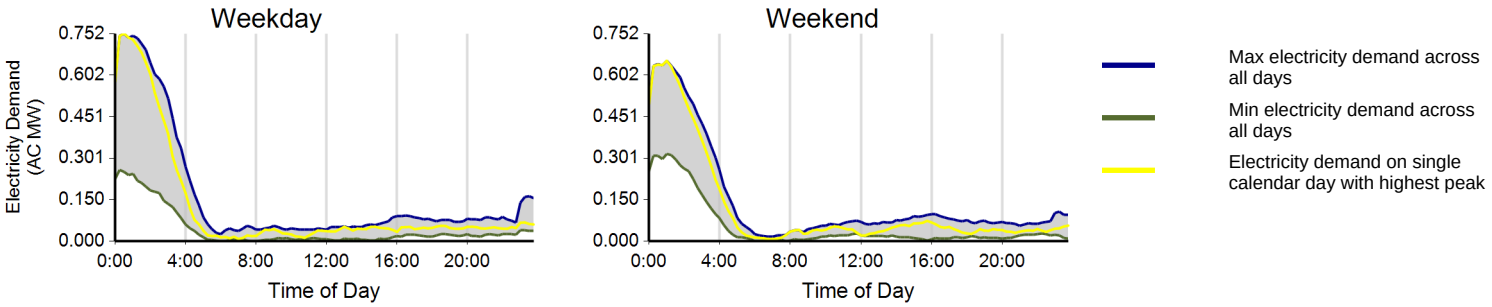
Region: San Diego, CA Metropolitan Area
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	21,678	8,084	29,762
Electricity consumed (AC MWh)	171.03	62.24	233.27
Percent of time with a vehicle connected to EVSE	33%	34%	34%
Percent of time with a vehicle drawing power from EVSE	7%	6%	6%
Average number of charging events started per EVSE per day	0.74	0.67	0.72

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



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



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

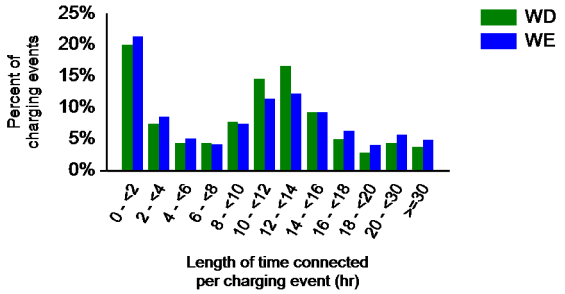
Region: San Diego, CA Metropolitan Area

Report period: October 2011 through December 2011

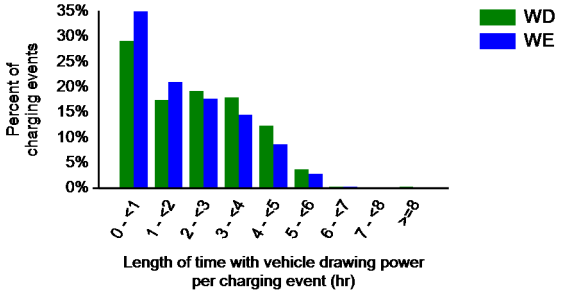
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	95%	5%	0%
Percent of electricity consumed	96%	4%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.3	11.5	11.3
Average length of time with vehicle drawing power per charging event (hr)	2.2	2.0	2.2
Average electricity consumed per charging event (AC kWh)	8.1	7.0	7.8

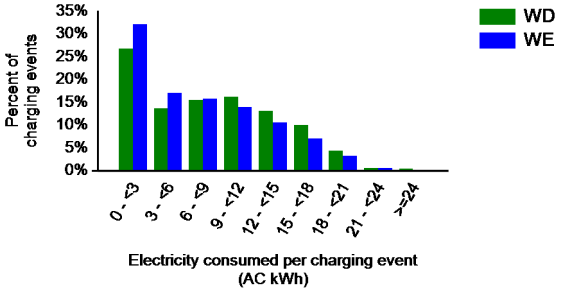
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event

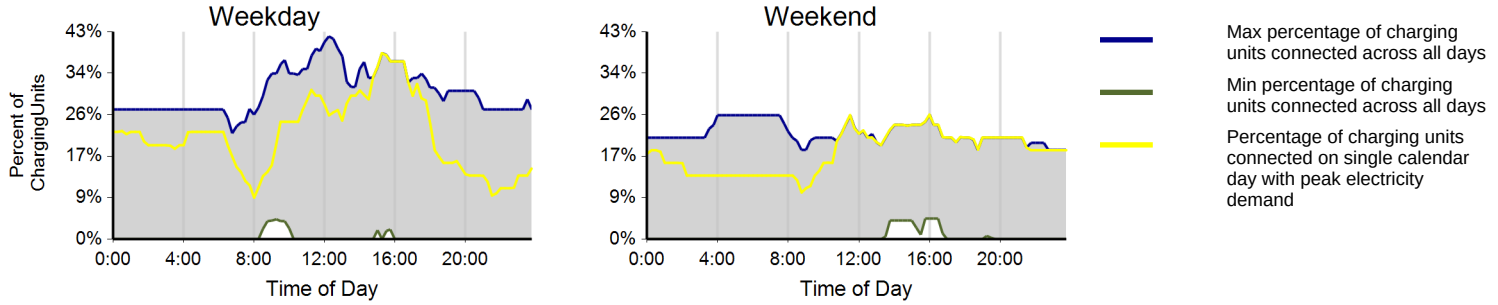


Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

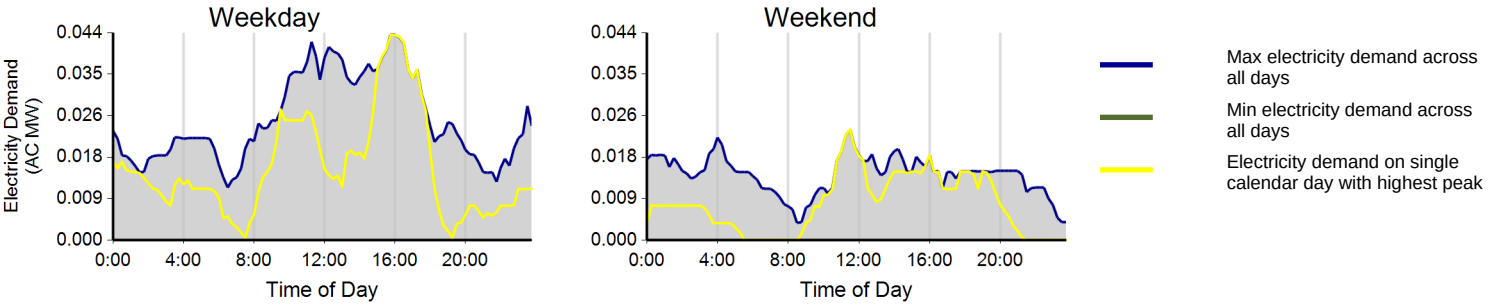
Region: San Diego, CA Metropolitan Area
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	1,278	342	1,620
Electricity consumed (AC MWh)	9.93	2.63	12.56
Percent of time with a vehicle connected to EVSE	14%	11%	13%
Percent of time with a vehicle drawing power from EVSE	6%	4%	6%
Average number of charging events started per EVSE per day	0.68	0.44	0.61

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



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



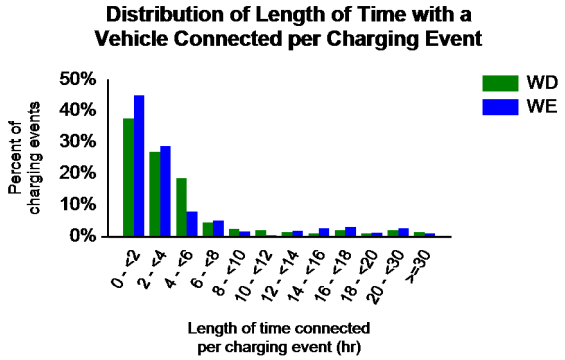
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

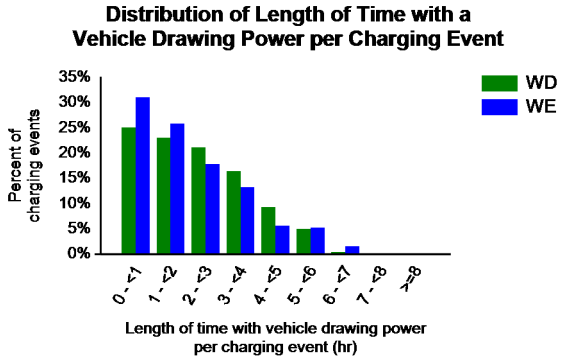
Region: San Diego, CA Metropolitan Area

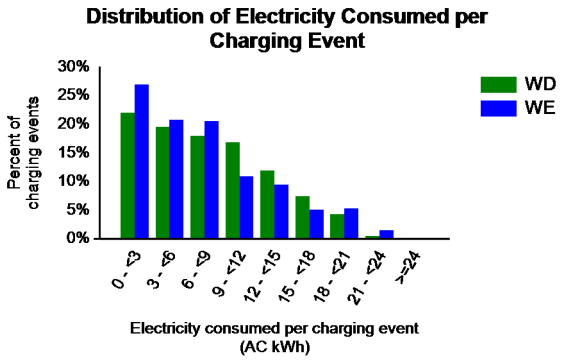
Report period: October 2011 through December 2011

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	28%	0%	72%
Percent of electricity consumed	25%	0%	75%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	5.3	4.9	5.2
Average length of time with vehicle drawing power per charging event (hr)	2.2	2.0	2.2
Average electricity consumed per charging event (AC kWh)	7.9	7.3	7.8







EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

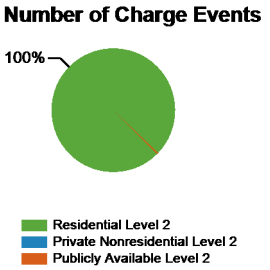
Region: San Francisco, CA Metropolitan Area

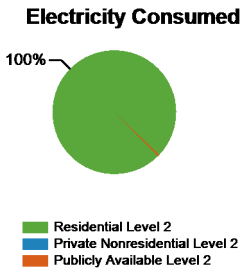
Report period: October 2011 through December 2011

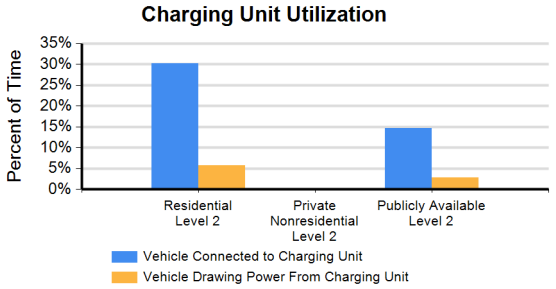
Number of EV Project vehicles in region: 702

Charging Unit Usage

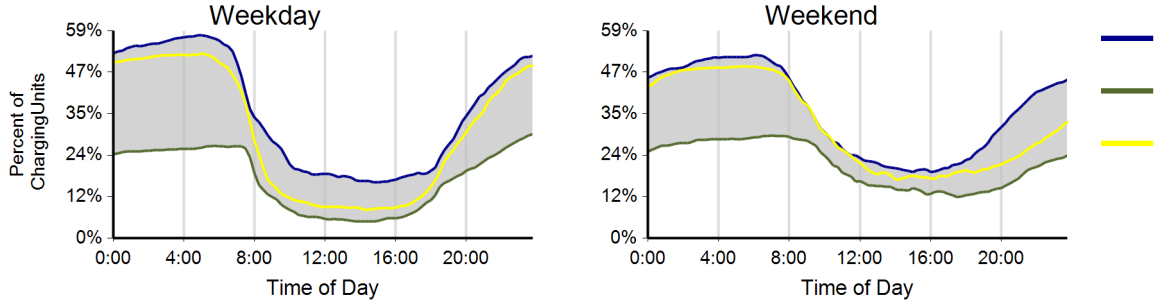
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	706	0	6	0	712
Number of charging events[2]	36,898	0	132	0	37,030
Electricity consumed (AC MWh)	313.09	0.00	1.33	0.00	314.41
Percent of time with a vehicle connected to charging unit	30%	0%	15%	0%	30%
Percent of time with a vehicle drawing power from charging unit	6%	0%	3%	0%	6%



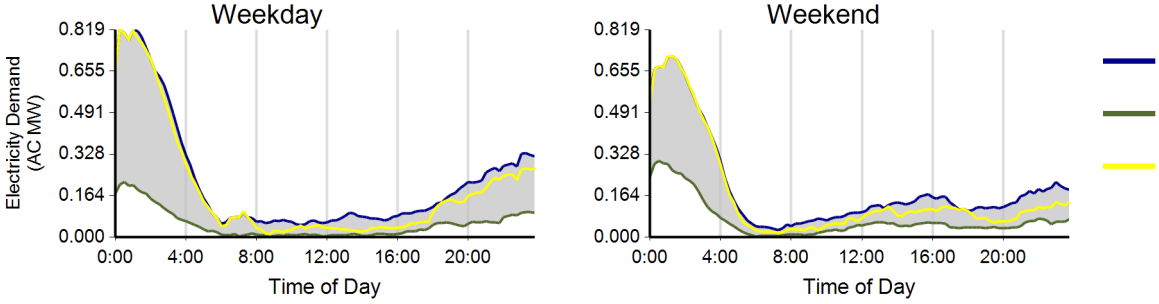




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



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

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

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: San Francisco, CA Metropolitan Area
Report period: October 2011 through December 2011

EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	26,377	10,521	36,898
Electricity consumed (AC MWh)	230.13	82.94	313.08
Percent of time with a vehicle connected to EVSE	30%	31%	30%
Percent of time with a vehicle drawing power from EVSE	6%	5%	6%
Average number of charging events started per EVSE per day	0.60	0.58	0.60

