Charging Analytics Program

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EVSE Charger Performance Analysis

2025 Q2 BENCHMARK REPORT

JULY 2024–JUNE 2025

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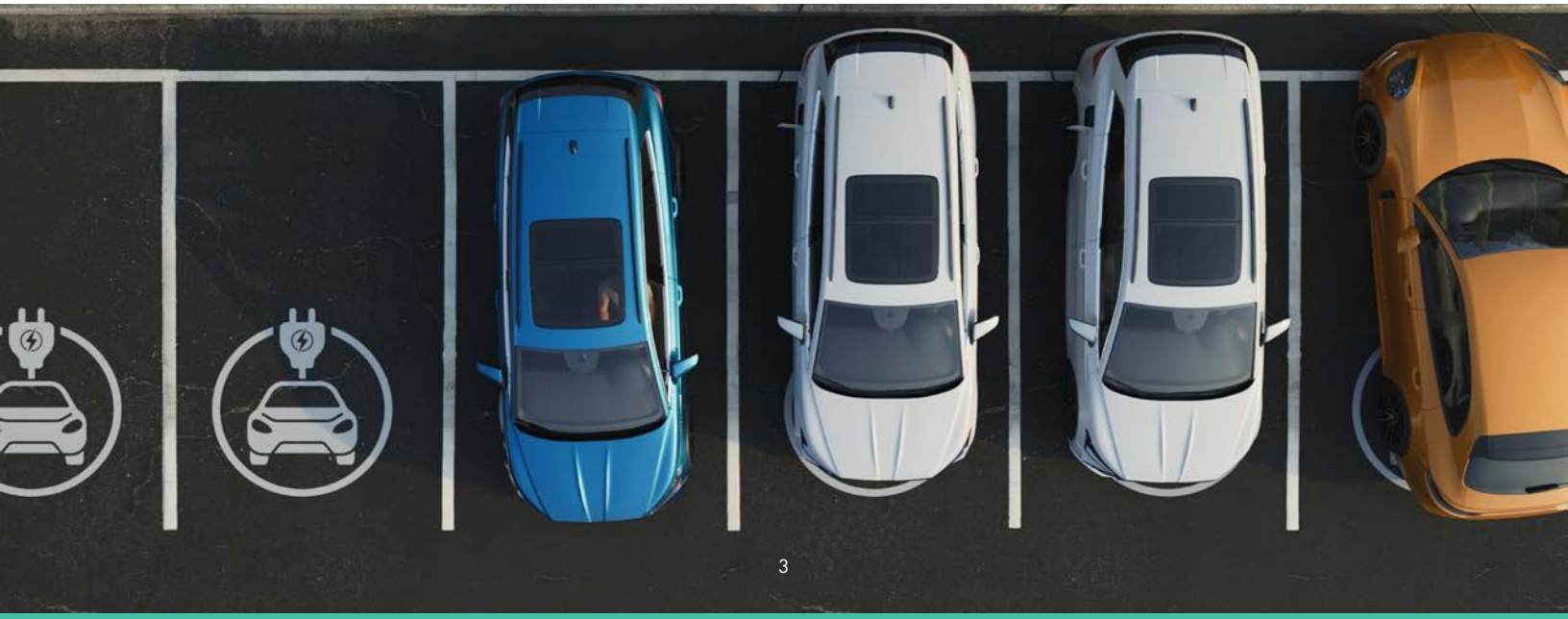
EVSE Charger Performance Analysis

The Transportation Energy Institute's (TEI) Charging Analytics Program (CAP) enables users to analyze the performance of DC Fast Chargers throughout North America. This report presents data relative to the performance of chargers throughout the United States.

The data is presented in different groupings, allowing readers to compare the impact on utilization of different variables, such as charger power, connector type, proximity to a particular business or proximity to a highway ramp. In addition, the data is presented in comparative clusters of counties which possess similar demographic characteristics which have a high statistical correlation to charger utilization. The data shows actual and historic charger utilization percentages, number of charging sessions, when charging sessions were initiated (day of week and time of day), how long those sessions lasted and how frequently chargers failed to initiate a charging session.

Contents



Consumers use public fast chargers most often:

Friday – Sunday

17.9% utilization vs 15.1% other days

12 pm – 5 pm

25.3% utilization vs 13.5% rest of the day

Chargers 300kW or higher recorded the most sessions per port per month, but this number was down 17% since January

Charger	Sessions	Change since January
300kW+	324	-17.2%
100-299 kW	188	+7.8%
50 – 99kW	105	+67.6%
0-49 kW	22	-24.1%

More than 1/3 of chargers are located within ¼ mile of a highway ramp

Sessions per port per month for these chargers increased 21.5% to 210 from July 2024 – June 2025

Reliability improved for all chargers in 2025

JULY - DECEMBER: Chargers failed to initiate a charge 20.9% of the time

JANUARY - JUNE 2025: Chargers failed to initiate a charger 10.8% of the time

J3400-EQUIPPED CHARGERS: Led in reliability recording a failure rate of 2.5%

Charging Sessions per month increased for all business hosts, with convenience stores recording the most growth

- **Convenience:** +50.5% to 170
- **Fuel Retailers:** +30.4% to 180
- **Restaurants:** +15.2% to 241
- **Fast Food:** +10.3% to 228

Utilization rates for most chargers (except J3400) were down since January, with CCS-equipped charger utilization down 34.8%

Connector	June Utilization	Change since January
CCS-Chademo	13.7%	-1.3%
J3400 Only	18.6%	+6.8%
J3400 Combos	9.6%	-12.1%
National	17.3%	-3.0%
CCS Only	15.8%	-34.8%

Summary of Charger Inventory in CAP

In the second quarter of 2025, the Charging Analytics Program (CAP) continued to expand its collection of data to include session insights from more than 48,000 DCFC charging ports in the United States, including those equipped with all connector types - CCS, Chademo, J3400 (aka, Tesla/NACS) and various combinations. (The increase in chargers included in CAP beginning in January, as shown in Figure 1, is due to the addition of data from J3400-equipped chargers at that time.) This inventory represents 83% of the nearly 59,000 DCFC charger ports in the United States as reported by the U.S. Department of Energy. Charging sessions recorded at the DCFCs included in the CAP data set increased from 7.9 million in March 2025 to 11.8 million in June 2025. CAP enables comparison of performance among chargers based upon their location, their power rating, their connector type, their proximity to specific business types (or verticals) and their proximity to a highway ramp.

A 2024 study by the Massachusetts Institute of Technology (MIT)[1] demonstrated that chargers can influence business activity for those businesses located within 100 meters of the charger. Based upon this insight, CAP tracks the location of chargers that are within 100 meters of key business segments, including restaurants, fast-food restaurants, convenience stores and fueling stations. Because of the 100-meter radius, many chargers are located near multiple businesses, therefore the allocation to business verticals below may exceed the total number of chargers in the CAP dataset.

1 https://mobility.mit.edu/biblio/zheng-effects-electric-vehicle-charging-stations-economic-vitality-local/

FIGURE 1. TOTAL DCFC IN DATA SET

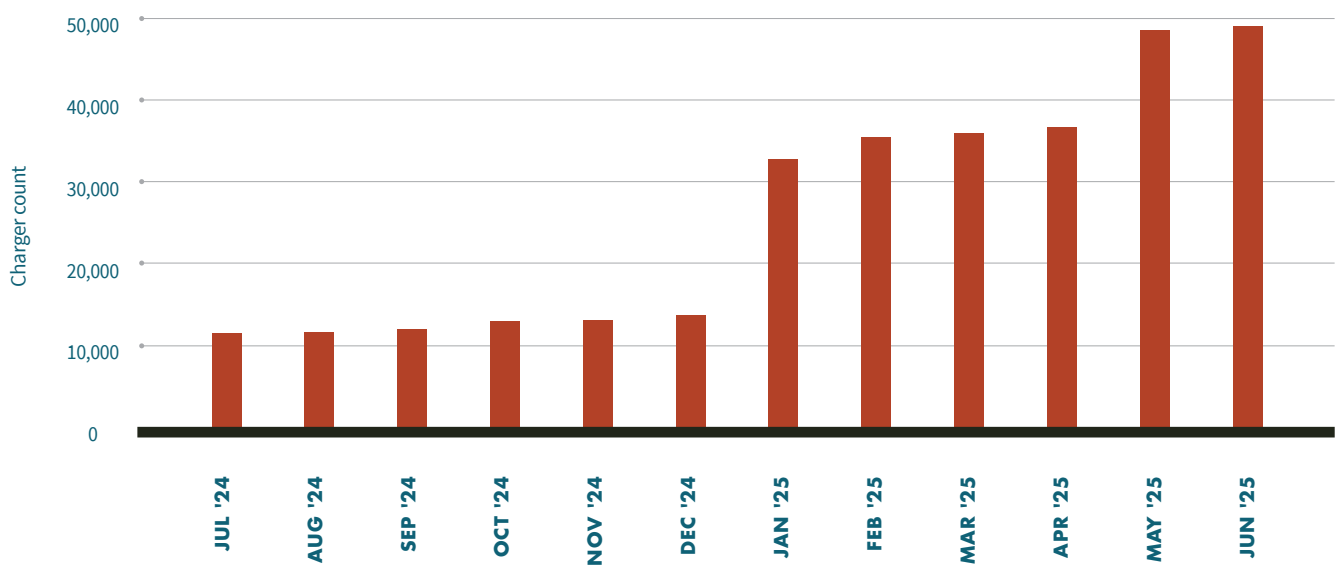


FIGURE 2. TOTAL CHARGING SESSION IN DATA SET

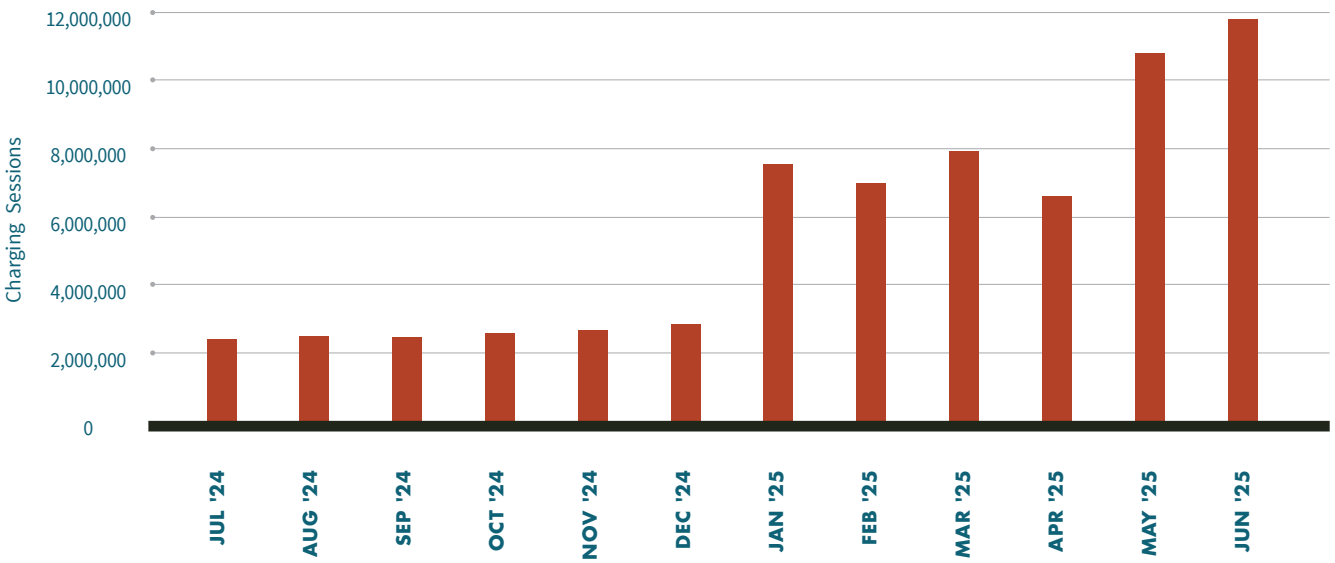


FIGURE 3. DCFC INVENTORY BY CHARGER POWER

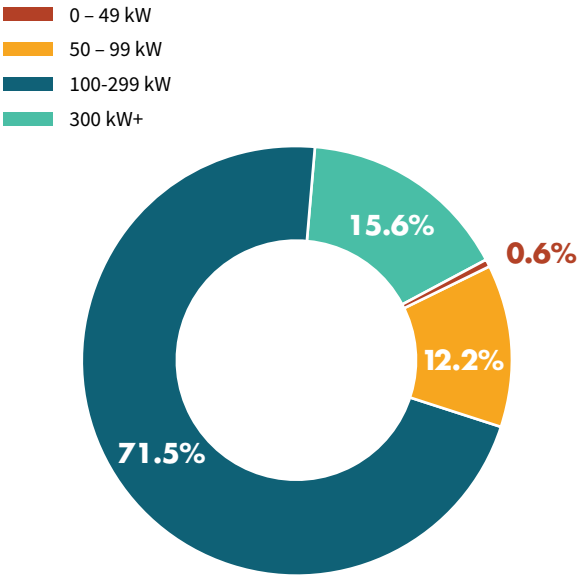


FIGURE 4. DCFC INVENTORY BY PLUG TYPE

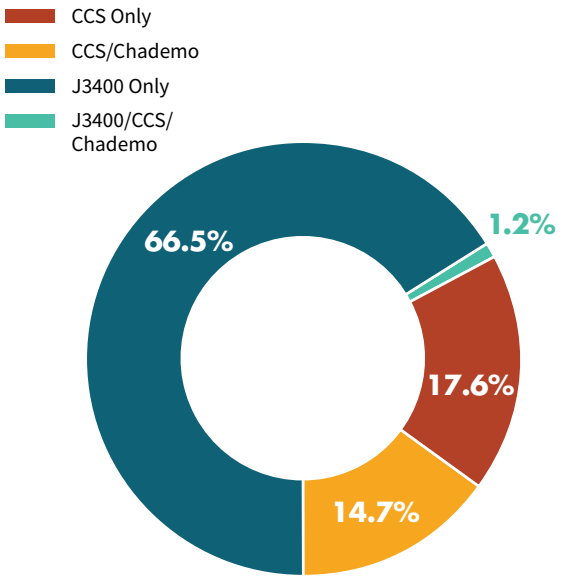


FIGURE 5. DCFC INVENTORY BY PROXIMITY TO BUSINESS VERTICAL

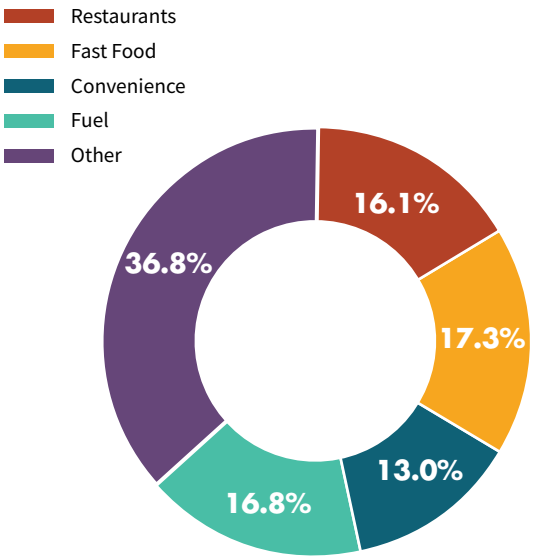
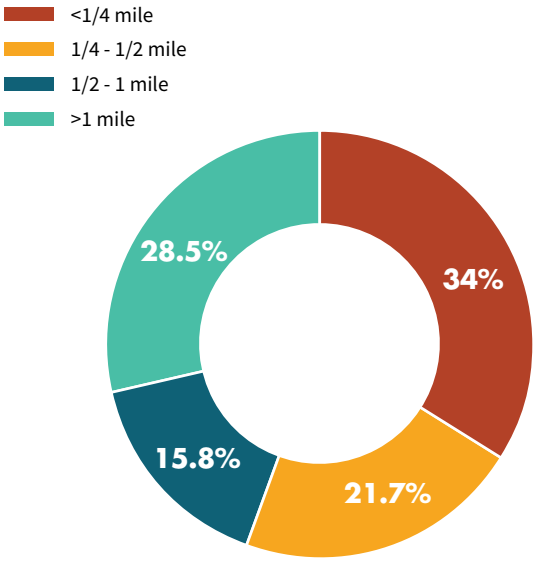


FIGURE 6. DCFC INVENTORY BY PROXIMITY TO HIGHWAY RAMP



DATA ANALYSIS IN THIS REPORT

In this report, the available CAP data will be presented to demonstrate the variability in performance when adjusting one data filter selection. The following chart presents all of the filter options available in CAP and identifies how these were applied to the data to provide the results contained in this report.

TABLE 1. THE FILTER OPTIONS AVAILABLE IN CAP

CATEGORY	FILTER OPTIONS	FILTERS PRESENTED
Region	National, Regional, State, County, City, Benchmark Clusters	All filters below were applied to the National and Benchmark Clusters selections
Business Verticals	Restaurant, Fast Food, Convenience Store, Fuel Retail	All options presented separately and comparatively
Distance to Highway	<⅛ mile ⅛-¼ mile ¼-½ mile ½ - 1 mile >1 mile	<¼ mile ¼ - ½ mile ½ - 1 mile >1 mile Options presented separately and comparatively
Charger Connector/Plug Type	CCS only Chademo Only J3400 Only CCS/Chademo combo CCS/J3400 combo Chademo/J3400 combo	CCS only J3400 only CCS/Chademo combo J3400 combos as one group Options presented separately and comparatively
Charger Power Capacity	0 – 49 kW 50 – 99 kW 100 – 299 kW 300 + kW	All options presented separately and comparatively

The report presents the following utilization insights for each selected filter:

- **Share of charging sessions** (Monthly July 2024 – June 2025)
- **Charging sessions per port per month** (Monthly July 2024 – June 2025)
- **Percent utilization** (Monthly July 2024 – June 2025)
- **Percent utilization by day of week** (Average July 2024 – June 2025)
- **Percent utilization by hour of day** (Average July 2024 – June 2025)
- **Charging session duration** (Monthly July 2024 – June 2025)
- **Percent of successful and failed charging attempts** (Average July 2024 – June 2025)

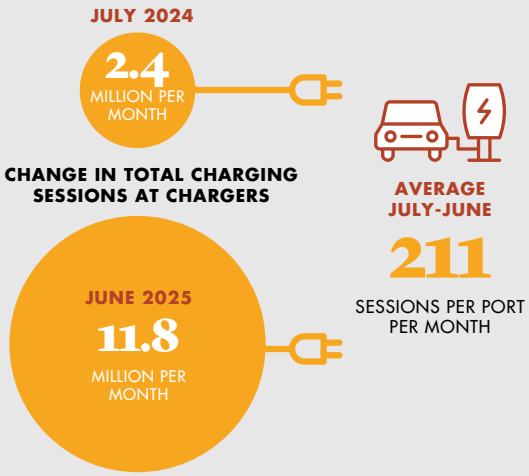
Analysis of National Charging Session and Utilization Data

This Q2 2025 report analyzes data from charging sessions beginning in July 2024, when CAP collected data from 2.4 million sessions, through June 2025, when CAP collected data from 11.8 million sessions. During this period, the charger ports in the CAP data set averaged 211 charging sessions per charger port per month.

In this report, the term "National" is used to reference the entire aggregated data set within CAP. In addition, the term "utilization" is defined as the percent of time that the plugs are in use. This includes both successful and unsuccessful charging cycles but does not include time spent plugged in beyond the long charge threshold. Sessions longer than this threshold are considered blocking a public charging station, thereby making it unavailable for general public use.

Overall utilization averaged 17.3% over this time frame. Utilization was lowest in April when chargers were used an average of 15.5% of the time and highest in December when they were used 19.0% of the time. There was not a consistent trend presented by the utilization data over the time period included in this analysis.

DCFCs seem to be used most frequently on the weekends, with Friday – Sunday averaging 17.9% compared with 15.1% Monday – Thursday.



On a given day, chargers seem to be used most often between 12 p.m. and 5 p.m., when utilization averaged 25.7%. On average, charging sessions lasted 37.4 minutes, but average session duration dropped to 32.8 minutes during the second quarter.

The data shows that 83.0% of charging attempts during the period were successful on their first attempt, with 3.8% requiring more than one attempt to achieve a successful charging session and 13.3% of attempted sessions concluding in failure. Of note, beginning in January with the introduction of J3400 charging ports these averages improved considerably. Failure to charge rates dropped to 7.0% during 2025.

FIGURE 7. AVERAGE CHARGING SESSION PER CHARGER PER MONTH

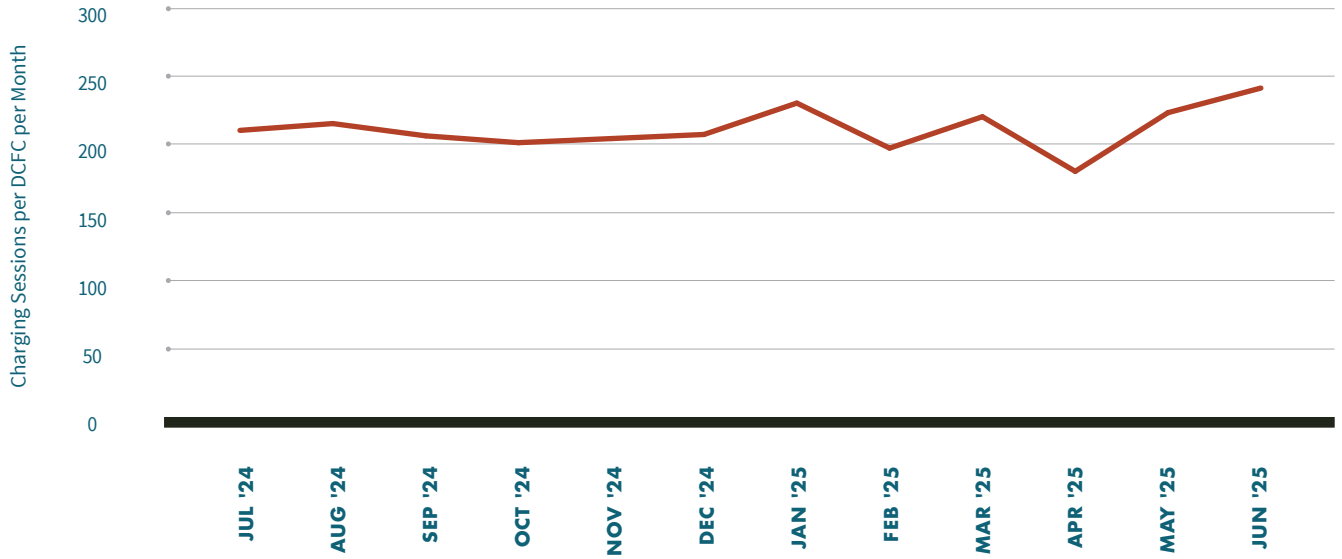


FIGURE 8. AVERAGE UTILIZATION

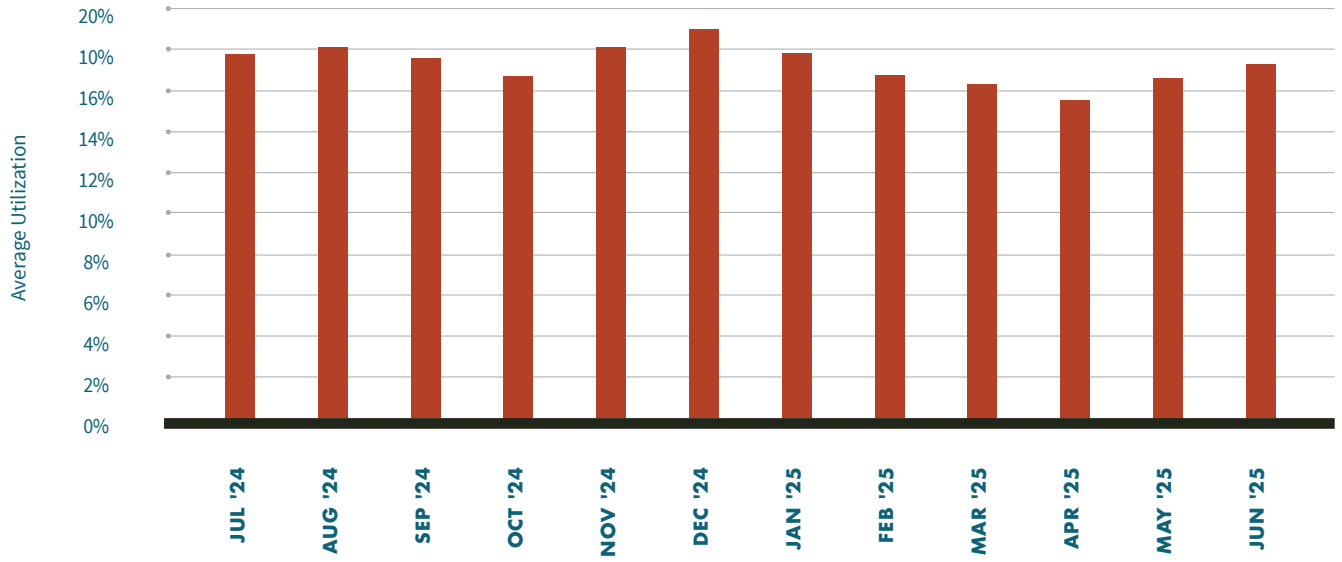


FIGURE 9. UTILIZATION BY DAY OF WEEK

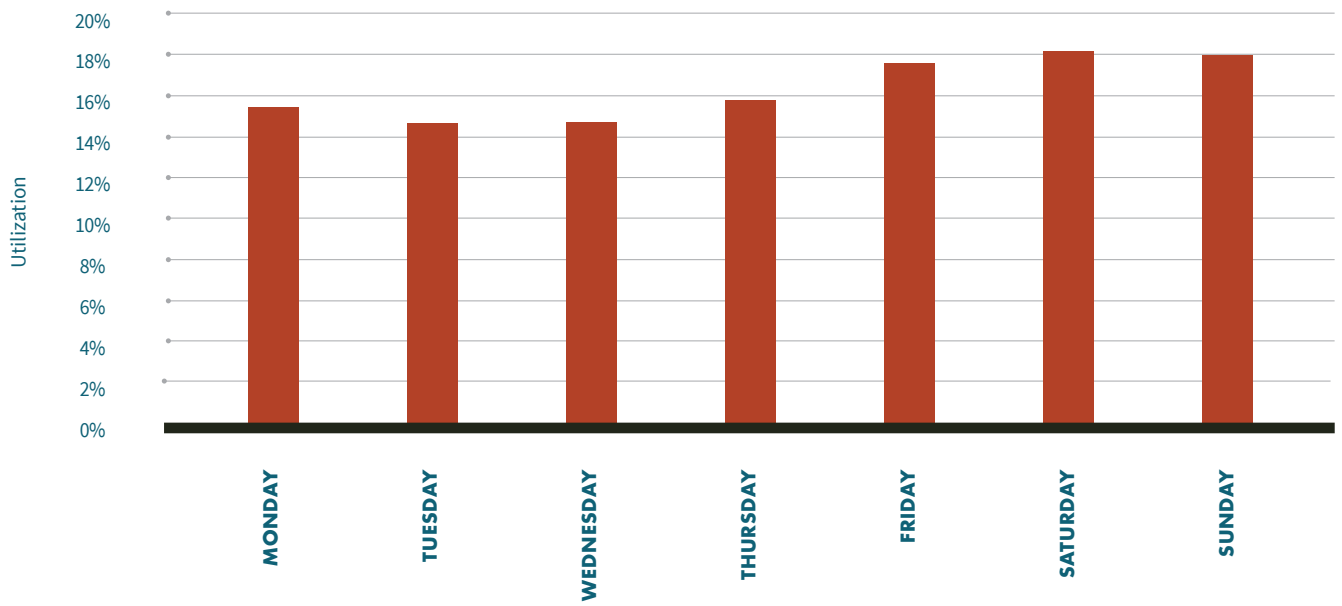


FIGURE 10. UTILIZATION BY HOUR OF DAY

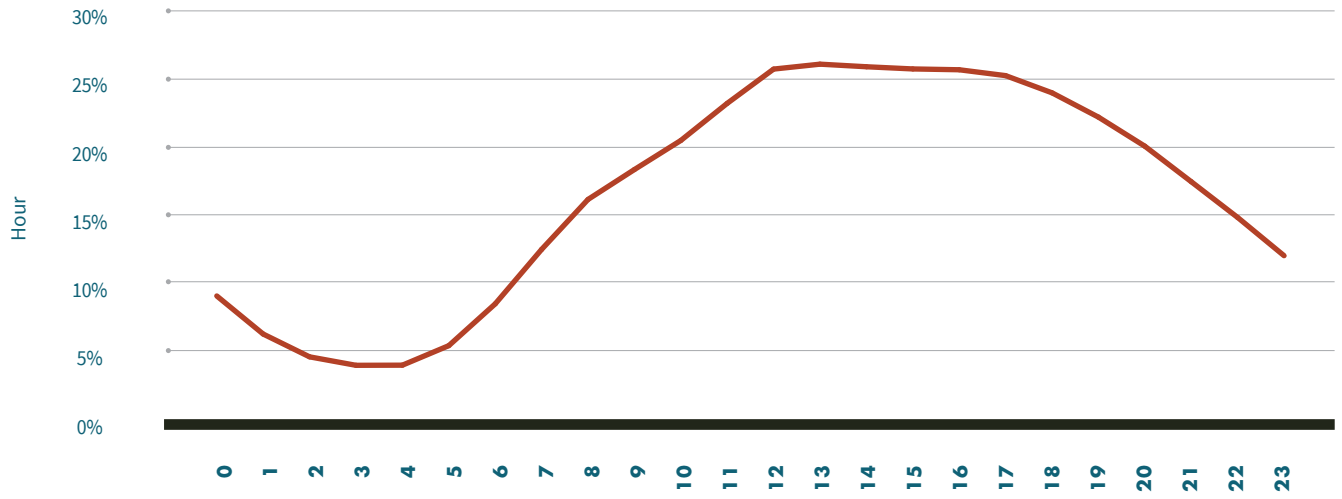


FIGURE 11. AVERAGE CHARGING SESSION DURATION

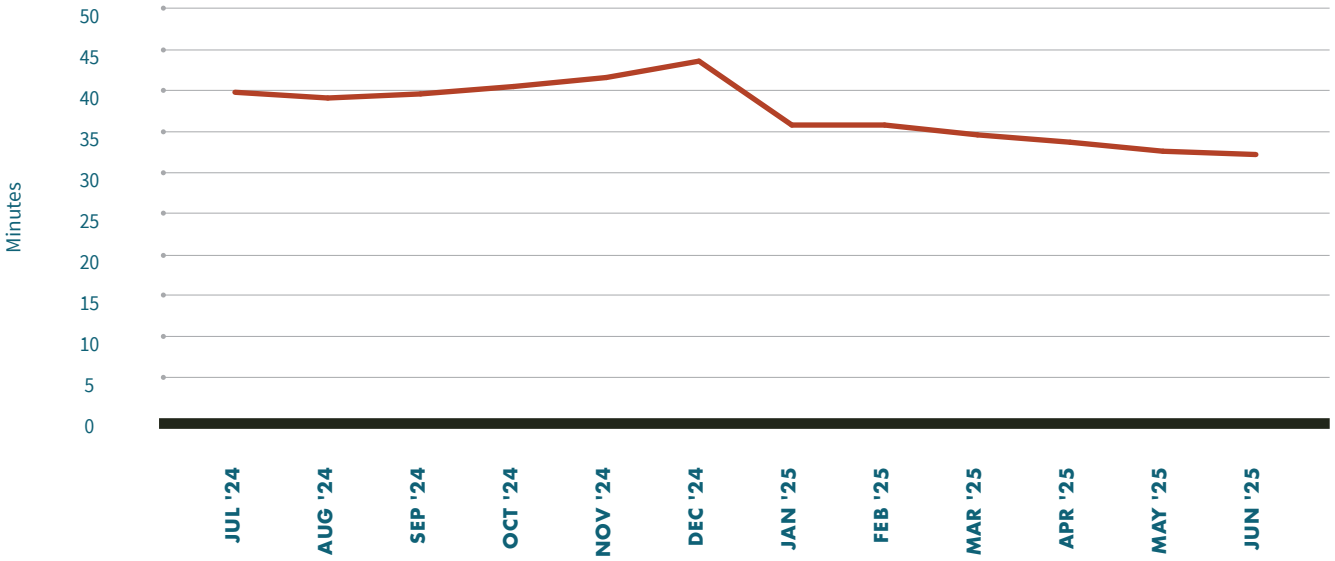
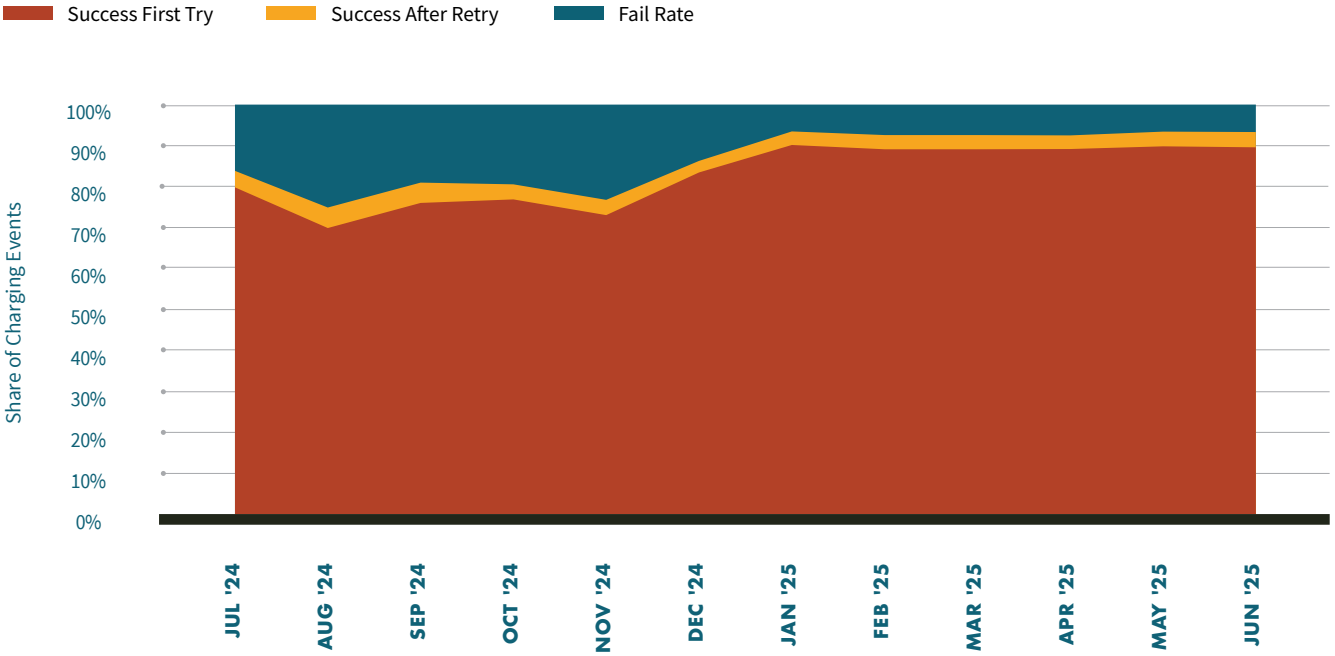
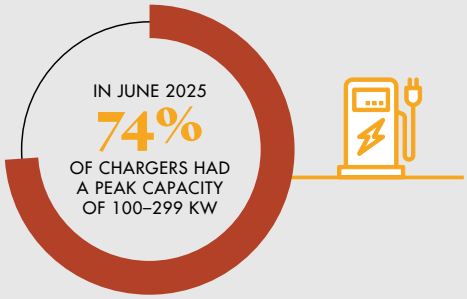


