



Charging  
Analytics  
Program

Powered by  PAREN

# EVSE Charger Performance Analysis

**2025 Q4**

**BENCHMARK REPORT**  
OCTOBER 2024–DECEMBER 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 influence on utilization based upon a difference in a key variable, such as charger power, connector type or proximity to a particular business. 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.

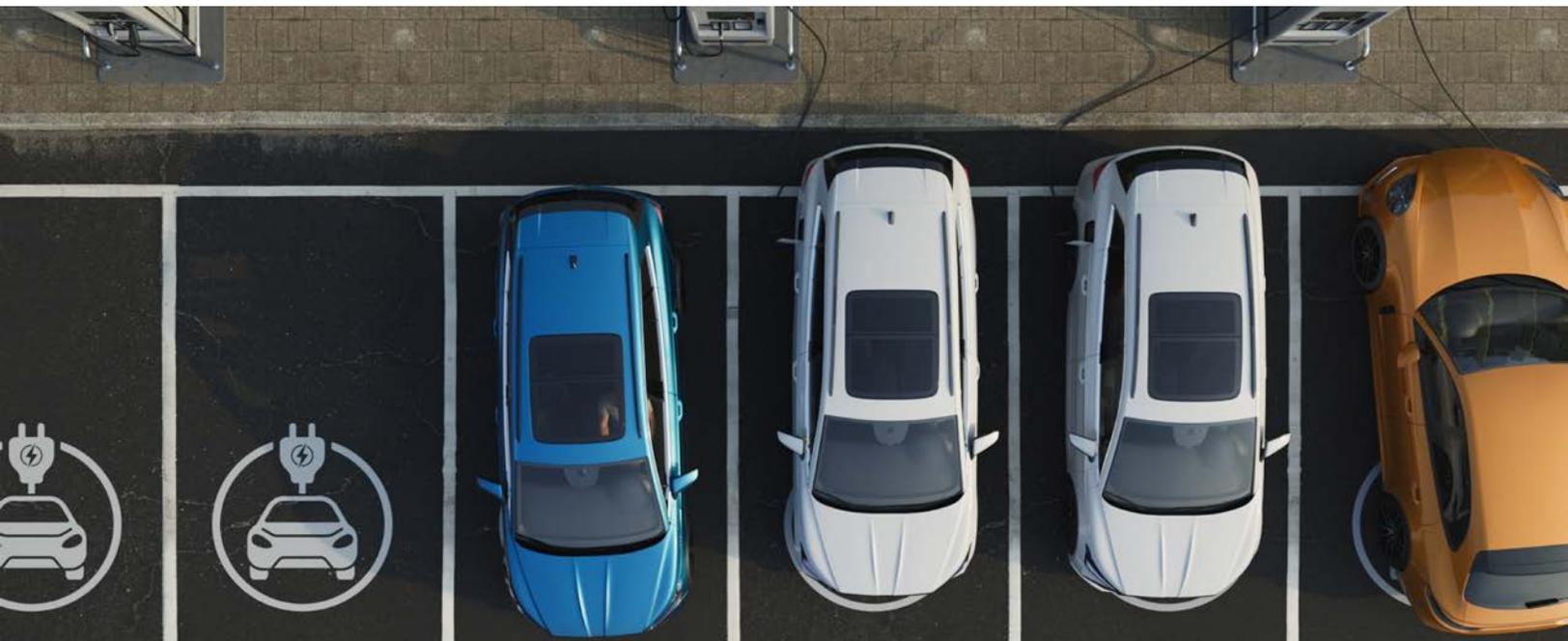
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# Contents

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<b>KEY FACTS AND HIGHLIGHTS</b> .....	4
<b>ABOUT THE DATA</b> .....	6
<b>SUMMARY OF CHARGER INVENTORY IN CAP</b> .....	7
<b>BUSINESS OPPORTUNITIES FROM CUSTOMER DWELL TIME</b> .....	11
<b>ANALYSIS OF NATIONAL CHARGING SESSION AND UTILIZATION DATA</b> .....	13
<b>COMPARISON OF PERFORMANCE OF CHARGERS OF DIFFERENT POWER</b> .....	18
<b>COMPARISON OF PERFORMANCE OF CHARGERS WITH DIFFERENT CONNECTOR TYPES</b> .....	31
<b>COMPARISON OF CHARGER PERFORMANCE AT KEY BUSINESS VERTICALS</b> .....	44
<b>COMPARISON OF CHARGER PERFORMANCE IN TOP 5 MSAS</b> .....	56





The sector remains in a traditional infrastructure build-out phase and continues to grow

- **Charger count has almost doubled**, from 36,407 in December 2024 to 62,457 in December 2025.
- **Installed DCFC capacity increased by 72% YoY**, while total charging sessions increased by 39%.
- **Per charger utilization has remained steady**, with monthly sessions per charger hovering around 214 per month and utilization rate around 16%.

Connection reliability has improved substantially, but remains far from public funding baselines and gas-station expectations

- **Connection failure rates declined** from 8.1% in October 2024 to 4.9% in December 2025.
- **Further attempts after the first try now rarely lead to connection**, from 4.2% of the time in October 2024 to 0.1% of the time in December 2025.



J3400 is confirming itself as a clear North American standard

- **J3400-only connectors increased from 61.0% of installed chargers in October 2024 to 74.9% in December 2025**, while CCS-only share declined from 26.0% to 17.8%.
- **Between October 2024 and December 2025, J3400-only chargers recorded 21% growth in monthly sessions per charger**, compared to a 25% decline for CCS-only units, while CCS/CHAdeMO combinations remained broadly stable although at a much lower utilization rate.



The time windows to capitalize on charging demand remain concentrated in predictable peak periods

- Utilization averaged 17.9% Friday through Sunday vs 15.3% Monday through Thursday.
- Utilization also averaged 24.2% between peak hours of 12:00 p.m. – 6:00 p.m. vs 12.7% off-peak.



Site dwell-time remains one of the key utilization drivers

- Total sessions per charger per month in Q4 2025 averaged **240 for chargers near supermarkets, 228 near restaurants and 188 near convenience stores.**
- Considering the average session duration for each business, this rate of utilization generated an average monthly dwell time per charger port of:



**132 hours at supermarkets**



**124 hours at restaurants**

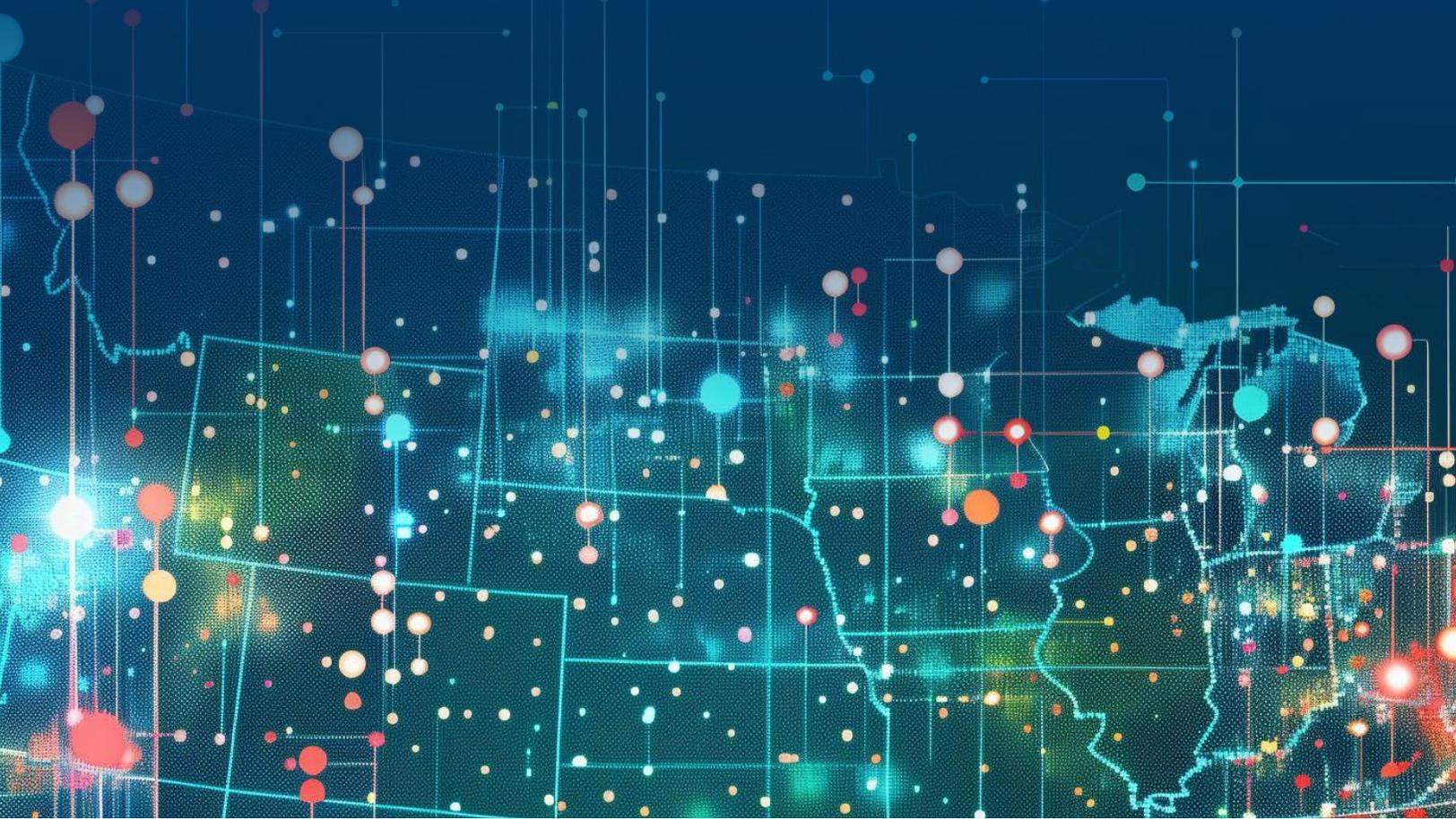


**96 hours at convenience stores**

The need for speed is driving a significant increase in ultrafast (300+kW) charger deployment and share

- **Session duration has remained stable averaging 30 - 35 minutes**, with minor summer/winter seasonality patterns.
- **Chargers rated at 300 kW or higher increased in share** from 22.5% in October 2024 to 30.9% in December 2025.