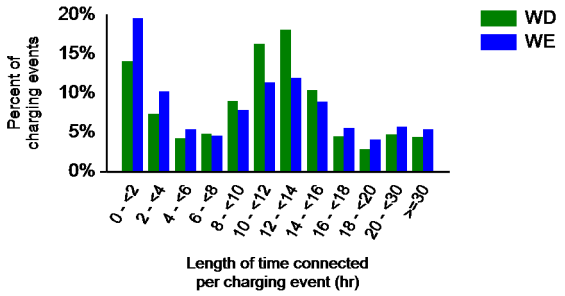
Vehicles Charged

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

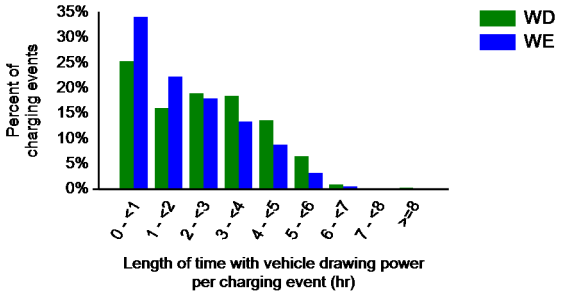
Individual Charging Event Statistics

	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.4	11.8	12.2
Average length of time with vehicle drawing power per charging event (hr)	2.5	2.0	2.3
Average electricity consumed per charging event (AC kWh)	9.0	7.1	8.5

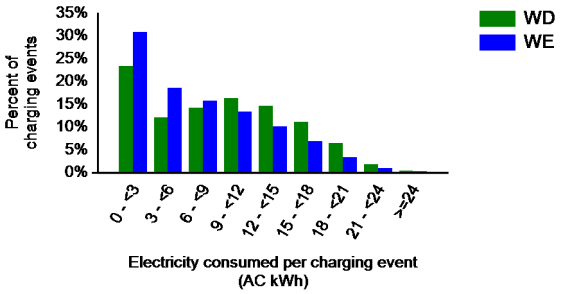
Distribution of Length of Time with a Vehicle Connected per Charging Event



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

THE EV Project

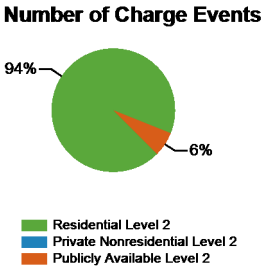
Region: Oregon

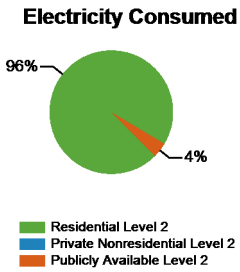
Report period: October 2011 through December 2011

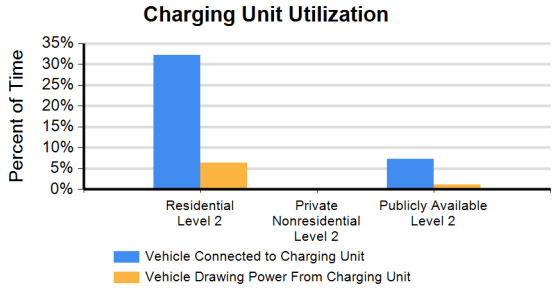
Number of EV Project vehicles in region: 267

Charging Unit Usage

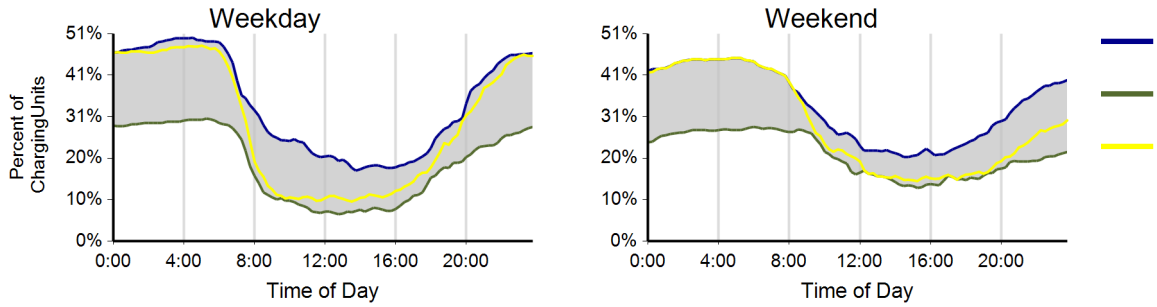
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	267	0	85	0	352
Number of charging events[2]	16,552	0	1,139	0	17,691
Electricity consumed (AC MWh)	128.60	0.00	5.30	0.00	133.90
Percent of time with a vehicle connected to charging unit	32%	0%	7%	0%	27%
Percent of time with a vehicle drawing power from charging unit	6%	0%	1%	0%	5%



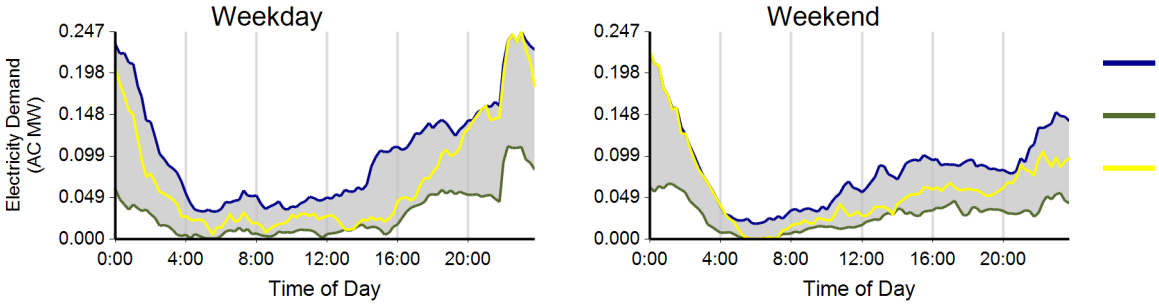




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



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

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

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

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

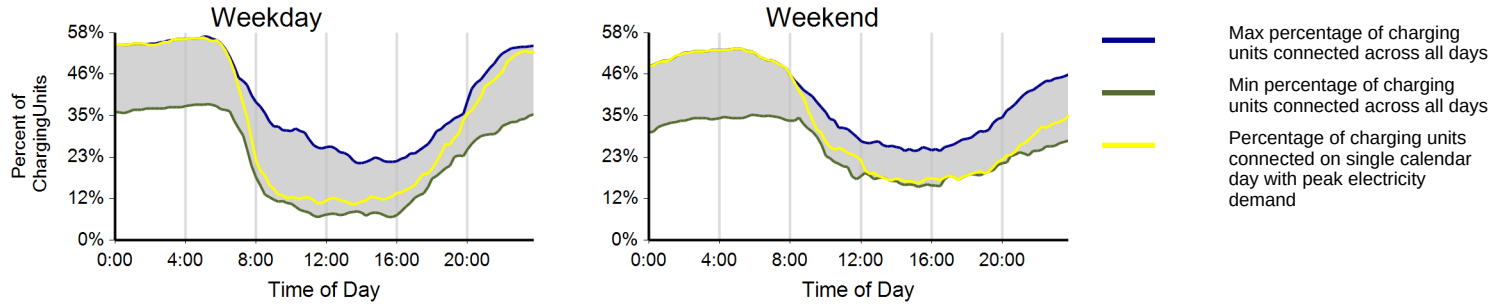
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Oregon

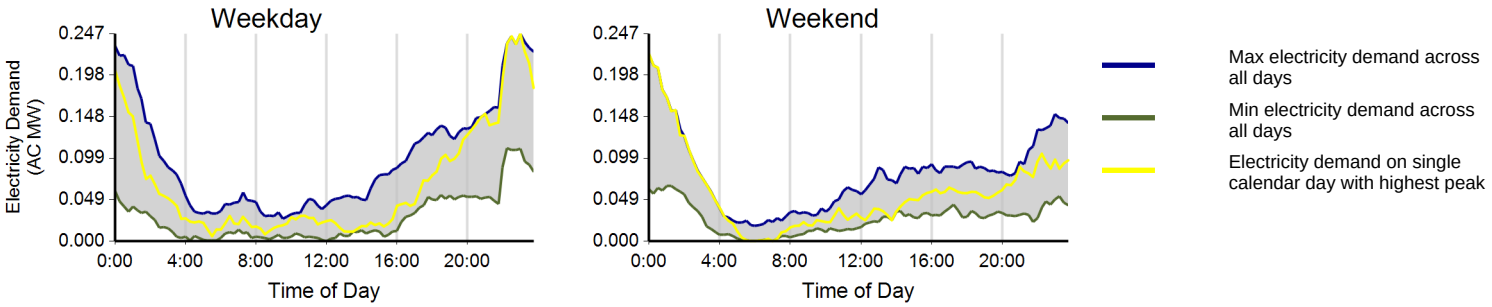
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	11,970	4,582	16,552
Electricity consumed (AC MWh)	95.42	33.18	128.60
Percent of time with a vehicle connected to EVSE	32%	33%	32%
Percent of time with a vehicle drawing power from EVSE	7%	6%	6%
Average number of charging events started per EVSE per day	0.71	0.66	0.70

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



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



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

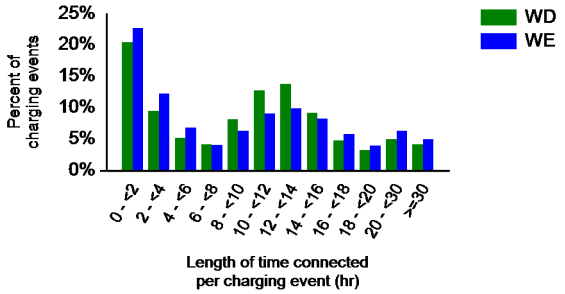
Region: Oregon

Report period: October 2011 through December 2011

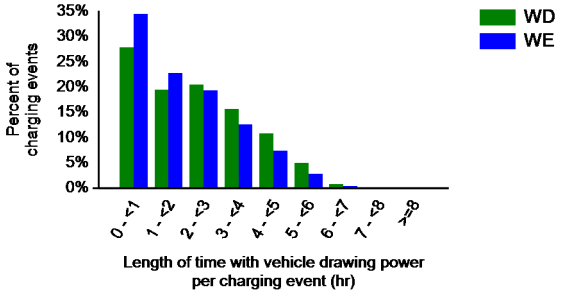
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	100%	0%	0%
Percent of electricity consumed	100%	0%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.3	10.8	11.2
Average length of time with vehicle drawing power per charging event (hr)	2.3	1.9	2.2
Average electricity consumed per charging event (AC kWh)	8.1	6.8	7.8

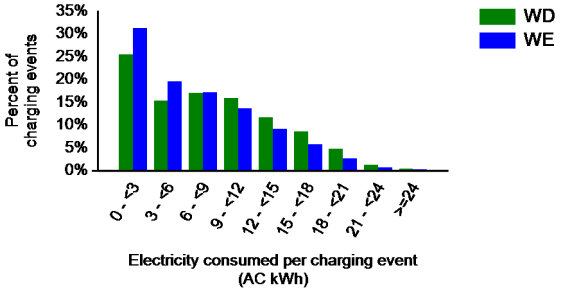
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



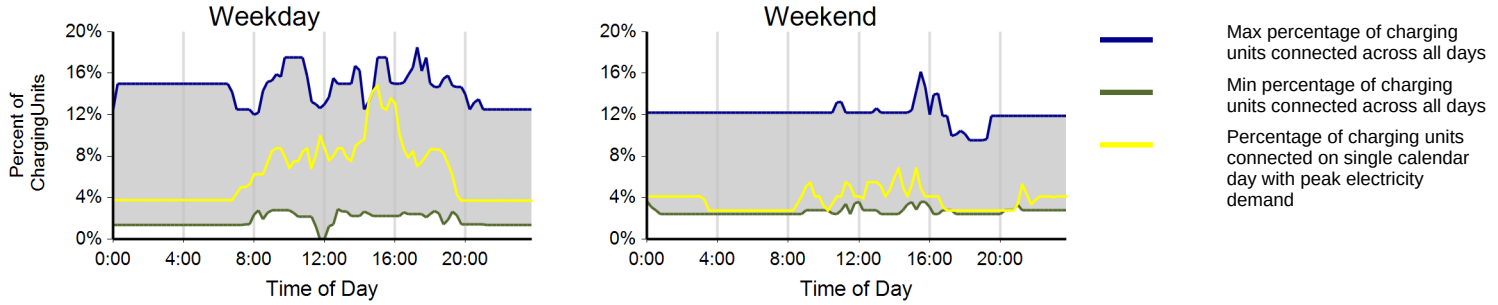
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Oregon

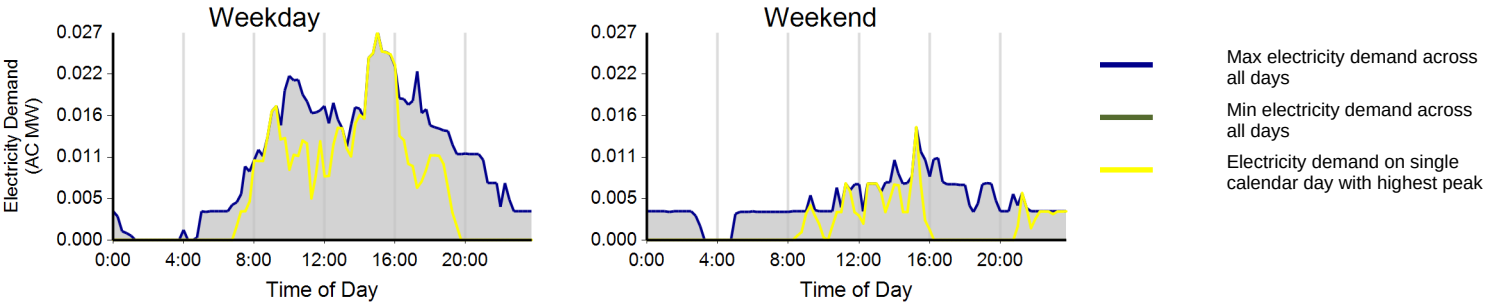
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	934	205	1,139
Electricity consumed (AC MWh)	4.63	0.67	5.30
Percent of time with a vehicle connected to EVSE	7%	7%	7%
Percent of time with a vehicle drawing power from EVSE	1%	0%	1%
Average number of charging events started per EVSE per day	0.23	0.12	0.20