FIGURE 12. CHARGING SESSION FAILURE RATES



Comparison of Performance by Chargers of Different Power

The following charts compare the same metrics across chargers of different power capacity. Of the chargers in the CAP dataset for June 2025, more than 87% offered a peak charge capacity of greater than 100 kW. The introduction of chargers equipped with J3400 connectors in January 2025 shifted the share allocation of power capacity. Until December 2024, 63% of chargers had a peak capacity of 300 kW or above. In June 2025, 74% of chargers had a peak capacity of 100 – 299 kW, reflecting the typical power capacity provided by the data collected from 33,069 chargers equipped with J3400 connectors.



When looking at the utilization data, chargers of 300 kW or more recorded the most sessions per charger per month by a significant margin, averaging 324 sessions from July 2024 – June 2025, although sessions per month began to decline from a peak of 340 sessions in January 2025 to 282 sessions in June. Chargers with a peak power of 100 – 299 kW averaged 188 sessions and recorded their highest session count of 248 during the month of June.

Overall utilization for 300 kW and higher chargers led the dataset, averaging 24.0% with 100 – 299 kW chargers coming in second at 15.9%. Utilization was consistent with regard to the day of the week, with weekends recording the highest utilization percentages for all except 0 – 49 kW chargers, which showed a decline in utilization. Utilization by hour of the day also showed consistent trends for all but the lowest powered chargers, with the strongest utilization between 12 p.m. and 5 p.m. During this time of day, 300 kW or more powerful chargers averaged 31.7% utilization and 100 – 299 kW chargers averaged 25.6%.

As might be expected, the lowest powered chargers (0 – 49 kW) recorded the longest session duration with an average of 69.5 minutes per session, followed by 48.8 minutes for 50-99 kW chargers. Meanwhile, the 300 kW chargers recorded the shortest sessions duration, yet still averaged 34.8 minutes while 100 – 299 kW chargers averaged 35.9 minutes. Session duration for the higher powered chargers has declined since January, with 300 kW and higher chargers dropping form 38.2 minutes to 31.4 minutes, while 100 – 299 kW chargers decreased less dramatically from 32.8 minutes to 30.1 minutes.

The 300 kW chargers were shown to be the most reliable, recording the lowest rate of failed charge events at 11.5% compared to a dataset average of 13.3%, while chargers with peak capacity below 100 kW averaged higher than 20% failure rates. Chargers 100 – 299 kW recorded an average failure rate of 12.6%. However, when data for January – June is analyzed alone it showed that reliability has improved significantly in 2025, with 100 – 299 kW chargers delivering the lowest failure to charge rate at 5.2%. 300 kW chargers improved to a failure rate of 9.9% and 50 – 99 kW chargers improved to 14.8%.

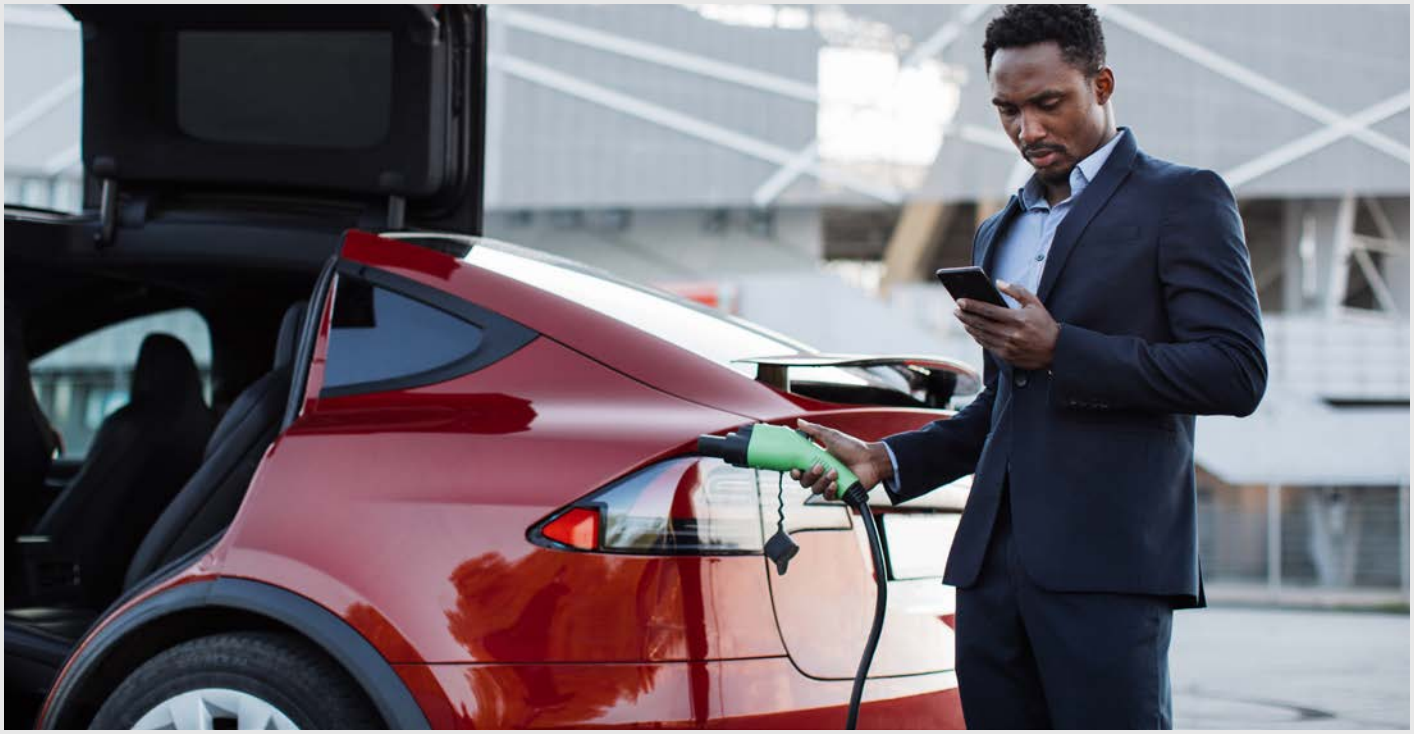


FIGURE 13. TOTAL CHARGERS IN DATA SET BY POWER CAPACITY

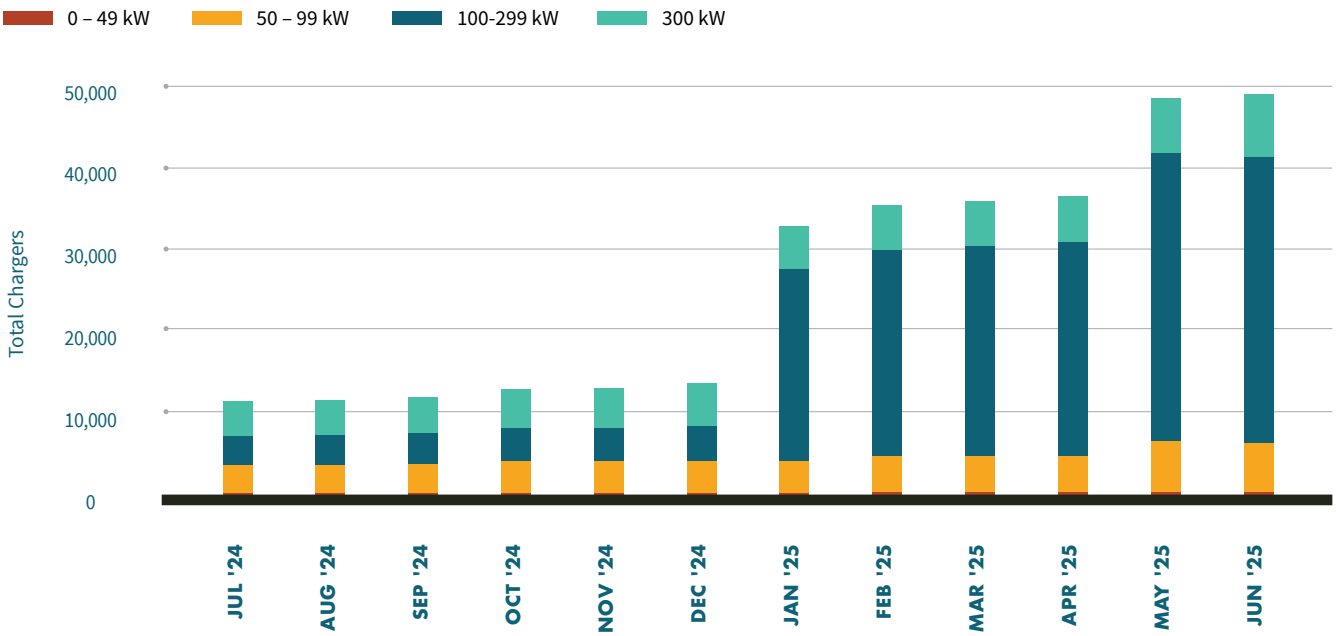


FIGURE 14. SHARE OF CHARGING SESSIONS BY POWER CAPACITY

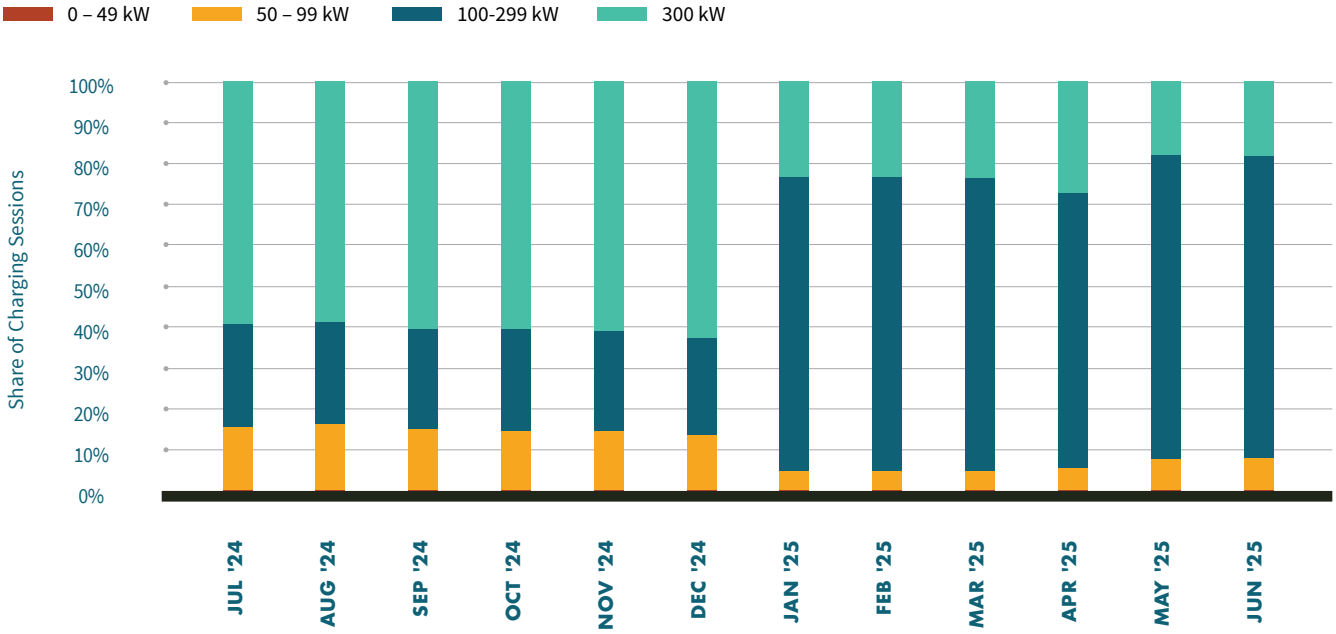


FIGURE 15. CHARGING SESSIONS PER CHARGER PER MONTH

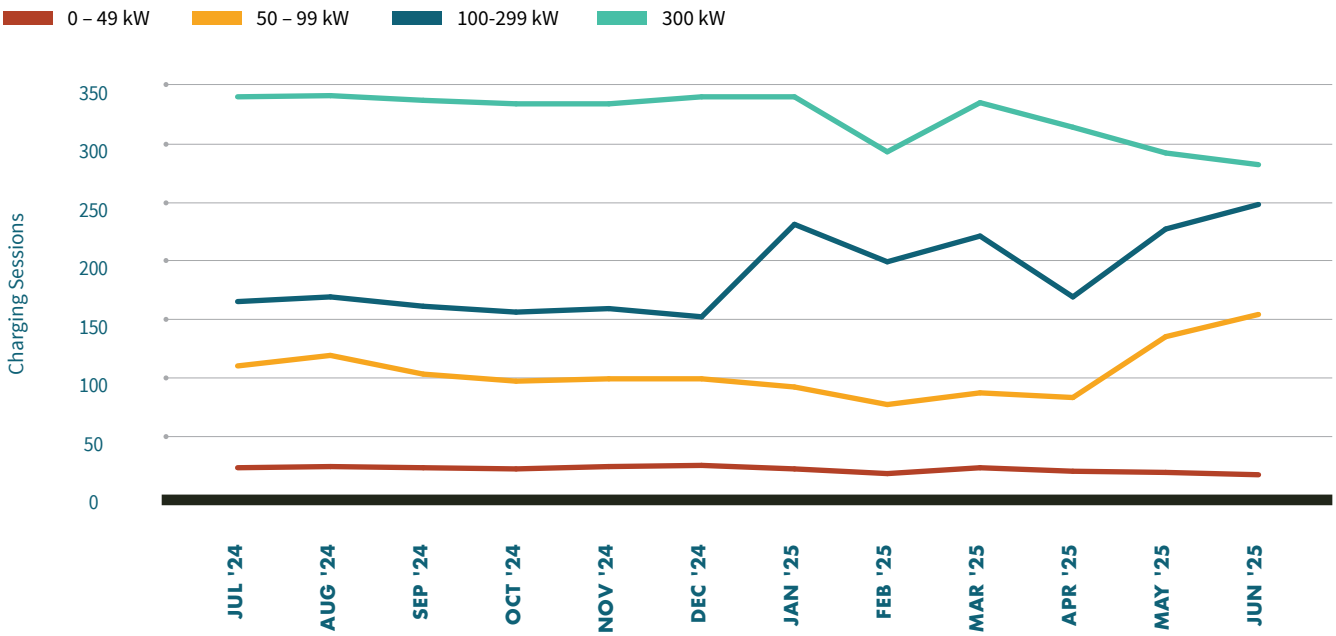


FIGURE 16. AVERAGE UTILIZATION

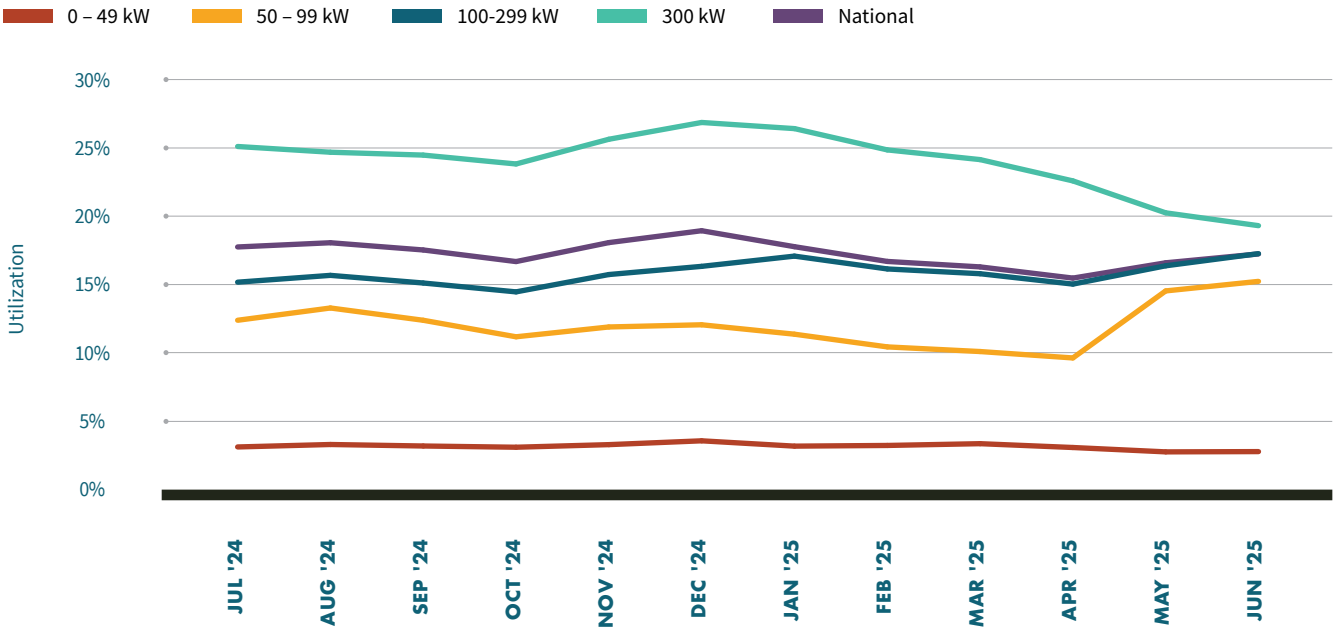


FIGURE 17. AVERAGE UTILIZATION BY DAY OF WEEK

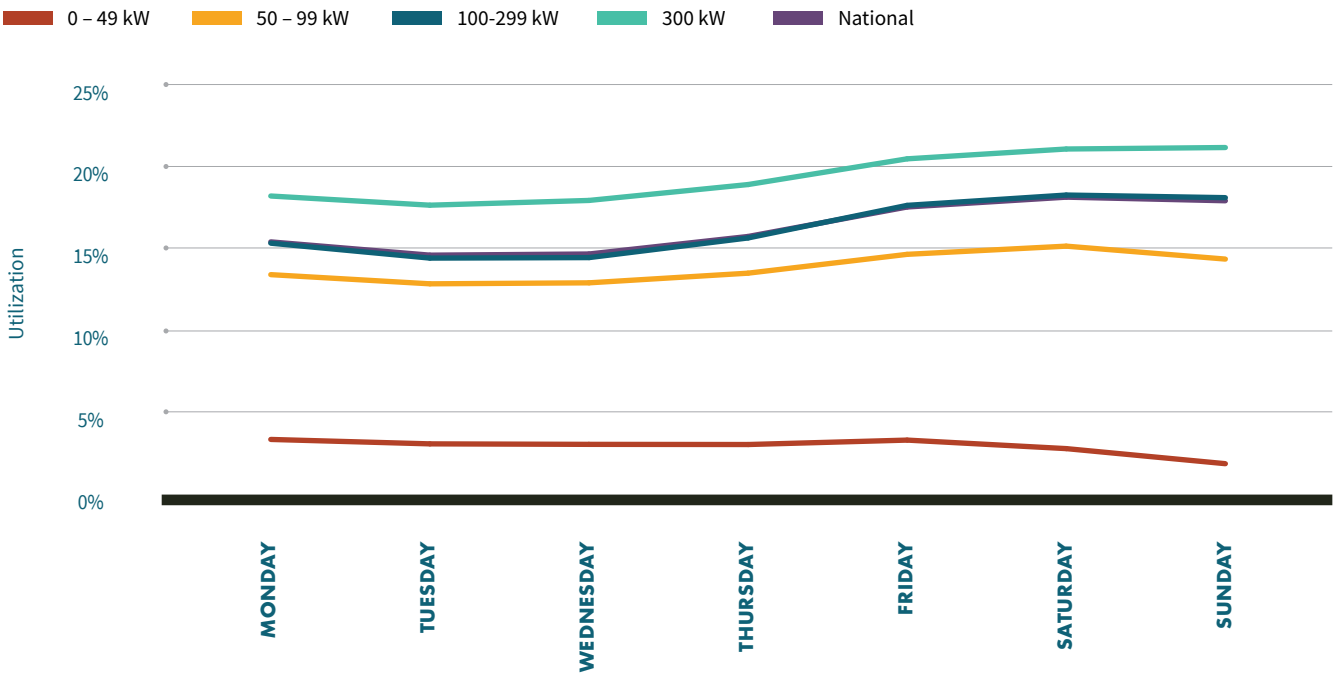


FIGURE 18. UTLIZATION BY TIME OF DAY

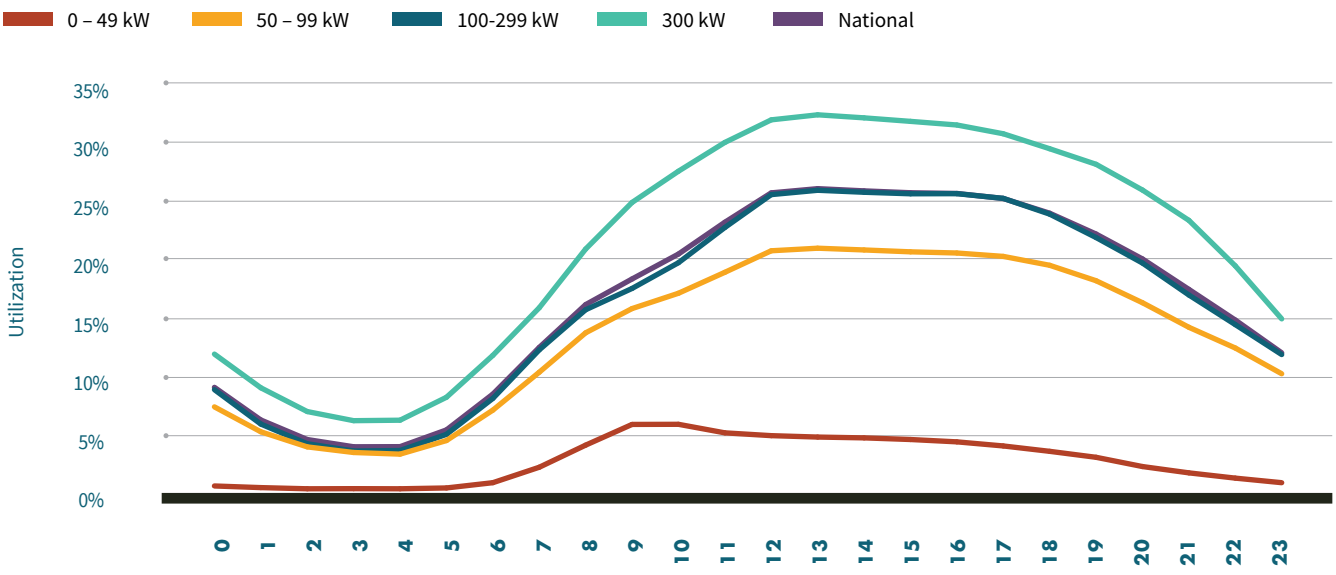


FIGURE 19. SESSION DURATION

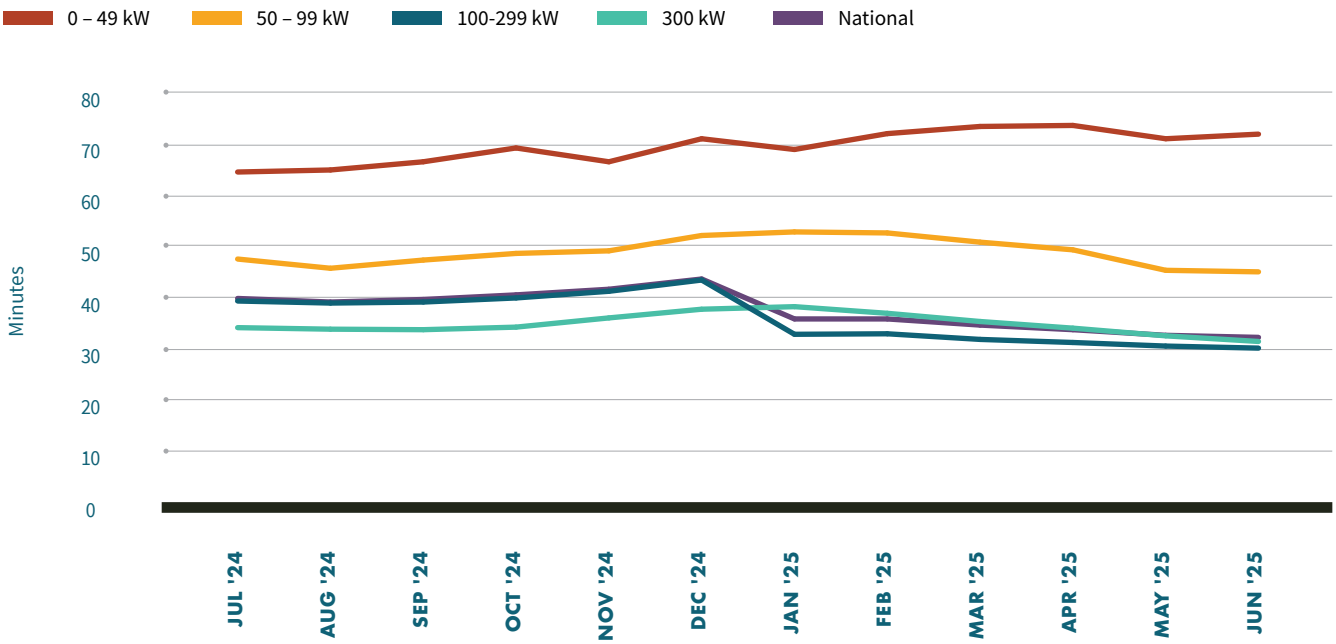


FIGURE 20. AVERAGE SUCCESS AND FAILURE RATES (JULY 2024 - JUNE 2025)

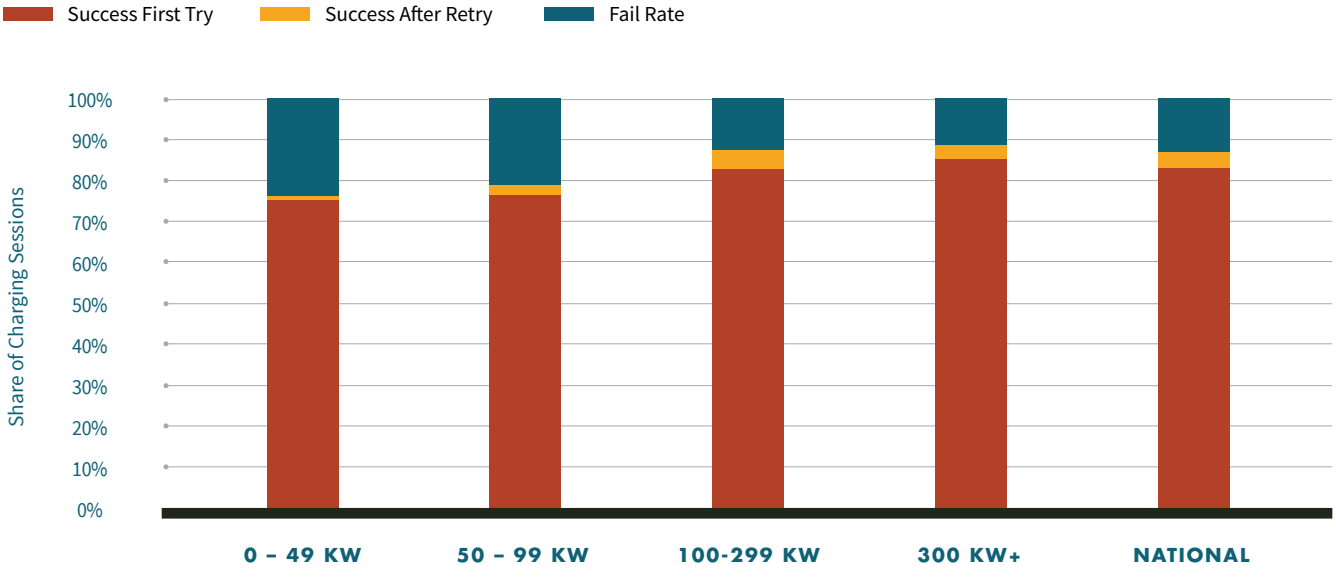


TABLE 2. SHARE OF CHARGING SESSIONS

DATE	0-49 KW	50-99 KW	100-299 KW	300+ KW
Jul '24	0.2%	15.3%	25.1%	59.3%
Aug '24	0.2%	16.0%	25.1%	58.7%
Sep '24	0.2%	14.8%	24.5%	60.5%
Oct '24	0.2%	14.4%	24.8%	60.6%
Nov '24	0.2%	14.2%	24.5%	61.0%
Dec '24	0.2%	13.5%	23.5%	62.8%
Jan '25	0.1%	4.8%	71.8%	23.3%
Feb '25	0.1%	4.8%	71.7%	23.3%
Mar '25	0.1%	4.8%	71.5%	23.5%
Apr '25	0.1%	5.6%	67.0%	27.4%
May '25	0.0%	7.8%	74.1%	18.1%
Jun '25	0.0%	7.8%	73.9%	18.3%
Average	**0.1%**	**10.3%**	**48.1%**	**41.4%**