# About the Data

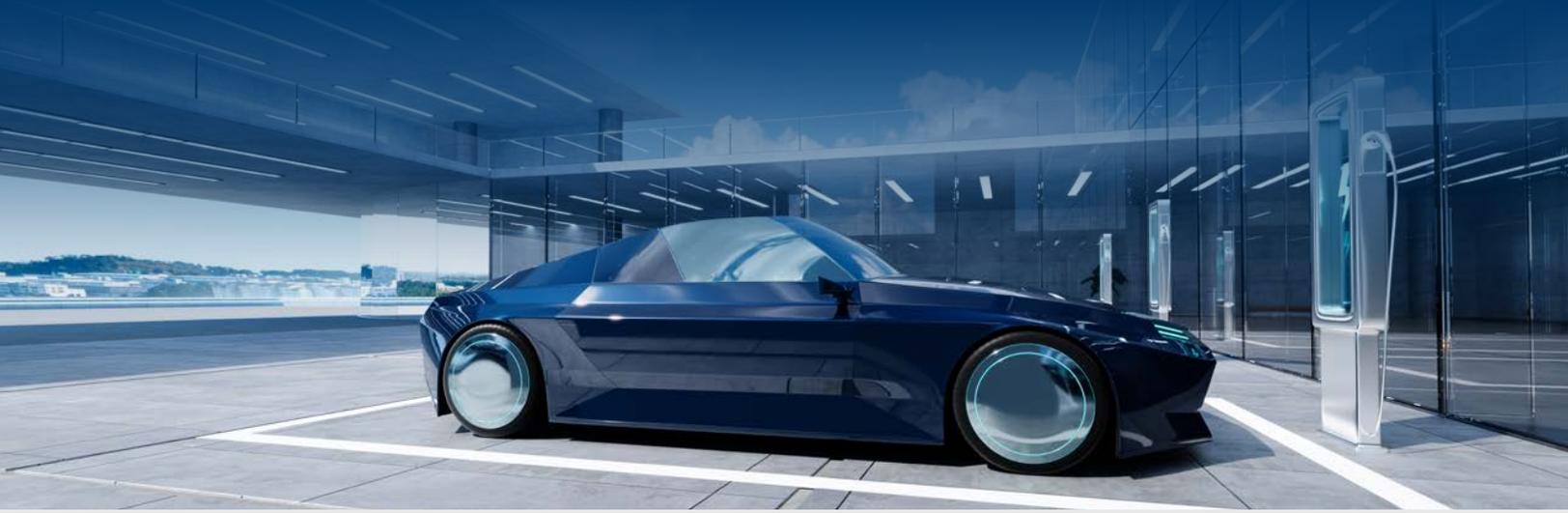
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The Transportation Energy Institute partners with Paren to obtain the data that powers the Charging Analytics Program (CAP) and deliver insights derived from that data. The data is collected daily from publicly available sources, compiled on a monthly basis and then delivered to CAP for analysis and presentation.



Paren is transforming the EV charging industry with real-time data solutions that set the standard for reliability and transparency. The data platform covers 95%+ of fast charging ports across the USA and Canada, processing over 100M events per day and aggregating insights for 13M fast charging sessions on a monthly basis. The platform is trusted by leading automakers, charge point operators and has quickly become a source of truth for operators and the media.

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# Summary of Charger Inventory in CAP

In the fourth quarter of 2025, the Charging Analytics Program (CAP) continued to expand its collection of data to include session insights from more than 62,000 DCFC charging ports in the United States, including those equipped with all connector types - CCS, Chademo, J3400 (aka, Tesla/NACS) and various combinations. This inventory is up from around 37,000 ports in January 2025 and represents more than 90% of the 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 10.3 million in January 2025 to 13.6 million in December 2025 and total more than 141 million sessions in 2025. CAP enables comparison of performance among chargers based upon their location, their power rating, their connector type and their proximity to specific business types (or verticals).

A 2024 study by the Massachusetts Institute of Technology (MIT)<sup>1</sup> 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, supermarkets and convenience stores. 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.

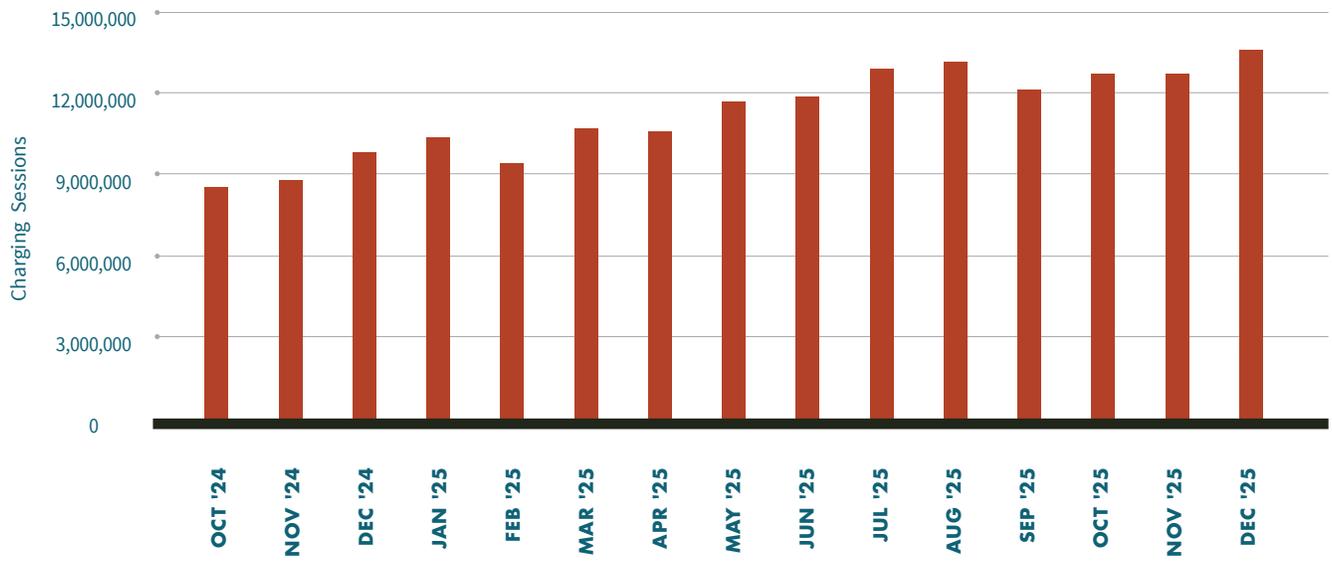


<sup>1</sup> <https://mobility.mit.edu/biblio/zheng-effects-electric-vehicle-charging-stations-economic-vitality-local/>

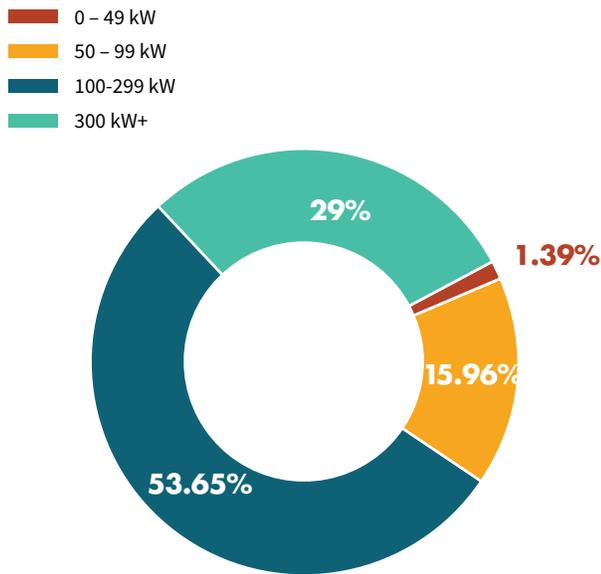
FIGURE 1. TOTAL DCFC IN DATA SET



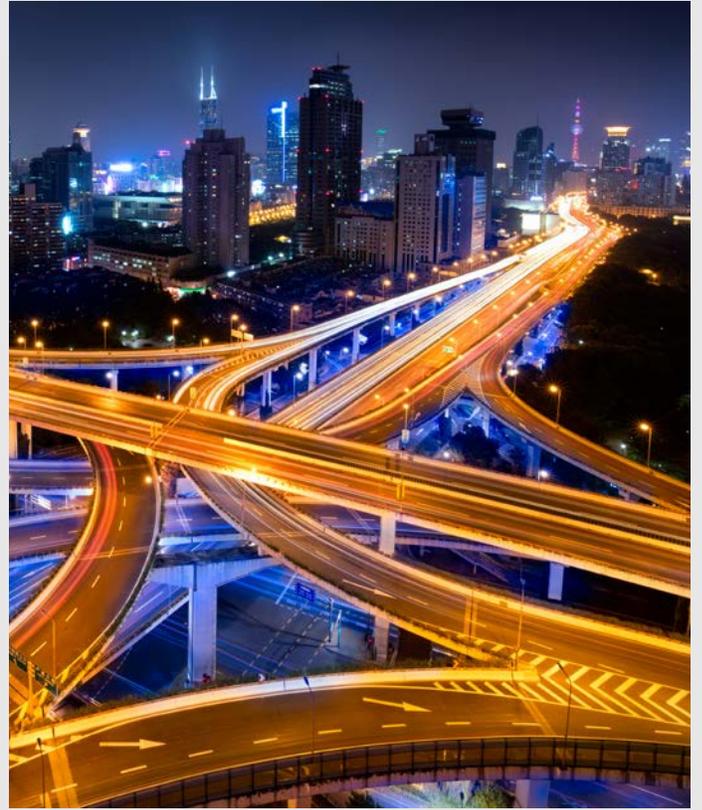
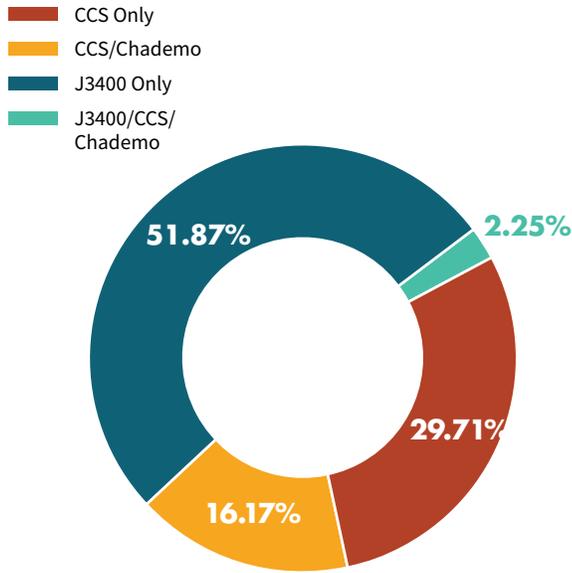
**FIGURE 2. TOTAL CHARGING SESSIONS IN DATA SET**