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

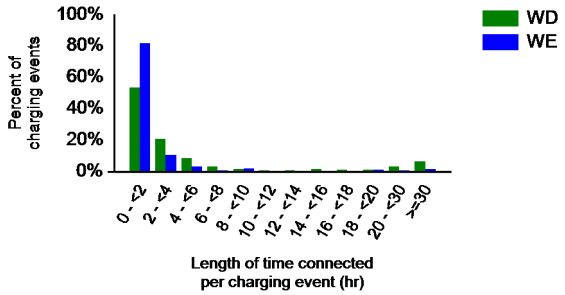
Region: Oregon

Report period: October 2011 through December 2011

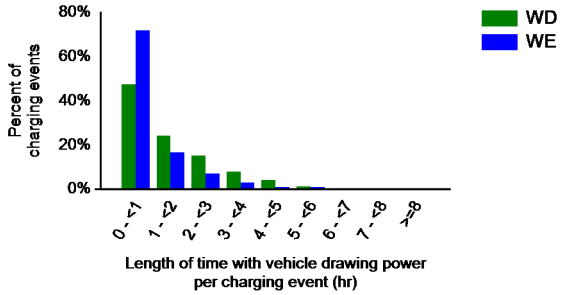
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	47%	0%	53%
Percent of electricity consumed	43%	0%	57%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.4	2.8	9.1
Average length of time with vehicle drawing power per charging event (hr)	1.4	0.9	1.3
Average electricity consumed per charging event (AC kWh)	5.0	3.1	4.7

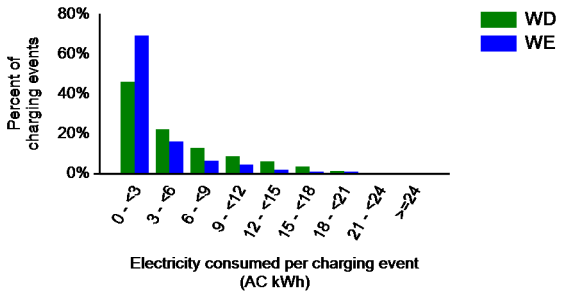
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

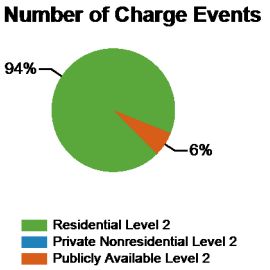
Region: Chattanooga, TN Metropolitan Area

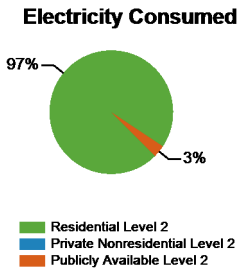
Report period: October 2011 through December 2011

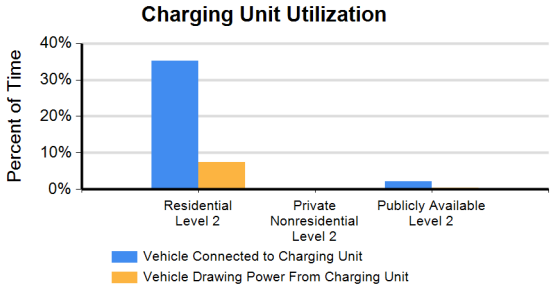
Number of EV Project vehicles in region: 30

Charging Unit Usage

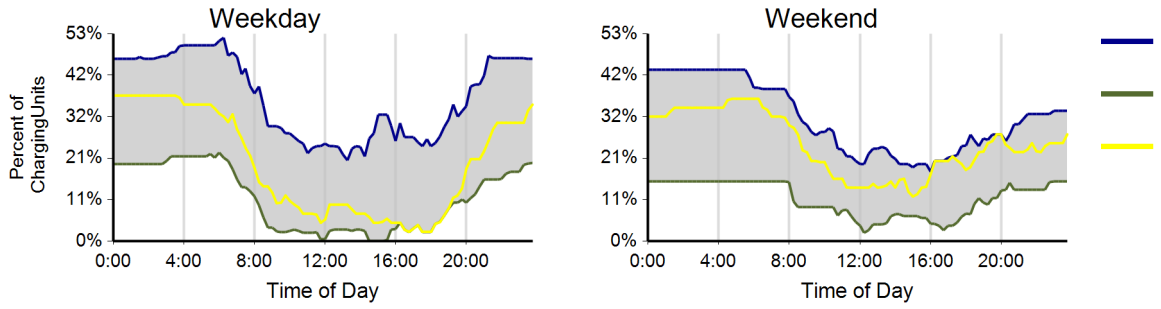
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	29	0	22	0	51
Number of charging events[2]	1,850	0	127	0	1,977
Electricity consumed (AC MWh)	16.66	0.00	0.55	0.00	17.21
Percent of time with a vehicle connected to charging unit	35%	0%	2%	0%	23%
Percent of time with a vehicle drawing power from charging unit	7%	0%	0%	0%	5%



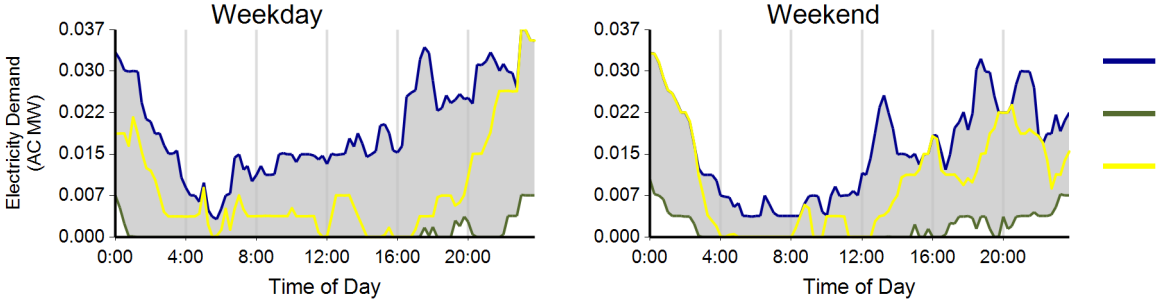




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



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

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

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

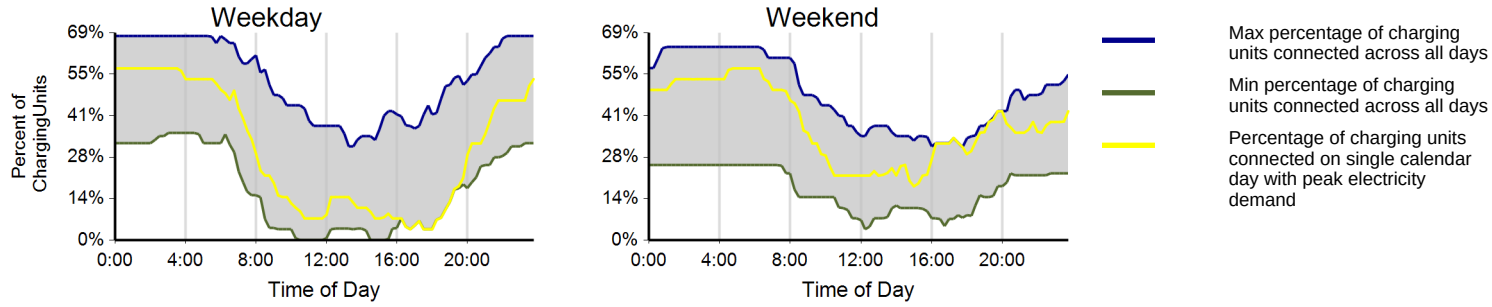
[4] Based on 15 minute rolling average power output from all charging units

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

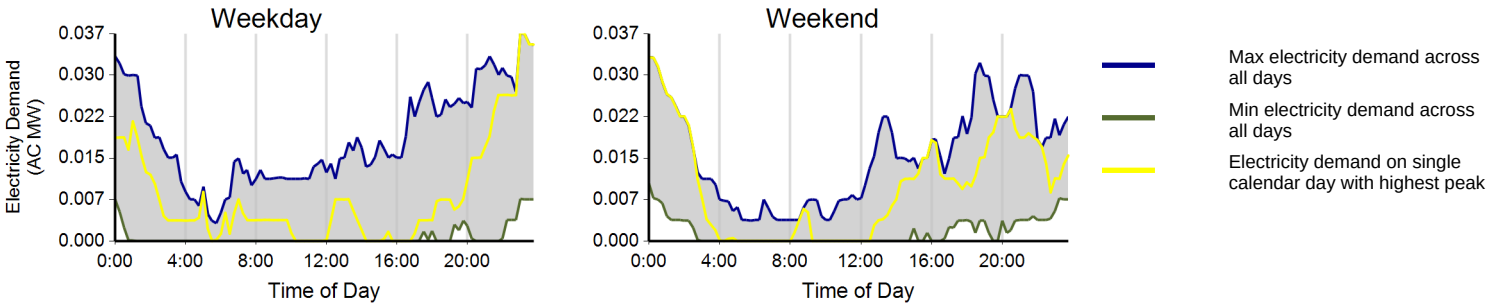
Region: Chattanooga, TN Metropolitan Area
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	1,385	465	1,850
Electricity consumed (AC MWh)	12.46	4.20	16.66
Percent of time with a vehicle connected to EVSE	35%	35%	35%
Percent of time with a vehicle drawing power from EVSE	8%	6%	7%
Average number of charging events started per EVSE per day	0.76	0.61	0.71

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



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



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

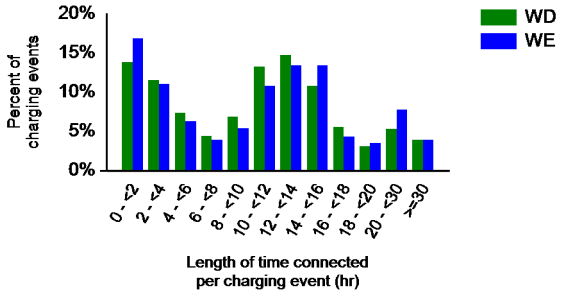
Region: Chattanooga, TN Metropolitan Area

Report period: October 2011 through December 2011

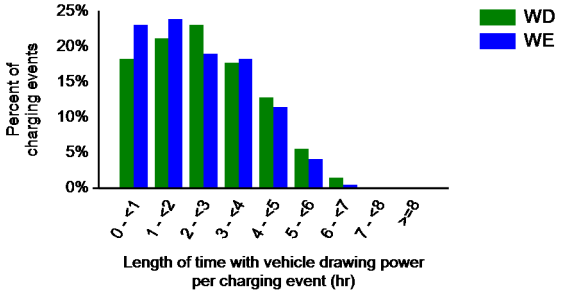
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	100%	0%	0%
Percent of electricity consumed	100%	0%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	12.1	11.5	11.9
Average length of time with vehicle drawing power per charging event (hr)	2.5	2.3	2.5
Average electricity consumed per charging event (AC kWh)	9.2	8.3	9.0

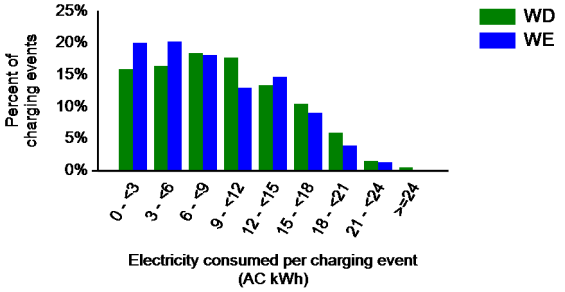
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event

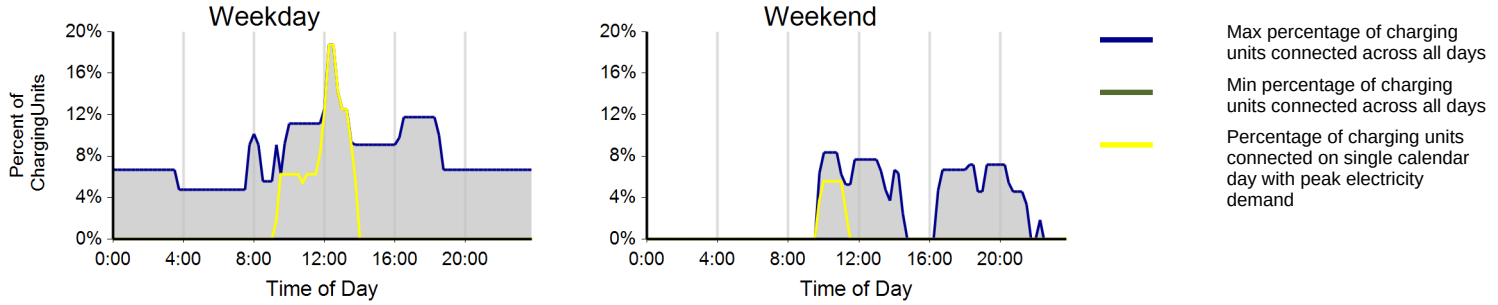


Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

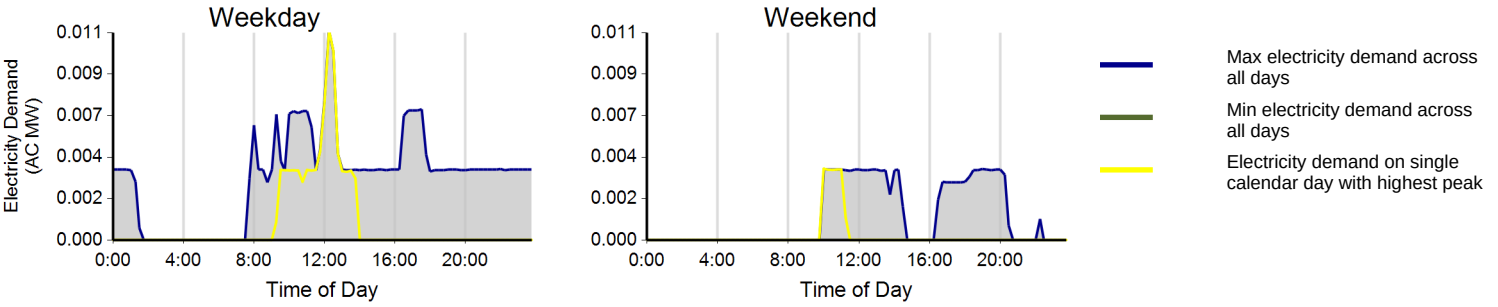
Region: Chattanooga, TN Metropolitan Area
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	91	36	127
Electricity consumed (AC MWh)	0.41	0.14	0.55
Percent of time with a vehicle connected to EVSE	2%	2%	2%
Percent of time with a vehicle drawing power from EVSE	0%	0%	0%
Average number of charging events started per EVSE per day	0.08	0.08	0.08