TABLE 3. CHARGING SESSIONS PER CHARGER PER MONTH

DATE	0-49 KW	50-99 KW	100-299 KW	300+ KW	NATIONAL
Jul '24	23	110	165	340	210
Aug '24	24	119	169	341	215
Sep '24	23	103	161	337	206
Oct '24	22	97	156	334	201
Nov '24	24	99	159	334	204
Dec '24	25	99	152	340	207
Jan '25	22	92	231	340	230
Feb '25	18	77	199	293	197
Mar '25	23	87	221	335	220
Apr '25	20	83	169	314	180
May '25	19	135	227	292	223
Jun '25	**17**	**154**	**248**	**282**	**241**
Average	**22**	**105**	**188**	**324**	**211**
Change	-27.1%	40.1%	50.7%	-17.2%	14.5%

TABLE 4. CHARGER UTILIZATION PERCENTAGE

DATE	0-49 KW	50-99 KW	100-299 KW	300+ KW	NATIONAL
Jul '24	3.1%	12.4%	15.2%	25.1%	17.8%
Aug '24	3.3%	13.3%	15.7%	24.7%	18.1%
Sep '24	3.2%	12.4%	15.1%	24.5%	17.6%
Oct '24	3.1%	11.2%	14.5%	23.9%	16.7%
Nov '24	3.3%	11.9%	15.8%	25.7%	18.1%
Dec '24	3.6%	12.1%	16.4%	26.9%	19.0%
Jan '25	3.2%	11.4%	17.1%	26.4%	17.8%
Feb '25	3.2%	10.5%	16.2%	24.9%	16.7%
Mar '25	3.4%	10.1%	15.8%	24.2%	16.3%
Apr '25	3.1%	9.6%	15.1%	22.6%	15.5%
May '25	2.8%	14.6%	16.4%	20.3%	16.6%
Jun '25	2.8%	15.3%	17.3%	19.3%	17.3%
Average	**3.2%**	**12.1%**	**15.9%**	**24.0%**	**17.3%**
Change	**-10.9%**	**22.9%**	**13.7%**	**-23.1%**	**-2.9%**

TABLE 5. CHARGER UTILIZATION BY DAY OF WEEK

DAY	0-49 KW	50-99 KW	100-299 KW	300+ KW	NATIONAL
Mon	3.4%	13.4%	15.3%	18.2%	15.4%
Tues	3.1%	12.9%	14.4%	17.7%	14.6%
Wed	3.1%	12.9%	14.5%	18.0%	14.7%
Thurs	3.1%	13.5%	15.7%	18.9%	15.8%
Fri	3.3%	14.7%	17.7%	20.5%	17.6%
Sat	2.8%	15.2%	18.3%	21.1%	18.2%
Sun	1.9%	14.4%	18.1%	21.2%	17.9%

TABLE 6. CHARGER UTILIZATION BY TIME OF DAY

HOUR	0-49 KW	50-99 KW	100-299 KW	300+ KW	NATIONAL
0	0.6%	7.4%	8.8%	11.9%	9.0%
1	0.5%	5.2%	5.9%	9.0%	6.2%
2	0.4%	3.9%	4.2%	7.0%	4.6%
3	0.4%	3.5%	3.6%	6.2%	3.9%
4	0.4%	3.3%	3.6%	6.2%	4.0%
5	0.4%	4.5%	5.0%	8.2%	5.4%
6	0.9%	7.1%	8.1%	11.8%	8.5%
7	2.2%	10.3%	12.2%	15.8%	12.4%
8	4.1%	13.7%	15.7%	20.9%	16.1%
9	5.9%	15.8%	17.5%	24.8%	18.3%
10	5.9%	17.1%	19.7%	27.5%	20.4%
11	5.1%	18.9%	22.7%	30.0%	23.1%
12	4.9%	20.7%	25.5%	31.9%	25.6%
13	4.8%	20.9%	25.9%	32.3%	26.0%
14	4.7%	20.8%	25.7%	32.1%	25.8%
15	4.6%	20.6%	25.6%	31.8%	25.7%
16	**4.4%**	**20.5%**	**25.6%**	**31.4%**	**25.6%**
17	4.0%	20.2%	25.2%	30.7%	25.2%
18	3.6%	19.5%	23.8%	29.4%	23.9%
19	3.1%	18.1%	21.8%	28.1%	22.1%
20	2.3%	16.3%	19.7%	25.9%	20.0%
21	1.7%	14.2%	16.9%	23.3%	17.4%
22	1.3%	12.4%	14.4%	19.4%	14.8%
23	0.9%	10.2%	11.8%	14.9%	12.0%

TABLE 7. SESSION DURATION (MINUTES)

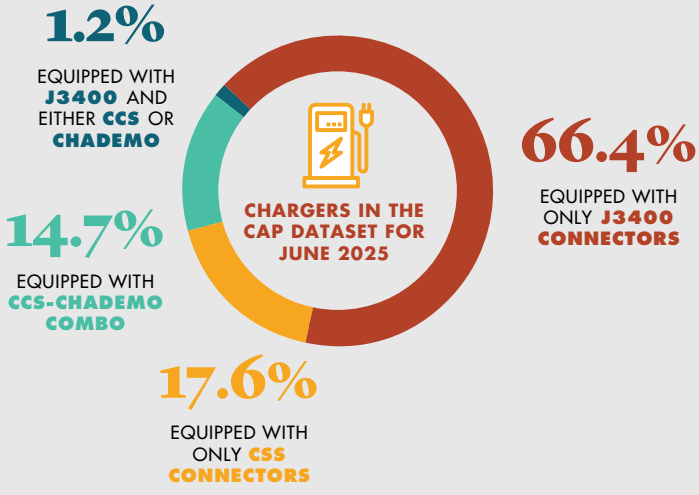
DATE	0-49 KW	50-99 KW	100-299 KW	300+ KW	NATIONAL
Jul '24	64.5	47.5	39.3	34.1	39.8
Aug '24	64.9	45.7	38.9	33.8	39.1
Sep '24	66.5	47.3	39.1	33.7	39.6
Oct '24	69.2	48.6	39.9	34.2	40.5
Nov '24	66.5	49.1	41.2	36.0	41.6
Dec '24	71.0	52.1	43.4	37.7	43.6
Jan '25	68.9	52.8	32.8	38.2	35.8
Feb '25	72.0	52.6	32.9	36.9	35.8
Mar '25	73.4	50.8	31.8	35.3	34.6
Apr '25	73.6	49.3	31.2	34.0	33.7
May '25	71.0	45.3	30.5	32.5	32.6
Jun '25	71.9	45.0	30.1	31.4	32.2
Average	**69.5**	**48.8**	**35.9**	**34.8**	**37.4**
Change	**11.4%**	**-5.2%**	**-23.3%**	**-7.7%**	**-19.1%**

TABLE 8. SUCCESSFUL AND FAILED CHARGING EVENTS

DATE	0-49 KW			50-99 KW			100-299 KW			300+ KW		
	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate
Jul '24	89.6%	0.6%	9.8%	78.7%	3.0%	18.3%	78.0%	5.3%	16.8%	81.9%	3.8%	14.4%
Aug '24	54.8%	1.0%	44.2%	57.5%	3.4%	39.1%	67.3%	7.6%	25.1%	81.3%	4.1%	14.6%
Sep '24	71.6%	0.7%	27.7%	69.3%	3.9%	26.8%	74.3%	7.2%	18.5%	82.3%	4.0%	13.7%
Oct '24	70.3%	0.4%	29.3%	68.9%	2.8%	28.3%	74.7%	5.3%	20.0%	84.7%	3.0%	12.3%
Nov '24	51.9%	0.6%	47.5%	60.4%	2.7%	36.9%	69.8%	5.4%	24.7%	85.0%	3.1%	11.9%
Dec '24	89.5%	0.2%	10.3%	82.5%	2.0%	15.5%	81.1%	3.7%	15.2%	85.8%	2.7%	11.5%
Jan '25	87.1%	0.4%	12.4%	82.5%	1.9%	15.7%	92.0%	3.7%	4.4%	86.7%	2.7%	10.6%
Feb '25	79.8%	1.5%	18.7%	81.3%	2.1%	16.5%	90.9%	3.7%	5.4%	86.6%	3.4%	10.0%
Mar '25	78.2%	1.3%	20.5%	81.0%	2.4%	16.6%	90.8%	3.6%	5.6%	87.1%	3.6%	9.4%
Apr '25	77.5%	2.0%	20.6%	81.6%	2.1%	16.3%	90.9%	3.4%	5.6%	86.4%	3.8%	9.9%
May '25	76.8%	1.9%	21.3%	85.2%	2.8%	12.0%	91.3%	3.7%	5.0%	86.3%	3.6%	10.0%
Jun '25	74.2%	1.5%	24.3%	85.7%	2.8%	11.5%	90.8%	3.9%	5.2%	86.9%	3.5%	9.6%
Average	75.1%	1.0%	23.9%	76.2%	2.7%	21.1%	82.7%	4.7%	12.6%	85.1%	3.4%	11.5%

Comparison of Performance of Chargers with Different Connector Types

The following charts compare the same metrics across chargers equipped with different vehicle connectors, or plugs. Of the chargers in the CAP dataset for June 2025, 66.4% were equipped with only J3400 connectors, while 17.6% were equipped with only CSS connectors. CCS-Chademo combo chargers represented 14.7% of the dataset and chargers equipped with J3400 and either CCS or Chademo represented just 1.2% of the dataset.



When looking at the utilization data, from July 2024 – June 2025 (data for J3400-only chargers covers only January – June 2025), CCS-only and J3400-only chargers led the market with 280 and 236 charging sessions per port per month, respectively. The combination chargers recorded an average of 126 charging sessions per port per month for CCS-Chademo and 106 for J3400 combinations. Monthly sessions for J3400 chargers recorded their highest value of 269 in June. CCS-only charger sessions have declined from their peak of 319 in December to 235 in June.

CCS-only chargers led all configurations in percent utilization at 20.6% compared with a national average of 17.3%. J3400-only chargers trailed at 17.4% while combination chargers recorded utilization rates of 13.7% and 11.1%. In June, however, J3400 recorded the highest utilization at 18.6% compared with 15.8% for CCS-only chargers.

Utilization was consistent with regard to the day of the week utilization, with weekends recording the highest utilization percentages. Utilization by hour of the day showed consistent trends, with the strongest utilization between 12 p.m. and 5 p.m. During this peak period, CCS-only chargers averaged 27.0% utilization while J3400 chargers averaged 27.7%.

Combination-equipped chargers recorded the longest average session duration at 45.2 and 44.5 minutes, while J3400-connectors recorded the shortest average duration at 29.4 minutes. CCS-only came in at 36.7 minutes with the entire data set averaging 37.4 minutes.

J3400-only chargers were the most reliable, recording a failure to charge rate of only 2.5% during the first six months of 2025. Over the entire period, CCS-only returned a failure to charge rate of 14.4% while CCS/Chademo chargers failed 18.9% of the time and J3400-combo chargers failed 18.4% of the time. Reliability improved in 2025 for CCS-Chademo chargers, reducing their failure to charge rate to 14.3%, as did the J3400-combo chargers which reported failure rate of 12.0%. CCS-only chargers were consistent in their failure to charge rates.

FIGURE 21. TOTAL CHARGERS IN DATASET BY CONNECTOR TYPE

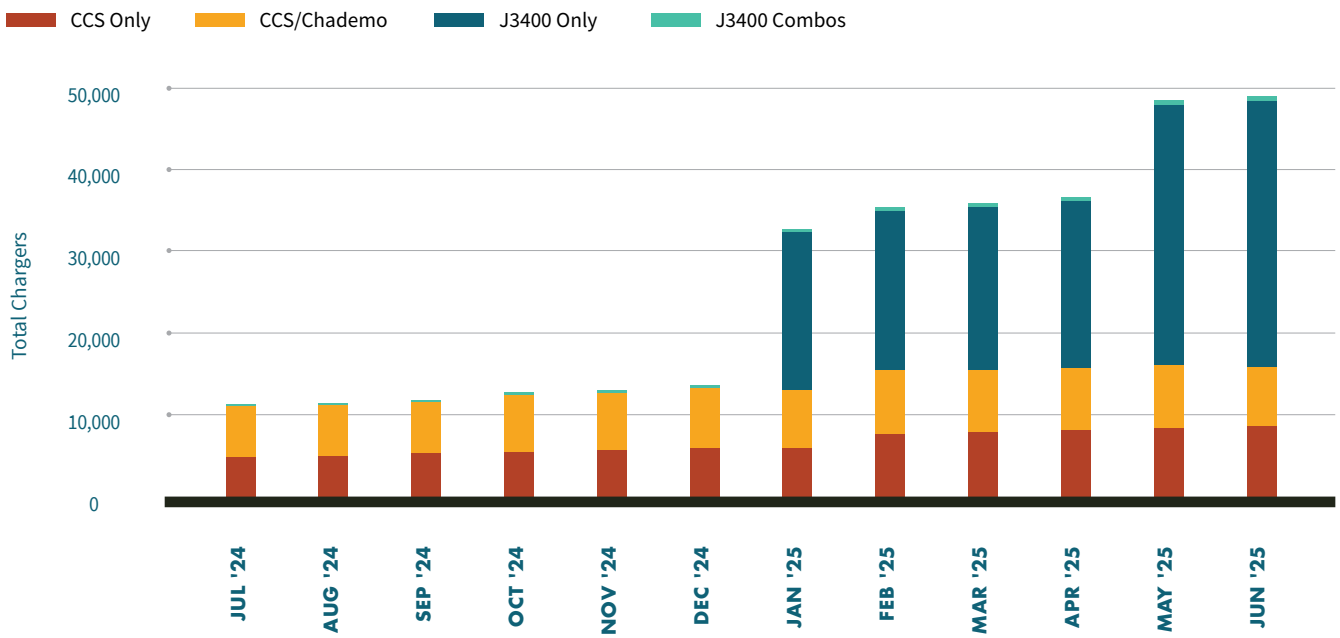


FIGURE 22. SHARE OF CHARGING SESSIONS BY CONNECTOR TYPE

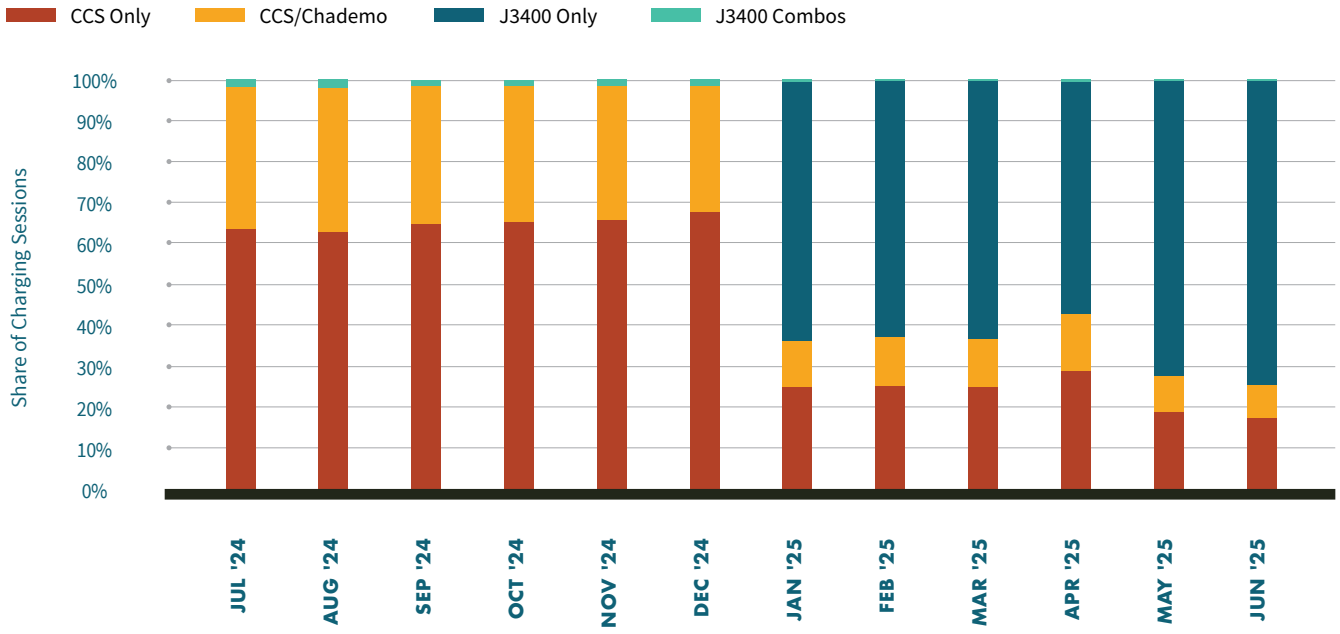


FIGURE 23. SESSIONS PER CHARGER PER MONTH

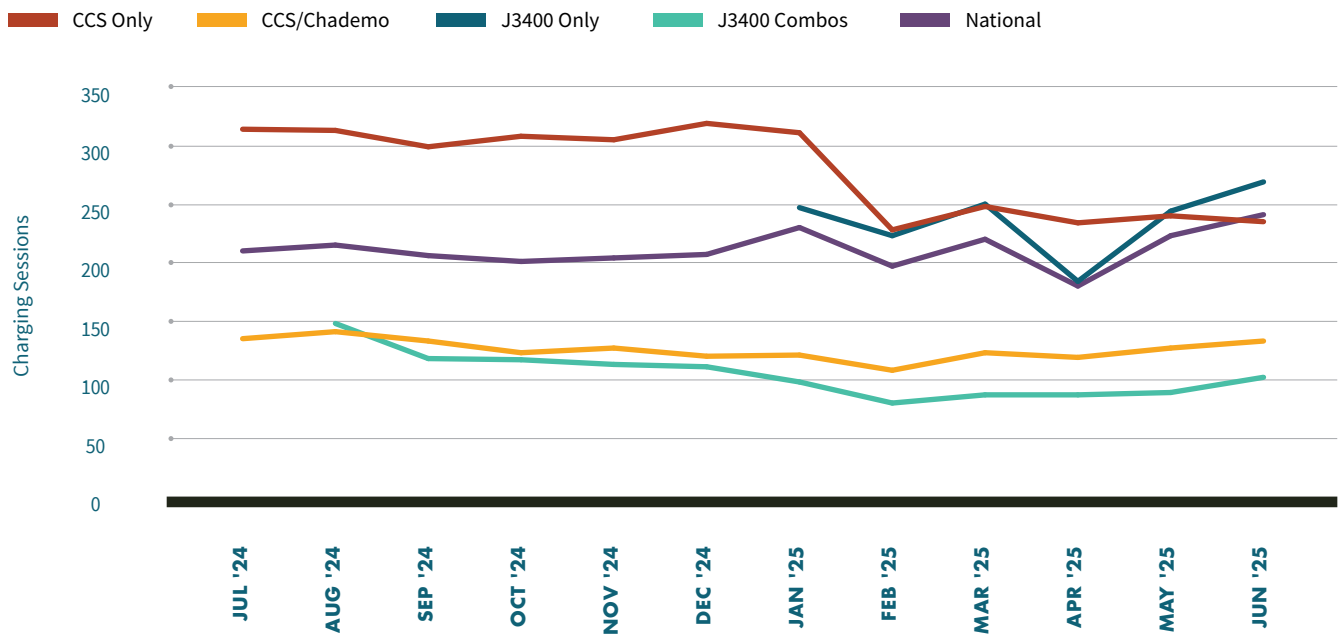


FIGURE 24. AVERAGE UTILIZATION

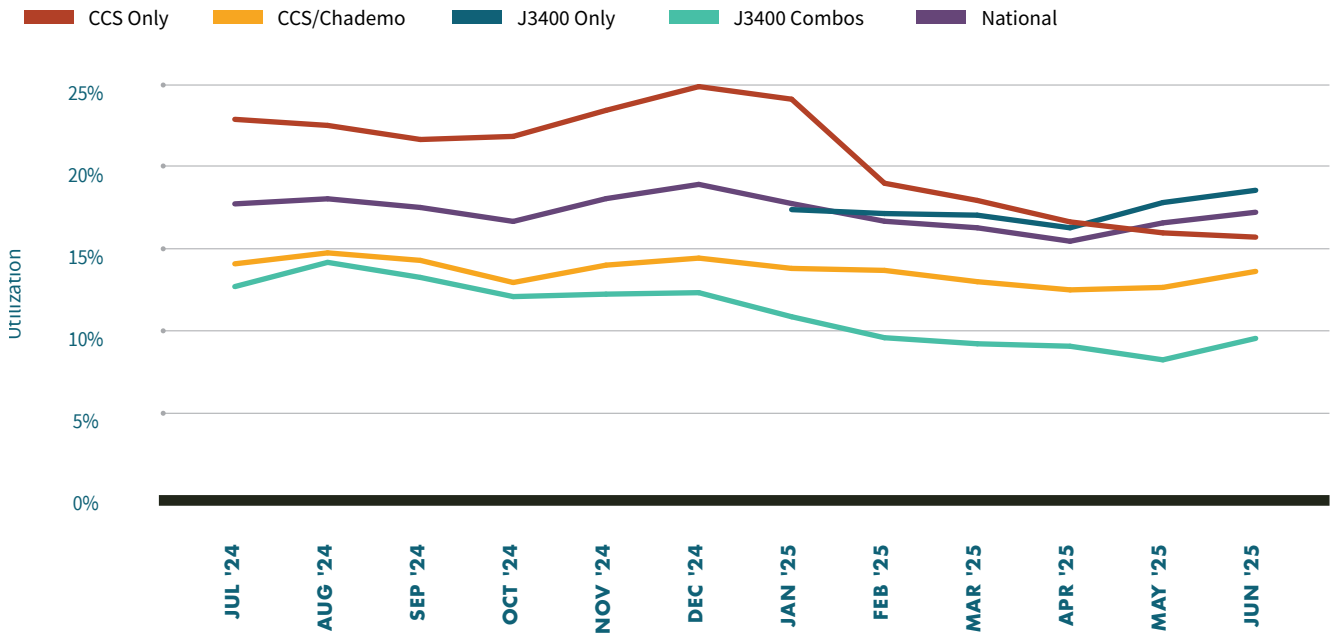


FIGURE 25. AVERAGE UTILIZATION BY DAY OF WEEK

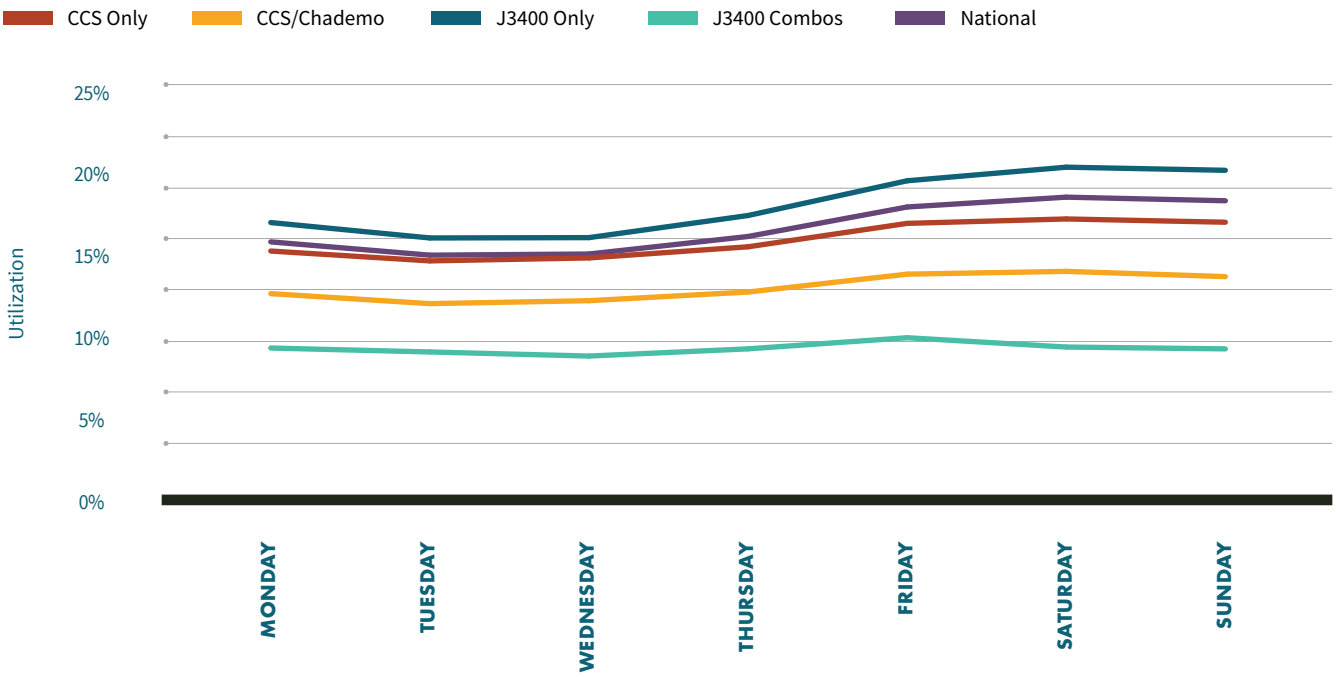


FIGURE 26. UTLIZATION BY TIME OF DAY

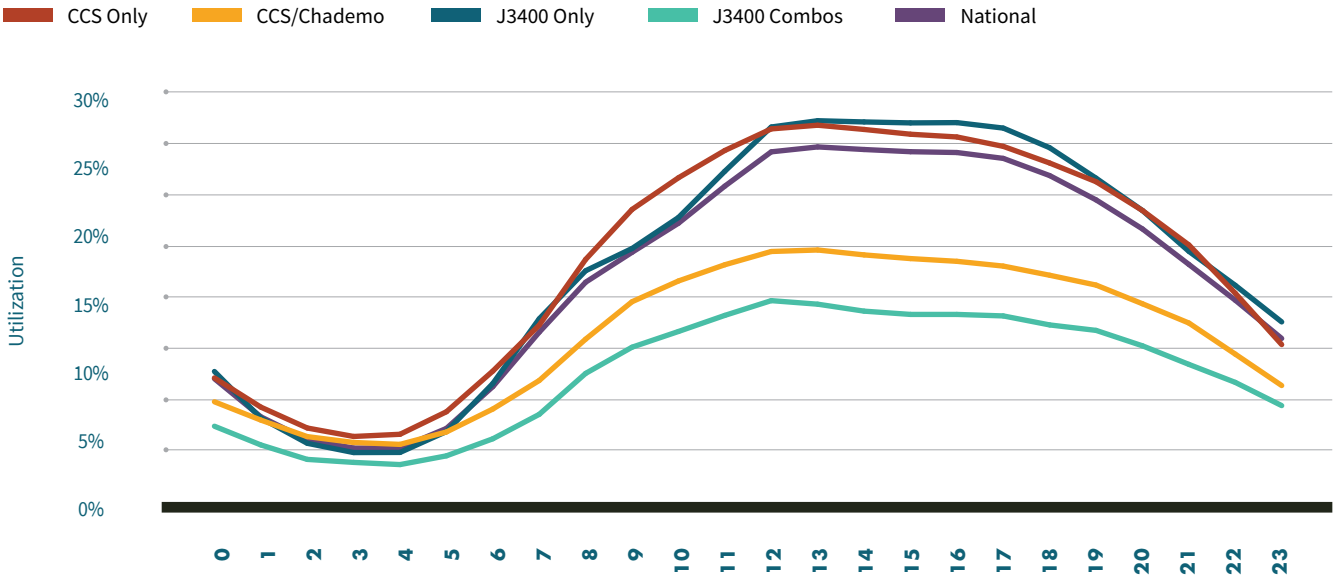


FIGURE 27. AVERAGE CHARGING SESSION DURATION IN MINUTES

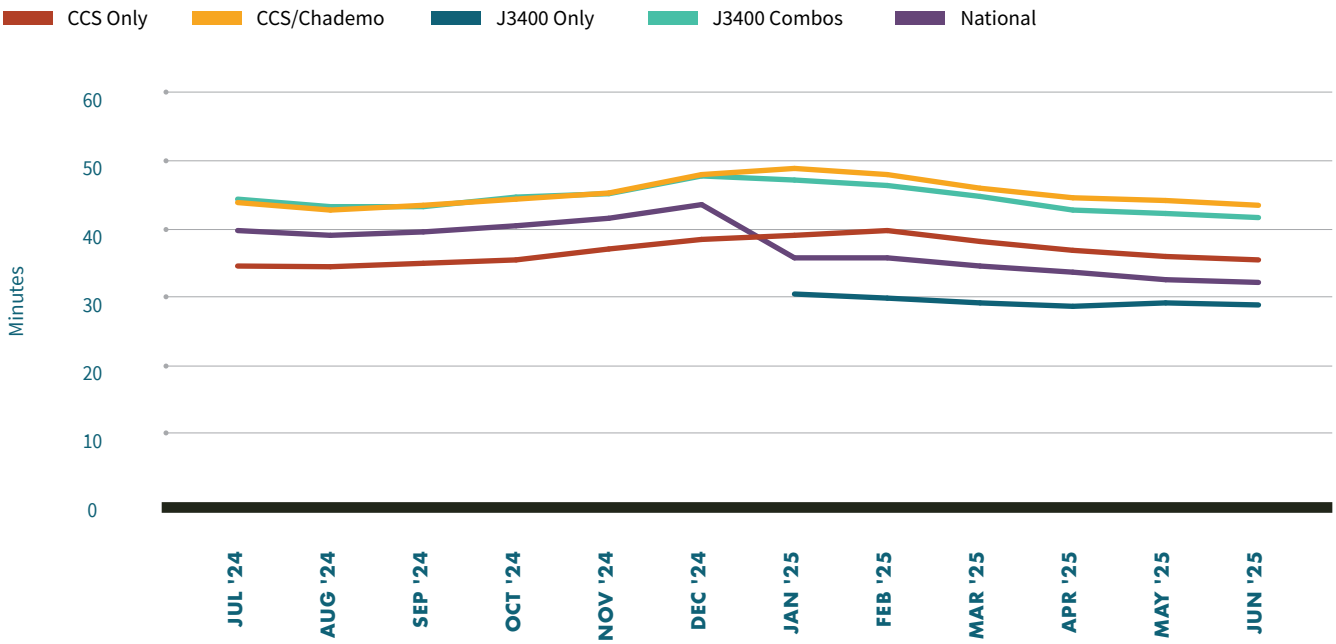


FIGURE 28. AVERAGE SUCCESS AND FAILURE RATES (JULY 2024 - JUNE 2025; J3400 DATA FOR JANUARY - JUNE 2025 ONLY)