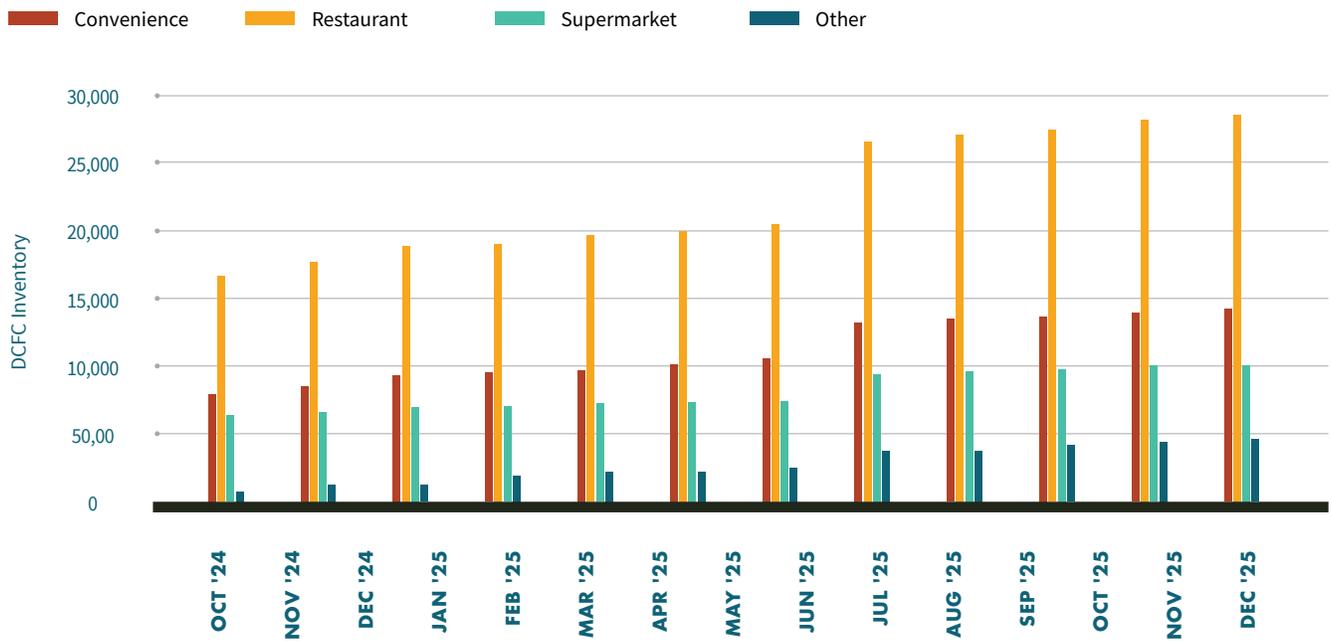
**FIGURE 3. DCFC INVENTORY BY CHARGER POWER (DECEMBER 2025)**



**FIGURE 4. DCFC INVENTORY BY PLUG TYPE (DECEMBER 2025)**



**FIGURE 5. DCFC INVENTORY BY PROXIMITY TO BUSINESS VERTICAL**





# Business Opportunities from Customer Dwell Time

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Generating revenue from charging operations requires business intelligence around selling electrons and in-store sales. Insights into how the customer behaves and how the charger is used are critical to making business decisions. The data contained in this report provides significant insight into the utilization of DCFCs throughout the United States, with specific focus on key distinguishing characteristics. Each data set provides unique perspective about the performance of chargers and their potential benefit to the companies that invest in their installation and operation. Below is a high-level summary of key data points and how they relate to business opportunities, expressed in terms of hours spent each month per port at a business offering a charger.

**TABLE 1. SUMMARY OF CUSTOMER DWELL TIME IN Q4 2025**

Q4 AVERAGES	UTILIZATION	PEAK UTILIZATION 12 p.m. – 6 p.m.	SESSIONS/ MONTH	SESSION DURATION in Minutes	TOTAL TIME CHARGING per Port per Month in Hours
National	16.4%	24.2%	214	32.8	117
Convenience	13.5%	20.2%	188	30.7	96
Restaurant	17.3%	25.3%	228	32.5	124
Supermarket	18.5%	27.0%	240	33.0	132
J3400 Chargers	18.8%	27.7%	265	30.8	136
CCS Chargers	13.5%	20.2%	158	35.6	94

From the data presented in [Table 1](#), businesses that host a DCFC have the opportunity to market directly to consumers who typically spend more than 100 hours charging their vehicle while on site. Considering that very few locations offer just one charging port, the amount of time spent on location is magnitudes higher than the amount shown above.

For example, the average number of CCS ports located at a station in Q4 was 4.5. The data shows that during Q4 drivers charging at a CCS port spent 94 hours per month on location; with 4.5 ports, the average amount of time spent on location by all EV drivers was 423 hours. Over the past year, the number of CCS ports in the data set increased by 65% to 15,517, although their share declined from 25.7% of ports in January to 17.8% in December. Charging sessions per port also declined 24%, from 206 per month in January to 155 in December while utilization dropped from 19.1% to 13.8%.

Meanwhile, the average number of J3400 ports located at a station was 14.4. The data shows that during Q4 drivers charging at a J3400 port spent 136 hours per month on location; with 14.4 ports, the average amount of time spent on location by all EV drivers was 1,958 hours. Over the past year, the number of J3400 ports in the data set has almost doubled (up 92%) to 36,991 and their share has increased from 62.3% to 74.9%. Charging sessions per port increased from 247 per month in January to 273 in December and utilization increased from 17.5% to 20.0%.

The data indicates a strong business opportunity associated with charger operations, although such opportunity is not evenly distributed among stations and varies significantly throughout the day and week. As will be demonstrated in other sections of this report, market dynamics, geography, charger peak speed and proximity to key business types will affect utilization, session count and overall business opportunity. In addition, the data on utilization by day of week and time of day indicates strategic staffing and promotional efforts could yield results when focused on peak hours. Also, there are trends around what type of connector the industry is deploying, which could influence overall utilization. This report is presented to help provide empirical data to help those interested in the business of charging to more effectively evaluate the opportunities that charging may provide.



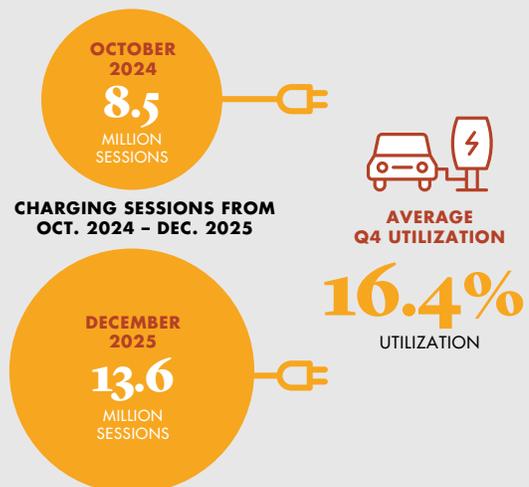
# Analysis of National Charging Session and Utilization Data

This Q4 2025 report analyzes data from charging sessions beginning in October 2024, when CAP collected data from 8.5 million sessions, through December 2025, when CAP collected data from 13.6 million sessions.

During this period, the charger ports in the CAP data set averaged 214 charging sessions per charger port per month, ranging from a low of 188 in February 2025 to a high of 234 in July 2025. In comparing year-to-year data from Q4 in 2024 and 2025, charger sessions per month in October, November and December were nearly identical, suggesting some possible seasonality in utilization. This concept of seasonality will be explored more fully in future

reports as year-to-year comparison becomes possible with a longer range of data.

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 in 2025 averaged 16.2%, with Q4 utilization of 16.4% largely matching 2024 Q4 of 16.6%. Utilization in 2025 was lowest in April when chargers were used an average of 14.9% of the time and highest in December when they were used 17.2% of the time. The 15-month time period indicates a slight increase in utilization in Q4 for both 2024 and 2025 and an increase during the summer months. Future analysis will explore if these trends repeat consistently over the years.

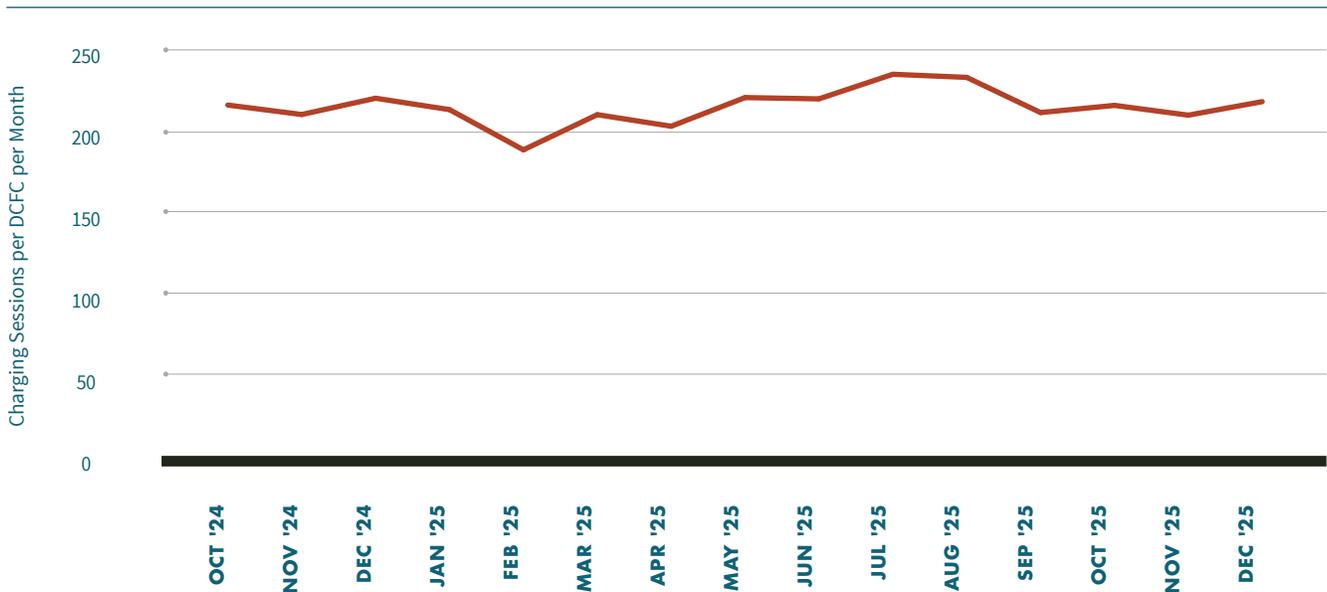
Over the 15 months analyzed, DCFCs seem to be used most frequently on the weekends, with Friday – Sunday averaging 17.9% compared with 15.3% Monday – Thursday. On a given day, chargers seem to be used most often between 12 p.m. and 6 p.m., when utilization averaged 24.2%. Between 6 a.m. and 12 noon, utilization averaged 16.3% and between 6 p.m. and 11 p.m. utilization averaged

17.7%. On average, charging sessions lasted 32.7 minutes, peaking at 35.3 minutes in January and steadily decreasing to 30.8 minutes in September before rebounding to 34.2 in December. Session duration of 32.8 minutes in Q4 2025 was relatively consistent although slightly below the 33.6 minutes in Q4 2024.