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

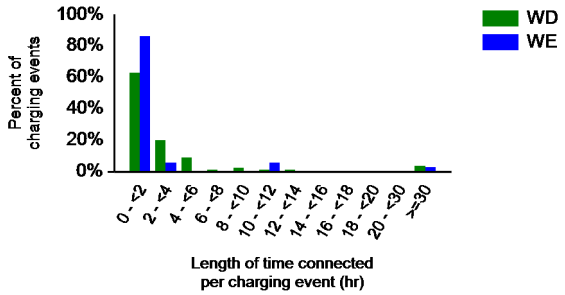
Region: Chattanooga, TN Metropolitan Area

Report period: October 2011 through December 2011

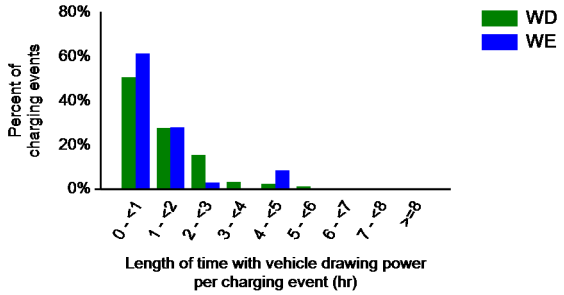
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	61%	0%	39%
Percent of electricity consumed	57%	0%	43%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	7.6	4.0	6.6
Average length of time with vehicle drawing power per charging event (hr)	1.3	1.1	1.2
Average electricity consumed per charging event (AC kWh)	4.5	3.9	4.3

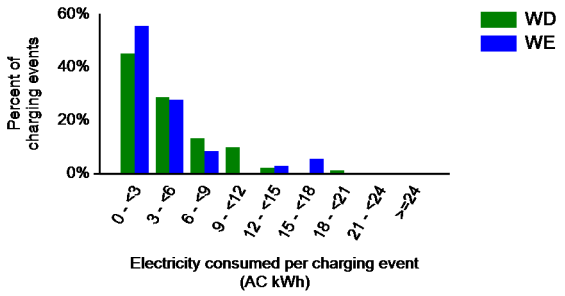
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

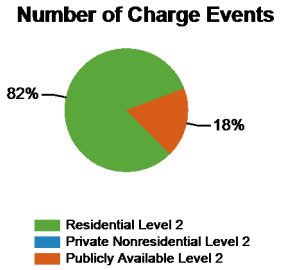
Region: Knoxville, TN Metropolitan Area

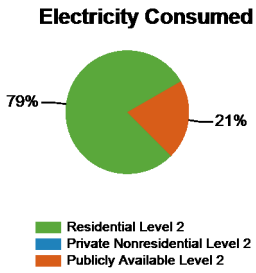
Report period: October 2011 through December 2011

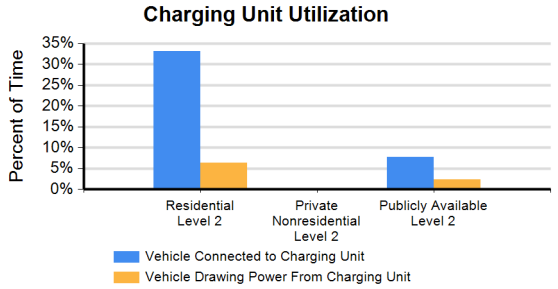
Number of EV Project vehicles in region: 52

Charging Unit Usage

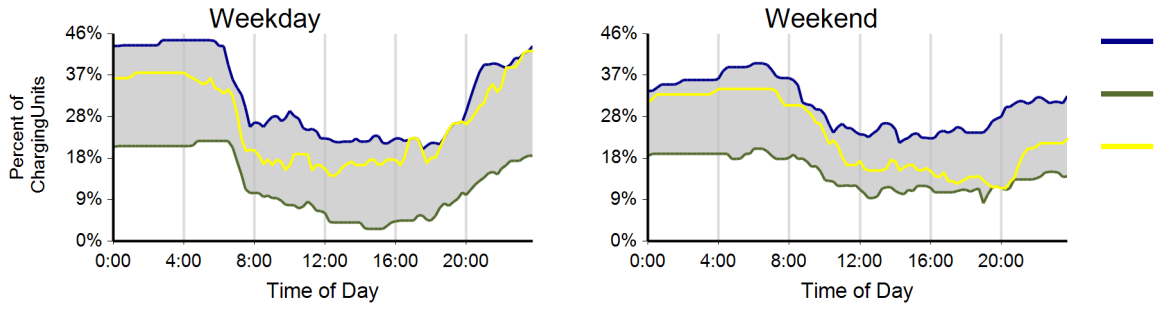
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	52	0	39	0	91
Number of charging events[2]	3,012	0	672	0	3,684
Electricity consumed (AC MWh)	24.88	0.00	6.54	0.00	31.41
Percent of time with a vehicle connected to charging unit	33%	0%	8%	0%	23%
Percent of time with a vehicle drawing power from charging unit	6%	0%	2%	0%	5%



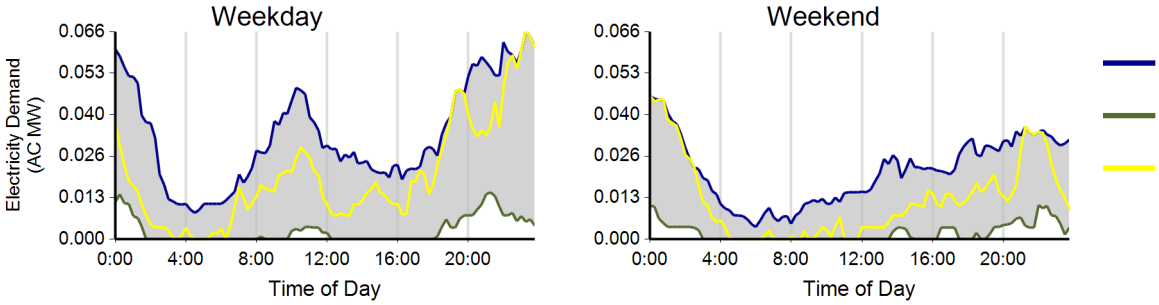




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



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

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

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

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

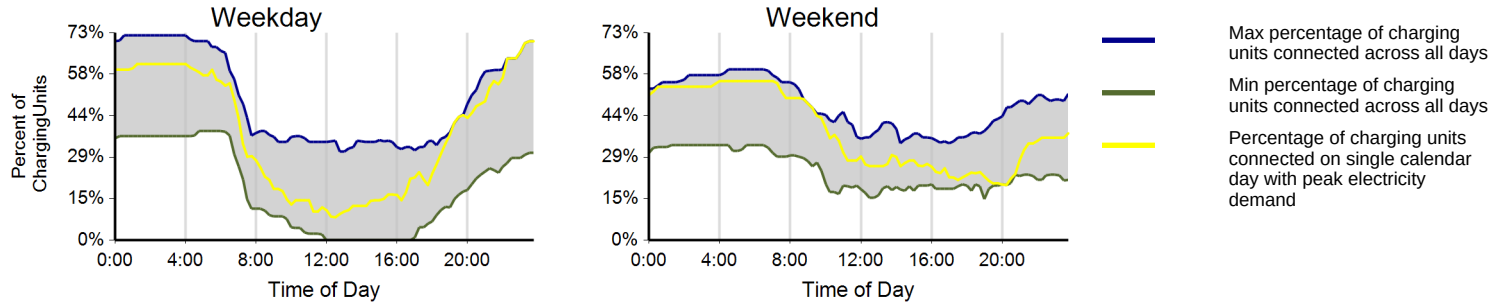
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Knoxville, TN Metropolitan Area

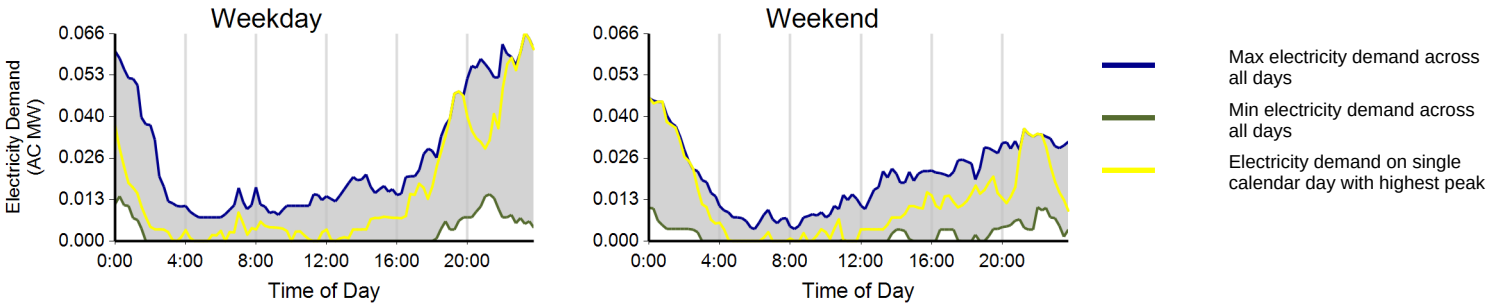
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	2,216	796	3,012
Electricity consumed (AC MWh)	18.60	6.28	24.88
Percent of time with a vehicle connected to EVSE	32%	35%	33%
Percent of time with a vehicle drawing power from EVSE	7%	5%	6%
Average number of charging events started per EVSE per day	0.69	0.60	0.67

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



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



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

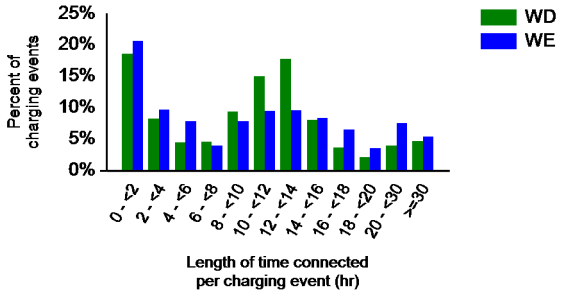
Region: Knoxville, TN Metropolitan Area

Report period: October 2011 through December 2011

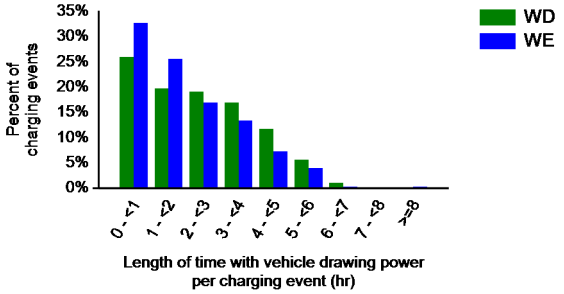
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	100%	0%	0%
Percent of electricity consumed	100%	0%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.9	12.1	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)	8.6	7.2	8.3

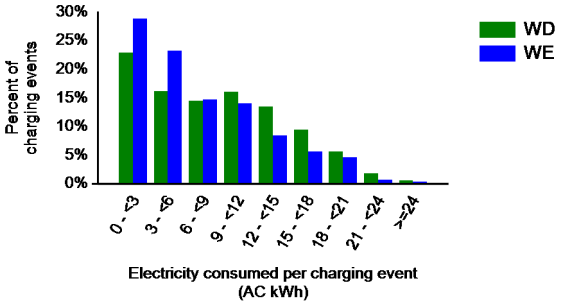
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



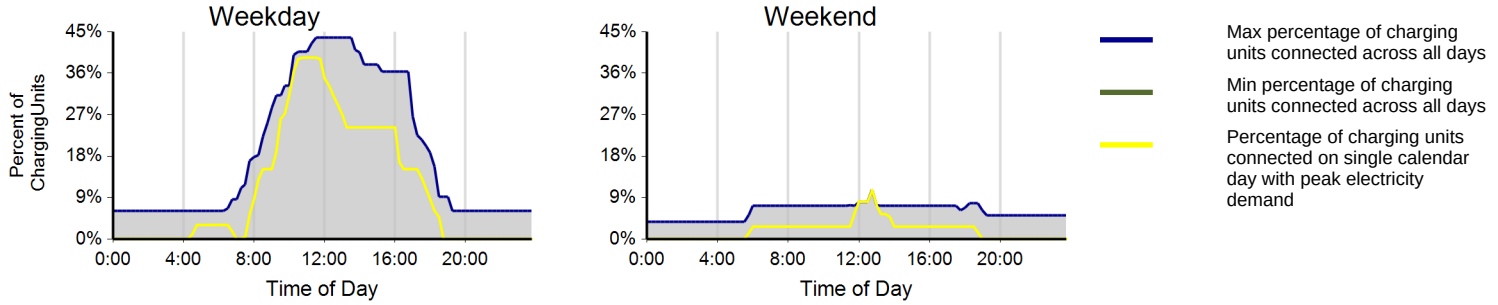
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Knoxville, TN Metropolitan Area