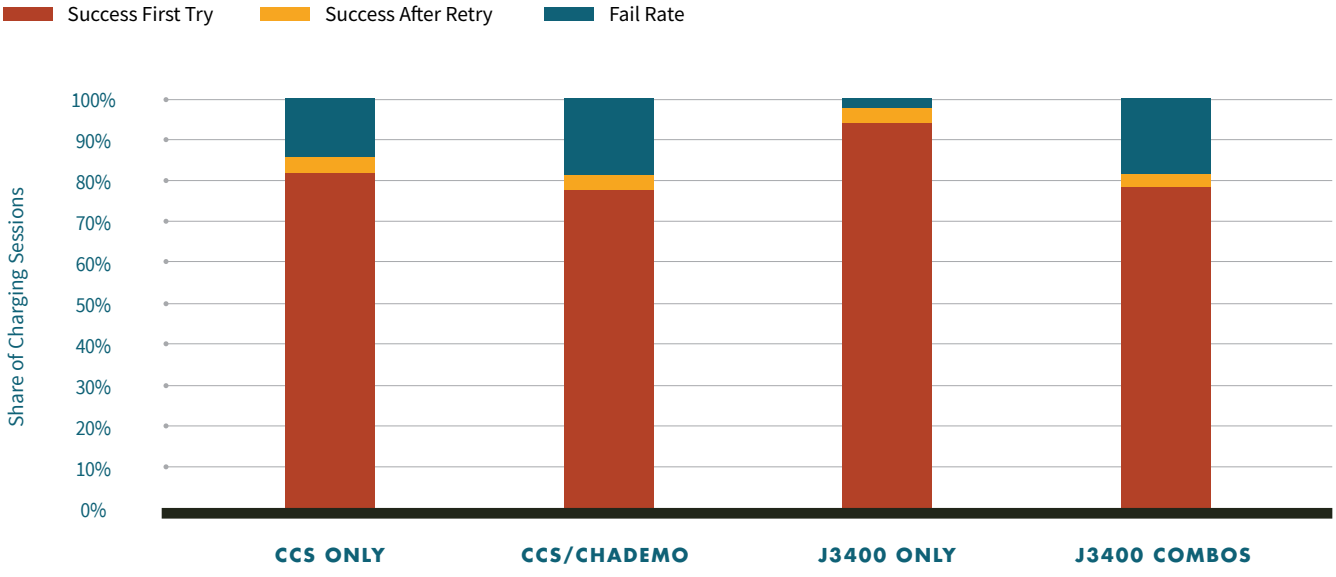


TABLE 9. SHARE OF CHARGING SESSIONS

DATE	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS
Jul '24	63.3%	34.9%		1.8%
Aug '24	62.7%	35.1%		2.0%
Sep '24	64.6%	33.7%		1.7%
Oct '24	65.0%	33.3%		1.7%
Nov '24	65.5%	32.9%		1.6%
Dec '24	67.6%	30.9%		1.6%
Jan '25	24.8%	11.3%	63.4%	0.5%
Feb '25	25.0%	12.0%	62.5%	0.5%
Mar '25	24.7%	11.9%	62.9%	0.5%
Apr '25	28.8%	13.7%	56.8%	0.7%
May '25	18.7%	8.9%	72.0%	0.4%
Jun '25	17.2%	8.1%	74.1%	0.5%
Average	**29.5%**	**13.8%**	**65.3%**	**0.7%**

TABLE 10. CHARGING SESSIONS PER CHARGER PER MONTH

DATE	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS	NATIONAL
Jul '24	314	135		128	210
Aug '24	313	141		148	215
Sep '24	299	133		118	206
Oct '24	308	123		117	201
Nov '24	305	127		113	204
Dec '24	319	120		111	207
Jan '25	311	121	247	98	230
Feb '25	228	108	223	80	197
Mar '25	248	123	250	87	220
Apr '25	234	119	184	87	180
May '25	240	127	244	89	223
Jun '25	235	133	269	102	241
Average	**280**	**126**	**236**	**106**	**211**
Change	**-25.1%**	**-1.3%**	**8.7%**	**-20.2%**	**14.5%**

TABLE 11. CHARGER UTILIZATION PERCENTAGE

DATE	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS	NATIONAL
Jul '24	22.9%	14.1%		12.7%	17.8%
Aug '24	22.6%	14.8%		14.2%	18.1%
Sep '24	21.7%	14.3%		13.3%	17.6%
Oct '24	21.9%	13.0%		12.1%	16.7%
Nov '24	23.5%	14.0%		12.3%	18.1%
Dec '24	24.9%	14.5%		12.4%	19.0%
Jan '25	24.2%	13.8%	17.4%	10.9%	17.8%
Feb '25	19.0%	13.7%	17.2%	9.6%	16.7%
Mar '25	18.0%	13.0%	17.1%	9.2%	16.3%
Apr '25	16.7%	12.5%	16.3%	9.1%	15.5%
May '25	16.0%	12.7%	17.9%	8.3%	16.6%
Jun '25	15.8%	13.7%	18.6%	9.6%	17.3%
Average	**20.6%**	**13.7%**	**17.4%**	**11.1%**	**17.3%**
Change	**-31.3%**	**-3.2%**	**6.8%**	**-24.8%**	**-2.9%**

TABLE 12. CHARGER UTILIZATION BY DAY OF WEEK

DAY	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS	NATIONAL
Mon	14.9%	12.3%	16.6%	8.9%	15.4%
Tues	14.3%	11.7%	15.7%	8.7%	14.6%
Wed	14.5%	11.8%	15.7%	8.5%	14.7%
Thurs	15.1%	12.4%	17.0%	8.9%	15.8%
Fri	16.6%	13.5%	19.2%	9.6%	17.6%
Sat	16.8%	13.6%	20.0%	9.0%	18.2%
Sun	16.6%	13.3%	19.8%	8.9%	17.9%

TABLE 13. CHARGER UTILIZATION BY TIME OF DAY

HOUR	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS	NATIONAL
0	9.1%	7.3%	9.6%	5.5%	9.0%
1	6.9%	6.0%	6.1%	4.2%	6.2%
2	5.4%	4.8%	4.3%	3.1%	4.6%
3	4.8%	4.4%	3.6%	2.9%	3.9%
4	5.0%	4.2%	3.6%	2.7%	4.0%
5	6.6%	5.1%	5.2%	3.4%	5.4%
6	9.6%	6.8%	8.7%	4.6%	8.5%
7	13.0%	8.9%	13.4%	6.4%	12.4%
8	17.8%	11.9%	16.9%	9.4%	16.1%
9	21.4%	14.7%	18.6%	11.3%	18.3%
10	23.7%	16.2%	20.8%	12.5%	20.4%
11	25.7%	17.4%	24.2%	13.7%	23.1%
12	27.3%	18.3%	27.5%	14.7%	25.6%
13	27.6%	18.5%	27.9%	14.5%	26.0%
14	27.3%	18.1%	27.8%	14.0%	25.8%
15	26.9%	17.8%	27.8%	13.7%	25.7%
16	**26.7%**	**17.6%**	**27.8%**	**13.7%**	**25.6%**
17	26.0%	17.3%	27.4%	13.6%	25.2%
18	24.8%	16.6%	25.9%	13.0%	23.9%
19	23.5%	15.9%	23.7%	12.6%	22.1%
20	21.3%	14.5%	21.4%	11.4%	20.0%
21	18.8%	13.1%	18.4%	10.1%	17.4%
22	15.3%	10.8%	15.9%	8.8%	14.8%
23	11.5%	8.5%	13.2%	7.1%	12.0%

TABLE 14. SESSION DURATION (MINUTES)

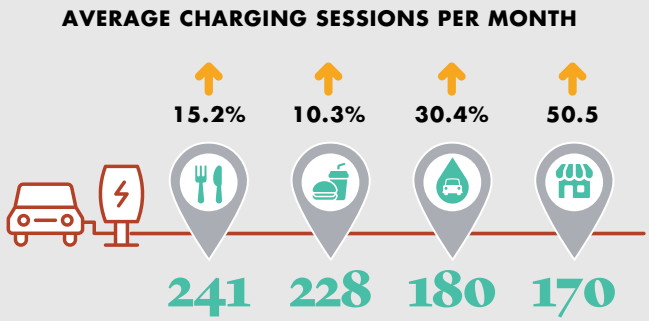
HOUR	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS	NATIONAL
Jul '24	34.6	43.9		44.4	39.8
Aug '24	34.5	42.8		43.3	39.1
Sep '24	35.0	43.5		43.3	39.6
Oct '24	35.5	44.4		44.7	40.5
Nov '24	37.1	45.3		45.2	41.6
Dec '24	38.5	48.0		47.8	43.6
Jan '25	39.1	48.9	30.5	47.2	35.8
Feb '25	39.8	48.0	29.9	46.4	35.8
Mar '25	38.2	46.0	29.2	44.8	34.6
Apr '25	36.9	44.6	28.7	42.8	33.7
May '25	36.0	44.2	29.2	42.3	32.6
Jun '25	35.5	43.5	28.9	41.7	32.2
Average	**36.7**	**45.2**	**29.4**	**44.5**	**37.4**
Change	**2.6%**	**-0.8%**	**-5.4%**	**-6.0%**	**-19.1%**

TABLE 15. SUCCESSFUL AND FAILED CHARGING EVENTS

DATE	CCS ONLY			CCS/CHADEMO			J3400 ONLY			J3500 COMBOS		
	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate
Jul '24	81.6%	3.5%	14.8%	77.7%	4.5%	17.8%				88.6%	2.2%	9.2%
Aug '24	79.9%	4.0%	16.1%	61.7%	5.8%	32.5%				64.9%	5.9%	29.2%
Sep '24	80.4%	4.2%	15.4%	71.9%	5.6%	22.5%				79.2%	5.4%	15.4%
Oct '24	82.3%	3.7%	14.1%	73.5%	3.7%	22.8%				56.7%	3.2%	40.1%
Nov '24	82.1%	3.8%	14.1%	66.3%	3.7%	30.0%				50.8%	2.8%	46.4%
Dec '24	84.4%	3.2%	12.4%	82.3%	2.5%	15.2%				88.7%	2.6%	8.7%
Jan '25	85.1%	3.1%	11.7%	82.8%	2.4%	14.8%	94.0%	3.7%	2.3%	85.6%	2.5%	11.9%
Feb '25	81.7%	4.3%	14.0%	82.5%	2.7%	14.7%	94.2%	3.4%	2.3%	83.9%	2.5%	13.6%
Mar '25	81.0%	4.3%	14.8%	82.5%	3.0%	14.5%	94.4%	3.3%	2.2%	87.2%	2.9%	9.9%
Apr '25	80.6%	4.4%	15.0%	83.3%	2.7%	13.9%	94.5%	3.1%	2.4%	85.0%	3.2%	11.8%
May '25	80.6%	4.4%	15.0%	83.1%	2.7%	14.2%	93.6%	3.6%	2.8%	85.1%	3.3%	11.7%
Jun '25	80.7%	4.2%	15.1%	83.8%	2.7%	13.5%	93.1%	3.8%	3.1%	83.4%	3.4%	13.2%
Average	81.7%	3.9%	14.4%	77.6%	3.5%	18.9%	94.0%	3.5%	2.5%	78.3%	3.3%	18.4%

Comparison of Charger Performance at Key Business Verticals

As described above, all DCFCs in the CAP dataset are geolocated and correlated with certain business types that are within 100 meters of the charger. The following evaluates performance of chargers within such proximity to key business types, including convenience stores, fuel retailers (these could include grocery stores that sell fuel, big box retailers, retailers that operate only a small kiosk, etc.), restaurants and fast food outlets. The data presented below includes all chargers within 100 meters of each business, but many chargers are within that



distance of multiple businesses. In these situations, those chargers are included in the data for each business vertical.

From the CAP data set, chargers located near restaurants and fast food outlets each accounted for 17.4% of all charging sessions. Chargers near fuel retailers accounted for 13.1% of sessions and those near conveniences stores accounted for 9.4%. The balance of charging sessions were not located within 100 meters of these business verticals.

Chargers located near restaurants and fast food outlets recorded the highest number of charging sessions per month with an average of 241 and 228, respectively. Both recorded their highest monthly sessions counts in June at 271 and 259. By comparison, convenience stores averaged 170 and fuel retailers averaged 180 sessions per charger per month. These also recorded their highest monthly session counts in June at 225 and 220. The national average over the 12 month period was 211 sessions per port per month, with June representing the highest session count at 241. Charging sessions per month per charger went up 14.5% nationally from July 2024 to June 2025, with convenience store sessions up 50.5% and fuel retailers up 30.4%. Restaurants and fast food outlets increased average sessions counts by 15.2% and 10.3%, respectively.

Food service facilities also recorded the highest rates of utilization, averaging 19.4% and 18.3% for restaurants and fast food compared with 13.5% and 14.1% for chargers near convenience stores and fuel retailers. Nationally, utilization decreased 2.9% from July 2024 – June 2025, led by an 8.2% decrease in utilization at fast food outlets. In contrast, utilization at convenience stores increased 15.4%.

Utilization by time of day and day of week followed consistent trends across the business verticals, with most showing highest utilization on the weekends and between 12 p.m. and 5 p.m. During this time of day, restaurants averaged 29.0% utilization followed by fast food at 27.0%. Convenience and fuel retailers each averaged 22.3%. Charging session duration was relatively consistent across business verticals, averaging 34.9 minutes for both convenience and fuel retailers and 37.4 and 36.2 minutes for restaurants and fast food, respectively. Session duration has been declining at all businesses since January.

Restaurants recorded the lowest failure to initiate a charge rate of 12.4%, with fuel retailers recording the highest at 14.2%, compared with 13.3% nationally. Failure rates during the first six months of 2025, however, were significantly better. For 2025, convenience stores were the most reliable with an average failure rate of 6.4%. Restaurants averaged 6.5%, fast food 6.6% and fuel retailers 6.7%.

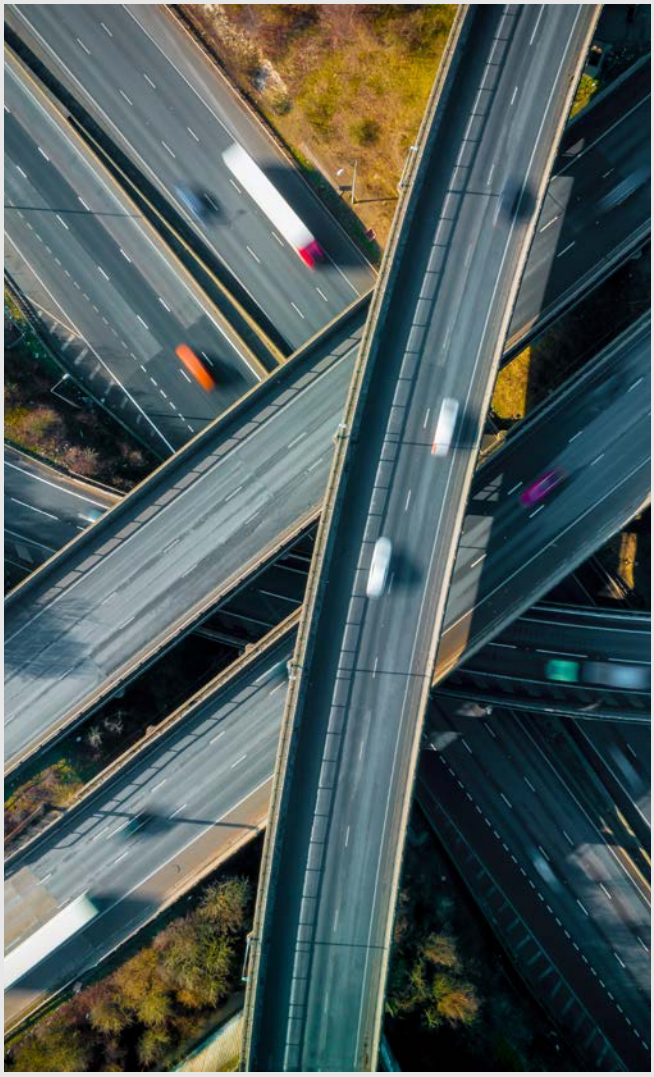


FIGURE 29. TOTAL CHARGERS IN DATA SET BY BUSINESS PROXIMITY

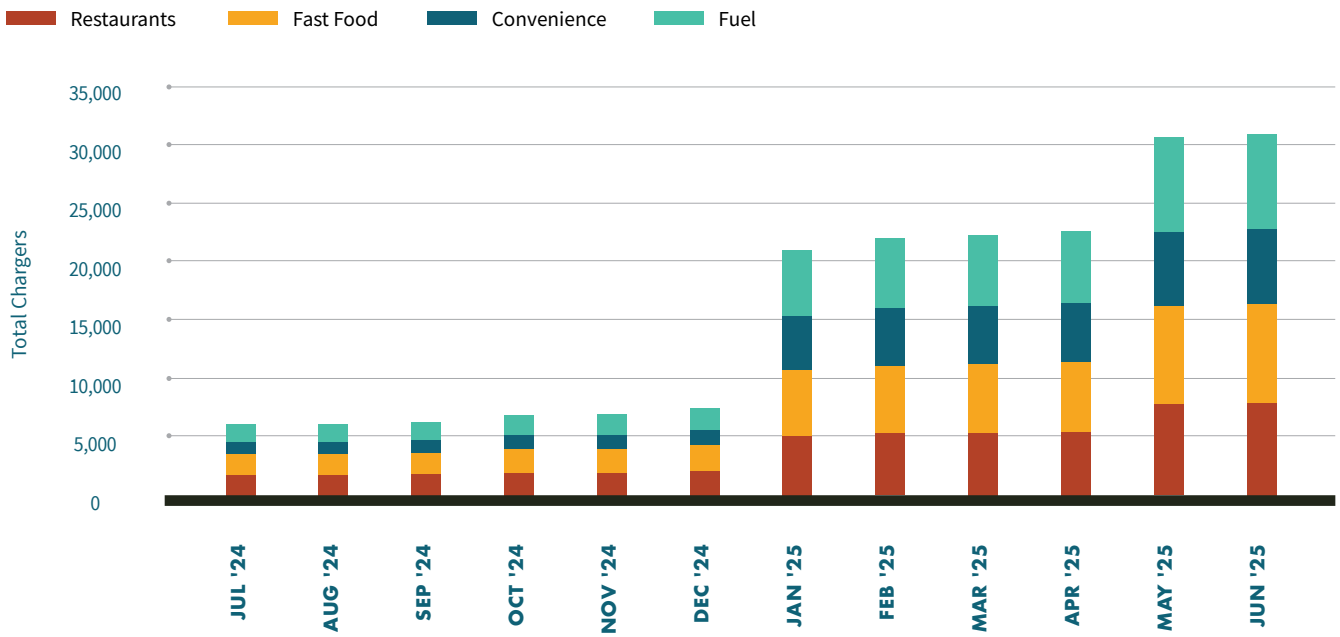


FIGURE 30. SHARE OF CHARGING SESSIONS BY BUSINESS PROXIMITY

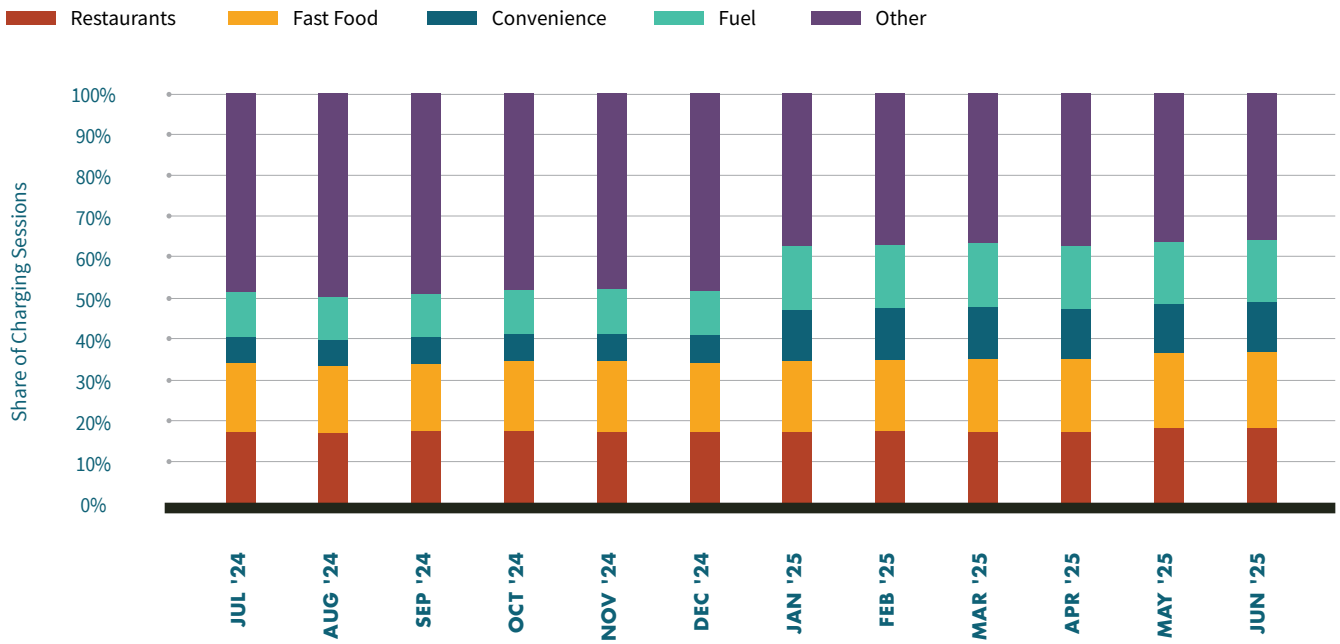


FIGURE 31. SESSIONS PER CHARGER PER MONTH

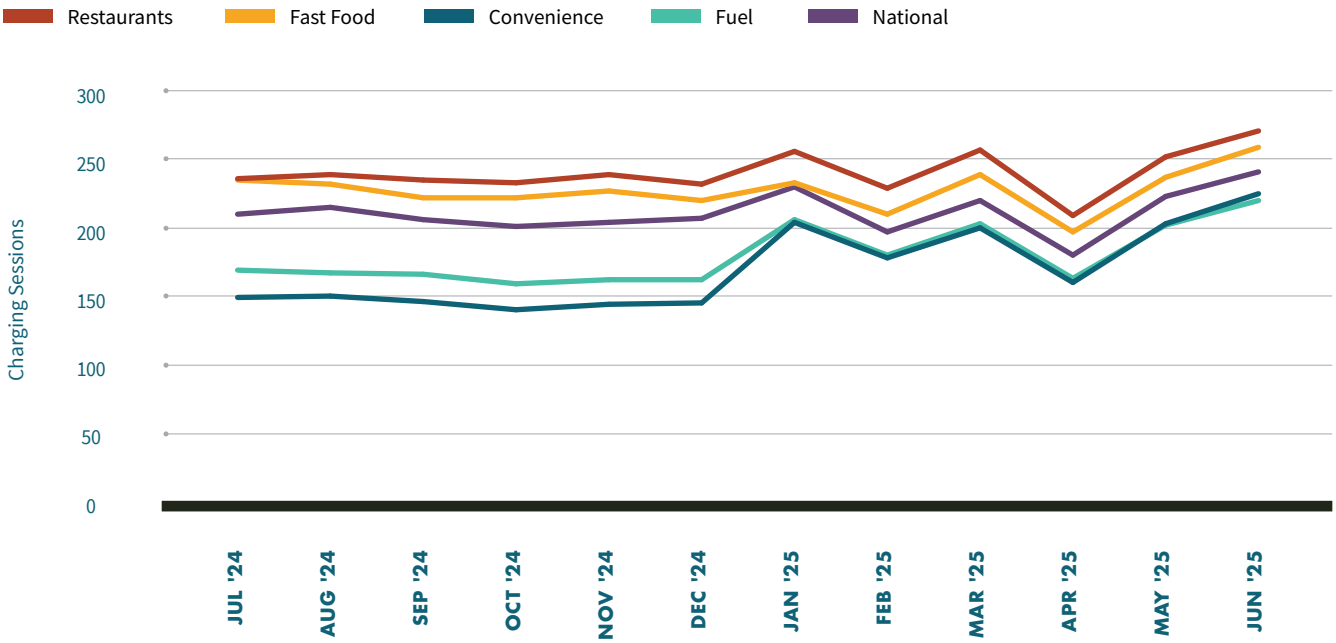


FIGURE 32. AVERAGE UTILIZATION

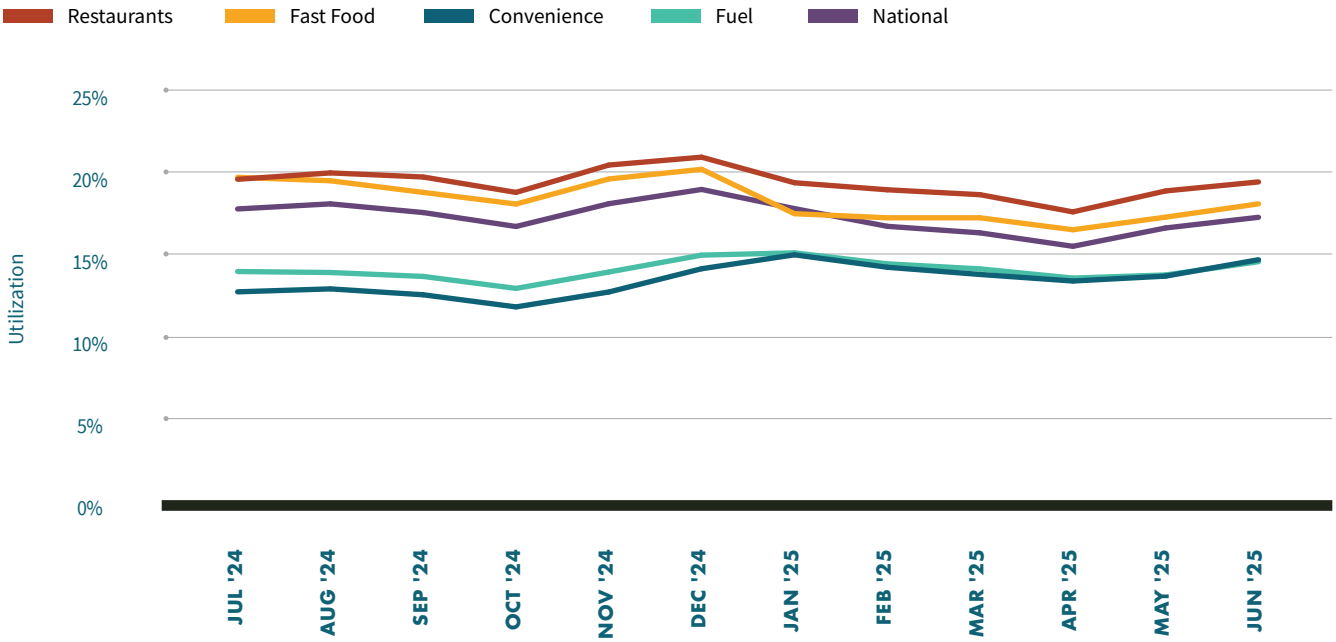


FIGURE 33. AVERAGE UTILIZATION BY DAY OF WEEK

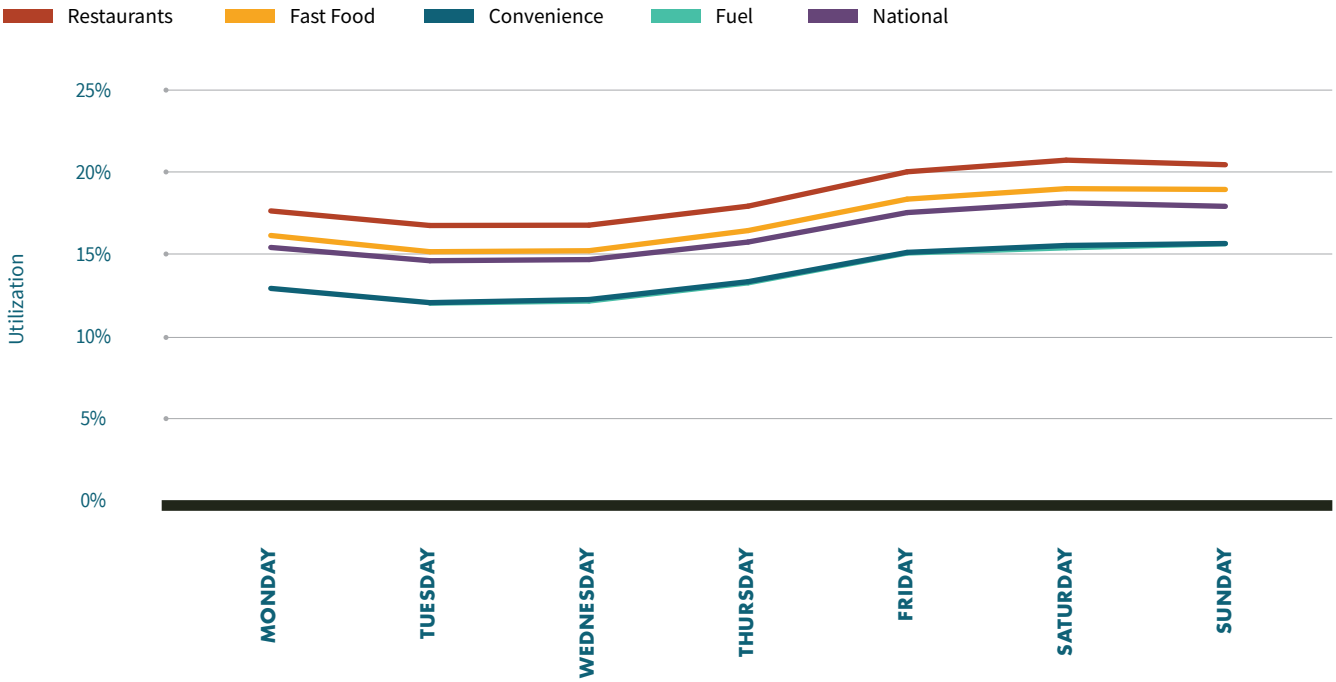


FIGURE 34. AVERAGE UTILIZATION BY TIME OF DAY

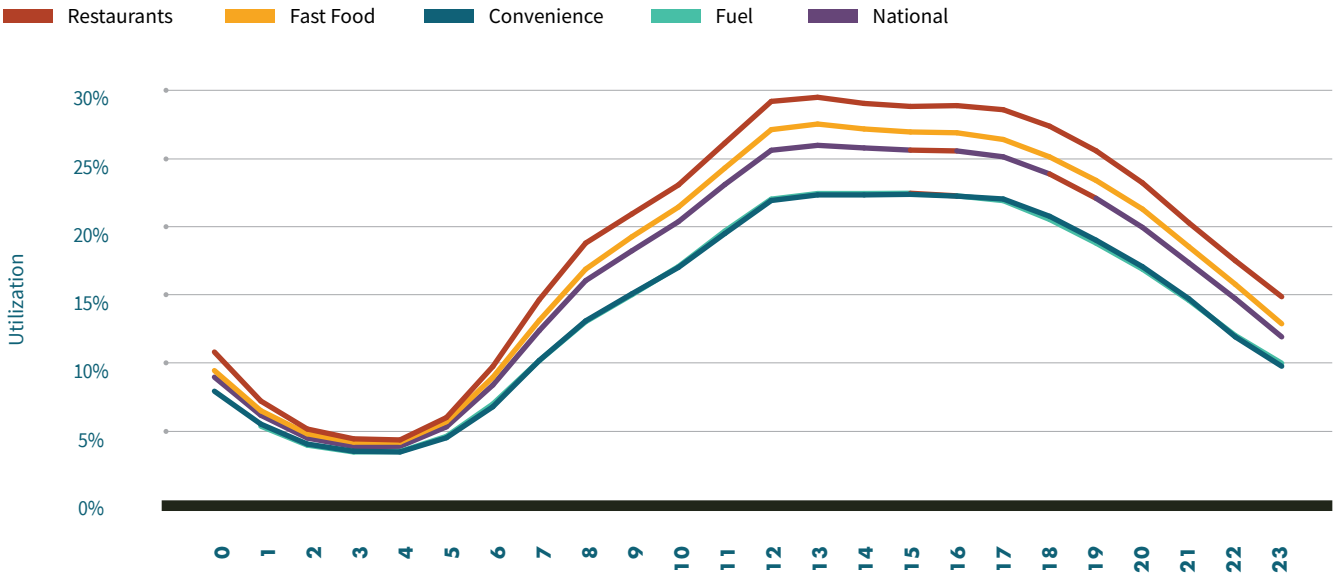


FIGURE 35. AVERAGE CHARGING SESSION DURATION IN MINUTES

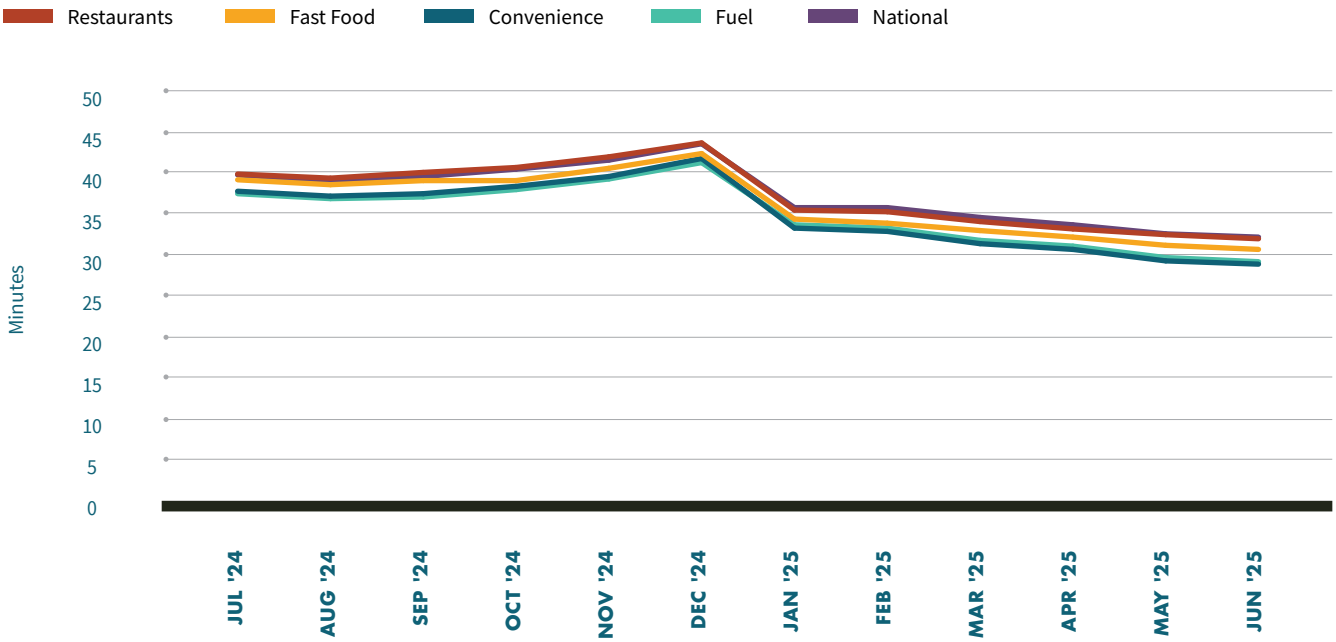


FIGURE 36. AVERAGE SUCCESS AND FAILURE RATES (JULY 2024 - JUNE 2025)