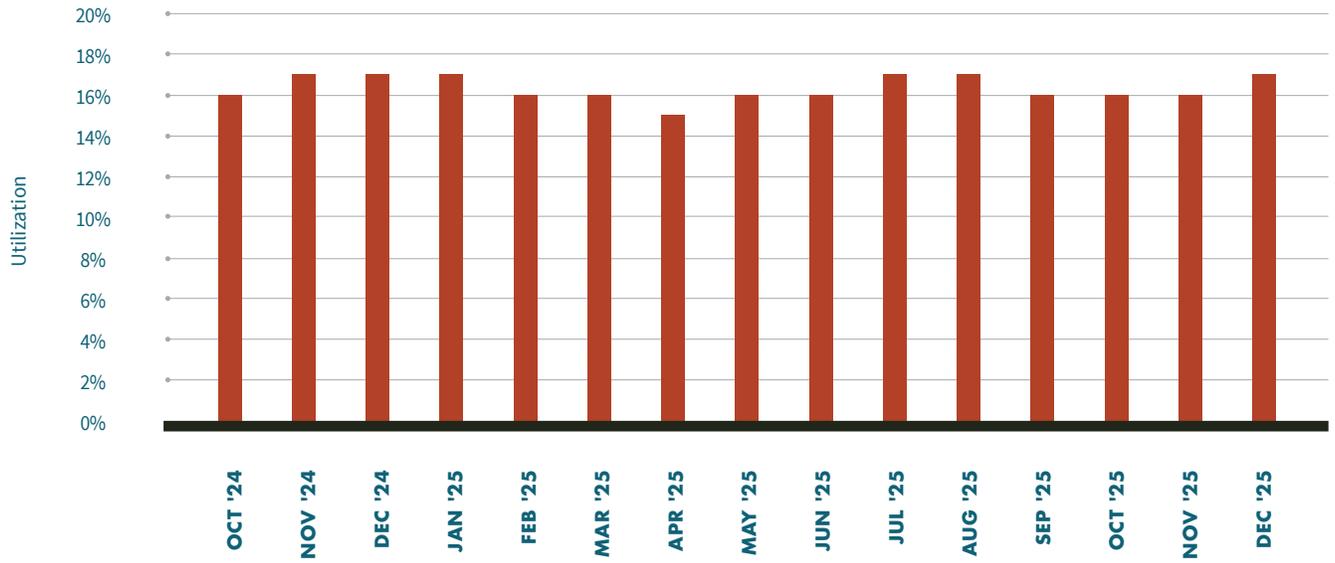
The data shows that 90.8% of charging attempts during the 15-month period were successful on their first attempt, with 3.6% requiring more than one attempt to achieve a successful charging session and 5.6% of attempted sessions concluding in failure. In December 2025, first attempts were successful 94.9% of the time compared with 90.2% in January 2025 and averaged 94.8% in Q4 2025 compared with 87.6% in Q4 2024.



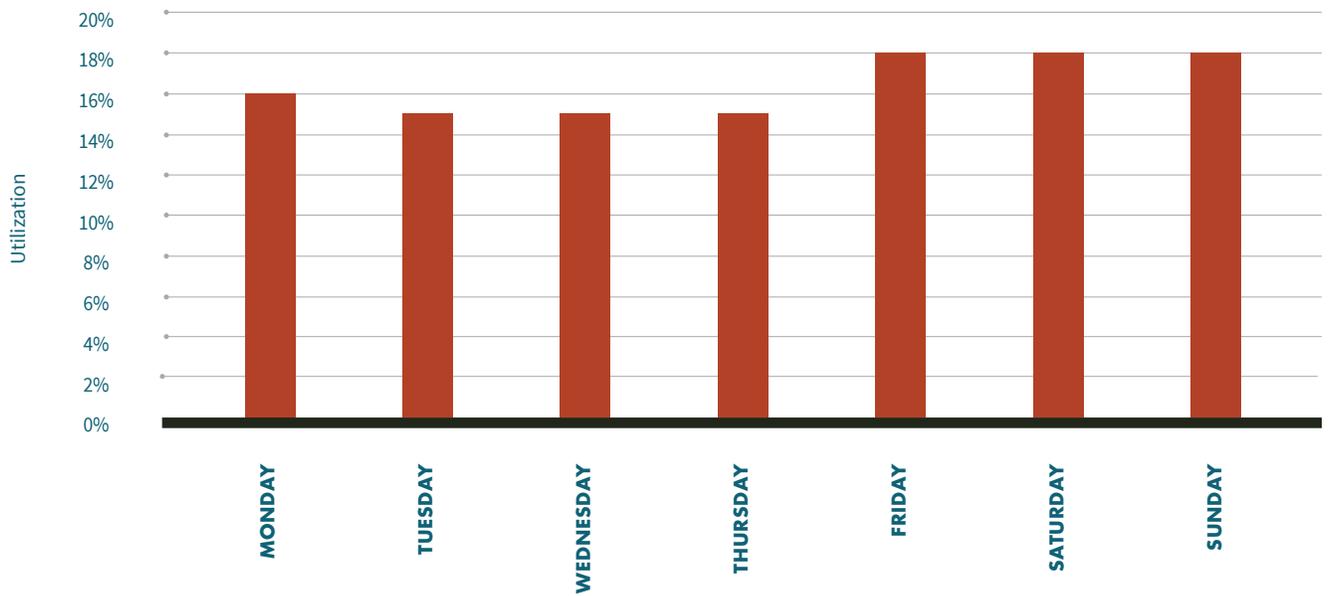
**FIGURE 6. AVERAGE CHARGING SESSIONS PER CHARGER PER MONTH**



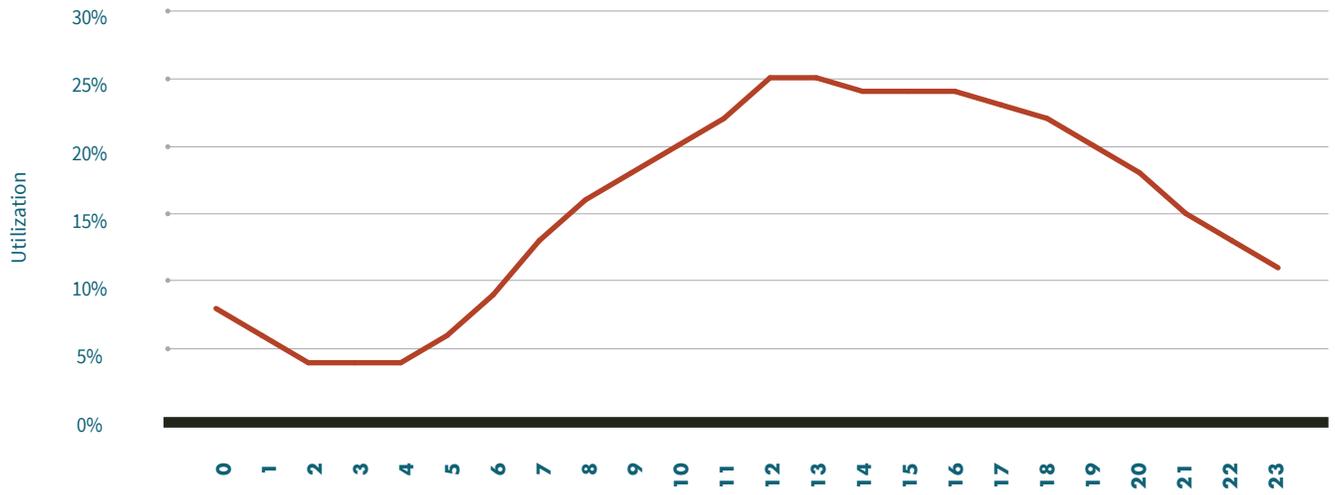
**FIGURE 7. AVERAGE UTILIZATION**



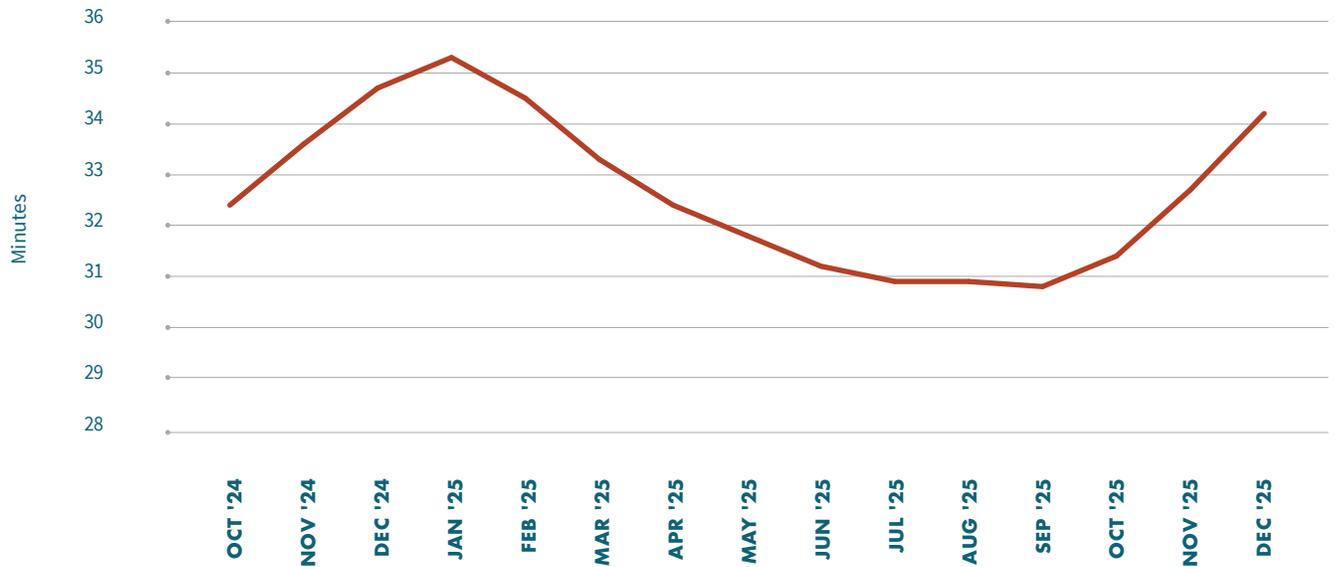
**FIGURE 8. UTILIZATION BY DAY OF WEEK**