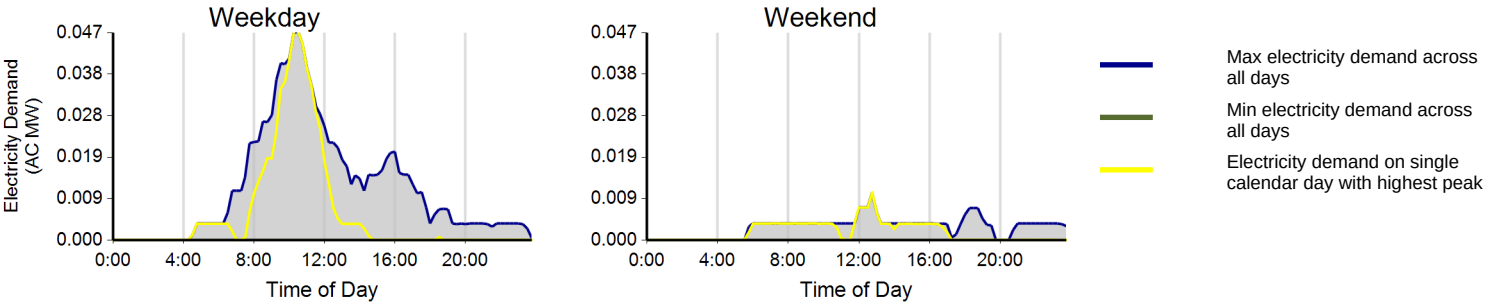
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	638	34	672
Electricity consumed (AC MWh)	6.12	0.26	6.38
Percent of time with a vehicle connected to EVSE	10%	2%	8%
Percent of time with a vehicle drawing power from EVSE	3%	0%	2%
Average number of charging events started per EVSE per day	0.30	0.04	0.22

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

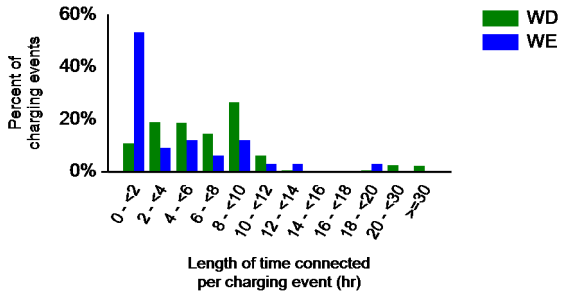
Region: Knoxville, TN Metropolitan Area

Report period: October 2011 through December 2011

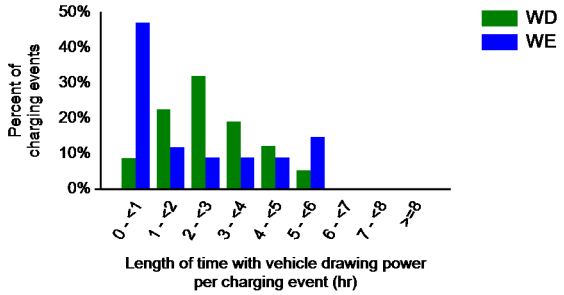
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	47%	0%	53%
Percent of electricity consumed	48%	0%	52%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	8.6	3.8	8.4
Average length of time with vehicle drawing power per charging event (hr)	2.7	2.1	2.7
Average electricity consumed per charging event (AC kWh)	9.8	7.6	9.7

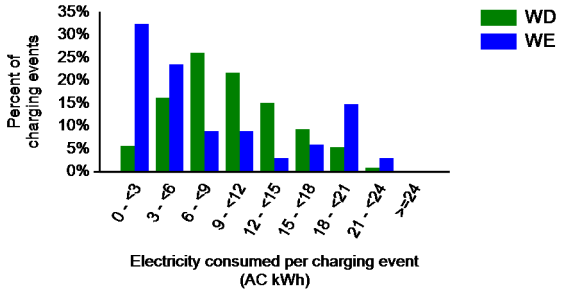
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

Region: Memphis, TN Metropolitan Area

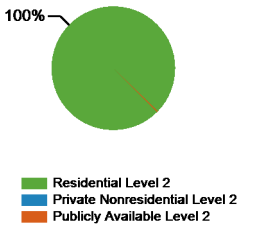
Report period: October 2011 through December 2011

Number of EV Project vehicles in region: 12

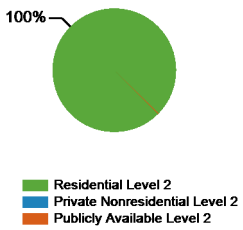
Charging Unit Usage

	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	12	0	2	0	14
Number of charging events[2]	755	0	2	0	757
Electricity consumed (AC MWh)	5.38	0.00	0.01	0.00	5.39
Percent of time with a vehicle connected to charging unit	33%	0%	5%	0%	29%
Percent of time with a vehicle drawing power from charging unit	6%	0%	0%	0%	5%

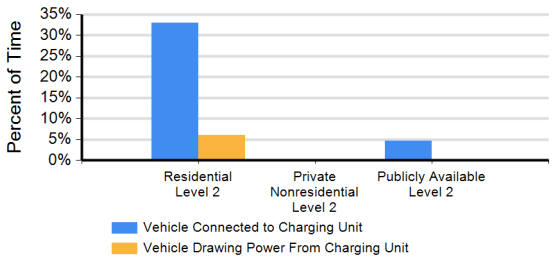
Number of Charge Events



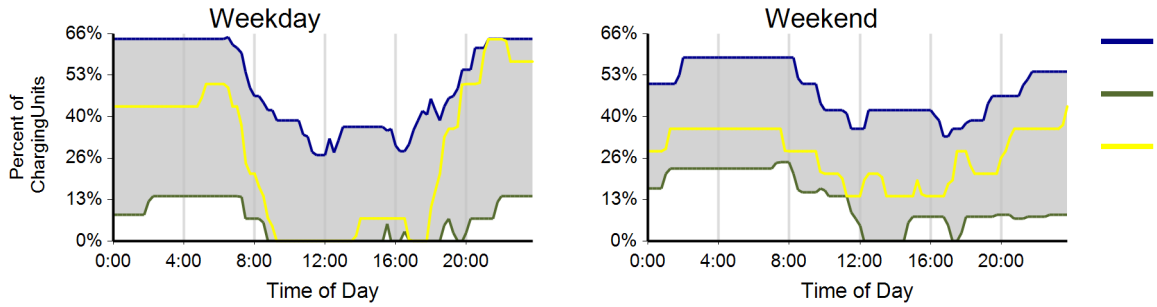
Electricity Consumed



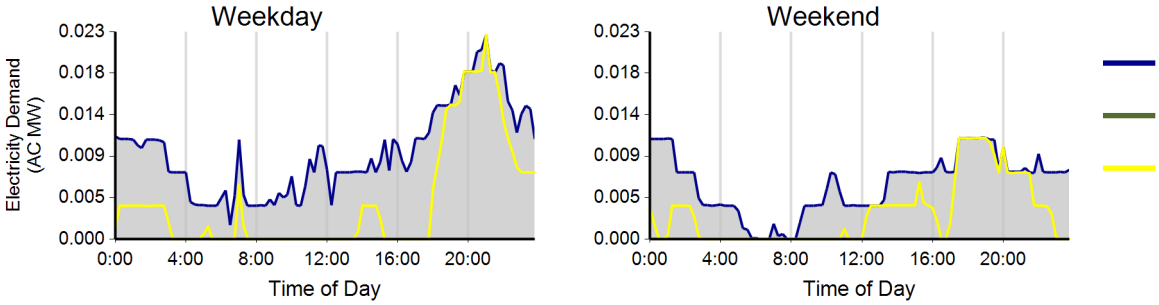
Charging Unit Utilization



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



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



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

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

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Memphis, TN Metropolitan Area

Report period: October 2011 through December 2011

EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	563	192	755
Electricity consumed (AC MWh)	4.21	1.18	5.38
Percent of time with a vehicle connected to EVSE	33%	33%	33%
Percent of time with a vehicle drawing power from EVSE	7%	4%	6%
Average number of charging events started per EVSE per day	0.77	0.63	0.73

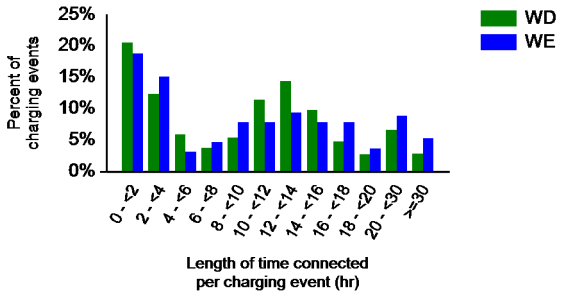
Vehicles Charged

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

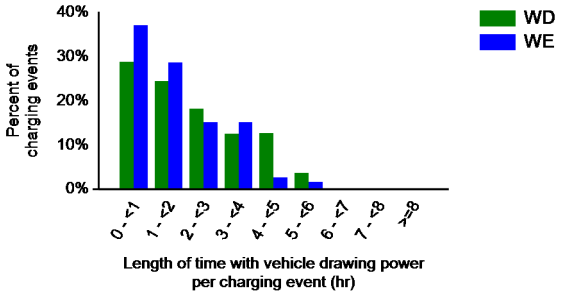
Individual Charging Event Statistics

	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.8	11.6	11.0
Average length of time with vehicle drawing power per charging event (hr)	2.1	1.7	2.0
Average electricity consumed per charging event (AC kWh)	7.5	5.9	7.1

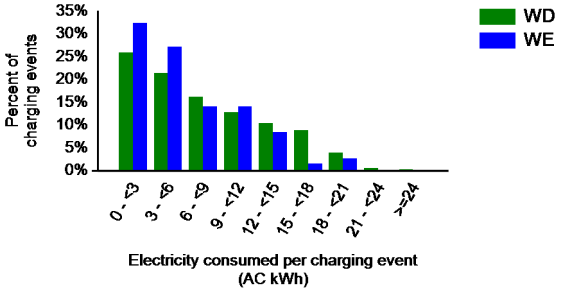
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

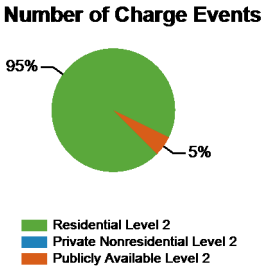
Region: Nashville, TN Metropolitan Area

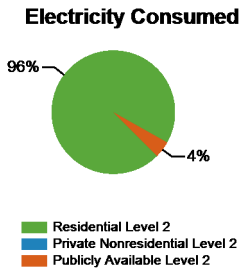
Report period: October 2011 through December 2011

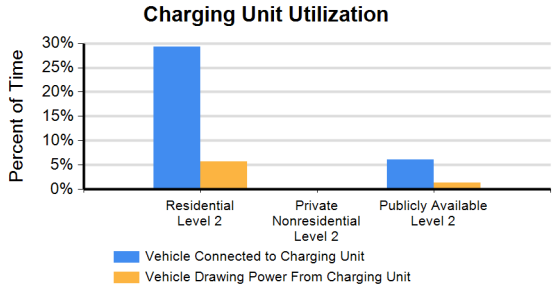
Number of EV Project vehicles in region: 229

Charging Unit Usage

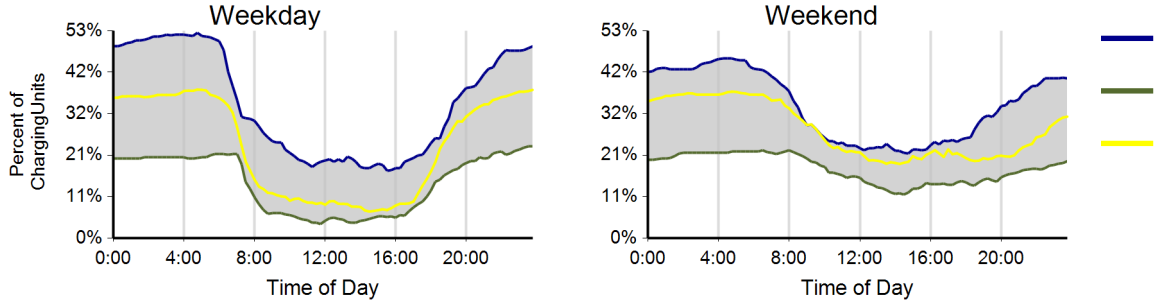
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	232	0	58	0	290
Number of charging events[2]	12,470	0	694	0	13,164
Electricity consumed (AC MWh)	97.09	0.00	4.42	0.00	101.52
Percent of time with a vehicle connected to charging unit	29%	0%	6%	0%	25%
Percent of time with a vehicle drawing power from charging unit	6%	0%	1%	0%	5%



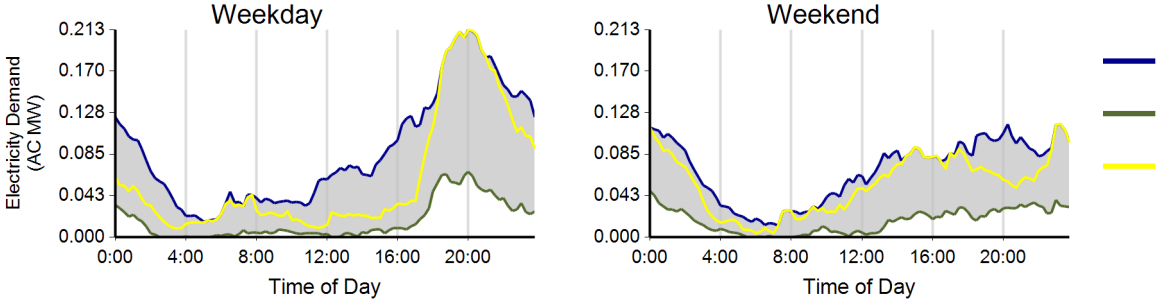




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



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

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

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

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

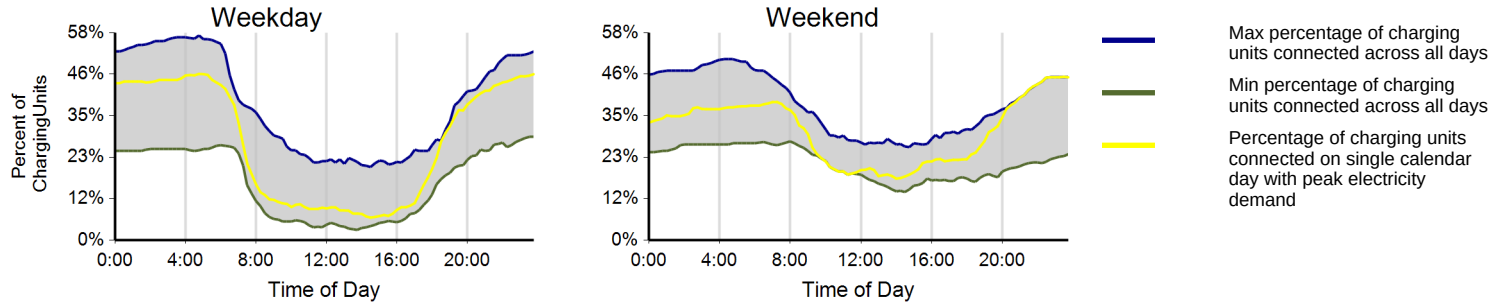
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Nashville, TN Metropolitan Area