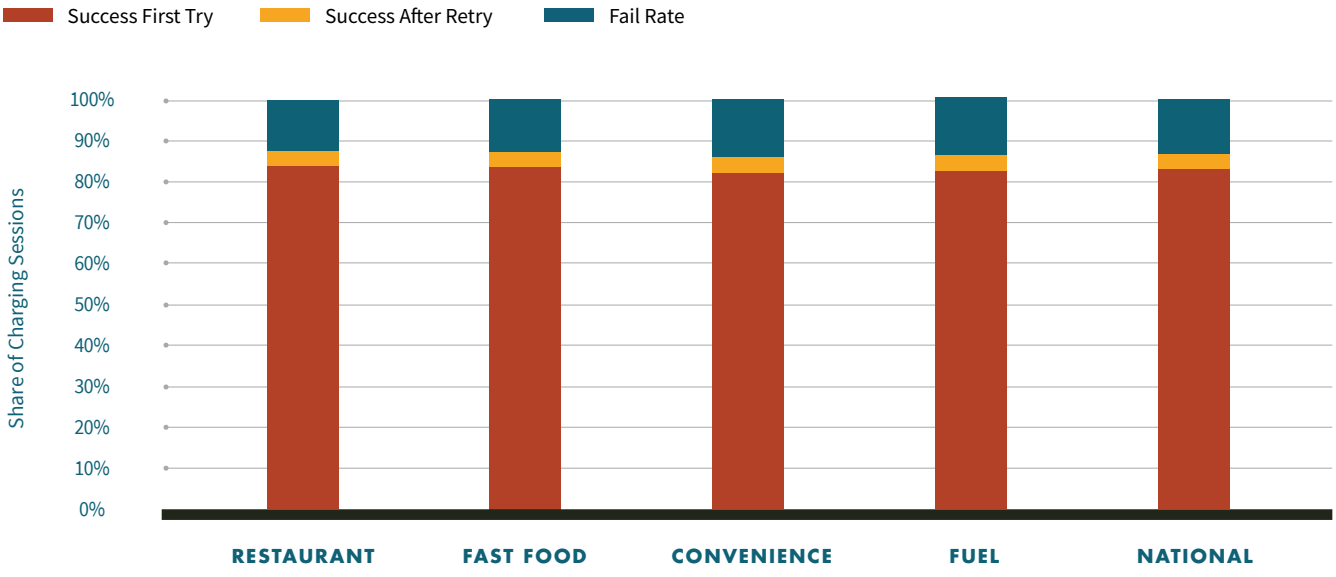


TABLE 16. SHARE OF CHARGING SESSIONS

DATE	RESTAURANTS	FAST FOOD	CONVENIENCE	FUEL
Jul '24	17.1%	16.9%	6.4%	10.9%
Aug '24	17.0%	16.3%	6.3%	10.6%
Sep '24	17.4%	16.6%	6.4%	10.6%
Oct '24	17.4%	17.3%	6.5%	10.7%
Nov '24	17.3%	17.2%	6.7%	10.9%
Dec '24	17.1%	17.0%	6.7%	11.0%
Jan '25	17.3%	17.2%	12.5%	15.5%
Feb '25	17.3%	17.5%	12.5%	15.5%
Mar '25	17.3%	17.8%	12.5%	15.6%
Apr '25	17.2%	17.9%	12.1%	15.3%
May '25	18.2%	18.4%	12.0%	15.2%
Jun '25	18.2%	18.6%	12.1%	15.3%
Average	**17.4%**	**17.4%**	**9.4%**	**13.1%**

TABLE 17. CHARGING SESSIONS PER CHARGER PER MONTH

DATE	RESTAURANTS	FAST FOOD	CONVENIENCE	FUEL	NATIONAL
Jul '24	236	235	149	169	210
Aug '24	239	232	150	167	215
Sep '24	235	222	146	166	206
Oct '24	233	222	140	159	201
Nov '24	239	227	144	162	204
Dec '24	232	220	145	162	207
Jan '25	256	233	204	206	230
Feb '25	229	210	178	180	197
Mar '25	257	239	200	203	220
Apr '25	209	197	160	163	180
May '25	252	237	203	202	223
Jun '25	271	259	225	220	241
Average	**241**	**228**	**170**	**180**	**211**
Change	**15.2%**	**10.3%**	**50.5%**	**30.4%**	**14.5%**

TABLE 18. CHARGER UTILIZATION PERCENTAGE

DATE	RESTAURANTS	FAST FOOD	CONVENIENCE	FUEL	NATIONAL
Jul '24	19.6%	19.7%	12.7%	14.0%	17.8%
Aug '24	20.0%	19.5%	12.9%	13.9%	18.1%
Sep '24	19.7%	18.8%	12.5%	13.7%	17.6%
Oct '24	18.8%	18.1%	11.8%	12.9%	16.7%
Nov '24	20.5%	19.6%	12.7%	13.9%	18.1%
Dec '24	20.9%	20.2%	14.1%	15.0%	19.0%
Jan '25	19.4%	17.5%	15.0%	15.1%	17.8%
Feb '25	18.9%	17.2%	14.2%	14.4%	16.7%
Mar '25	18.6%	17.2%	13.8%	14.1%	16.3%
Apr '25	17.6%	16.5%	13.4%	13.6%	15.5%
May '25	18.9%	17.3%	13.7%	13.8%	16.6%
Jun '25	19.4%	18.1%	14.7%	14.6%	17.3%
Average	**19.4%**	**18.3%**	**13.5%**	**14.1%**	**17.3%**
Change	**-0.9%**	**-8.2%**	**15.4%**	**4.3%**	**-2.9%**

TABLE 19. CHARGER UTILIZATION BY DAY OF WEEK

DAY	RESTAURANTS	FAST FOOD	CONVENIENCE	FUEL	NATIONAL
Mon	17.7%	16.2%	12.9%	12.9%	15.4%
Tues	16.8%	15.2%	12.1%	12.0%	14.6%
Wed	16.8%	15.2%	12.3%	12.2%	14.7%
Thurs	18.0%	16.5%	13.3%	13.3%	15.8%
Fri	20.1%	18.4%	15.1%	15.1%	17.6%
Sat	20.8%	19.0%	15.6%	15.4%	18.2%
Sun	20.5%	19.0%	15.7%	15.7%	17.9%

TABLE 20. CHARGER UTILIZATION BY TIME OF DAY

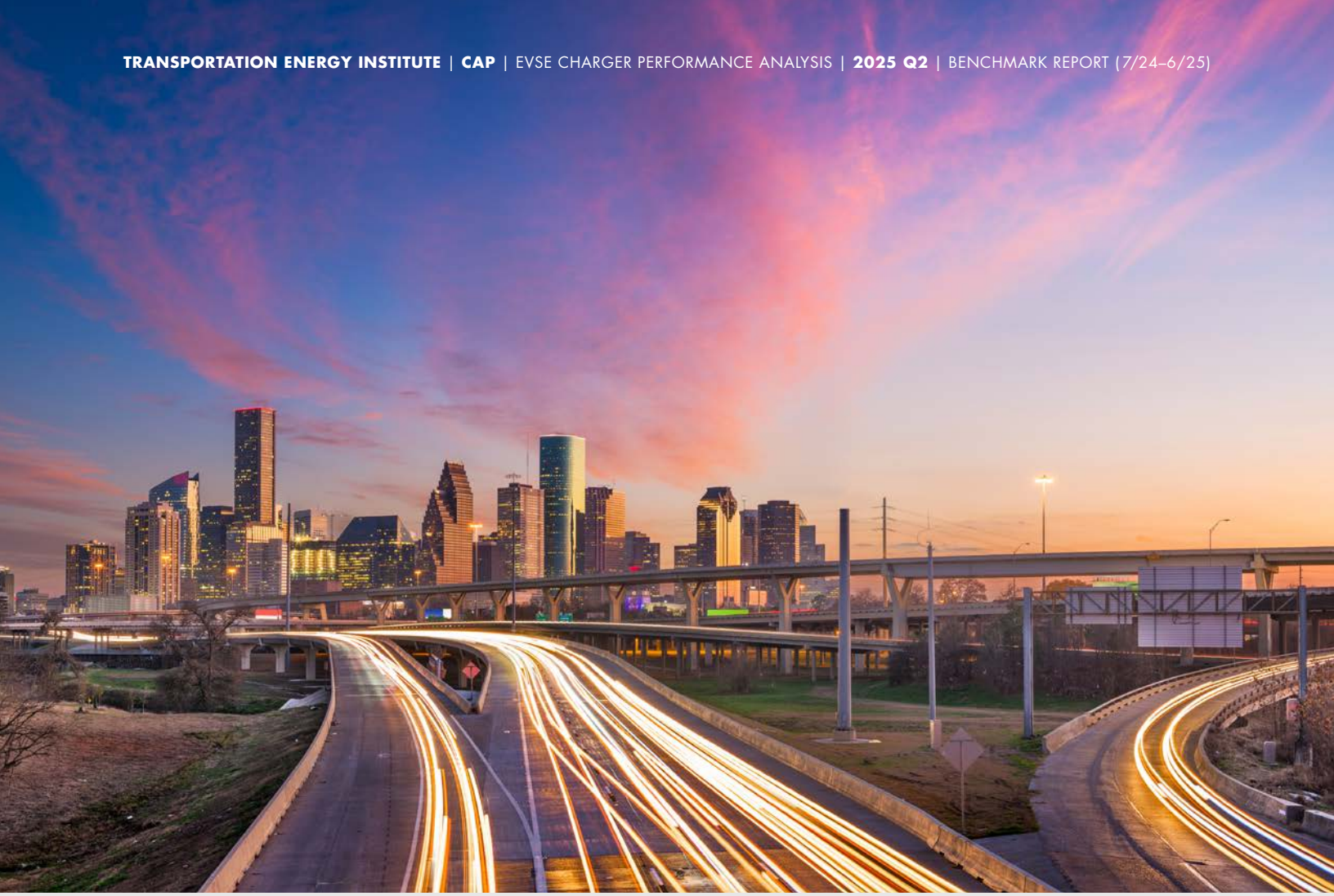
HOUR	RESTAURANTS	FAST FOOD	CONVENIENCE	FUEL	NATIONAL
0	10.9%	9.5%	8.0%	7.8%	9.0%
1	7.3%	6.6%	5.6%	5.4%	6.2%
2	5.2%	4.9%	4.1%	4.1%	4.6%
3	4.5%	4.3%	3.6%	3.5%	3.9%
4	4.4%	4.3%	3.6%	3.6%	4.0%
5	6.1%	5.8%	4.6%	4.7%	5.4%
6	9.8%	9.0%	6.9%	7.1%	8.5%
7	14.7%	13.2%	10.3%	10.2%	12.4%
8	18.8%	16.9%	13.1%	13.1%	16.1%
9	21.0%	19.3%	15.1%	15.1%	18.3%
10	23.1%	21.5%	17.1%	17.1%	20.4%
11	26.2%	24.4%	19.6%	19.7%	23.1%
12	29.2%	27.2%	22.0%	22.1%	25.6%
13	29.5%	27.6%	22.4%	22.5%	26.0%
14	29.1%	27.2%	22.4%	22.5%	25.8%
15	28.9%	27.0%	22.4%	22.5%	25.7%
16	**28.9%**	**26.9%**	**22.3%**	**22.3%**	**25.6%**
17	28.6%	26.4%	22.1%	22.0%	25.2%
18	27.4%	25.2%	20.8%	20.6%	23.9%
19	25.6%	23.4%	19.1%	18.8%	22.1%
20	23.3%	21.3%	17.1%	16.9%	20.0%
21	20.3%	18.6%	14.8%	14.7%	17.4%
22	17.6%	15.8%	12.0%	12.1%	14.8%
23	14.9%	12.9%	9.8%	10.1%	12.0%

TABLE 21. SESSION DURATION (MINUTES)

DATE	RESTAURANTS	FAST FOOD	CONVENIENCE	FUEL	NATIONAL
Jul '24	39.9	39.2	37.8	37.5	39.8
Aug '24	39.4	38.6	37.2	36.9	39.1
Sep '24	40.1	39.1	37.5	37.1	39.6
Oct '24	40.7	39.1	38.4	38.0	40.5
Nov '24	42.0	40.6	39.6	39.3	41.6
Dec '24	43.7	42.4	41.8	41.3	43.6
Jan '25	35.5	34.4	33.3	33.7	35.8
Feb '25	35.3	33.9	32.9	33.3	35.8
Mar '25	34.1	33.0	31.4	31.8	34.6
Apr '25	33.2	32.2	30.7	31.1	33.7
May '25	32.5	31.2	29.3	29.7	32.6
Jun '25	32.0	30.7	28.9	29.2	32.2
Average	**37.4**	**36.2**	**34.9**	**34.9**	**37.4**
Change	**-20.0%**	**-21.9%**	**-23.6%**	**-22.2%**	**-19.1%**

TABLE 22. SUCCESSFUL AND FAILED CHARGING EVENTS

DATE	RESTAURANTS			FAST FOOD			CONVENIENCE			FUEL		
	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate
Jul '24	78.4%	4.5%	17.1%	79.0%	4.5%	16.5%	77.7%	4.8%	17.5%	78.3%	4.6%	17.1%
Aug '24	71.9%	5.2%	22.9%	71.3%	5.5%	23.2%	66.0%	6.2%	27.9%	67.5%	5.7%	26.8%
Sep '24	76.7%	5.3%	18.1%	76.1%	5.4%	18.5%	74.3%	5.9%	19.8%	75.7%	5.3%	19.0%
Oct '24	78.7%	3.3%	17.9%	77.4%	3.4%	19.2%	74.5%	4.5%	21.0%	75.8%	4.1%	20.1%
Nov '24	76.0%	3.4%	20.6%	75.6%	3.4%	20.9%	69.9%	4.6%	25.5%	71.8%	4.1%	24.1%
Dec '24	83.6%	2.7%	13.7%	82.4%	2.6%	15.0%	79.7%	3.2%	17.1%	81.6%	3.0%	15.4%
Jan '25	90.0%	3.4%	6.6%	90.4%	3.1%	6.6%	90.4%	3.4%	6.1%	90.3%	3.3%	6.4%
Feb '25	89.4%	3.5%	7.1%	89.8%	3.2%	6.9%	89.9%	3.4%	6.8%	89.6%	3.4%	7.0%
Mar '25	89.8%	3.5%	6.7%	90.0%	3.3%	6.7%	90.1%	3.2%	6.7%	89.8%	3.3%	6.9%
Apr '25	90.0%	3.3%	6.7%	90.2%	3.2%	6.6%	90.0%	3.2%	6.8%	89.6%	3.2%	7.2%
May '25	90.2%	3.8%	5.9%	90.2%	3.5%	6.3%	90.8%	3.1%	6.1%	90.3%	3.2%	6.5%
Jun '25	90.2%	3.9%	6.0%	90.1%	3.7%	6.2%	90.5%	3.4%	6.1%	90.1%	3.4%	6.5%
Average	83.7%	3.8%	12.4%	83.5%	3.7%	12.7%	82.0%	4.1%	13.9%	82.5%	3.9%	13.6%

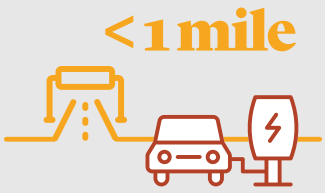


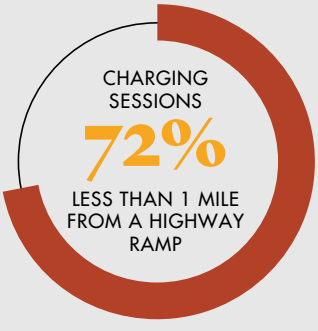
Proximity to Highway Ramps

All DCFCs in the CAP dataset are geolocated and can be organized into groups based upon their proximity to a highway ramp. The following evaluates performance of chargers within specific distances to indicate how such location may affect charger utilization.

As of June 2025, 34.0% of chargers in the CAP data set were located within ¼ mile of a highway ramp, while 28.5% were located at least 1 mile from a ramp.

For the balance, 21.7% were ¼ - ½ mile from a ramp and 15.8% were located ½ - 1 mile from a ramp.





Those chargers located less than 1 mile from a highway ramp recorded the highest number of charging sessions per month, averaging 210-246 sessions, while chargers located more than one mile from a ramp averaged 180 sessions per month. Monthly session counts were up for all chargers since July, with those within ¼ mile increasing counts by 21.5%, and each recorded their highest monthly counts in June.

Chargers located between ¼ mile and ½ mile recorded the highest utilization rates at 19.9%, followed by those ½ mile to 1 mile at 19.2%. Those located further than 1 mile and less than ¼ mile recorded the lowest utilization rates at 15.1% and 16.7%, respectively.

Utilization by time of day and day of week followed consistent trends across the data set regardless of proximity to highway ramp, with most showing highest utilization on the weekends and between 12 p.m. and 5 p.m., similar to the national average. Chargers located between ¼ mile to 1 mile averaged 28.2% during these hours of the day, while those located further than 1 mile averaged 21.1%, and those within 1/4 mile averaged 25.7%. Average charging session duration was longer the further away from a highway ramp a charger was located, with those within ¼ mile averaging 35.4 minutes and those more than 1 mile averaging 39.1 minutes.

Chargers within ½ mile of a ramp had a slight advantage in reliability, failing to initiate a charging session 12.9% and 12.2% of the time compared with 13.2% and 14.4% for those further away. Reliability was significantly improved in 2025. Charger average failure rates declined for all chargers, but those furthest from a highway ramp still recorded the highest failure rates – 6.2%, 6.6%, 7.1% and 8.3%, from closest to furthest.