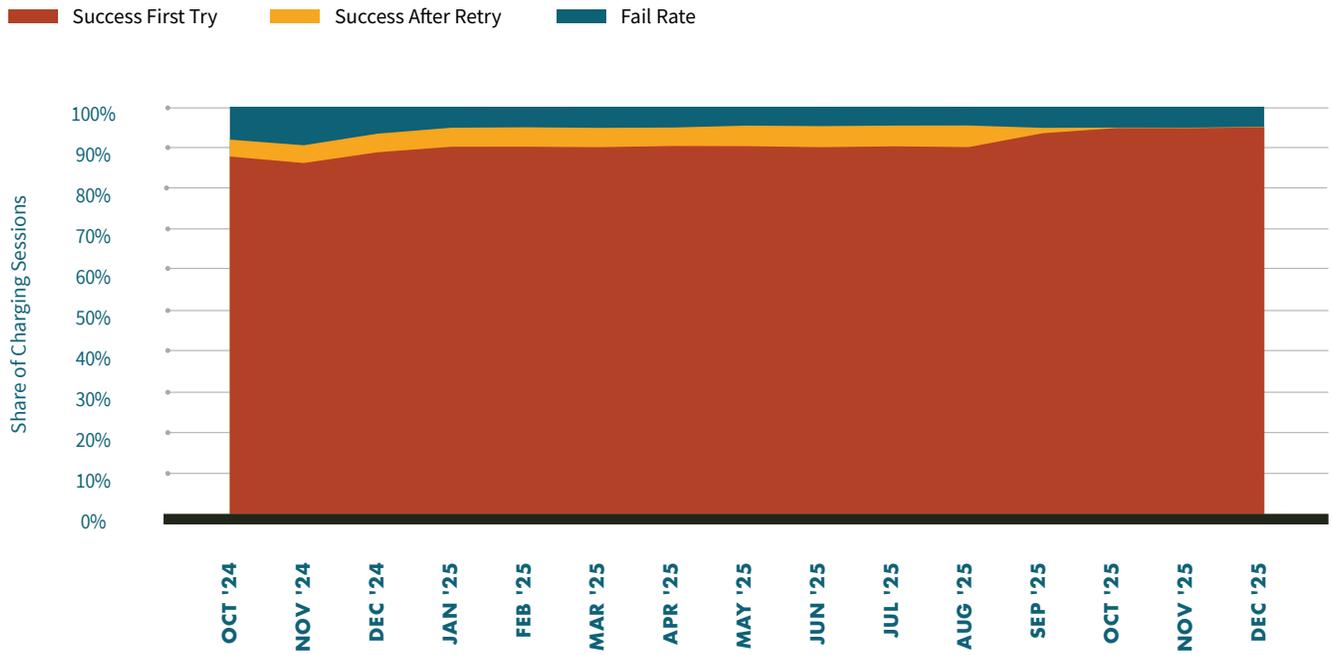
**FIGURE 9. UTILIZATION BY HOUR OF DAY**



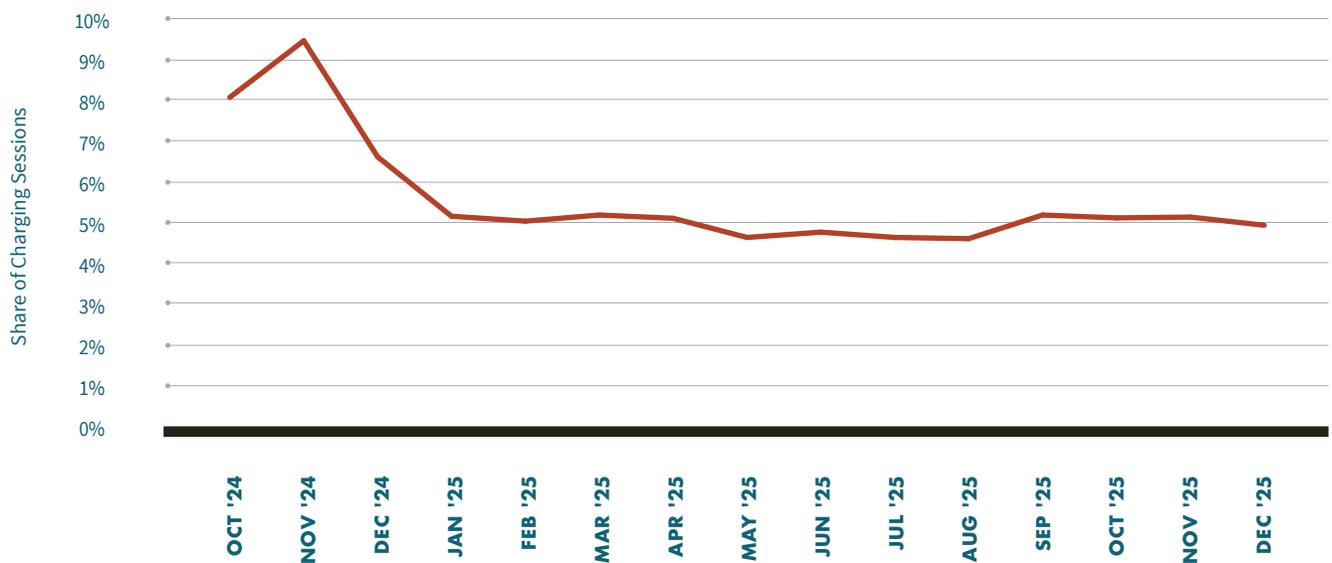
**FIGURE 10. AVERAGE CHARGING SESSION DURATION**



**FIGURE 11. SUCCESSFUL AND FAILED CHARGING EVENTS**



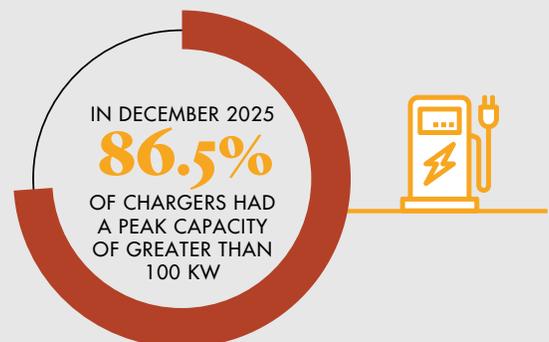
**FIGURE 12. FAILURE RATES OVER TIME**





# 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 December 2025, 86.5% offered a peak charge capacity of greater than 100 kW. Those rated 100 – 299 kW accounted for 55.7% of chargers, down from 60.5% in January 2025, while those rated 300 kW or higher accounted for 30.9%, up from 24.4% in January 2025.



When looking at the utilization data, chargers of 300 kW or more recorded the most sessions per charger per month, averaging 247 sessions from October 2024 – December 2025 and recorded their highest session count in March at 255 and their lowest in February at 227. Chargers with a peak power of 100 – 299 kW averaged 219 sessions and recorded their highest session count of 251 during the month of July and their lowest of 189 in the month of February 2025. Session count for chargers with a peak power of 50 – 99 kW increased starting in May, from 73 sessions in April to 118 in May and stayed in the 124 – 139 range throughout the rest of the year.

Utilization for 300 kW and higher chargers led the dataset, averaging 19.4% with 100 – 299 kW chargers coming in second at 16.1%. Utilization of the highest-powered chargers declined throughout most of 2025 but rebounded slightly in Q4. Meanwhile, utilization of 100-299 kW chargers was relatively consistent throughout the year.

Weekends recording the highest utilization percentages for all except 0 – 49 kW chargers, which showed a slight decline in utilization. The highest-powered chargers averaged a utilization of 19.8% from Friday – Sunday compared with 17.0% the rest of the week, while 100-299 kW chargers averaged 18.0% on the weekends and 15.3% on the weekdays.

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 6 p.m. During this time of day, 300 kW or more powerful chargers averaged 26.9% utilization and 100 – 299 kW chargers averaged 24.2%. Together, these higher-powered chargers averaged 17.2% utilization between 6 a.m. and 12 Noon and 18.7% between 6 p.m. and 11 p.m.

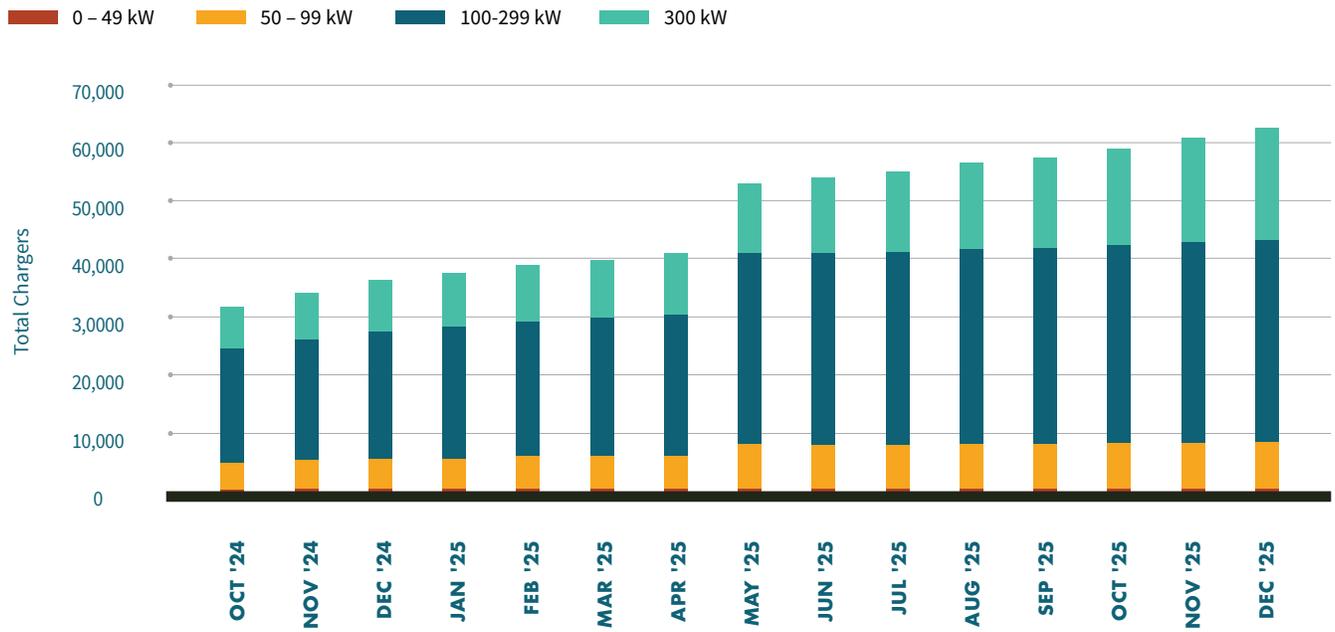
As might be expected, the lowest powered chargers (0 – 49 kW) recorded the longest session duration with an average of 57.2 minutes per session, with a peak of 63.1 minutes in December 2025. This was followed by an average of 46.4 minutes for 50-99

kW chargers. Meanwhile, the 100-299 kW chargers recorded the shortest average session duration at 31.0 minutes while 300 kW and higher chargers averaged 33.0 minutes. Session duration for the higher-powered chargers was relatively consistent throughout the year with a slight increase during Q4 in both 2024 and 2025.