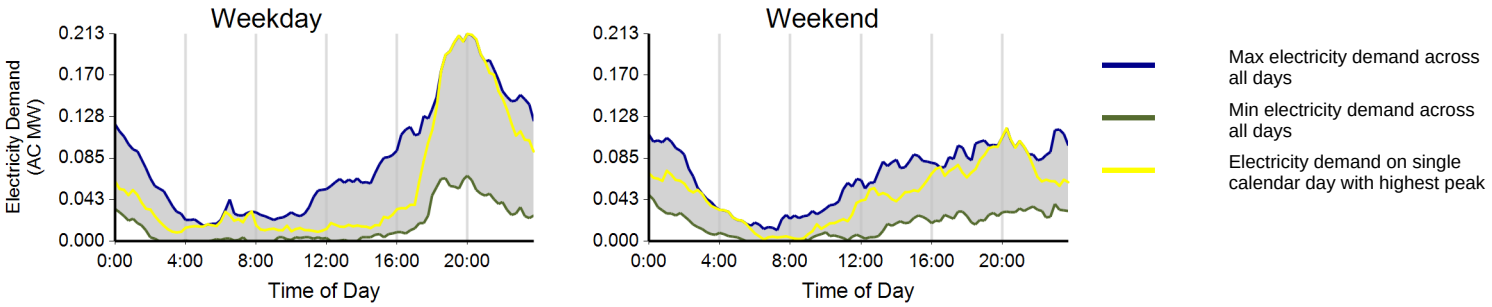
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	8,834	3,636	12,470
Electricity consumed (AC MWh)	71.27	25.82	97.09
Percent of time with a vehicle connected to EVSE	29%	31%	29%
Percent of time with a vehicle drawing power from EVSE	6%	5%	6%
Average number of charging events started per EVSE per day	0.64	0.63	0.64

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



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



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

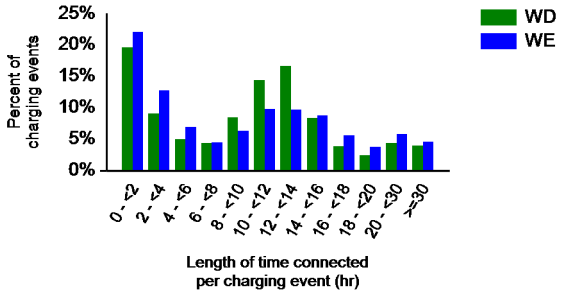
Region: Nashville, TN Metropolitan Area

Report period: October 2011 through December 2011

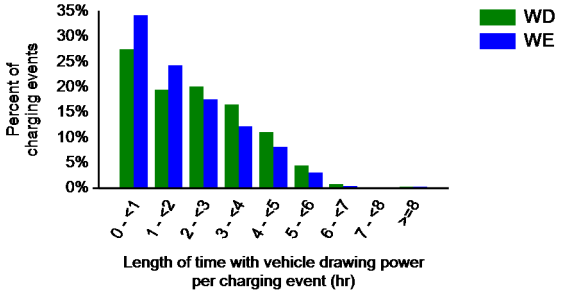
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	100%	0%	0%
Percent of electricity consumed	100%	0%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.2	10.9	11.1
Average length of time with vehicle drawing power per charging event (hr)	2.3	1.9	2.2
Average electricity consumed per charging event (AC kWh)	8.2	6.8	7.8

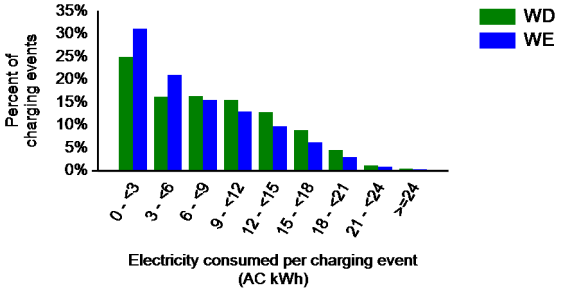
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



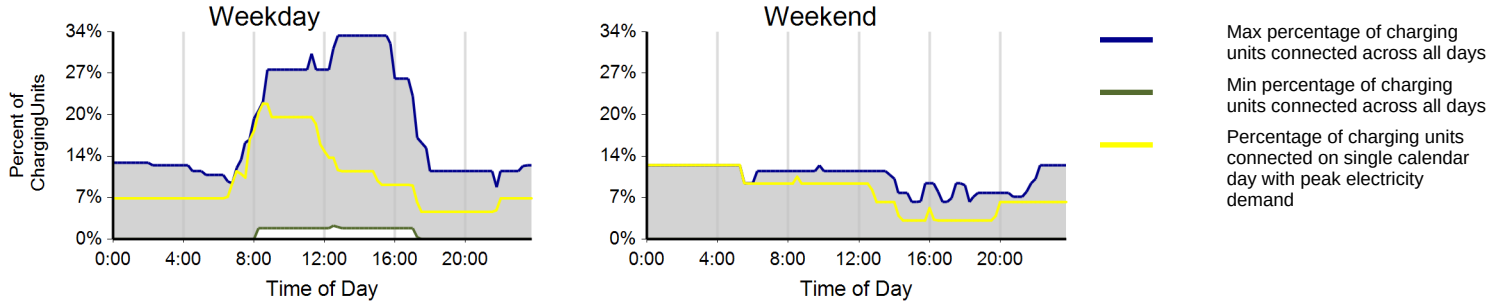
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Nashville, TN Metropolitan Area

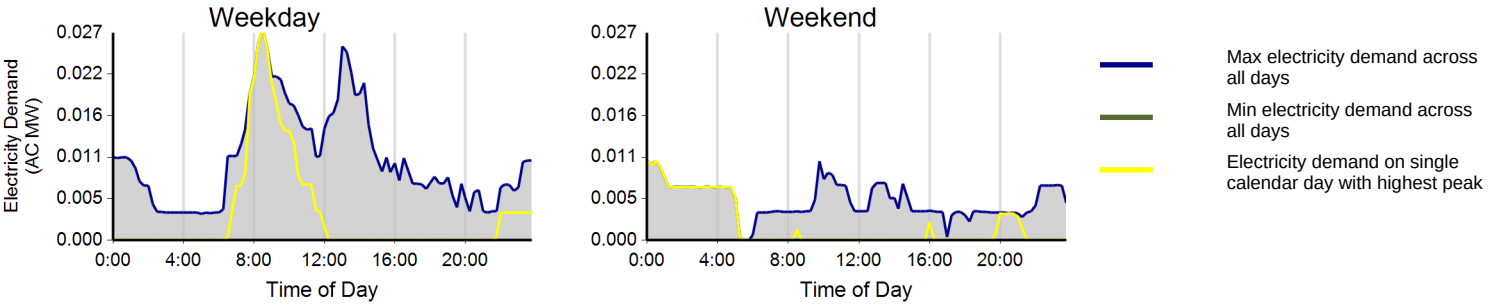
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	599	95	694
Electricity consumed (AC MWh)	4.02	0.40	4.42
Percent of time with a vehicle connected to EVSE	7%	5%	6%
Percent of time with a vehicle drawing power from EVSE	2%	0%	1%
Average number of charging events started per EVSE per day	0.22	0.09	0.18

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

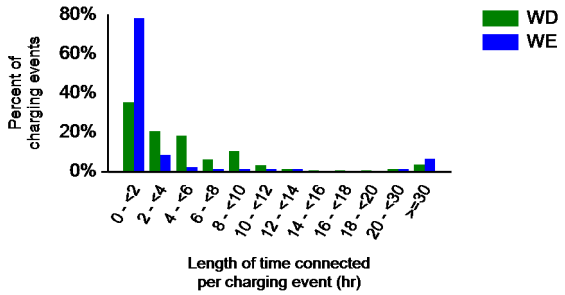
Region: Nashville, TN Metropolitan Area

Report period: October 2011 through December 2011

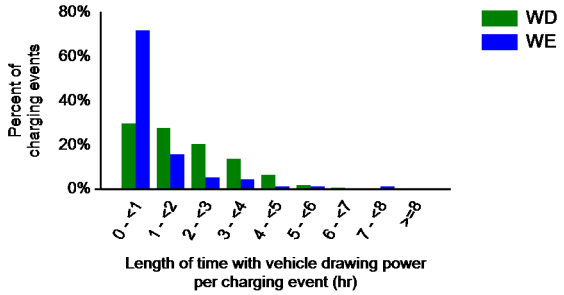
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	54%	0%	46%
Percent of electricity consumed	50%	0%	50%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	8.5	6.4	8.2
Average length of time with vehicle drawing power per charging event (hr)	1.9	1.0	1.8
Average electricity consumed per charging event (AC kWh)	6.8	3.6	6.4

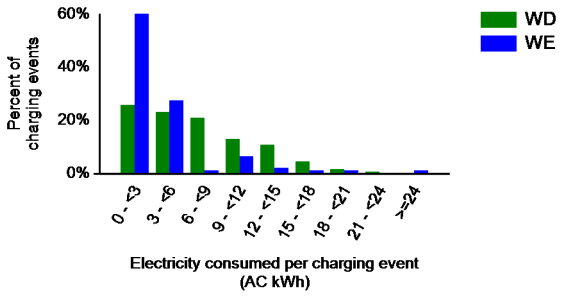
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

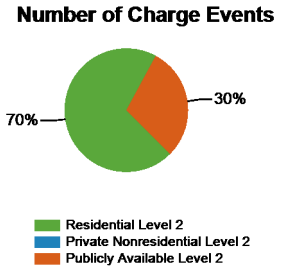
Region: Dallas/Ft. Worth, TX Metropolitan Area

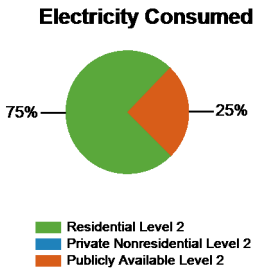
Report period: October 2011 through December 2011

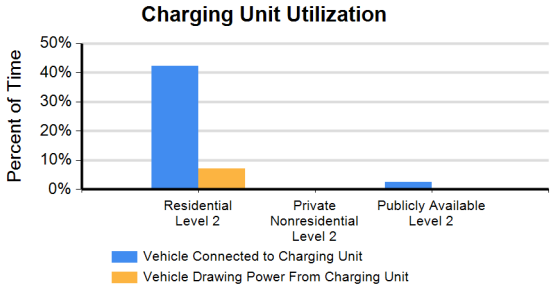
Number of EV Project vehicles in region: 5

Charging Unit Usage

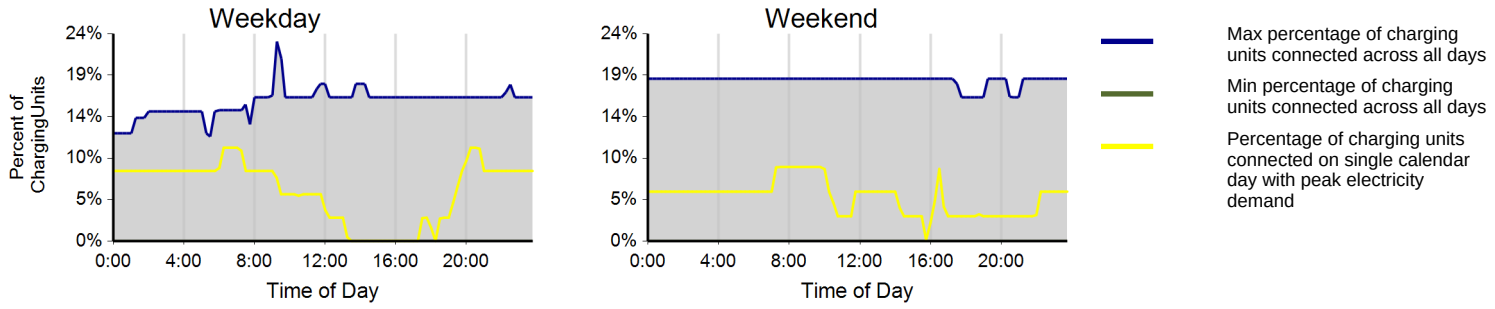
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	5	0	32	0	37
Number of charging events[2]	302	0	127	0	429
Electricity consumed (AC MWh)	1.31	0.00	0.45	0.00	1.76
Percent of time with a vehicle connected to charging unit	42%	0%	2%	0%	7%
Percent of time with a vehicle drawing power from charging unit	7%	0%	0%	0%	1%



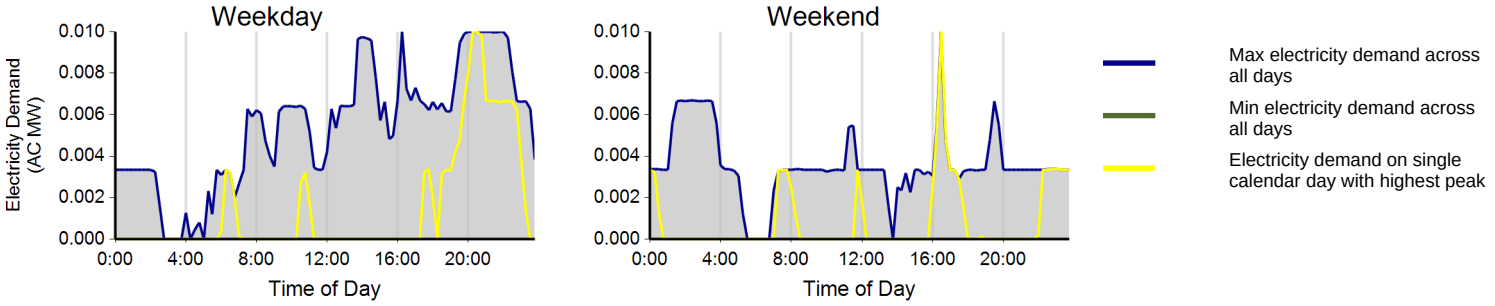




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



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

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

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Dallas/Ft. Worth, TX Metropolitan Area
Report period: October 2011 through December 2011

EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	231	71	302
Electricity consumed (AC MWh)	0.97	0.35	1.31
Percent of time with a vehicle connected to EVSE	39%	49%	42%
Percent of time with a vehicle drawing power from EVSE	7%	6%	7%
Average number of charging events started per EVSE per day	1.31	1.00	1.22

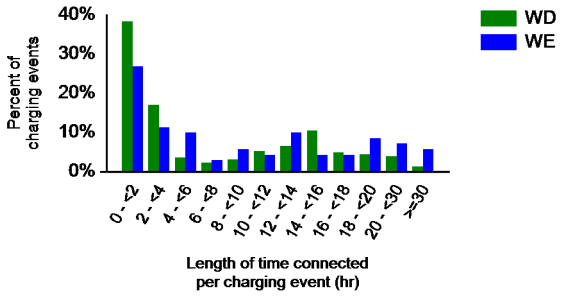
Vehicles Charged

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

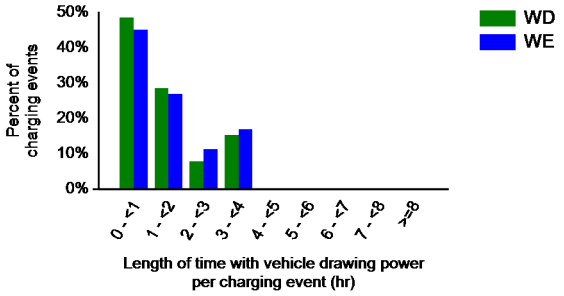
Individual Charging Event Statistics

	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	7.8	10.4	8.4
Average length of time with vehicle drawing power per charging event (hr)	1.3	1.5	1.4
Average electricity consumed per charging event (AC kWh)	4.2	4.7	4.4

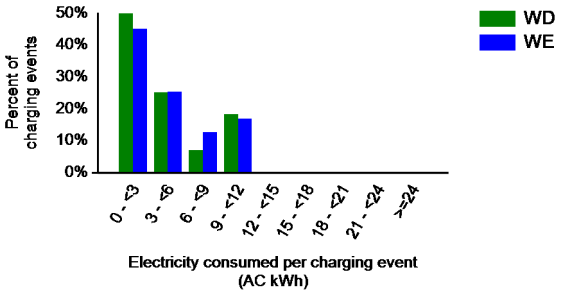
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event

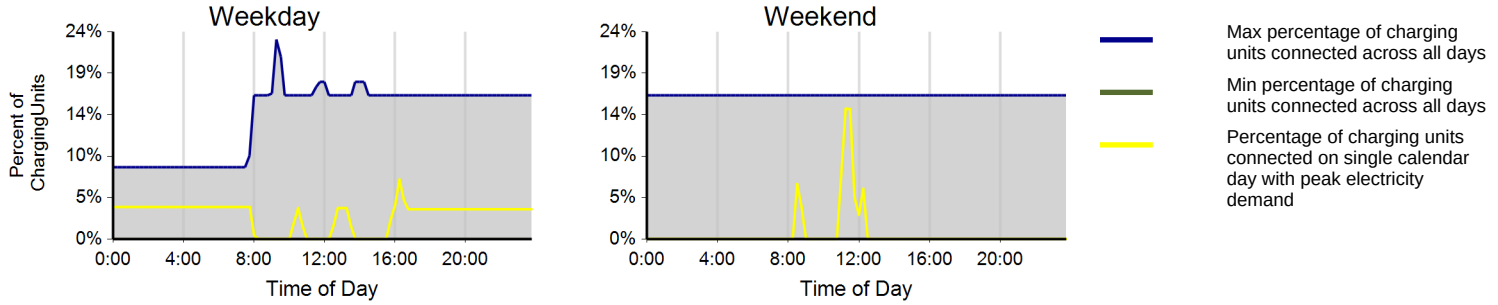


Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

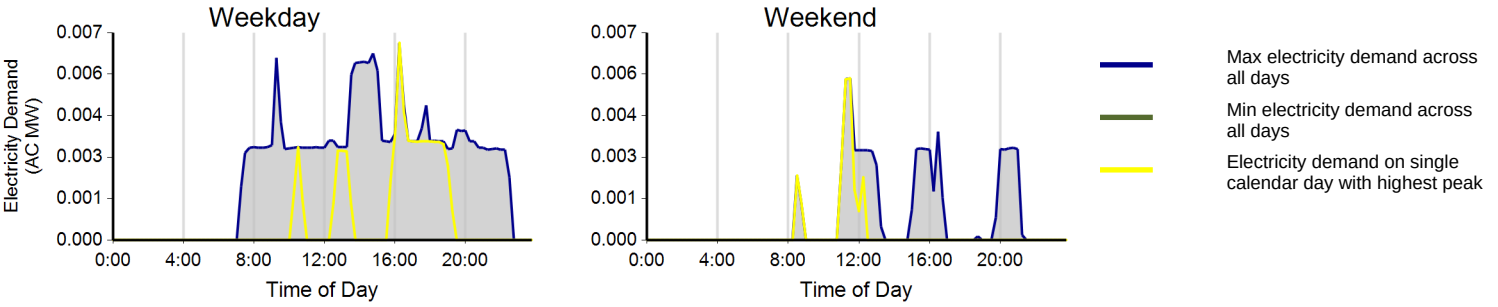
Region: Dallas/Ft. Worth, TX Metropolitan Area
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	114	13	127
Electricity consumed (AC MWh)	0.42	0.03	0.45
Percent of time with a vehicle connected to EVSE	3%	2%	2%
Percent of time with a vehicle drawing power from EVSE	0%	0%	0%
Average number of charging events started per EVSE per day	0.09	0.02	0.07

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

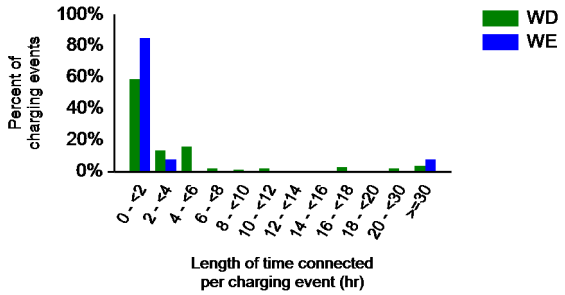
Region: Dallas/Ft. Worth, TX Metropolitan Area

Report period: October 2011 through December 2011

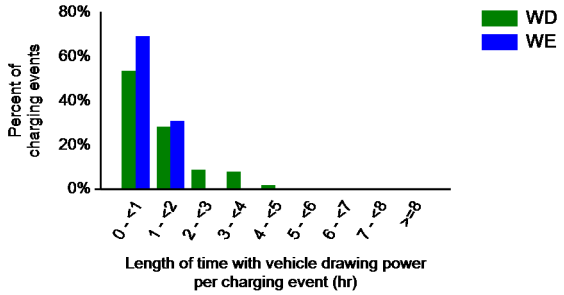
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	0%	8%	92%
Percent of electricity consumed	0%	8%	92%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	9.2	3.0	8.6
Average length of time with vehicle drawing power per charging event (hr)	1.2	0.6	1.2
Average electricity consumed per charging event (AC kWh)	3.7	1.9	3.5

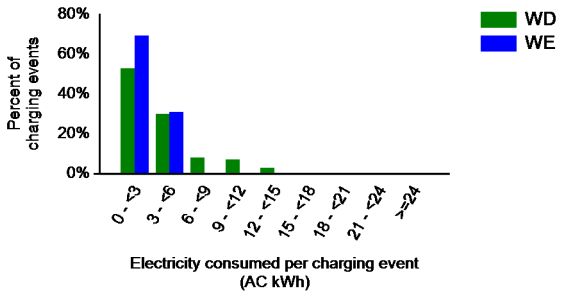
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

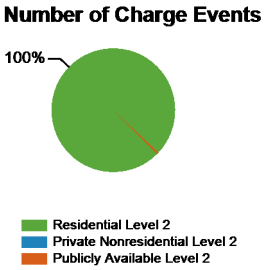
Region: Houston, TX Metropolitan Area

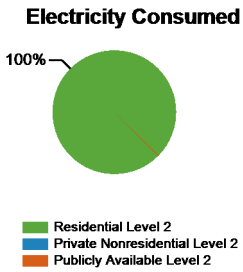
Report period: October 2011 through December 2011

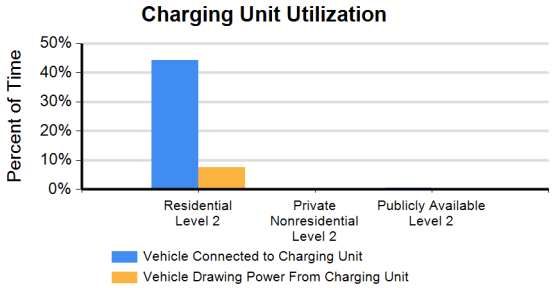
Number of EV Project vehicles in region: 16

Charging Unit Usage

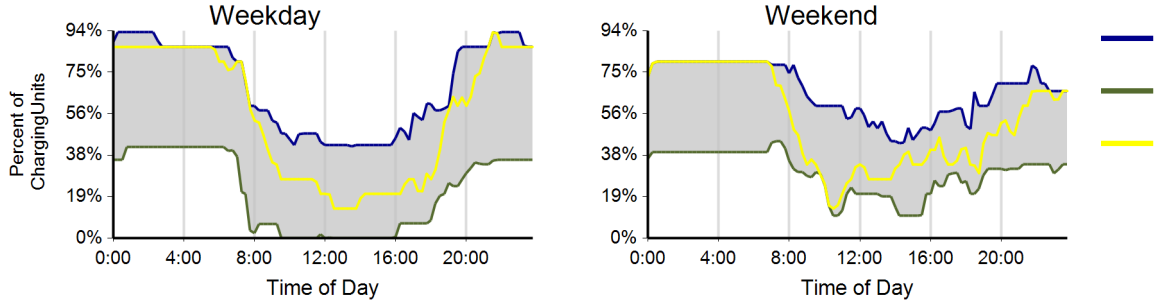
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	16	0	3	0	19
Number of charging events[2]	1,223	0	6	0	1,229
Electricity consumed (AC MWh)	6.70	0.00	0.02	0.00	6.71
Percent of time with a vehicle connected to charging unit	44%	0%	1%	0%	42%
Percent of time with a vehicle drawing power from charging unit	8%	0%	0%	0%	7%



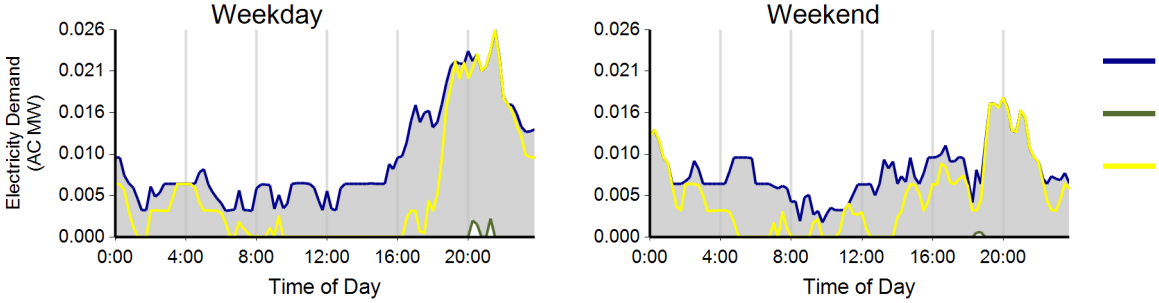




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



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

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

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

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

Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Houston, TX Metropolitan Area

Report period: October 2011 through December 2011

EVSE Usage

	Weekday	Weekend	Overall
Number of charging events	860	363	1,223
Electricity consumed (AC MWh)	4.96	1.74	6.70
Percent of time with a vehicle connected to EVSE	43%	48%	44%
Percent of time with a vehicle drawing power from EVSE	8%	7%	8%
Average number of charging events started per EVSE per day	1.04	1.09	1.05

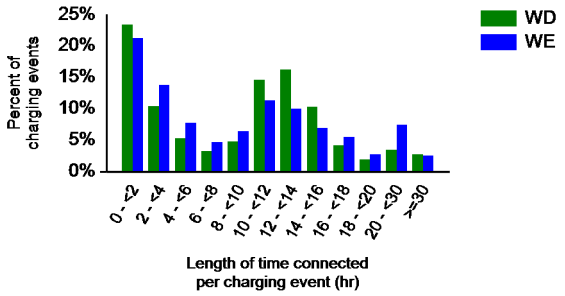
Vehicles Charged

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

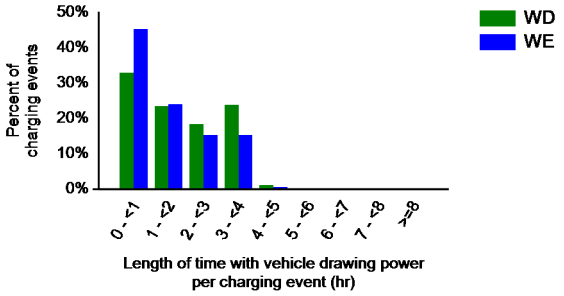
Individual Charging Event Statistics

	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	10.5	9.7	10.2
Average length of time with vehicle drawing power per charging event (hr)	1.8	1.5	1.7
Average electricity consumed per charging event (AC kWh)	5.8	4.7	5.5