FIGURE 37. TOTAL CHARGERS IN DATA SET BY HIGHWAY RAMP PROXIMITY

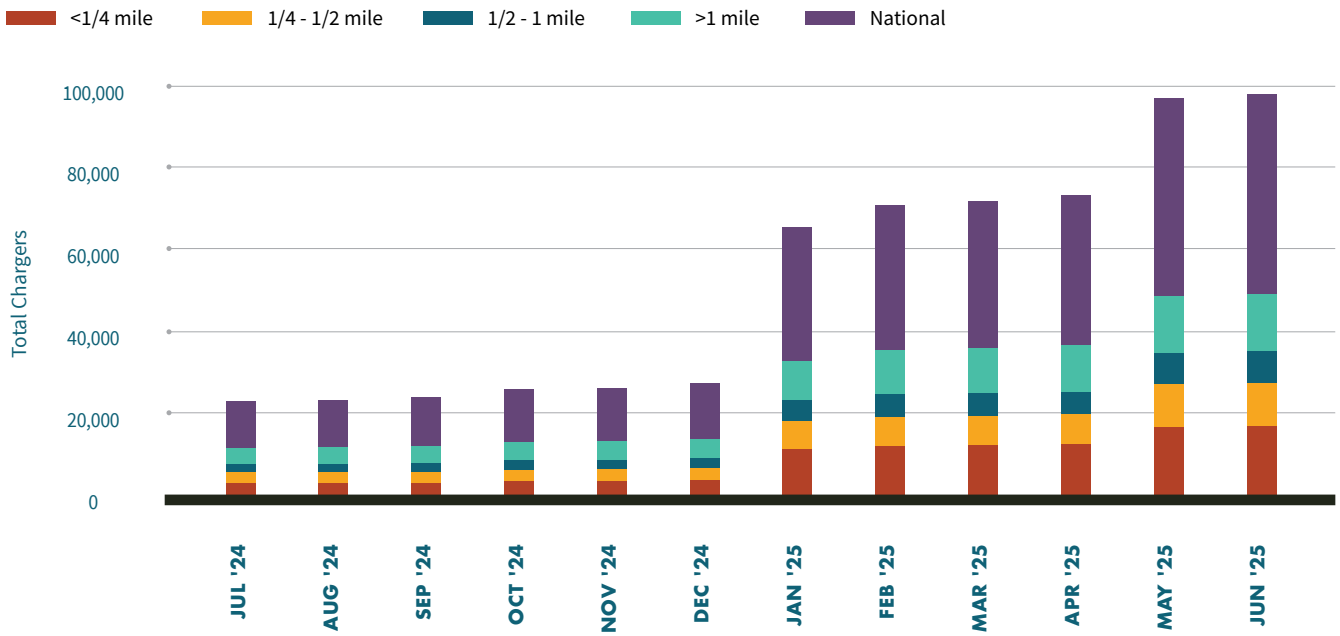


FIGURE 38. SHARE OF CHARGING SESSIONS BY HIGHWAY RAMP PROXIMITY

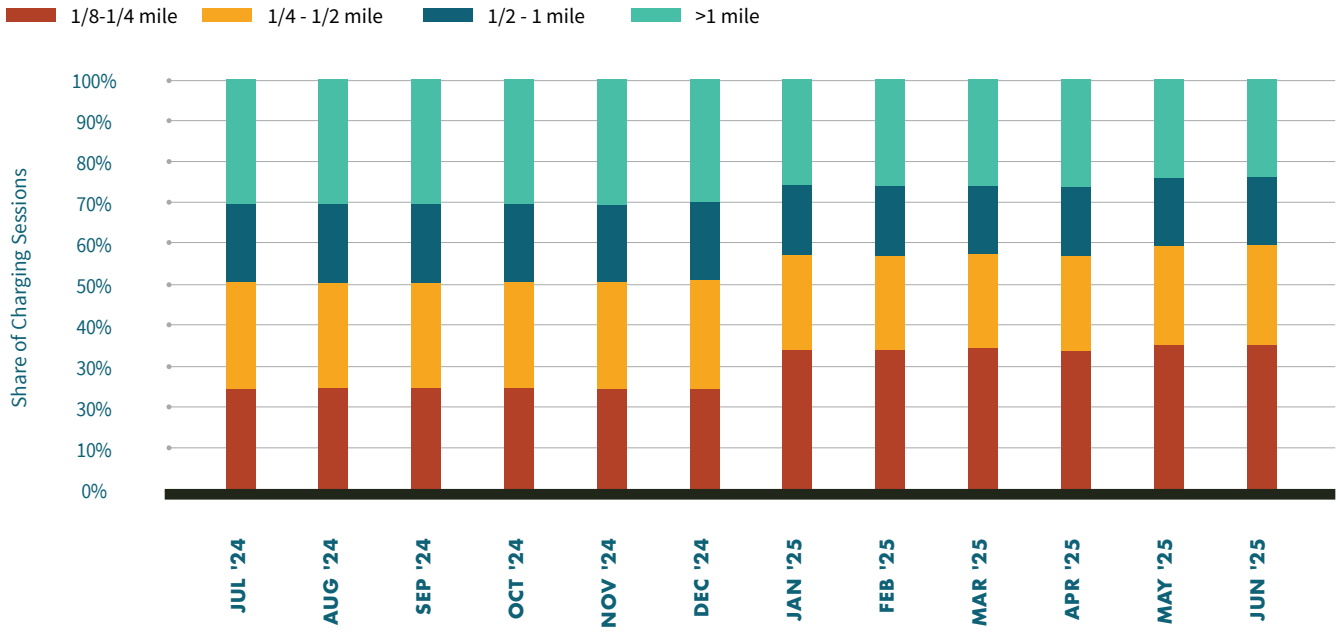


FIGURE 39. CHARGING SESSIONS PER CHARGER PER MONTH

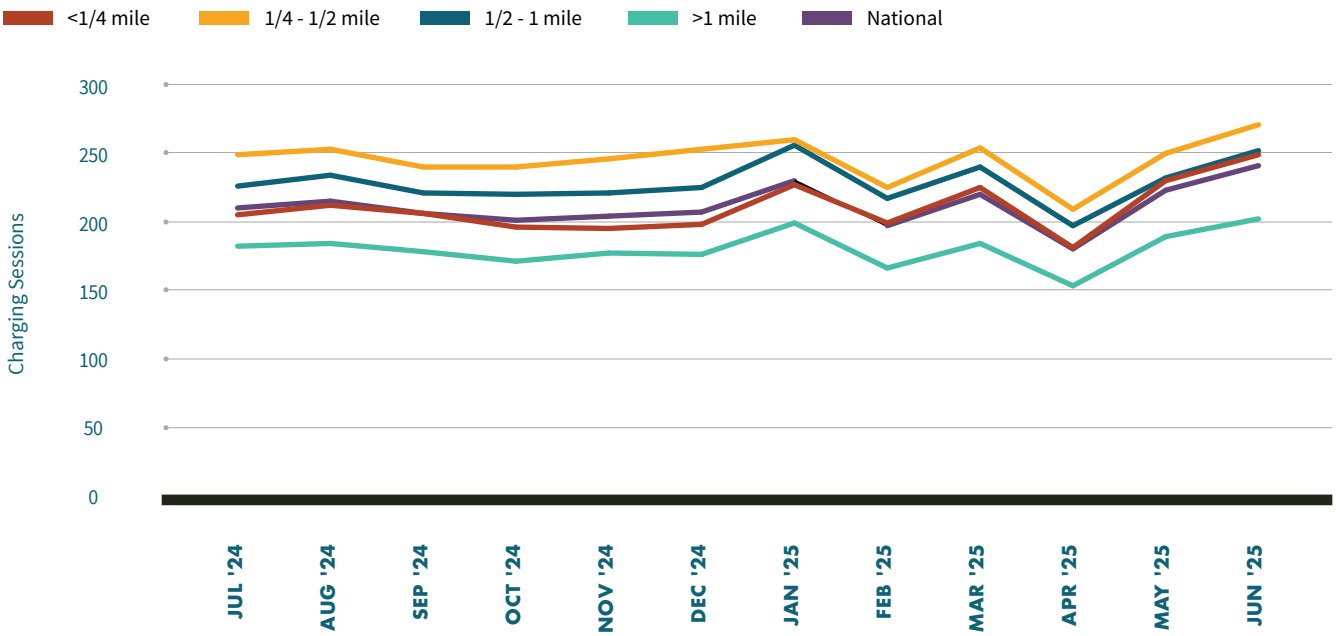


FIGURE 40. AVERAGE UTILIZATION

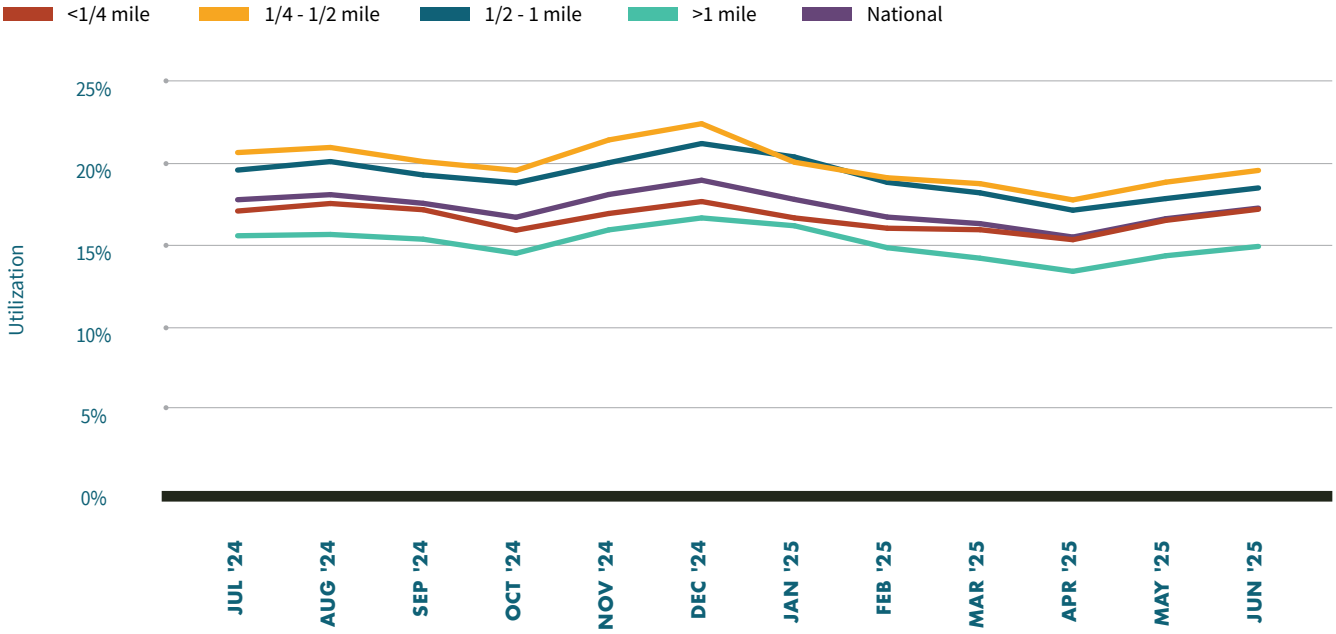


FIGURE 41. AVERAGE UTILIZATION BY DAY OF WEEK

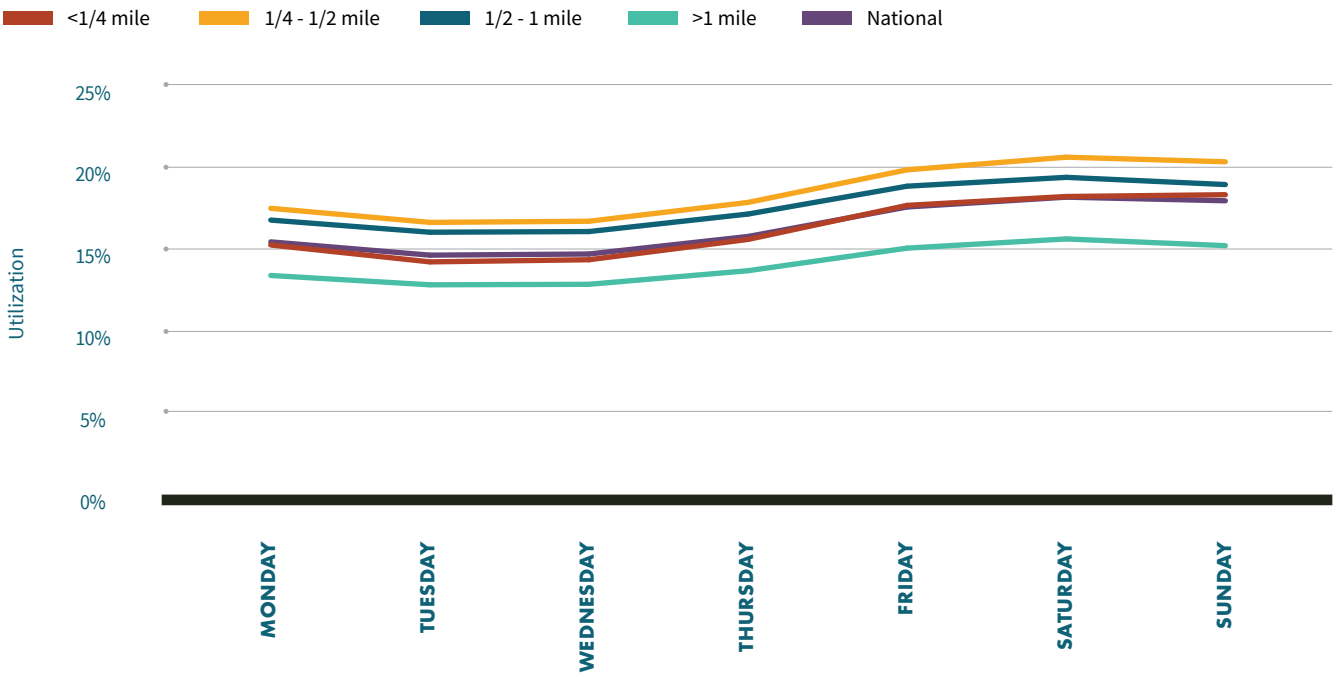


FIGURE 42. AVERAGE UTILIZATION BY TIME OF DAY

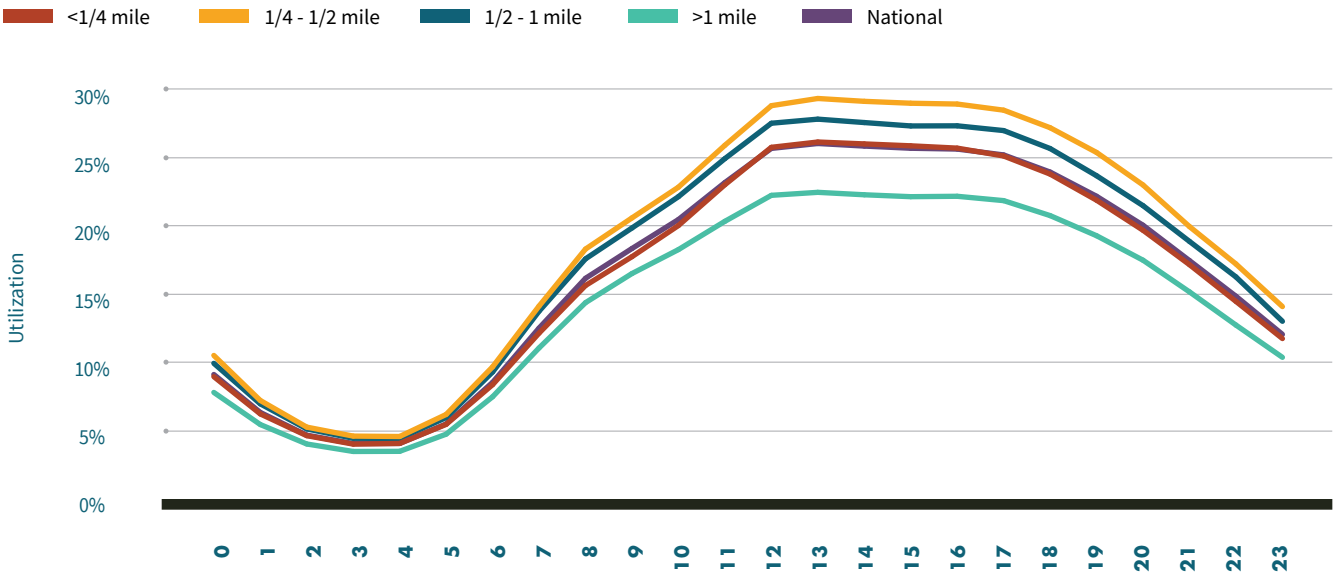


FIGURE 43. AVERAGE CHARGING SESSION DURATION IN MINUTES

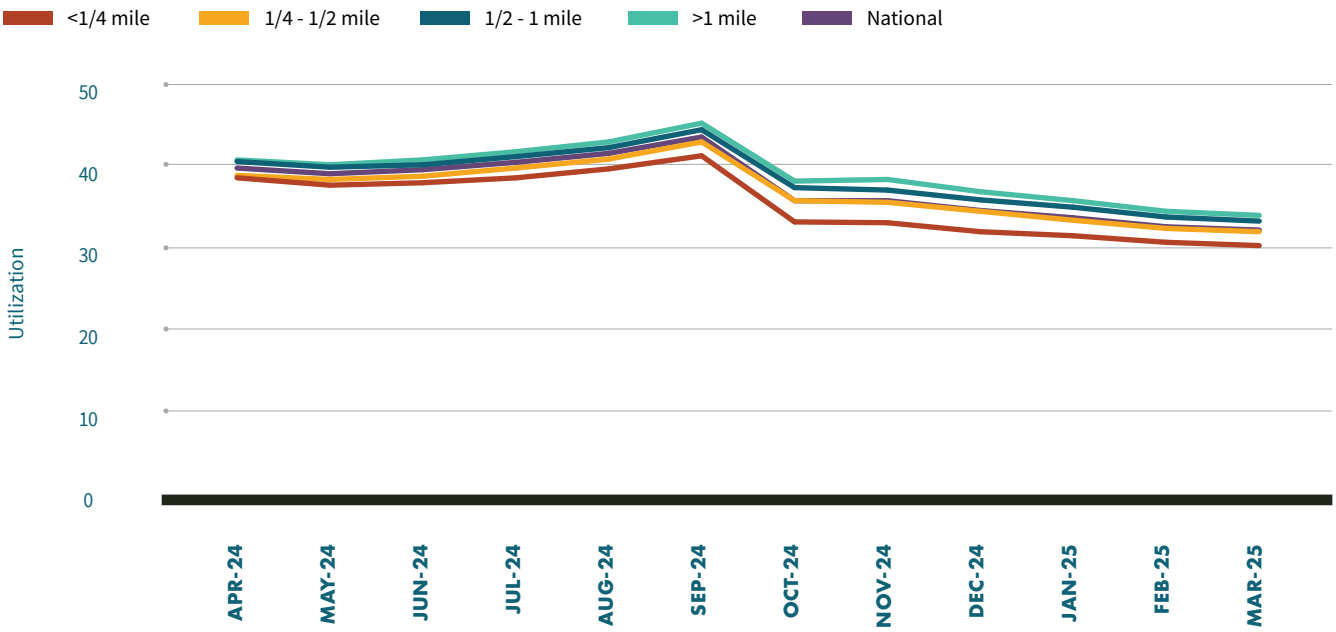


FIGURE 44. AVERAGE SUCCESS AND FAILURE RATES (JULY 2024 - JUNE 2025)

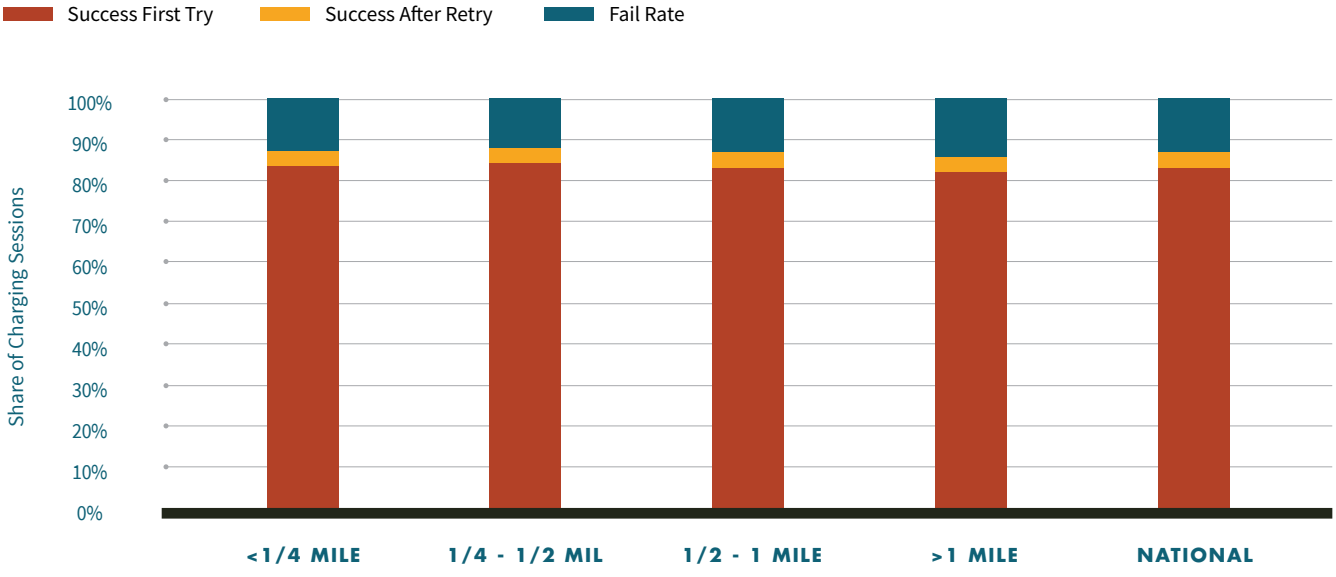


TABLE 23. SHARE OF CHARGING SESSION

DATE	<1/4 MILE	1/4 - 1/2 MILE	1/2 - 1 MILE	>1 MILE
Jul '24	24.4%	26.0%	19.1%	30.6%
Aug '24	24.5%	25.8%	19.4%	30.4%
Sep '24	24.6%	25.8%	19.2%	30.5%
Oct '24	24.4%	26.0%	19.1%	30.4%
Nov '24	24.3%	26.1%	18.9%	30.7%
Dec '24	24.4%	26.5%	19.1%	30.1%
Jan '25	33.8%	23.3%	17.1%	25.8%
Feb '25	33.8%	23.1%	16.9%	26.2%
Mar '25	34.2%	23.1%	16.7%	26.0%
Apr '25	33.6%	23.4%	16.7%	26.4%
May '25	34.9%	24.4%	16.4%	24.3%
Jun '25	35.1%	24.4%	16.5%	23.9%
Average	**29.3%**	**24.8%**	**17.9%**	**27.9%**

TABLE 24. CHARGING SESSIONS PER CHARGER PER MONTH

DATE	<1/4 MILE	1/4 - 1/2 MILE	1/2 - 1 MILE	>1 MILE	NATIONAL
Jul '24	205	249	226	182	210
Aug '24	212	253	234	184	215
Sep '24	206	240	221	178	206
Oct '24	196	240	220	171	201
Nov '24	195	246	221	177	204
Dec '24	198	253	225	176	207
Jan '25	227	260	256	199	230
Feb '25	199	225	217	166	197
Mar '25	225	254	240	184	220
Apr '25	181	209	197	153	180
May '25	230	250	232	189	223
Jun '25	249	271	252	202	241
Average	**210**	**246**	**228**	**180**	**211**
Change	**21.5%**	**8.6%**	**11.7%**	**11.0%**	**14.5%**

TABLE 25. CHARGER UTILIZATION PERCENTAGE

DATE	<1/4 MILE	1/4 - 1/2 MILE	1/2 - 1 MILE	>1 MILE	NATIONAL
Jul '24	17.1%	20.7%	19.6%	15.6%	17.8%
Aug '24	17.5%	21.0%	20.1%	15.7%	18.1%
Sep '24	17.2%	20.1%	19.3%	15.4%	17.6%
Oct '24	15.9%	19.6%	18.8%	14.5%	16.7%
Nov '24	16.9%	21.4%	20.0%	15.9%	18.1%
Dec '24	17.7%	22.4%	21.2%	16.7%	19.0%
Jan '25	16.7%	20.1%	20.4%	16.2%	17.8%
Feb '25	16.0%	19.1%	18.8%	14.8%	16.7%
Mar '25	16.0%	18.8%	18.2%	14.2%	16.3%
Apr '25	15.3%	17.8%	17.1%	13.4%	15.5%
May '25	16.5%	18.8%	17.8%	14.4%	16.6%
Jun '25	17.2%	19.6%	18.5%	14.9%	17.3%
Average	**16.7%**	**19.9%**	**19.2%**	**15.1%**	**17.3%**
Change	**0.7%**	**-5.3%**	**-5.6%**	**-4.2%**	**-2.9%**

TABLE 26. CHARGER UTILIZATION BY DAY OF WEEK

DATE	<1/4 MILE	1/4 - 1/2 MILE	1/2 - 1 MILE	>1 MILE	NATIONAL
Mon	15.2%	17.5%	16.8%	13.4%	15.4%
Tues	14.2%	16.6%	16.0%	12.8%	14.6%
Wed	14.3%	16.7%	16.1%	12.8%	14.7%
Thurs	15.6%	17.8%	17.1%	13.7%	15.8%
Fri	17.7%	19.8%	18.8%	15.1%	17.6%
Sat	18.2%	20.6%	19.4%	15.6%	18.2%
Sun	18.3%	20.3%	18.9%	15.2%	17.9%

TABLE 27. CHARGER UTILIZATION BY TIME OF DAY

DATE	<1/4 MILE	1/4 - 1/2 MILE	1/2 - 1 MILE	>1 MILE	NATIONAL
0	8.9%	10.4%	9.8%	7.7%	9.0%
1	6.1%	7.1%	6.9%	5.3%	6.2%
2	4.5%	5.2%	5.0%	3.9%	4.6%
3	3.9%	4.5%	4.3%	3.4%	3.9%
4	4.0%	4.5%	4.3%	3.4%	4.0%
5	5.4%	6.1%	5.9%	4.6%	5.4%
6	8.3%	9.6%	9.2%	7.4%	8.5%
7	12.1%	14.1%	13.7%	11.0%	12.4%
8	15.6%	18.3%	17.5%	14.3%	16.1%
9	17.7%	20.5%	19.8%	16.5%	18.3%
10	20.0%	22.8%	22.1%	18.2%	20.4%
11	23.0%	25.9%	24.9%	20.3%	23.1%
12	25.7%	28.8%	27.5%	22.2%	25.6%
13	26.1%	29.3%	27.8%	22.4%	26.0%
14	26.0%	29.1%	27.5%	22.2%	25.8%
15	25.8%	29.0%	27.3%	22.1%	25.7%
16	25.7%	28.9%	27.3%	22.1%	25.6%
17	25.1%	28.5%	27.0%	21.8%	25.2%
18	23.8%	27.2%	25.6%	20.7%	23.9%
19	21.8%	25.3%	23.6%	19.2%	22.1%
20	19.6%	23.0%	21.4%	17.4%	20.0%
21	17.1%	19.9%	18.8%	15.1%	17.4%
22	14.4%	17.2%	16.2%	12.7%	14.8%
23	11.7%	14.0%	12.9%	10.3%	12.0%

TABLE 28. SESSION DURATION (MINUTES)

DATE	<1/4 MILE	1/4 - 1/2 MILE	1/2 - 1 MILE	>1 MILE	NATIONAL
Apr-24	39.0	39.5	40.9	41.0	40.2
May-24	38.5	38.8	40.1	40.0	39.4
Jun-24	38.0	38.3	40.0	39.8	39.1
Jul-24	38.5	39.0	40.5	40.8	39.8
Aug-24	37.7	38.6	39.8	40.1	39.1
Sep-24	38.0	38.9	40.2	40.8	39.6
Oct-24	38.6	39.8	41.1	41.8	40.5
Nov-24	39.6	40.9	42.3	43.0	41.6
Dec-24	41.3	42.9	44.5	45.3	43.6
Jan-25	33.2	35.8	37.4	38.2	35.8
Feb-25	33.1	35.6	37.1	38.4	35.8
Mar-25	32.0	34.4	36.0	36.9	34.6
Average	**37.3**	**38.5**	**40.0**	**40.5**	**39.1**
Change	**-18.0%**	**-12.8%**	**-12.1%**	**-10.0%**	**-13.9%**

TABLE 29. SUCCESSFUL AND FAILED CHARGING EVENTS

DATE	< ¼ MILE			¼ - ½ MILE			½ - 1 MILE			> 1MILE		
	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate
Jul '24	79.5%	4.1%	16.3%	79.7%	4.0%	16.3%	79.6%	4.0%	16.4%	80.2%	4.0%	15.8%
Aug '24	70.1%	5.1%	24.8%	72.9%	4.7%	22.3%	70.6%	4.9%	24.6%	67.4%	5.2%	27.4%
Sep '24	76.7%	4.9%	18.4%	77.3%	4.8%	17.9%	75.9%	4.9%	19.2%	74.8%	5.1%	20.1%
Oct '24	76.4%	3.7%	19.8%	79.2%	3.4%	17.4%	77.0%	3.8%	19.2%	75.6%	3.8%	20.6%
Nov '24	73.0%	3.7%	23.2%	77.1%	3.5%	19.3%	72.9%	3.8%	23.2%	70.5%	3.8%	25.7%
Dec '24	82.3%	2.9%	14.8%	84.2%	2.8%	13.0%	83.9%	3.0%	13.1%	83.5%	2.7%	13.8%
Jan '25	90.9%	3.4%	5.7%	90.2%	3.4%	6.4%	89.8%	3.4%	6.8%	89.5%	3.1%	7.5%
Feb '25	90.1%	3.5%	6.5%	89.4%	3.7%	7.0%	88.8%	3.5%	7.7%	88.0%	3.3%	8.7%
Mar '25	90.3%	3.5%	6.2%	89.3%	3.7%	7.0%	88.7%	3.5%	7.8%	87.8%	3.3%	8.9%
Apr '25	90.3%	3.3%	6.4%	89.2%	3.6%	7.2%	89.0%	3.3%	7.7%	87.9%	3.2%	8.9%
May '25	90.4%	3.7%	6.0%	90.2%	3.8%	6.0%	90.1%	3.5%	6.4%	88.7%	3.4%	7.9%
Jun '25	90.1%	3.8%	6.1%	89.9%	4.0%	6.1%	89.8%	3.7%	6.5%	88.6%	3.4%	8.0%
Average	83.3%	3.8%	12.9%	84.1%	3.8%	12.2%	83.0%	3.8%	13.2%	81.9%	3.7%	14.4%

Benchmarking Clusters

BENCHMARKING CLUSTER METHODOLOGY

To help current and prospective charger operators evaluate their performance relative to other installations in similar markets, CAP has organized its charger data into five distinct groups. These groups are defined based upon six key market demographics that have demonstrated a strong correlation to charger utilization levels. These demographic factors include:

Median income (90th percentile) – Represents the higher end of the income distribution within a county

Proportion of non-Tesla DCFC – Ratio of non-Tesla DC fast chargers to total DCFC, indicating charging infrastructure diversity

DCFC per PEV – Number of DCFC per plug-in electric vehicle, showing relative availability of fast charging options

Population Density – Number of people per square kilometer, serving as a proxy for urbanization

EV Registrations per 1,000 Population – Level of EV adoption in a county

Charging Station Density – Number of charging stations per square kilometer

By leveraging these factors and comparing them with the DCFC utilization in our dataset, CAP was able to identify five specific geographic groupings of counties:

Highest Density - This cluster consists of counties with the highest population densities, characterized by significant urban development and infrastructure. They have the most extensive charging networks, featuring a high concentration of charging stations relative to their area. The median household income in these counties is the highest among all clusters, indicating an affluent population with strong purchasing power. EV adoption is substantial, with a large number of EV registrations per capita. There is a high ratio of plug-in electric vehicles to DCFC stations, suggesting strong demand for charging services. The DCFC network is diverse, with a balanced presence of both Tesla and non-Tesla chargers, enhancing accessibility for a wider range of EV users. Charging station utilization rates are also the highest, reflecting both the high demand and effective deployment of charging infrastructure.

High Density - Counties in this cluster share similarities with the Highest Density group but have lower population densities and a less dense charging infrastructure. The charging station density is significantly reduced, with lower utilization rates compared to the most densely populated areas, though still higher than in other clusters. Median household incomes are high but not at the peak levels of the Highest Density cluster. EV adoption remains strong, with a considerable number of registrations per capita, but there is a decrease in the ratio of EVs to DCFC stations, indicating slightly less pressure on the charging infrastructure. The diversity of the DCFC network is present but not as pronounced.

Moderate Density - This cluster includes counties with moderate values across most variables. Population densities are lower than in urban clusters, and there is a noticeable decline in EV registrations per capita. The charging infrastructure is less developed, with fewer charging stations relative to the area and a lower ratio of EVs to DCFC stations, suggesting reduced demand and possibly less convenience for EV users. Median household incomes are moderately high but have decreased compared to urban areas. Charging station utilization is significantly lower, about half that of the High cluster and a third of the Highest cluster, reflecting lower EV adoption and usage of the charging infrastructure.

Low Density - Counties in this cluster exhibit low population densities and modest EV adoption rates. The charging infrastructure is sparse, featuring the lowest station density across all clusters. Median household incomes are moderate but lower than in more populated areas. The DCFC network is predominantly composed of Tesla chargers, indicating limited options for non-Tesla EV owners and a lack of network diversity. Charging station utilization is the lowest among all clusters, suggesting minimal demand and highlighting the challenges of maintaining charging infrastructure in less populated regions.

Lowest Density - This cluster represents the most sparsely populated counties with the lowest median household incomes. EV adoption rates are the lowest, reflecting both economic constraints and possibly limited awareness or interest in EV technology. Interestingly, despite the low population and EV adoption, the charging station density is similar to that of the Moderate cluster. There is a relatively high proportion of non-Tesla DCFC stations, which is notable given the overall low demand. However, charging station utilization remains low, indicating that the existing infrastructure is underutilized and may not align with the current demand.

BENCHMARKING CLUSTER OVERVIEW

The division of counties within clusters was done to match DCFC performance to market characteristics, not to achieve a numerical balance among clusters. Consequently, two clusters (Highest Density and Lowest Density) have a limited number of counties represented. However, the Highest Density cluster also boasts the highest average DCFC utilization percentage. The allocation of counties was designed to provide the greatest value in comparing performance among similar locations.