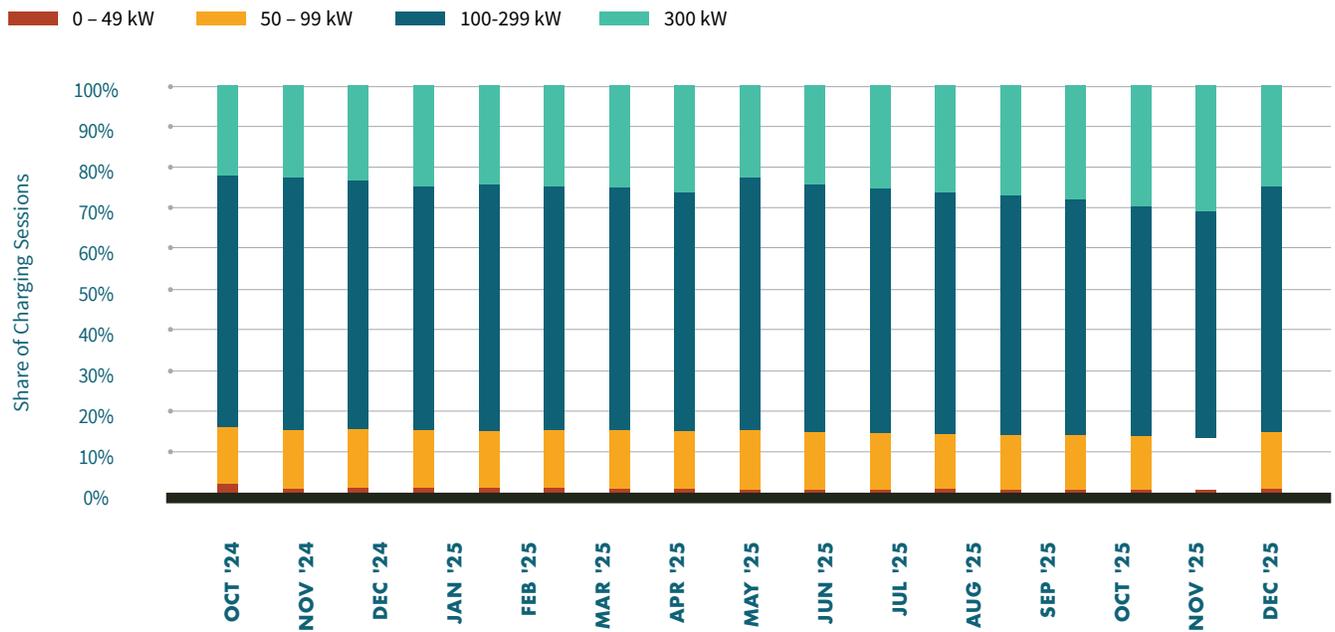
The 100-299 kW chargers were shown to be the most reliable, recording a first-time success average of 92.0% and the lowest rate of failed charge event average of 4.0%. Chargers rated 300 kW and higher averaged 89.8% first-time success rate and a failed charge event average of 7.2%, compared to a dataset average of 5.6%. Failure rates for higher-powered chargers consistently decreased throughout the 15 months, with a notable exception in September 2025 when 300 kW and higher chargers recorded a slight jump in failure rates.