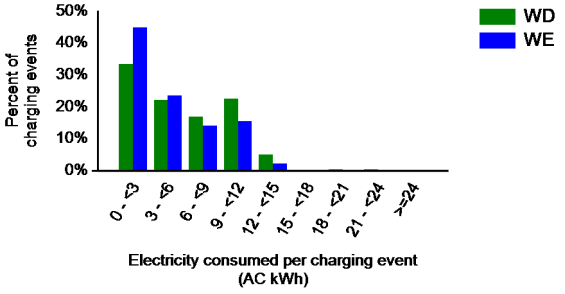
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



EV Project Electric Vehicle Charging Infrastructure Summary Report

THE EV Project

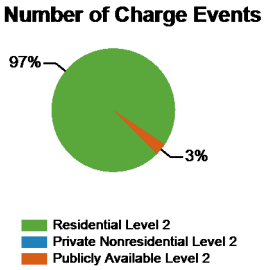
Region: Washington State

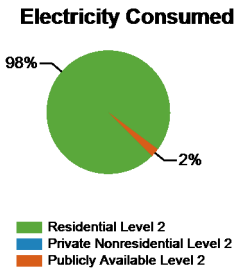
Report period: October 2011 through December 2011

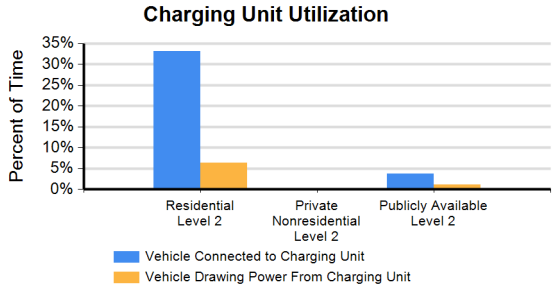
Number of EV Project vehicles in region: 458

Charging Unit Usage

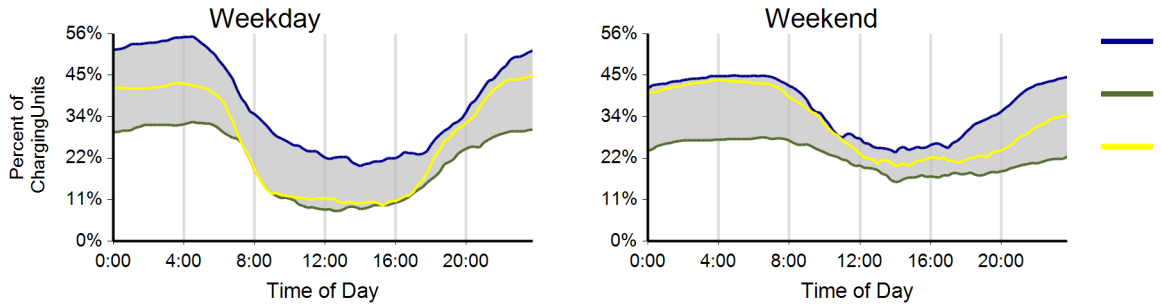
	Residential Level 2	Private Nonresidential Level 2	Publicly Available Level 2	Publicly Available DC Fast	Total
Number of charging units[1]	461	0	81	0	542
Number of charging events[2]	29,574	0	965	0	30,539
Electricity consumed (AC MWh)	229.66	0.00	5.36	0.00	235.03
Percent of time with a vehicle connected to charging unit	33%	0%	4%	0%	30%
Percent of time with a vehicle drawing power from charging unit	6%	0%	1%	0%	6%



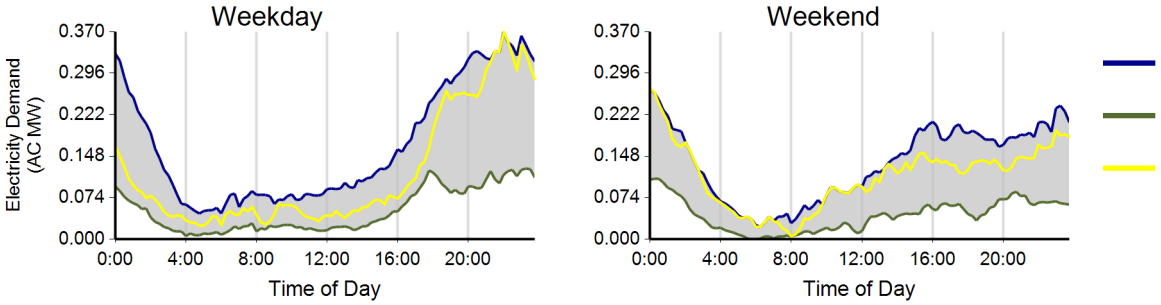




Charging Availability: Range of Percent of Charging Units with a Vehicle Connected versus Time of Day[3]



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



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

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

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

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

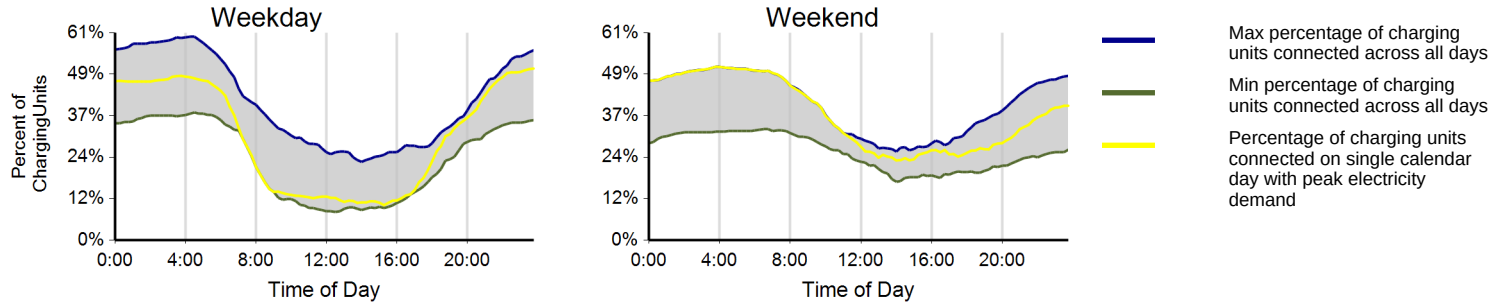
Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Washington State

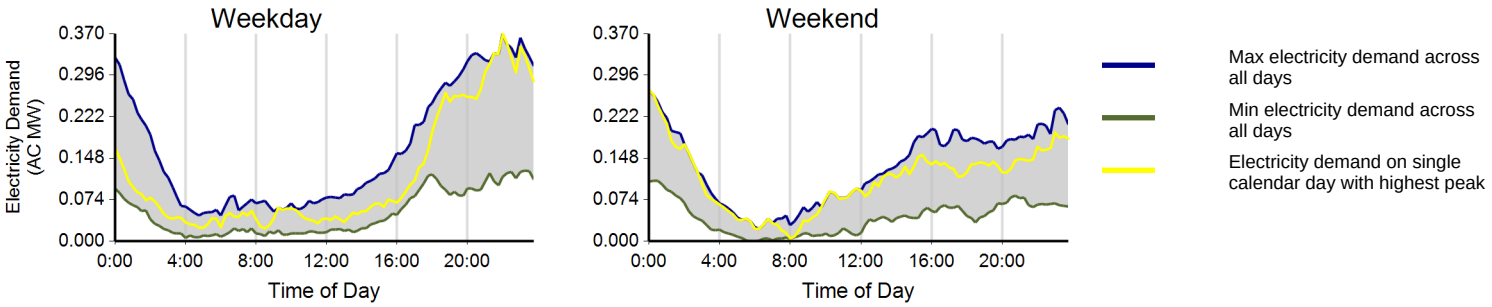
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	21,337	8,237	29,574
Electricity consumed (AC MWh)	170.74	58.92	229.66
Percent of time with a vehicle connected to EVSE	32%	34%	33%
Percent of time with a vehicle drawing power from EVSE	7%	6%	6%
Average number of charging events started per EVSE per day	0.72	0.68	0.71

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



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



Residential Level 2 Electric Vehicle Supply Equipment (EVSE)

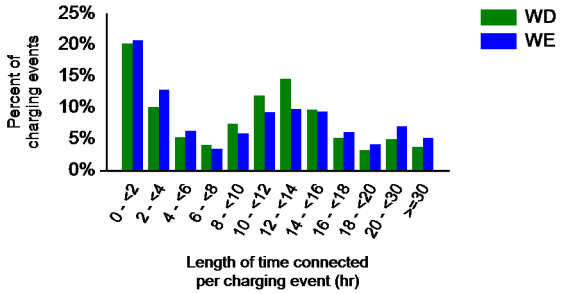
Region: Washington State

Report period: October 2011 through December 2011

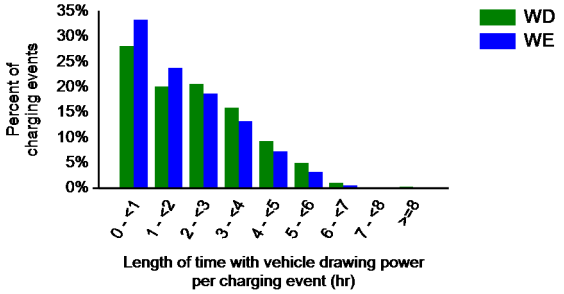
Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	100%	0%	0%
Percent of electricity consumed	100%	0%	0%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	11.2	11.5	11.3
Average length of time with vehicle drawing power per charging event (hr)	2.3	2.0	2.2
Average electricity consumed per charging event (AC kWh)	8.1	7.0	7.8

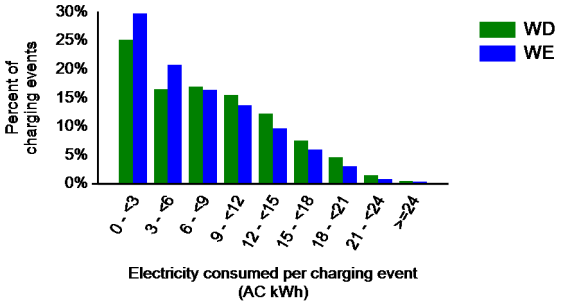
Distribution of Length of Time with a Vehicle Connected per Charging Event



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



Distribution of Electricity Consumed per Charging Event



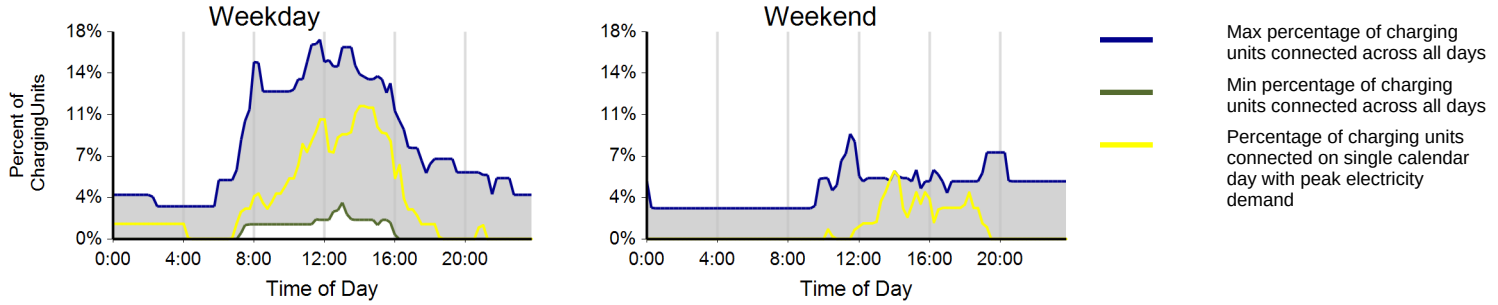
Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Washington State

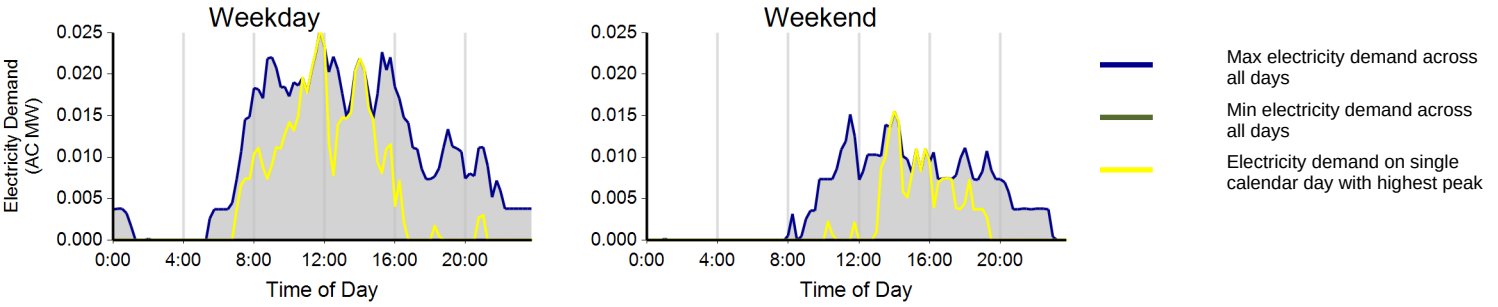
Report period: October 2011 through December 2011

EVSE Usage	Weekday	Weekend	Overall
Number of charging events	790	175	965
Electricity consumed (AC MWh)	4.64	0.72	5.36
Percent of time with a vehicle connected to EVSE	4%	3%	4%
Percent of time with a vehicle drawing power from EVSE	1%	1%	1%
Average number of charging events started per EVSE per day	0.20	0.11	0.17

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



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



Publicly Available Level 2 Electric Vehicle Supply Equipment (EVSE)

Region: Washington State

Report period: October 2011 through December 2011

Vehicles Charged	Nissan Leaf	Chevrolet Volt	Unknown
Percent of charging events	56%	0%	44%
Percent of electricity consumed	47%	0%	53%

Individual Charging Event Statistics	Weekday (WD)	Weekend (WE)	Overall
Average length of time with vehicle connected per charging event (hr)	5.9	2.8	5.3
Average length of time with vehicle drawing power per charging event (hr)	1.6	1.1	1.6
Average electricity consumed per charging event (AC kWh)	5.9	4.0	5.6