FIGURE 45. COUNTIES IN EACH CLUSTER

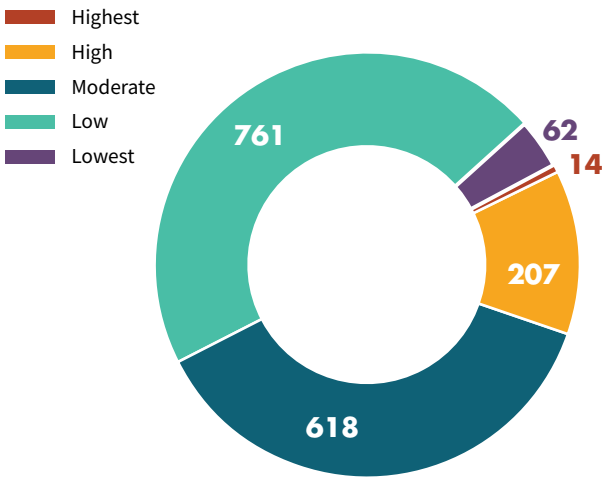


FIGURE 46. TOTAL CHARGERS IN DATA SET BY CLUSTER

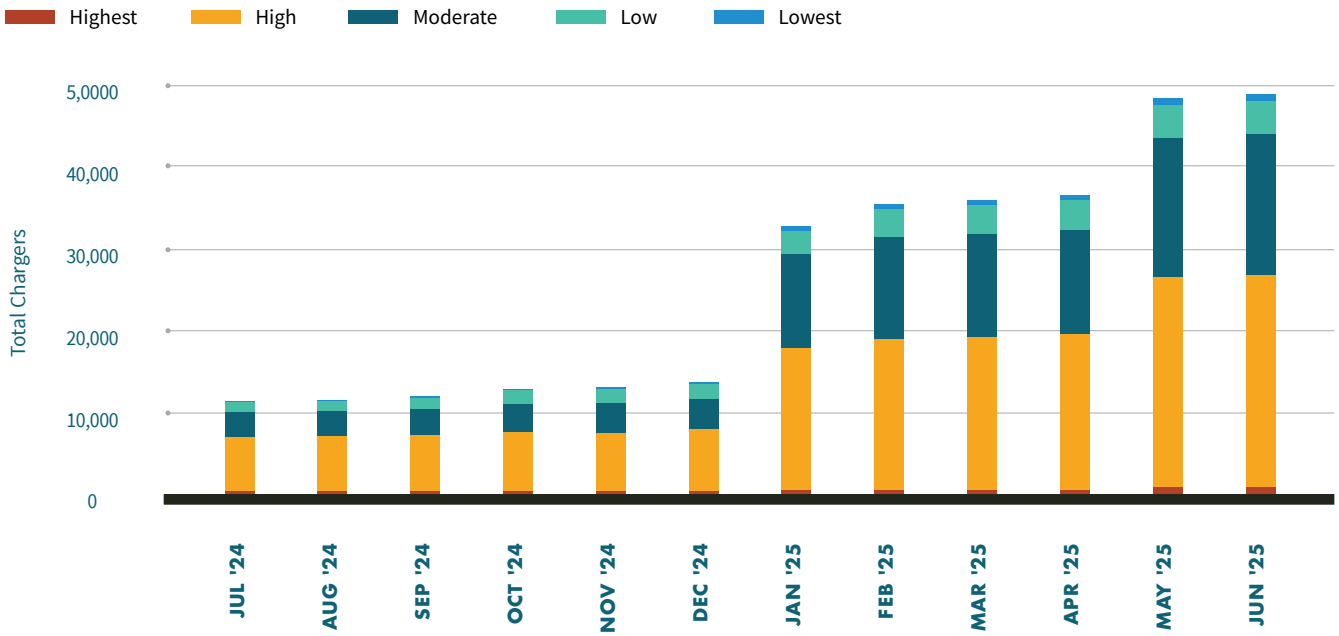


FIGURE 47. SHARE OF CHARGING SESSIONS BY CLUSTER

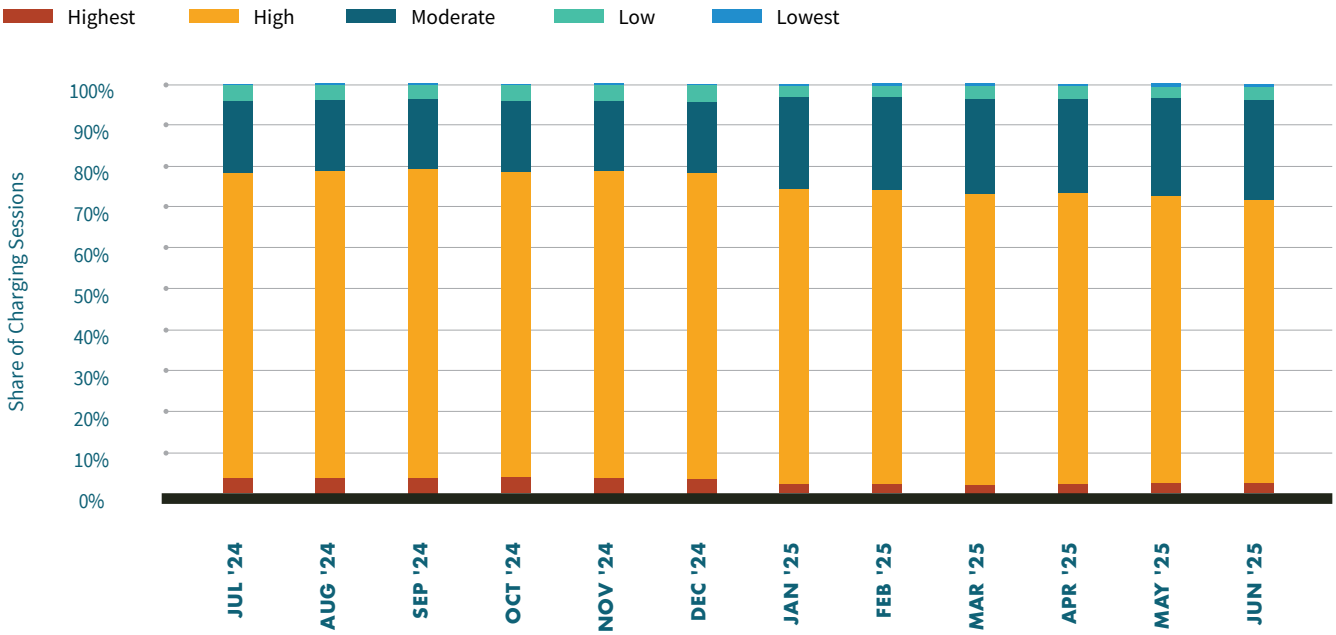


FIGURE 48. AVERAGE UTILIZATION BY CLUSTER

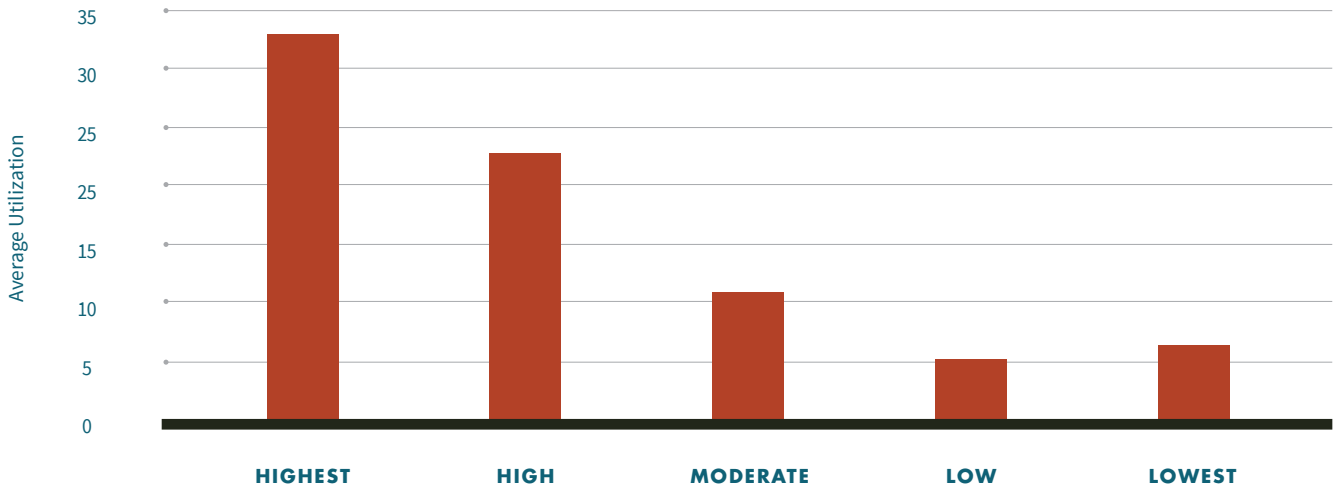
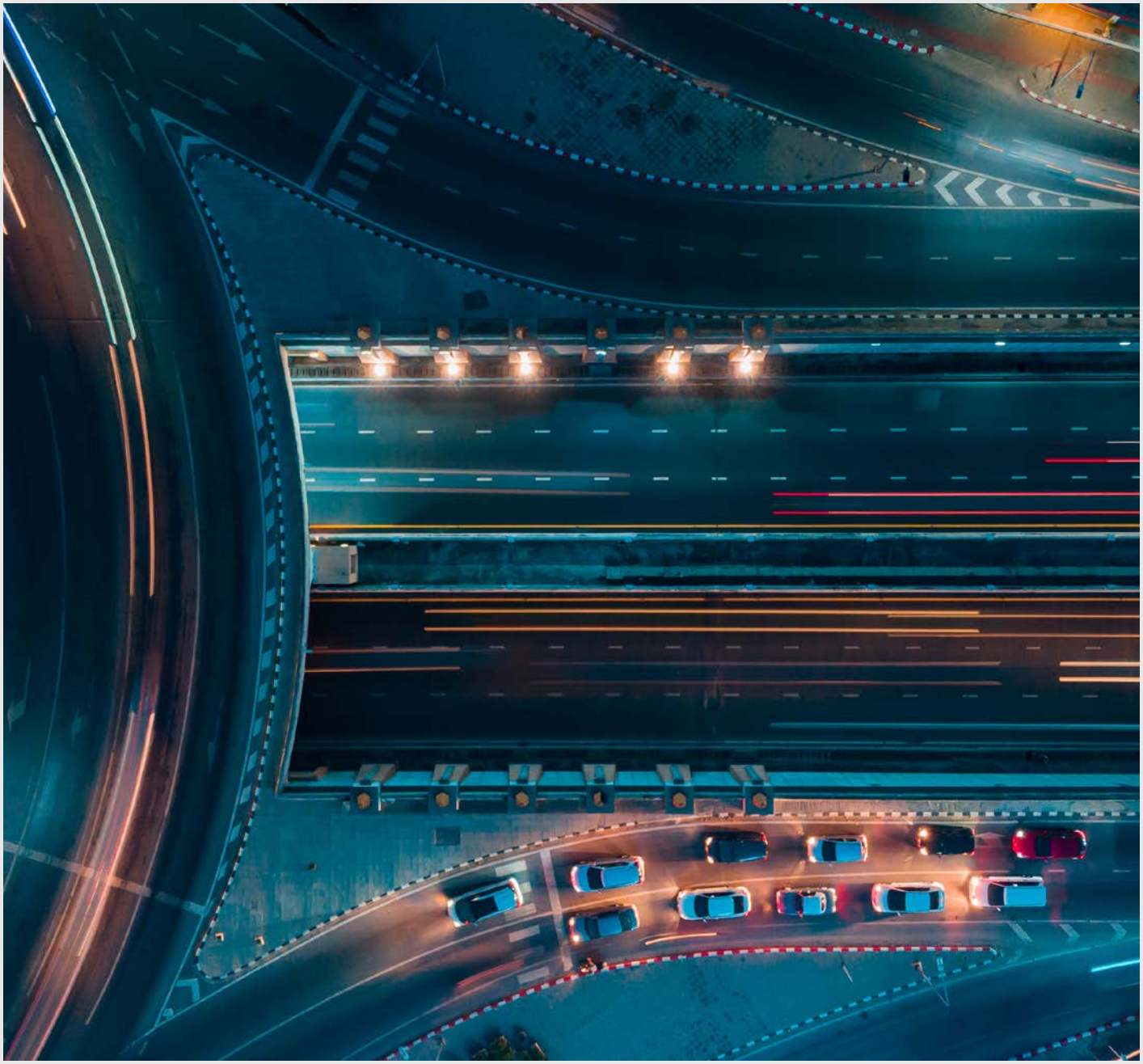


TABLE 30. BENCHMARKING CLUSTER OVERVIEW

CLUSTER	UTILIZATION	EVS/1,000 POPULATION	PEV/ DCFC	MEDIAN INCOME	POPULATION DENSITY	DCFC DENSITY	DCFC TO NON-TELSA RATIO
Highest	32.9%	31.0	74.0	$136,363	7,626.0	0.62	0.59
High	22.7%	3.9	62.0	$130,379	441.0	0.05	0.51
Moderate	10.8%	0.8	10.0	$80,155	125.0	0.01	0.76
Low	5.1%	0.5	19.0	$68,637	49.0	0.00	0.01
Lowest	6.3%	0.1	0.0	$55,507	17.0	0.01	0.58



BENCHMARKING CLUSTER COMPARATIVE ANALYSIS

The Highest and High density clusters led the nation in all categories. For charging sessions per charger per month, they averaged 337 and 280 sessions, respectively, compared to a national average of 211 sessions. The Moderate, Low and Lowest clusters averaged 138, 66 and 81 sessions per charger per month.

With regards to utilization, the Highest and High clusters averaged 33.6% and 23.0% compared with a national average of 17.3%. The Moderate, Low and Lowest clusters averaged 11.0%, 5.2% and 5.9%. Utilization has been consistent for all clusters over the 12 month period analyzed, with a small spike in utilization in the Highest cluster leading up to a peak of 39.2% in January.

Utilizations rates followed similar patterns across clusters for day of the week, mirroring national trends with weekends recording the highest utilization. And all clusters exhibited consistent utilization during the day with highest utilization recorded between 12 p.m. and 5 p.m. Chargers in the Highest density cluster averaged 42.3% utilization during these hours while those in the High density cluster averaged 32.8%. Meanwhile, session duration varied considerably among the clusters, with the Highest cluster averaging 47.3 minutes per session and the Lowest cluster averaging 32.6 minutes, compared with national average of 37.4.

Failure to initiate a charge varied slightly among the clusters, with the Low cluster recording the highest failure rate with an average of 19.4% and the High cluster recording the lowest at 11.8%. Reliability was significantly improved in 2025, with failure to charge rates dropping to 8.1% in the Highest cluster, 6.0% for the High cluster, 6.9% for the Moderate cluster and 13.5% and 6.4% in the Low and Lowest clusters.

FIGURE 49. SESSIONS PER CHARGER PER MONTH

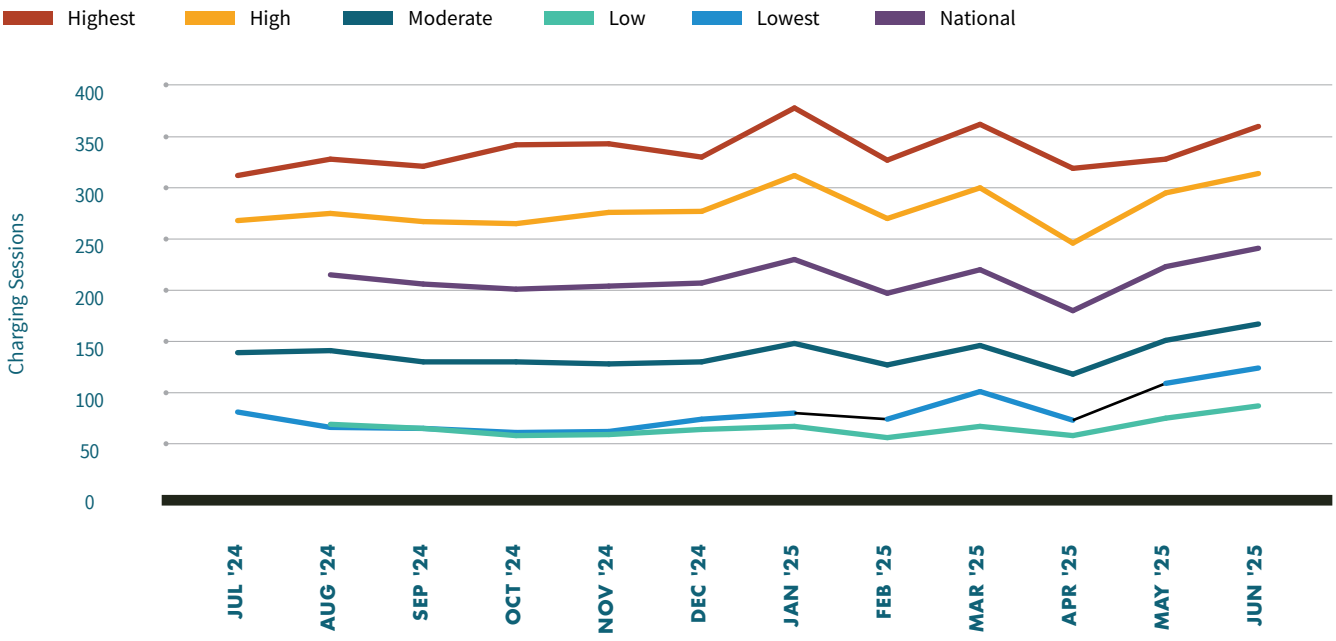


FIGURE 50. AVERAGE UTILIZATION

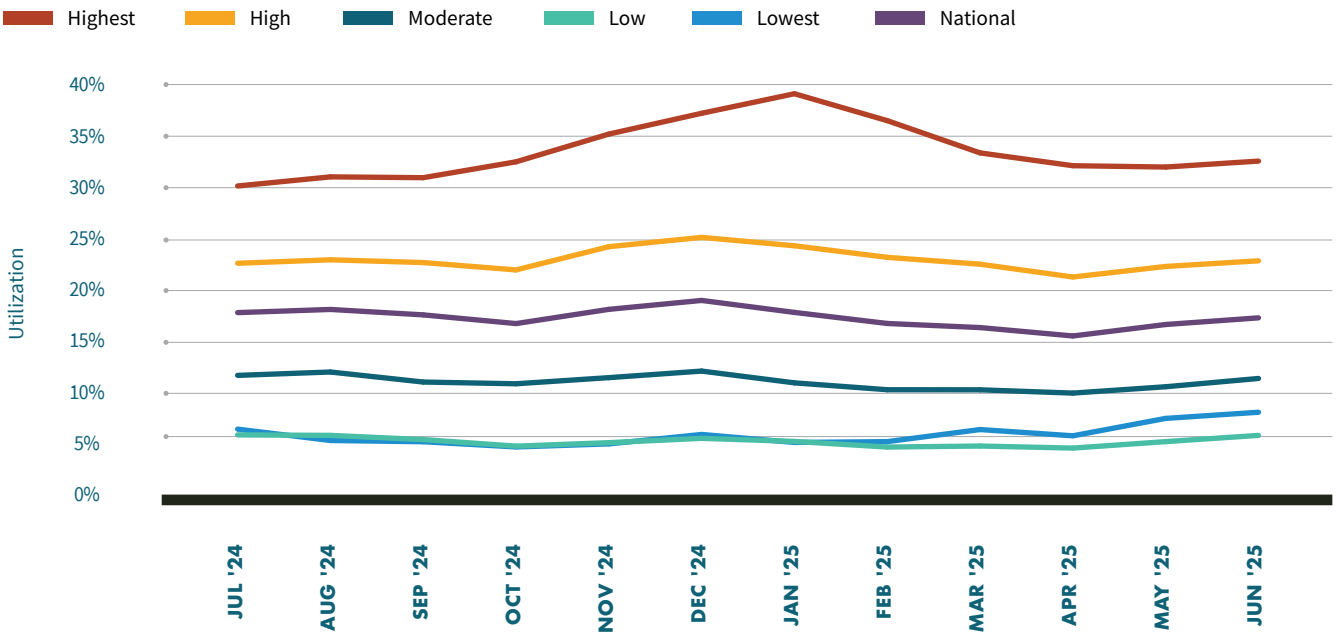


FIGURE 51. AVERAGE UTILIZATION BY DAY OF WEEK

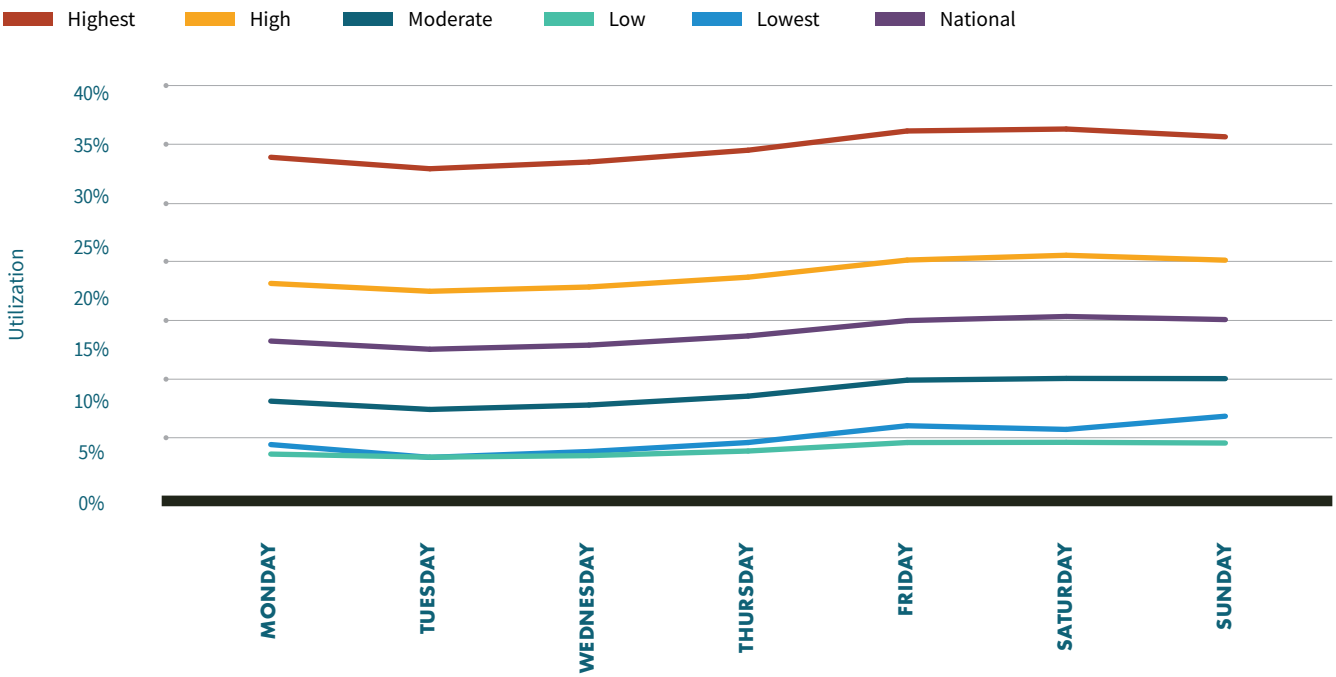


FIGURE 52. AVERAGE UTILIZATION BY TIME OF DAY

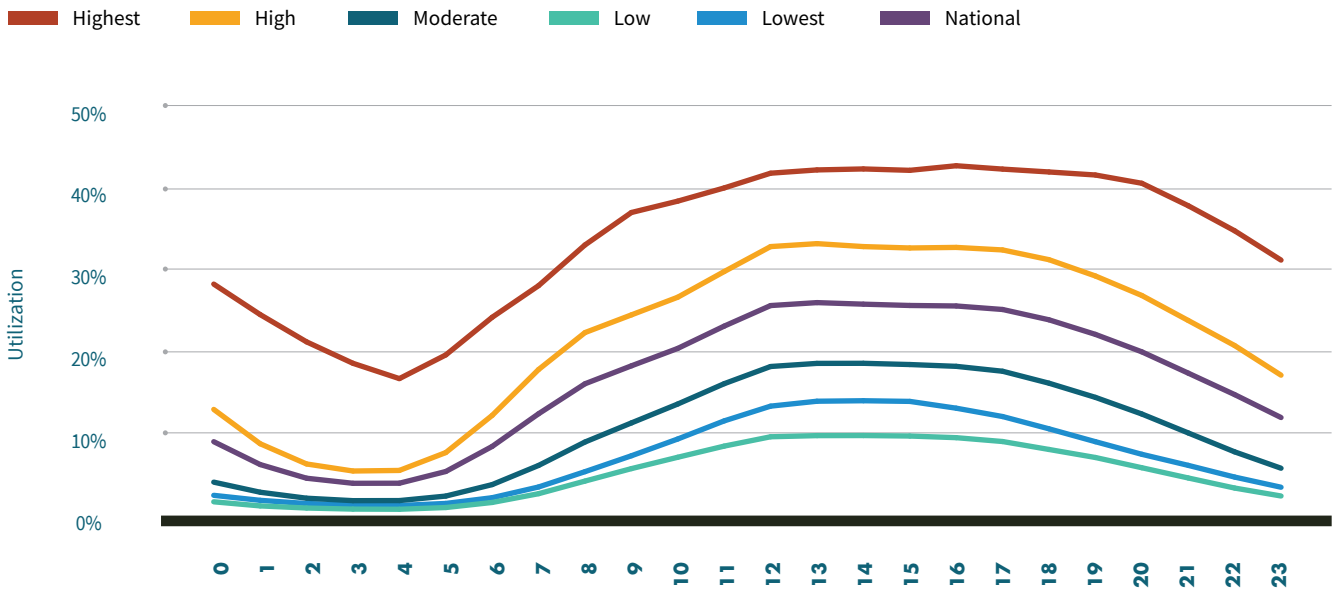


FIGURE 53. AVERAGE CHARGING SESSION DURATION IN MINUTES

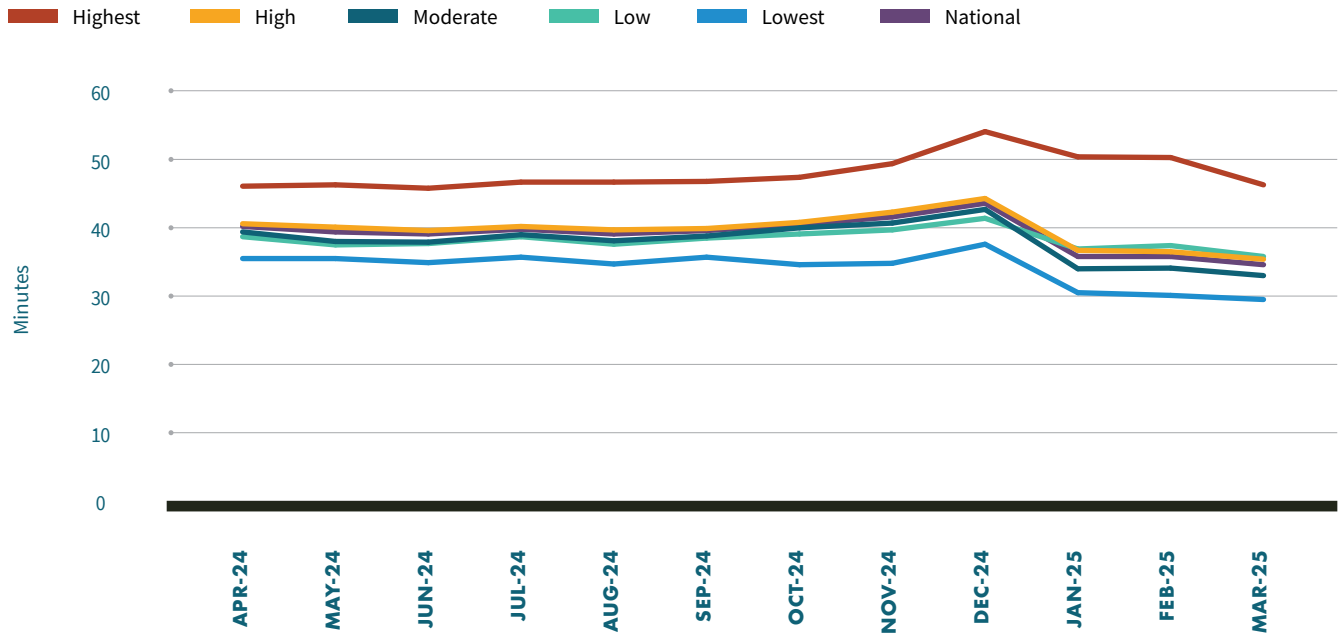


FIGURE 54. AVERAGE SUCCESS AND FAILURE RATES (JULY 2024 - JUNE 2025)

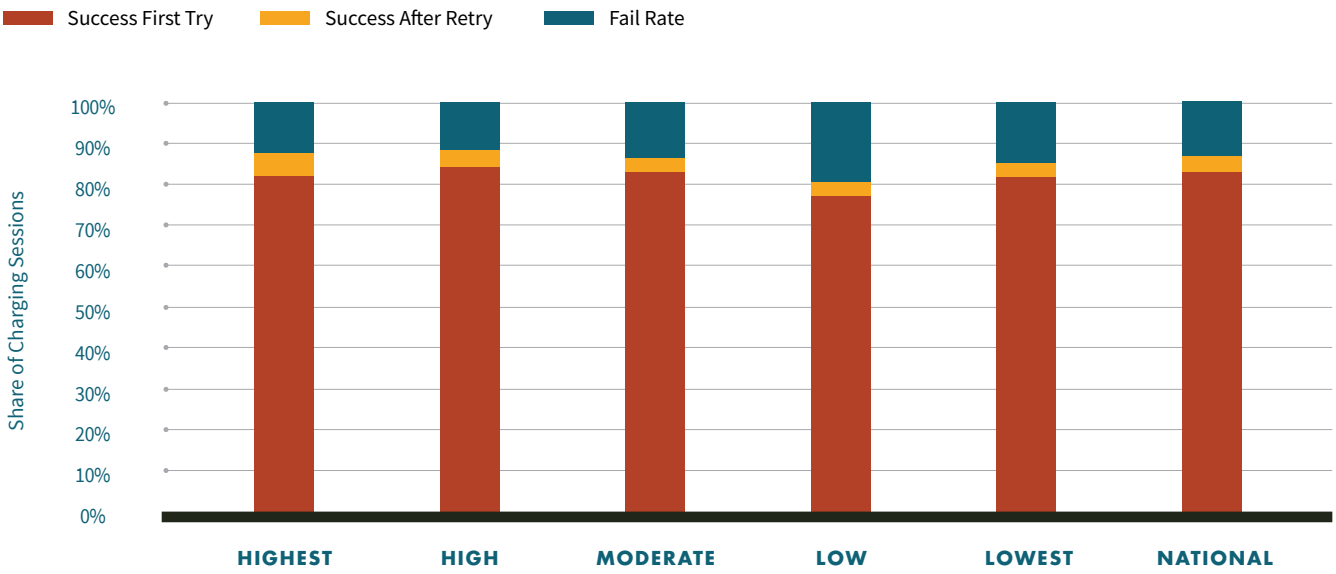


TABLE 31. CHARGING SESSIONS PER CHARGER PER MONTH

DATE	HIGHEST	HIGH	MODERATE	LOW	LOWEST	NATIONAL
Jul '24	312	268	139	71	81	210
Aug '24	328	275	141	69	66	215
Sep '24	321	267	130	65	65	206
Oct '24	342	265	130	58	61	201
Nov '24	343	276	128	59	62	204
Dec '24	330	277	130	64	74	207
Jan '25	378	312	148	67	80	230
Feb '25	327	270	127	56	74	197
Mar '25	362	300	146	67	101	220
Apr '25	319	246	118	58	73	180
May '25	328	295	151	75	109	223
Jun '25	360	314	167	87	124	241
Average	**337**	**280**	**138**	**66**	**81**	**211**
Change	**15.5%**	**17.0%**	**20.8%**	**22.3%**	**53.0%**	**14.5%**

TABLE 32. CHARGER UTILIZATION PERCENTAGE

DATE	HIGHEST	HIGH	MODERATE	LOW	LOWEST	NATIONAL
Jul '24	30.2%	22.6%	11.7%	5.8%	6.4%	17.8%
Aug '24	31.0%	22.9%	12.0%	5.8%	5.3%	18.1%
Sep '24	31.0%	22.7%	11.0%	5.4%	5.2%	17.6%
Oct '24	32.5%	21.9%	10.8%	4.7%	4.7%	16.7%
Nov '24	35.2%	24.2%	11.4%	5.1%	5.0%	18.1%
Dec '24	37.3%	25.1%	12.1%	5.5%	5.9%	19.0%
Jan '25	39.2%	24.3%	10.9%	5.2%	5.1%	17.8%
Feb '25	36.5%	23.2%	10.2%	4.7%	5.2%	16.7%
Mar '25	33.4%	22.5%	10.2%	4.8%	6.4%	16.3%
Apr '25	32.1%	21.3%	9.9%	4.6%	5.8%	15.5%
May '25	32.0%	22.3%	10.5%	5.2%	7.5%	16.6%
Jun '25	32.6%	22.8%	11.4%	5.8%	8.1%	17.3%
Average	**33.6%**	**23.0%**	**11.0%**	**5.2%**	**5.9%**	**17.3%**
Change	**8.0%**	**1.1%**	**-2.6%**	**-0.9%**	**25.7%**	**-2.9%**

TABLE 33. CHARGER UTILIZATION BY DAY OF WEEK

DAY	HIGHEST	HIGH	MODERATE	LOW	LOWEST	NATIONAL
Mon	32.1%	20.7%	9.5%	4.5%	6.6%	15.4%
Tues	31.3%	19.9%	8.6%	4.1%	5.1%	14.6%
Wed	31.8%	20.0%	8.7%	4.2%	5.4%	14.7%
Thurs	33.6%	21.1%	9.8%	4.7%	6.5%	15.8%
Fri	34.8%	23.0%	11.6%	5.7%	8.6%	17.6%
Sat	35.5%	23.9%	12.0%	5.8%	8.1%	18.2%
Sun	34.6%	23.4%	12.1%	5.9%	9.6%	17.9%

TABLE 34. CHARGER UTILIZATION BY TIME OF DAY

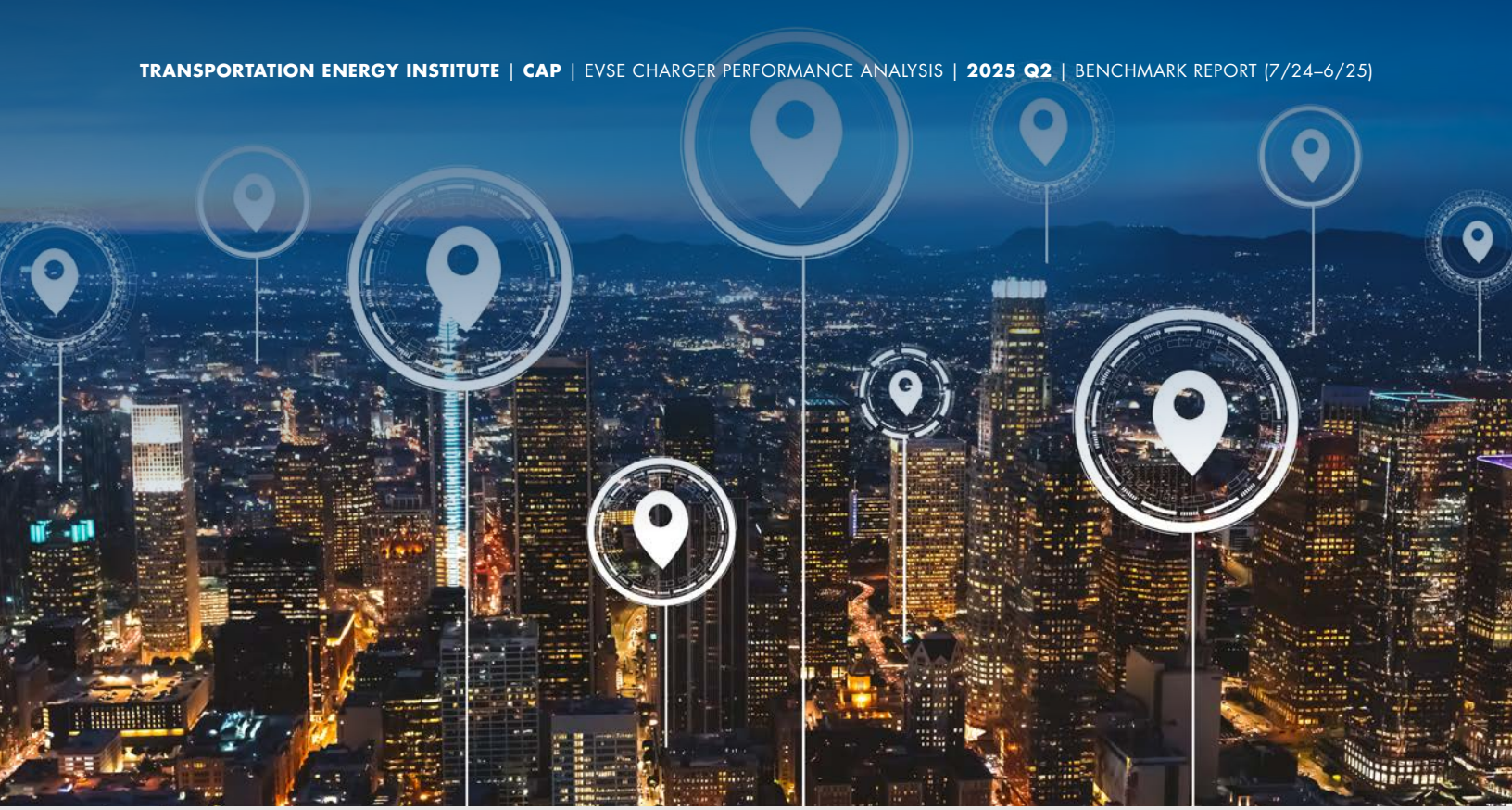
DATE	HIGHEST	HIGH	MODERATE	LOW	LOWEST	NATIONAL
0	28.3%	13.0%	4.1%	1.7%	2.5%	9.0%
1	24.6%	8.8%	2.9%	1.2%	1.9%	6.2%
2	21.2%	6.3%	2.1%	0.9%	1.5%	4.6%
3	18.6%	5.4%	1.8%	0.8%	1.3%	3.9%
4	16.7%	5.5%	1.8%	0.8%	1.2%	4.0%
5	19.6%	7.7%	2.4%	1.0%	1.5%	5.4%
6	24.2%	12.2%	3.8%	1.6%	2.2%	8.5%
7	28.1%	17.8%	6.1%	2.7%	3.5%	12.4%
8	33.1%	22.4%	9.0%	4.2%	5.4%	16.1%
9	37.0%	24.5%	11.3%	5.7%	7.3%	18.3%
10	38.4%	26.7%	13.6%	7.1%	9.4%	20.4%
11	40.0%	29.8%	16.1%	8.5%	11.6%	23.1%
12	41.8%	32.8%	18.2%	9.6%	13.4%	25.6%
13	42.2%	33.2%	18.6%	9.8%	14.0%	26.0%
14	42.3%	32.9%	18.6%	9.8%	14.0%	25.8%
15	42.2%	32.7%	18.4%	9.7%	14.0%	25.7%
16	42.7%	32.7%	18.2%	9.5%	13.1%	25.6%
17	42.3%	32.4%	17.6%	9.1%	12.1%	25.2%
18	42.0%	31.2%	16.2%	8.1%	10.6%	23.9%
19	41.6%	29.3%	14.4%	7.1%	9.0%	22.1%
20	40.6%	26.9%	12.4%	5.9%	7.5%	20.0%
21	37.8%	23.8%	10.1%	4.6%	6.1%	17.4%
22	34.8%	20.8%	7.8%	3.4%	4.7%	14.8%
23	31.2%	17.2%	5.8%	2.4%	3.5%	12.0%