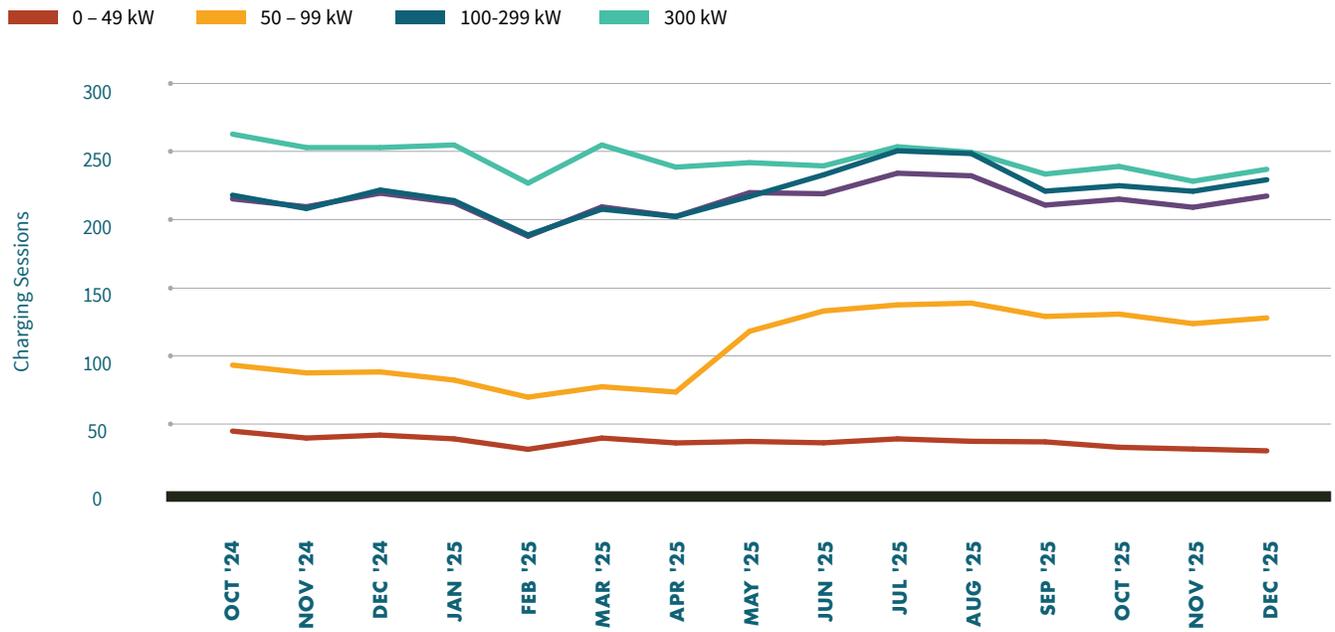
**FIGURE 13. TOTAL CHARGERS IN DATA SET BY POWER CAPACITY**



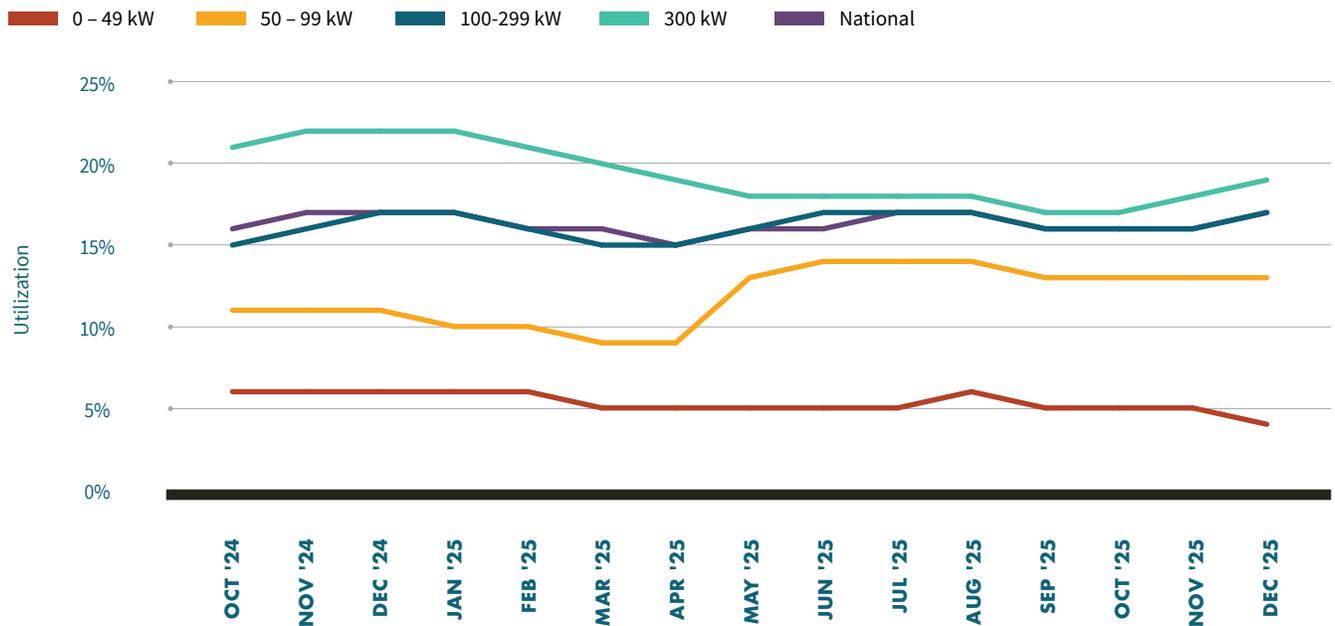
**FIGURE 14. SHARE OF CHARGING SESSIONS BY POWER CAPACITY**



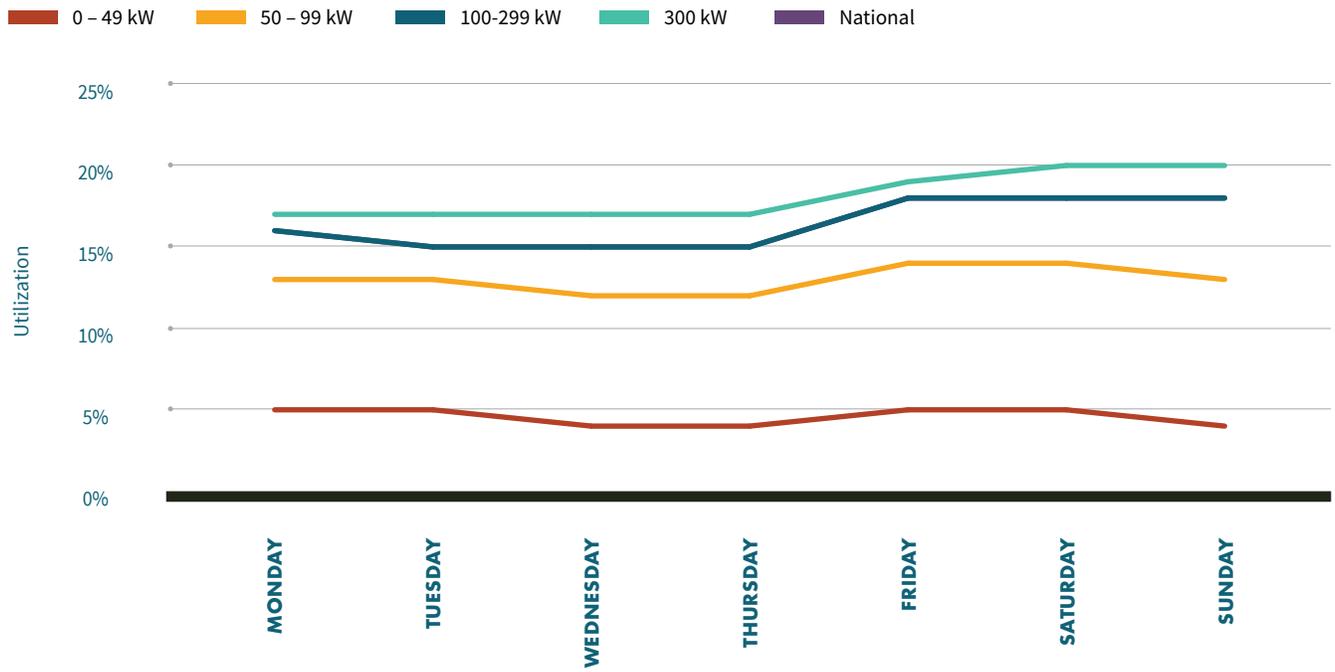
**FIGURE 15. CHARGING SESSIONS PER CHARGER PER MONTH**



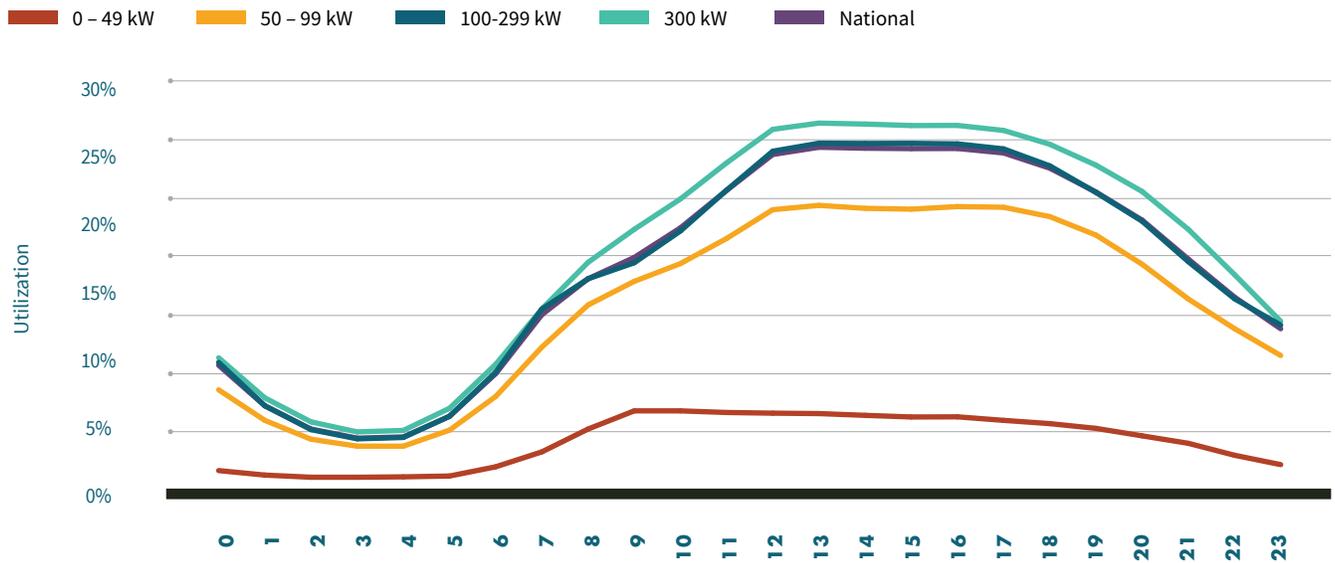
**FIGURE 16. AVERAGE UTILIZATION**



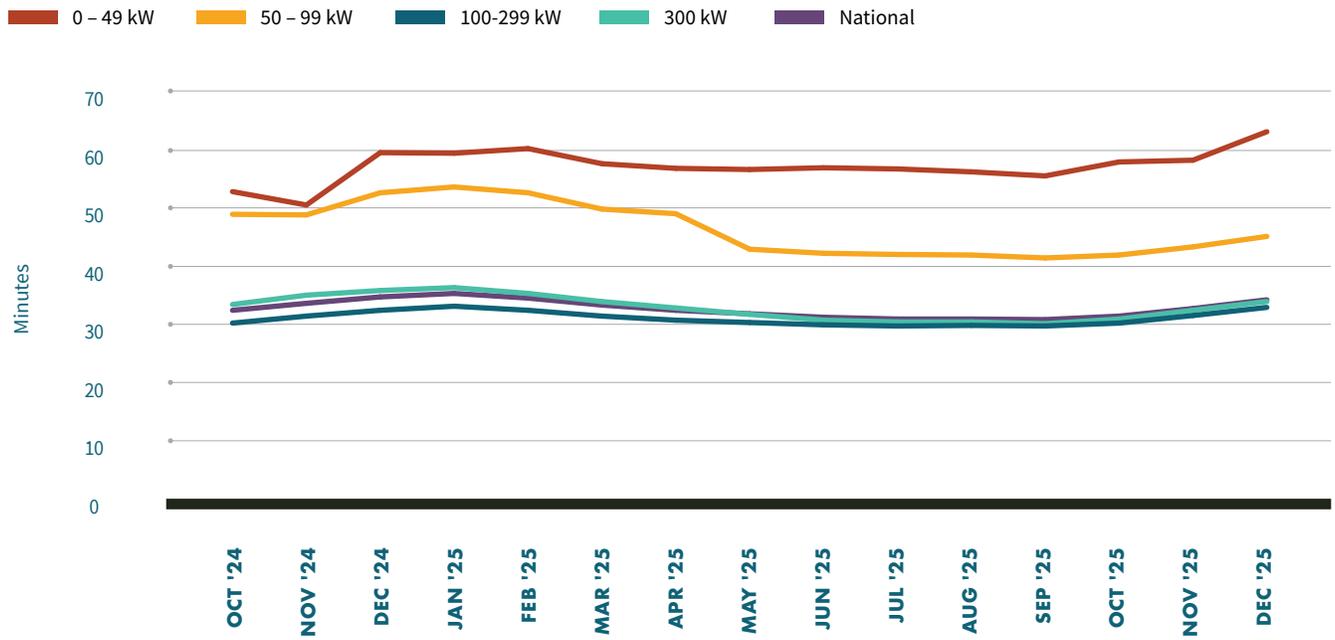
**FIGURE 17. AVERAGE UTILIZATION BY DAY OF WEEK**



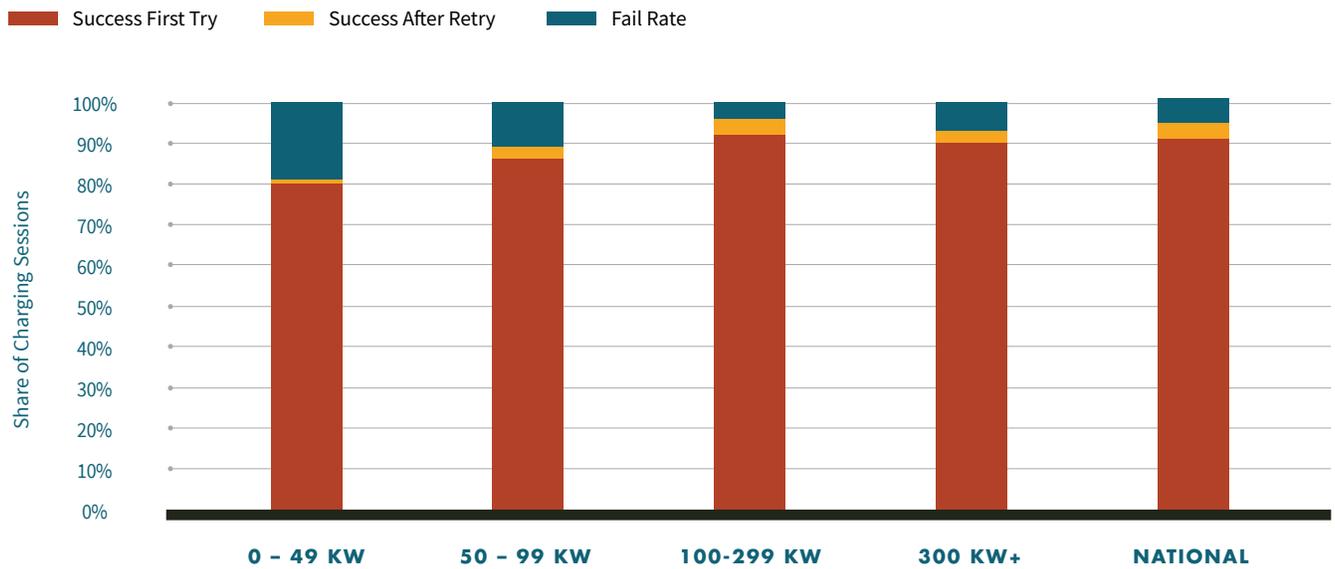
**FIGURE 18. UTILIZATION BY TIME OF DAY**



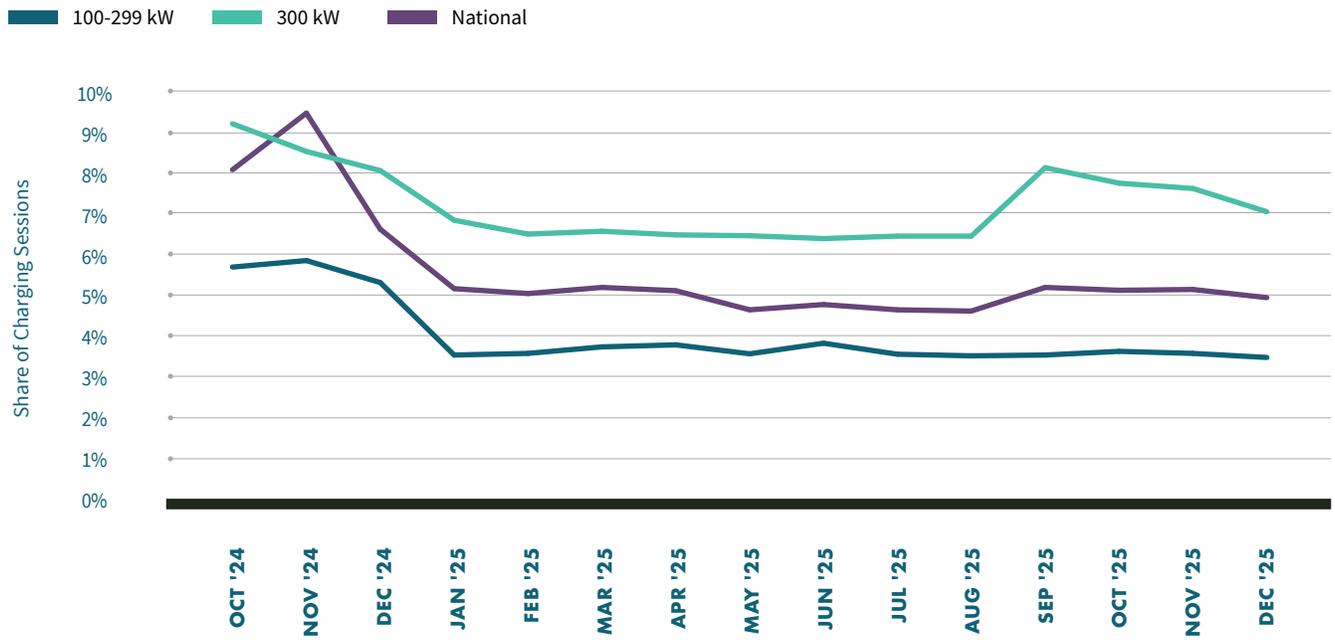
**FIGURE 19. SESSION DURATION**



**FIGURE 20. AVERAGE SUCCESS AND FAILURE RATES**



**FIGURE 21. FAILURE RATES OVER TIME**



**TABLE 2. SHARE OF CHARGERS BY POWER CAPACITY**

DATE	0-49 KW	50-99 KW	100-299 KW	300+ KW
Oct '24	0.9%	14.3%	62.3%	22.5%
Nov '24	1.0%	14.6%	61.0%	23.4%
Dec '24	1.0%	14.2%	60.0%	24.9%
Jan '25	1.0%	14.0%	60.5%	24.4%
Feb '25	1.1%	14.3%	59.8%	24.8%
Mar '25	0.9%	14.3%	59.6%	25.1%
Apr '25	0.9%	14.1%	58.8%	26.2%
May '25	0.7%	14.7%	62.0%	22.6%
Jun '25	0.7%	14.0%	60.9%	24.3%
Jul '25	0.7%	13.9%	60.1%	25.3%
Aug '25	0.7%	13.6%	59.2%	26.5%
Sep '25	0.7%	13.5%	58.6%	27.2%
Oct '25	0.7%	13.3%	58.0%	28.1%
Nov '25	0.7%	13.1%	56.6%	29.6%
Dec '25	0.7%	12.8%	55.6%	30.9%
<b>Average</b>	<b>0.8%</b>	<b>14.1%</b>	<b>60.2%</b>	<b>24.8%</b>