TABLE 35. SESSION DURATION (MINUTES)

DATE	HIGHEST	HIGH	MODERATE	LOW	LOWEST	NATIONAL
Jul '24	46.8	40.2	39.0	38.7	35.7	39.8
Aug '24	46.7	39.7	38.1	37.6	34.7	39.1
Sep '24	46.9	39.9	38.8	38.5	35.7	39.6
Oct '24	47.4	40.8	40.0	39.1	34.6	40.5
Nov '24	49.4	42.3	40.7	39.7	34.8	41.6
Dec '24	54.2	44.3	42.7	41.4	37.6	43.6
Jan '25	50.4	36.7	34.0	36.9	30.5	35.8
Feb '25	50.3	36.5	34.2	37.4	30.1	35.8
Mar '25	46.3	35.4	33.0	35.8	29.5	34.6
Apr '25	44.3	34.4	32.3	34.7	29.5	33.7
May '25	42.9	33.3	31.1	33.7	29.3	32.6
Jun '25	42.3	32.8	30.7	33.0	29.2	32.2
Average	**47.3**	**38.0**	**36.2**	**37.2**	**32.6**	**37.4**
Change	**-9.6%**	**-18.3%**	**-21.3%**	**-14.7%**	**-18.2%**	**-19.1%**

TABLE 35. SUCCESSFUL AND FAILED CHARGING EVENTS

DATE	HIGHEST			HIGH			MODERATE			LOW			LOWEST		
	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate
Jul '24	79.2%	5.3%	15.6%	79.4%	4.3%	16.4%	81.0%	3.6%	15.4%	79.4%	3.6%	17.0%	78.7%	3.0%	18.3%
Aug '24	73.4%	5.9%	20.8%	72.5%	5.1%	22.5%	68.2%	4.7%	27.1%	60.0%	5.4%	34.6%	67.8%	5.1%	27.1%
Sep '24	74.4%	6.5%	19.1%	77.2%	5.0%	17.7%	75.4%	4.5%	20.0%	71.8%	5.2%	22.9%	72.2%	5.4%	22.4%
Oct '24	79.8%	4.4%	15.8%	79.5%	3.3%	17.2%	75.4%	4.0%	20.6%	68.6%	4.6%	26.8%	70.0%	4.7%	25.3%
Nov '24	77.4%	4.6%	18.0%	76.7%	3.4%	19.9%	70.4%	4.0%	25.7%	63.2%	4.5%	32.3%	68.1%	3.9%	28.0%
Dec '24	84.5%	4.3%	11.3%	85.4%	2.7%	11.9%	82.4%	2.8%	14.9%	78.1%	3.1%	18.7%	75.3%	4.4%	20.3%
Jan '25	84.6%	6.2%	9.1%	90.2%	4.0%	5.8%	91.5%	2.5%	6.0%	84.8%	2.5%	12.7%	90.9%	2.1%	7.0%
Feb '25	85.0%	6.1%	8.9%	89.6%	4.1%	6.3%	90.0%	2.7%	7.3%	83.0%	3.0%	14.0%	91.4%	2.2%	6.4%
Mar '25	86.3%	5.3%	8.4%	89.6%	4.0%	6.3%	90.1%	2.8%	7.1%	82.5%	2.9%	14.6%	91.0%	2.5%	6.5%
Apr '25	85.7%	5.1%	9.3%	89.9%	3.8%	6.3%	89.8%	2.8%	7.5%	83.0%	2.9%	14.1%	91.3%	2.5%	6.2%
May '25	87.3%	6.3%	6.4%	90.2%	4.2%	5.6%	90.6%	2.7%	6.7%	84.4%	2.8%	12.8%	91.1%	2.5%	6.4%
Jun '25	86.2%	7.3%	6.6%	89.9%	4.3%	5.8%	90.3%	2.9%	6.8%	84.5%	2.9%	12.6%	91.5%	2.5%	5.9%
Average	82.0%	5.6%	12.4%	84.2%	4.0%	11.8%	82.9%	3.3%	13.8%	77.0%	3.6%	19.4%	81.6%	3.4%	15.0%



Counties by Cluster

COUNTIES ASSIGNED TO EACH CLUSTER
(Alpha by state and county)

HIGHEST DENSITY

San Francisco, CA
District of Columbia, DC
Suffolk, MA
Hudson, NJ
Bronx, NY
Kings, NY
New York, NY
Queens, NY
Philadelphia, PA
Arlington, VA
Fairfax, VA
Falls Church, VA
Lexington, VA

HIGH DENSITY

Maricopa, AZ
Alameda, CA
Contra Costa, CA
El Dorado, CA
Fresno, CA
Los Angeles, CA
Marin, CA
Monterey, CA
Napa, CA
Orange, CA
Placer, CA
Riverside, CA
Sacramento, CA
San Benito, CA
San Bernardino, CA
San Diego, CA
San Joaquin, CA
San Luis Obispo, CA
San Mateo, CA
Santa Barbara, CA
Santa Clara, CA
Santa Cruz, CA
Solano, CA
Sonoma, CA
Sutter, CA
Ventura, CA
Yolo, CA
Adams, CO
Arapahoe, CO
Boulder, CO
Broomfield, CO
Denver, CO
Douglas, CO
Eagle, CO
Garfield, CO
Jefferson, CO
Larimer, CO
Routt, CO
San Miguel, CO
Weld, CO
Fairfield, CT
Hartford, CT
Litchfield, CT
Middlesex, CT
New Haven, CT
New London, CT
Tolland, CT
New Castle, DE
Broward, FL
Collier, FL
Hillsborough, FL
Martin, FL
Miami-Dade, FL
Monroe, FL
Orange, FL
Palm Beach, FL

Pasco, FL
Pinellas, FL
Seminole, FL
St. Johns, FL
Cobb, GA
DeKalb, GA
Fayette, GA
Forsyth, GA
Fulton, GA
Greene, GA
Honolulu, HI
Maui, HI
Dallas, IA
Cook, IL
DuPage, IL
Lake, IL
Will, IL
Boone, IN
Hamilton, IN
Johnson, KS
Barnstable, MA
Essex, MA
Hampshire, MA
Middlesex, MA
Norfolk, MA
Plymouth, MA
Worcester, MA
Anne Arundel, MD
Baltimore, MD
Calvert, MD
Carroll, MD
Charles, MD
Frederick, MD
Harford, MD
Howard, MD
Montgomery, MD
Prince George's, MD
Queen Anne's, MD
Talbot, MD
Cumberland, ME
Livingston, MI
Oakland, MI
Washtenaw, MI
Carver, MN
Dakota, MN
Hennepin, MN
Scott, MN
Washington, MN
St. Charles, MO
St. Louis, MO
Flathead, MT
Chatham, NC
Durham, NC
Mecklenburg, NC
Orange, NC
Union, NC
Wake, NC
Douglas, NE
Hillsborough, NH
Merrimack, NH
Rockingham, NH
Bergen, NJ
Burlington, NJ
Camden, NJ
Cape May, NJ
Essex, NJ
Gloucester, NJ
Hunterdon, NJ
Mercer, NJ
Middlesex, NJ
Monmouth, NJ
Morris, NJ
Ocean, NJ
Passaic, NJ
Somerset, NJ
Sussex, NJ
Union, NJ
Los Alamos, NM
Santa Fe, NM
Clark, NV
Washoe, NV
Albany, NY
Columbia, NY
Dutchess, NY
Nassau, NY
Orange, NY
Putnam, NY
Richmond, NY
Rockland, NY
Saratoga, NY
Suffolk, NY
Tompkins, NY
Westchester, NY
Delaware, OH
Geauga, OH
Union, OH
Warren, OH
Benton, OR
Clackamas, OR
Multnomah, OR
Washington, OR
Allegheny, PA
Bucks, PA
Chester, PA
Delaware, PA
Montgomery, PA
Bristol, RI
Kent, RI
Newport, RI
Washington, RI
Davidson, TN
Williamson, TN
Collin, TX
Comal, TX
Dallas, TX
Denton, TX
Fort Bend, TX
Rockwall, TX
Travis, TX
Williamson, TX
Davis, UT
Salt Lake, UT
Summit, UT
Utah, UT
Albemarle, VA
Alexandria, VA
Charlottesville, VA
Chesterfield, VA
Fairfax, VA
Fauquier, VA
Henrico, VA
James City, VA
Loudoun, VA
Manassas, VA
Prince William, VA
Stafford, VA
York, VA
Addison, VT
Chittenden, VT
Grand Isle, VT
Lamoille, VT
Washington, VT
Windham, VT
Windsor, VT
Clark, WA
King, WA
Kitsap, WA
Pierce, WA
Snohomish, WA
Thurston, WA

MODERATE DENSITY

Anchorage, AK
Kenai Peninsula, AK
Baldwin, AL
Calhoun, AL
Conecuh, AL
Houston, AL
Jefferson, AL
Lee, AL
Limestone, AL
Madison, AL
Mobile, AL
Montgomery, AL
St. Clair, AL
Tuscaloosa, AL
Benton, AR
Craighead, AR
Crawford, AR
Pulaski, AR
Cochise, AZ

Coconino, AZ
Gila, AZ
Mohave, AZ
Navajo, AZ
Pima, AZ
Pinal, AZ
Yavapai, AZ
Yuma, AZ
Amador, CA
Butte, CA
Calaveras, CA
Colusa, CA
Imperial, CA
Inyo, CA
Kern, CA
Kings, CA
Lassen, CA
Madera, CA
Mariposa, CA
Mendocino, CA
Merced, CA
Modoc, CA
Mono, CA
Nevada, CA
Shasta, CA
Siskiyou, CA
Stanislaus, CA
Tehama, CA
Trinity, CA
Tulare, CA
Tuolumne, CA
Yuba, CA
Chaffee, CO
Clear Creek, CO
El Paso, CO
Grand, CO
Las Animas, CO
Moffat, CO
Montrose, CO
Morgan, CO
Pitkin, CO
Pueblo, CO
Summit, CO
Kent, DE
Sussex, DE
Alachua, FL
Bay, FL
Brevard, FL
Charlotte, FL
Citrus, FL
DeSoto, FL
Duval, FL
Flagler, FL
Hernando, FL
Highlands, FL
Indian River, FL
Jackson, FL
Lake, FL
Lee, FL
Leon, FL
Madison, FL
Manatee, FL
Marion, FL
Nassau, FL
Okaloosa, FL
Okeechobee, FL
Osceola, FL
Polk, FL
Santa Rosa, FL
Sarasota, FL
St. Lucie, FL
Sumter, FL
Suwannee, FL
Volusia, FL
Wakulla, FL
Walton, FL
Washington, FL
Bartow, GA
Bibb, GA
Camden, GA
Candler, GA
Chatham, GA
Cherokee, GA
Clarke, GA
Clayton, GA
Columbia, GA
Coweta, GA
Crisp, GA
Douglas, GA
Glynn, GA
Gordon, GA
Gwinnett, GA
Henry, GA
Jenkins, GA
Laurens, GA
Lee, GA
Lowndes, GA
Morgan, GA
Muscogee, GA
Oconee, GA
Peach, GA
Richmond, GA
Tift, GA
Black Hawk, IA
Dubuque, IA
Franklin, IA
Henry, IA
Johnson, IA
Linn, IA
Polk, IA
Pottawattamie, IA
Poweshiek, IA
Scott, IA
Woodbury, IA
Ada, ID
Bannock, ID
Bonneville, ID
Kootenai, ID
Minidoka, ID
Twin Falls, ID
Champaign, IL
Effingham, IL
Iroquois, IL
Jefferson, IL
Kane, IL
Kendall, IL
LaSalle, IL
Livingston, IL
Madison, IL
McHenry, IL
McLean, IL
Ogle, IL
Peoria, IL
Sangamon, IL
Williamson, IL
Winnebago, IL
Allen, IN
Daviess, IN
Elkhart, IN
Fountain, IN
Howard, IN
LaGrange, IN
Lake, IN
LaPorte, IN
Marion, IN
Monroe, IN
Newton, IN
Porter, IN
Shelby, IN
St. Joseph, IN
Steuben, IN
Tippecanoe, IN
Vanderburgh, IN
Vigo, IN
Wayne, IN
Butler, KS
Dickinson, KS
Jackson, KS
Leavenworth, KS
Lyon, KS
Saline, KS
Sedgwick, KS
Shawnee, KS
Thomas, KS
Boone, KY
Fayette, KY
Hardin, KY
Jefferson, KY
Laurel, KY
Lyon, KY
Madison, KY
Warren, KY

Caddo, LA
Calcasieu, LA
East Baton Rouge, LA
Jefferson, LA
Jefferson Davis, LA
Lafayette, LA
Lincoln, LA
Natchitoches, LA
Ouachita, LA
Rapides, LA
St. Tammany, LA
Berkshire, MA
Bristol, MA
Hampden, MA
Allegany, MD
Cecil, MD
Garrett, MD
St. Mary's, MD
Wicomico, MD
Worcester, MD
Franklin, ME
Hancock, ME
Kennebec, ME
Oxford, ME
Penobscot, ME
Somerset, ME
Washington, ME
York, ME
Bay, MI
Berrien, MI
Calhoun, MI
Chippewa, MI
Delta, MI
Genesee, MI
Grand Traverse, MI
Huron, MI
Ingham, MI
Kalamazoo, MI
Kent, MI
Macomb, MI
Marquette, MI
Mason, MI
Mecosta, MI
Muskegon, MI
Otsego, MI
Ottawa, MI
St. Clair, MI
Wayne, MI
Anoka, MN
Beltrami, MN
Carlton, MN
Chisago, MN
Crow Wing, MN
Douglas, MN
Freeborn, MN
Kandiyohi, MN
Lake, MN
Lyon, MN
Nicollet, MN
Nobles, MN
Olmsted, MN
Ramsey, MN
St. Louis, MN
Wright, MN
Boone, MO
Buchanan, MO
Camden, MO
Cape Girardeau, MO
Clay, MO
Greene, MO
Harrison, MO
Jackson, MO
Lafayette, MO
Marion, MO
Newton, MO
Phelps, MO
Platte, MO
Scott, MO
St. Louis, MO
Vernon, MO
DeSoto, MS
Harrison, MS
Lauderdale, MS
Lee, MS
Pike, MS
Rankin, MS
Warren, MS
Beaverhead, MT
Cascade, MT
Custer, MT
Dawson, MT
Gallatin, MT
Lewis and Clark, MT
Mineral, MT
Missoula, MT
Silver Bow, MT
Sweet Grass, MT
Yellowstone, MT
Alamance, NC
Brunswick, NC
Buncombe, NC
Catawba, NC
Craven, NC
Cumberland, NC
Dare, NC
Davidson, NC
Davie, NC
Forsyth, NC
Gaston, NC
Granville, NC
Guilford, NC
Halifax, NC
Iredell, NC
Johnston, NC
Lee, NC
Lenoir, NC
McDowell, NC
Nash, NC
New Hanover, NC
Onslow, NC
Pitt, NC
Randolph, NC
Richmond, NC
Robeson, NC
Rowan, NC
Scotland, NC
Surry, NC
Vance, NC
Washington, NC
Watauga, NC
Wayne, NC
Burleigh, ND
Cass, ND
Grand Forks, ND
Stark, ND
Stutsman, ND
Buffalo, NE
Dawson, NE
Hall, NE
Keith, NE
Lancaster, NE
Lincoln, NE
Belknap, NH
Carroll, NH
Grafton, NH
Strafford, NH
Atlantic, NJ
Salem, NJ
Warren, NJ
Bernalillo, NM
McKinley, NM
San Juan, NM
San Miguel, NM
Sierra, NM
Socorro, NM
Douglas, NV
Elko, NV
Humboldt, NV
Lyon, NV
Nye, NV
Cattaraugus, NY
Chautauqua, NY
Clinton, NY
Delaware, NY
Erie, NY
Essex, NY
Genesee, NY
Jefferson, NY
Oneida, NY
Onondaga, NY
Ontario, NY
Oswego, NY

Otsego, NY
Schenectady, NY
Seneca, NY
St. Lawrence, NY
Steuben, NY
Sullivan, NY
Ulster, NY
Warren, NY
Allen, OH
Butler, OH
Cuyahoga, OH
Erie, OH
Franklin, OH
Greene, OH
Guernsey, OH
Hamilton, OH
Hancock, OH
Lorain, OH
Lucas, OH
Mahoning, OH
Montgomery, OH
Morrow, OH
Ross, OH
Sandusky, OH
Summit, OH
Trumbull, OH
Tuscarawas, OH
Williams, OH
Wood, OH
Wyandot, OH
Carter, OK
Rogers, OK
Tulsa, OK
Baker, OR
Clatsop, OR
Columbia, OR
Deschutes, OR
Douglas, OR
Harney, OR
Hood River, OR
Jackson, OR
Josephine, OR
Lane, OR
Lincoln, OR
Linn, OR
Malheur, OR
Marion, OR
Tillamook, OR
Umatilla, OR
Wasco, OR
Adams, PA
Bedford, PA
Berks, PA
Blair, PA
Butler, PA
Centre, PA
Clearfield, PA
Clinton, PA
Columbia, PA
Cumberland, PA
Dauphin, PA
Erie, PA
Franklin, PA
Lackawanna, PA
Lancaster, PA
Lehigh, PA
Lycoming, PA
Mercer, PA
Monroe, PA
Northampton, PA
Pike, PA
Somerset, PA
Tioga, PA
Washington, PA
Westmoreland, PA
York, PA
Providence, RI
Aiken, SC
Anderson, SC
Beaufort, SC
Charleston, SC
Clarendon, SC
Colleton, SC
Dorchester, SC
Florence, SC
Greenville, SC
Horry, SC
Jasper, SC
Lexington, SC
Oconee, SC
Orangeburg, SC
Richland, SC
Spartanburg, SC
York, SC
Codington, SD
Custer, SD
Davison, SD
Lawrence, SD
Lyman, SD
Minnehaha, SD
Pennington, SD
Roberts, SD
Coffee, TN
Cumberland, TN
Dickson, TN
Hamilton, TN
Knox, TN
Madison, TN
Marion, TN
Putnam, TN
Rutherford, TN
Sevier, TN
Shelby, TN
Sullivan, TN
Wilson, TN
Bell, TX
Bexar, TX
Blanco, TX
Bowie, TX
Brazoria, TX
Brazos, TX
Callahan, TX
Cameron, TX
Clay, TX
Culberson, TX
El Paso, TX
Ellis, TX
Fayette, TX
Grayson, TX
Guadalupe, TX
Hale, TX
Hamilton, TX
Harris, TX
Hays, TX
Hidalgo, TX
Hill, TX
Hopkins, TX
Howard, TX
Hunt, TX
Jefferson, TX
Jim Wells, TX
Johnson, TX
Kaufman, TX
Leon, TX
Lubbock, TX
McLennan, TX
Midland, TX
Montgomery, TX
Nacogdoches, TX
Navarro, TX
Nueces, TX
Polk, TX
Potter, TX
Reeves, TX
Smith, TX
Tarrant, TX
Tom Green, TX
Victoria, TX
Walker, TX
Waller, TX
Webb, TX
Box Elder, UT
Carbon, UT
Grand, UT
Iron, UT
Juab, UT
San Juan, UT
Tooele, UT
Washington, UT
Amherst, VA
Augusta, VA
Bristol, VA

Campbell, VA
Chesapeake, VA
Colonial Heights, VA
Essex, VA
Frederick, VA
Halifax, VA
Hanover, VA
Harrisonburg, VA
King George, VA
Madison, VA
Mecklenburg, VA
Newport News, VA
Norfolk, VA
Northampton, VA
Petersburg, VA
Portsmouth, VA
Roanoke, VA
Rockbridge, VA
Salem, VA
Shenandoah, VA
Smyth, VA
Spotsylvania, VA
Staunton, VA
Virginia Beach, VA
Caledonia, VT
Rutland, VT
Adams, WA
Benton, WA
Chelan, WA
Clallam, WA
Cowlitz, WA
Franklin, WA
Grant, WA
Grays Harbor, WA
Kittitas, WA
Lewis, WA
Skagit, WA
Spokane, WA
Whatcom, WA
Yakima, WA
Brown, WI
Crawford, WI
Dane, WI
Door, WI
Dunn, WI
Eau Claire, WI
Fond du Lac, WI
Jefferson, WI
Juneau, WI
Kenosha, WI
La Crosse, WI
Marathon, WI
Marinette, WI
Milwaukee, WI
Monroe, WI
Oneida, WI
Outagamie, WI
Rock, WI
Sauk, WI
Sheboygan, WI
Walworth, WI
Waukesha, WI
Winnebago, WI
Berkeley, WV
Braxton, WV
Cabell, WV
Greenbrier, WV
Kanawha, WV
Lewis, WV
Marion, WV
Mercer, WV
Monongalia, WV
Ohio, WV
Raleigh, WV
Wood, WV
Albany, WY
Campbell, WY
Carbon, WY
Laramie, WY
Natrona, WY
Sheridan, WY
Sweetwater, WY
Teton, WY
Uinta, WY

LOW DENSITY

Denali, AK
Fairbanks North Star, AK
Autauga, AL
Barbour, AL
Chambers, AL
Clarke, AL
Coffee, AL
Colbert, AL
Cullman, AL
DeKalb, AL
Elmore, AL
Escambia, AL
Etowah, AL
Greene, AL
Henry, AL
Jackson, AL
Lauderdale, AL
Lowndes, AL
Marshall, AL
Morgan, AL
Randolph, AL
Russell, AL
Shelby, AL
Talladega, AL
Tallapoosa, AL
Walker, AL
Baxter, AR
Crittenden, AR
Cross, AR
Faulkner, AR
Garland, AR
Independence, AR
Jackson, AR
Jefferson, AR
Johnson, AR
Miller, AR
Saline, AR
St. Francis, AR
Washington, AR
Santa Cruz, AZ
Del Norte, CA
Glenn, CA
Humboldt, CA
Lake, CA
Alamosa, CO
Archuleta, CO
Cheyenne, CO
Custer, CO
Delta, CO
Fremont, CO
Gunnison, CO
Hinsdale, CO
Huerfano, CO
Kit Carson, CO
La Plata, CO
Lake, CO
Logan, CO
Mesa, CO
Mineral, CO
Montezuma, CO
Otero, CO
Ouray, CO
Park, CO
Rio Blanco, CO
Rio Grande, CO
Teller, CO
Washington, CO
Windham, CT
Baker, FL
Clay, FL
Columbia, FL
Escambia, FL
Franklin, FL
Gadsden, FL
Hendry, FL
Levy, FL
Putnam, FL
Appling, GA
Baldwin, GA
Banks, GA
Barrow, GA
Bryan, GA
Bulloch, GA
Butts, GA
Carroll, GA

Campbell, VA
Chesapeake, VA
Colonial Heights, VA
Essex, VA
Frederick, VA
Halifax, VA
Hanover, VA
Harrisonburg, VA
King George, VA
Madison, VA
Mecklenburg, VA
Newport News, VA
Norfolk, VA
Northampton, VA
Petersburg, VA
Portsmouth, VA
Roanoke, VA
Rockbridge, VA
Salem, VA
Shenandoah, VA
Smyth, VA
Spotsylvania, VA
Staunton, VA
Virginia Beach, VA
Caledonia, VT
Rutland, VT
Adams, WA
Benton, WA
Chelan, WA
Clallam, WA
Cowlitz, WA
Franklin, WA
Grant, WA
Grays Harbor, WA
Kittitas, WA
Lewis, WA
Skagit, WA
Spokane, WA
Whatcom, WA
Yakima, WA
Brown, WI
Crawford, WI
Dane, WI
Door, WI
Dunn, WI
Eau Claire, WI
Fond du Lac, WI
Jefferson, WI
Juneau, WI
Kenosha, WI
La Crosse, WI
Marathon, WI
Marinette, WI
Milwaukee, WI
Monroe, WI
Oneida, WI
Outagamie, WI
Rock, WI
Sauk, WI
Sheboygan, WI
Walworth, WI
Waukesha, WI
Winnebago, WI
Berkeley, WV
Braxton, WV
Cabell, WV
Greenbrier, WV
Kanawha, WV
Lewis, WV
Marion, WV
Mercer, WV
Monongalia, WV
Ohio, WV
Raleigh, WV
Wood, WV
Albany, WY
Campbell, WY
Carbon, WY
Laramie, WY
Natrona, WY
Sheridan, WY
Sweetwater, WY
Teton, WY
Uinta, WY

LOW DENSITY

Denali, AK
Fairbanks North Star, AK
Autauga, AL
Barbour, AL
Chambers, AL
Clarke, AL
Coffee, AL
Colbert, AL
Cullman, AL
DeKalb, AL
Elmore, AL
Escambia, AL
Etowah, AL
Greene, AL
Henry, AL
Jackson, AL
Lauderdale, AL
Lowndes, AL
Marshall, AL
Morgan, AL
Randolph, AL
Russell, AL
Shelby, AL
Talladega, AL
Tallapoosa, AL
Walker, AL
Baxter, AR
Crittenden, AR
Cross, AR
Faulkner, AR
Garland, AR
Independence, AR
Jackson, AR
Jefferson, AR
Johnson, AR
Miller, AR
Saline, AR
St. Francis, AR
Washington, AR
Santa Cruz, AZ
Del Norte, CA
Glenn, CA
Humboldt, CA
Lake, CA
Alamosa, CO
Archuleta, CO
Cheyenne, CO
Custer, CO
Delta, CO
Fremont, CO
Gunnison, CO
Hinsdale, CO
Huerfano, CO
Kit Carson, CO
La Plata, CO
Lake, CO
Logan, CO
Mesa, CO
Mineral, CO
Montezuma, CO
Otero, CO
Ouray, CO
Park, CO
Rio Blanco, CO
Rio Grande, CO
Teller, CO
Washington, CO
Windham, CT
Baker, FL
Clay, FL
Columbia, FL
Escambia, FL
Franklin, FL
Gadsden, FL
Hendry, FL
Levy, FL
Putnam, FL
Appling, GA
Baldwin, GA
Banks, GA
Barrow, GA
Bryan, GA
Bulloch, GA
Butts, GA
Carroll, GA

Catoosa, GA
Chattooga, GA
Clinch, GA
Coffee, GA
Dade, GA
Dawson, GA
Decatur, GA
Dougherty, GA
Floyd, GA
Franklin, GA
Gilmer, GA
Habersham, GA
Hall, GA
Harris, GA
Houston, GA
Jackson, GA
Jefferson, GA
Jones, GA
Liberty, GA
Lincoln, GA
Macon, GA
Madison, GA
McDuffie, GA
Meriwether, GA
Monroe, GA
Murray, GA
Newton, GA
Oglethorpe, GA
Pickens, GA
Polk, GA
Rabun, GA
Randolph, GA
Rockdale, GA
Sumter, GA
Taylor, GA
Terrell, GA
Thomas, GA
Troup, GA
Union, GA
Walton, GA
Ware, GA
Wayne, GA
White, GA
Whitfield, GA
Hawaii, HI
Adair, IA
Audubon, IA
Buena Vista, IA
Butler, IA
Carroll, IA
Cedar, IA
Cerro Gordo, IA
Cherokee, IA
Clayton, IA
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St. Martin, LA
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Benzie, MI
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Cass, MI
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Perquimans, NC
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Richland, ND
Traill, ND
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Choctaw, OK
Cleveland, OK
Comanche, OK
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Racine, WI
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Waushara, WI
Wood, WI
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Harrison, WV
Jackson, WV
Marshall, WV
Nicholas, WV
Putnam, WV
Randolph, WV
Lincoln, WY

LOWEST DENSITY

Butler, AL
Marion, AL
Franklin, AR
Hempstead, AR
Monroe, AR
La Paz, AZ
Lincoln, CO
Prowers, CO
Hamilton, FL
Jefferson, FL
Taylor, FL

Charlton, GA
Emanuel, GA
Lanier, GA
Pulaski, GA
Quitman, GA
Seminole, GA
Stewart, GA
Telfair, GA
Turner, GA
Ellis, KS
Logan, KS
Russell, KS
Sherman, KS
Trego, KS
Ohio, KY
Ascension, LA
Grenada, MS
Lamar, MS
Duplin, NC
Thomas, NE
Cibola, NM
De Baca, NM
Guadalupe, NM
Quay, NM
Union, NM
Mineral, NV
Custer, OK
McClain, OK
McIntosh, OK
Murray, OK
Noble, OK
Morrow, OR
Dillon, SC
Brule, SD
Jones, SD
Atascosa, TX
Bastrop, TX
Brooks, TX
Crockett, TX
Eastland, TX
Hardeman, TX
Kimble, TX
Kleberg, TX
Live Oak, TX
Madison, TX
Nolan, TX
Pecos, TX
Beaver, UT
Emery, UT
Emporia, VA
Prince Edward, VA

About the Charging Analytics Program

The Charging Analytics Program (CAP) accelerates the return on investment for installing and operating electric vehicle charging stations. Businesses get access to the latest aggregated EV market and charging deployment data across the U.S. plus insights on when, where and how EV chargers are being used. Reports and interactive maps that get down to the street level will help site hosts fine-tune their strategy for successfully entering the EV charging market.

CAP evaluates markets at the national, state/provincial, and local levels to determine when they might be ready to support additional charging stations based on data from a wide variety of sources to create benchmark analyses. CAP cross-references these insights with utilization data collected from EV chargers currently in operation to inform EV charging deployment decisions.

For more information about CAP, contact Executive Director Karl Doenges (kdoenges@transportationenergy.org)

About the Transportation Energy Institute

The Transportation Energy Institute, founded by NACS in 2013, is a 501(c)(4) nonprofit research-oriented think tank dedicated to evaluating the market issues related to vehicles and the fuels that power them. By bringing together diverse stakeholders of the transportation and fuels markets, the Institute helps to identify opportunities and challenges associated with new technologies and to facilitate industry coordination to help ensure that consumers derive the greatest benefit.

The Transportation Energy Institute commissions and publishes comprehensive, fact-based research projects that address the interests of the affected stakeholders. Such publications will help to inform both business owners considering long-term investment decisions and policymakers considering legislation and regulations affecting the market. Research is independent and unbiased, designed to answer questions, not advocate a specific outcome. Participants in the Transportation Energy Institute are dedicated to promoting facts and providing decision makers with the most credible information possible so that the market can deliver the best in vehicle and fueling options to the consumer.

For more about the Transportation Energy Institute visit transportationenergy.org

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