**TABLE 3. CHARGING SESSIONS PER CHARGER PER MONTH**

DATE	0-49 KW	50-99 KW	100-299 KW	300+ KW	NATIONAL
Oct '24	44.3	92.9	218.1	263.1	215.4
Nov '24	39.2	87.2	208.3	253.2	209.6
Dec '24	41.4	87.9	221.9	253.2	219.6
Jan '25	38.6	81.9	214.1	255.1	212.6
Feb '25	30.9	69.3	188.8	227.0	187.9
Mar '25	39.2	77.0	207.8	255.1	209.5
Apr '25	35.6	73.1	202.4	238.8	202.4
May '25	36.7	117.9	217.2	242.1	220.0
Jun '25	35.7	132.8	233.1	239.7	219.2
Jul '25	38.6	137.3	250.8	253.8	234.3
Aug '25	36.8	138.6	248.8	249.7	232.4
Sep '25	36.4	128.8	221.1	233.7	210.8
Oct '25	32.4	130.5	225.1	239.3	215.2
Nov '25	31.1	123.5	221.0	228.4	209.2
Dec '25	29.8	127.7	229.5	237.2	217.5
<b>Average</b>	<b>37.8</b>	<b>102.1</b>	<b>219.4</b>	<b>247.0</b>	<b>214.5</b>
<b>Change</b>	<b>-32.8%</b>	<b>37.4%</b>	<b>5.2%</b>	<b>-9.9%</b>	<b>1.0%</b>



**TABLE 4. CHARGER UTILIZATION PERCENTAGE**

DATE	0-49 KW	50-99 KW	100-299 KW	300+ KW	NATIONAL
Oct '24	5.6%	11.0%	15.1%	21.3%	15.8%
Nov '24	5.9%	11.5%	16.0%	22.3%	16.8%
Dec '24	5.9%	11.0%	16.8%	22.5%	17.3%
Jan '25	5.6%	10.5%	16.6%	21.6%	16.9%
Feb '25	5.6%	9.9%	15.9%	21.0%	16.2%
Mar '25	5.5%	9.3%	15.3%	20.1%	15.6%
Apr '25	5.2%	8.9%	14.8%	18.9%	15.0%
May '25	5.0%	12.8%	15.9%	18.4%	16.0%
Jun '25	5.1%	13.6%	16.6%	18.2%	16.4%
Jul '25	5.3%	13.5%	17.0%	17.9%	16.7%
Aug '25	5.7%	13.9%	16.9%	18.0%	16.7%
Sep '25	5.0%	12.9%	15.5%	17.0%	15.5%
Oct '25	4.5%	12.8%	15.6%	17.5%	15.6%
Nov '25	4.6%	12.9%	16.4%	18.1%	16.4%
Dec '25	4.4%	13.3%	17.2%	18.9%	17.2%
Average	5.2%	11.9%	16.1%	19.4%	16.3%
Change	-22.0%	21.5%	14.2%	-11.1%	8.8%

**TABLE 5. CHARGER UTILIZATION BY DAY OF WEEK**

DAY	0-49 KW	50-99 KW	100-299 KW	300+ KW	NATIONAL
Mon	4.7%	12.7%	15.6%	17.4%	15.7%
Tues	4.5%	12.5%	15.2%	17.1%	15.3%
Wed	4.5%	12.4%	15.2%	16.9%	15.2%
Thurs	4.2%	12.1%	15.1%	16.7%	15.1%
Fri	4.9%	13.8%	17.6%	19.3%	17.5%
Sat	4.7%	14.2%	18.1%	20.0%	18.1%
Sun	3.9%	13.5%	18.1%	20.0%	18.0%

**TABLE 6. CHARGER UTILIZATION BY TIME OF DAY**

HOURLY	0-49 KW	50-99 KW	100-299 KW	300+ KW	NATIONAL
0	1.4%	6.5%	8.6%	9.4%	8.5%
1	1.0%	4.7%	5.9%	6.8%	6.0%
2	0.7%	3.5%	4.3%	5.1%	4.4%
3	0.7%	3.0%	3.7%	4.4%	3.8%
4	0.9%	3.0%	3.9%	4.6%	4.0%
5	1.4%	4.2%	5.6%	6.5%	5.7%
6	1.9%	6.5%	8.5%	9.6%	8.5%
7	3.0%	10.1%	12.8%	13.7%	12.6%
8	5.6%	13.6%	16.1%	18.2%	16.3%
9	7.2%	15.1%	17.4%	20.6%	17.9%
10	7.4%	16.2%	19.4%	22.8%	19.9%
11	7.2%	17.9%	22.1%	25.3%	22.3%
12	7.4%	19.6%	24.5%	27.4%	24.6%
13	7.3%	19.8%	24.8%	27.6%	24.8%
14	7.1%	19.3%	24.4%	27.3%	24.4%
15	7.0%	18.9%	24.1%	26.9%	24.1%
16	7.0%	19.0%	23.9%	26.6%	23.9%
17	6.6%	18.4%	23.4%	25.8%	23.3%
18	6.0%	17.6%	22.1%	24.6%	22.2%
19	5.4%	15.9%	20.1%	22.6%	20.2%
20	4.2%	13.8%	17.6%	20.2%	17.8%
21	3.4%	11.7%	15.0%	17.6%	15.3%
22	2.7%	10.4%	12.8%	14.6%	13.0%
23	1.8%	8.6%	11.1%	11.9%	11.0%



**TABLE 7. SESSION DURATION (MINUTES)**

DATE	0-49 KW	50-99 KW	100-299 KW	300+ KW	NATIONAL
Oct '24	52.8	48.9	30.2	33.4	32.4
Nov '24	50.5	48.8	31.4	35.0	33.6
Dec '24	59.5	52.6	32.4	35.8	34.7
Jan '25	59.4	53.6	33.1	36.3	35.3
Feb '25	60.2	52.6	32.4	35.3	34.5
Mar '25	57.6	49.8	31.4	33.9	33.3
Apr '25	56.8	49.0	30.7	32.8	32.4
May '25	56.6	42.9	30.3	31.7	31.8
Jun '25	56.9	42.2	29.9	30.7	31.2
Jul '25	56.7	42.0	29.7	30.4	30.9
Aug '25	56.2	41.9	29.8	30.4	30.9
Sep '25	55.5	41.4	29.7	30.1	30.8
Oct '25	57.9	41.9	30.2	30.9	31.4
Nov '25	58.2	43.3	31.5	32.4	32.7
Dec '25	63.1	45.1	32.9	33.9	34.2
Average	57.2	46.4	31.0	32.9	32.7
Change	19.4%	-7.6%	8.9%	1.3%	5.6%



**TABLE 8. SUCCESSFUL AND FAILED CHARGING EVENTS**

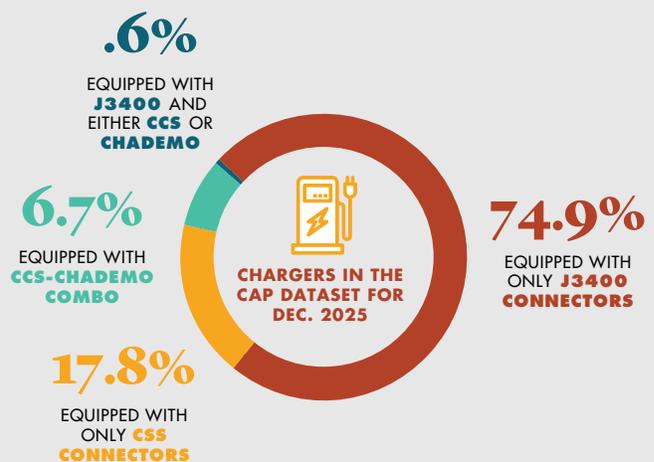
DATE	0-49 KW			50-99 KW			100-299 KW			300+ KW		
	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate	Success First Try	Success After Retry	Fail Rate
Oct '24	68.3%	0.4%	31.4%	73.6%	3.6%	22.9%	89.7%	4.6%	5.7%	87.5%	3.3%	9.2%
Nov '24	47.2%	0.7%	52.2%	61.1%	3.4%	35.5%	89.2%	4.9%	5.9%	88.0%	3.5%	8.5%
Dec '24	90.3%	0.7%	9.0%	84.5%	3.0%	12.6%	89.4%	5.3%	5.3%	88.6%	3.4%	8.1%
Jan '25	85.6%	0.8%	13.6%	84.3%	2.8%	12.9%	90.9%	5.6%	3.5%	89.9%	3.3%	6.8%
Feb '25	85.4%	0.6%	14.0%	84.8%	3.0%	12.2%	91.1%	5.4%	3.6%	89.6%	4.0%	6.5%
Mar '25	77.9%	0.6%	21.5%	84.7%	3.2%	12.1%	91.0%	5.3%	3.7%	89.4%	4.1%	6.6%
Apr '25	89.1%	0.6%	10.3%	85.6%	3.0%	11.3%	91.3%	5.0%	3.8%	89.5%	4.0%	6.5%
May '25	89.8%	0.4%	9.8%	88.8%	4.3%	6.9%	90.9%	5.5%	3.6%	89.4%	4.2%	6.5%
Jun '25	87.3%	0.7%	12.0%	89.0%	4.4%	6.6%	90.5%	5.7%	3.8%	89.5%	4.1%	6.4%
Jul '25	84.5%	0.8%	14.7%	89.1%	4.3%	6.7%	90.9%	5.6%	3.6%	89.3%	4.2%	6.5%
Aug '25	85.2%	0.9%	13.9%	89.1%	4.6%	6.3%	90.7%	5.8%	3.5%	89.1%	4.4%	6.5%
Sep '25	71.6%	0.6%	27.9%	92.9%	1.2%	5.9%	95.0%	1.4%	3.5%	90.7%	1.1%	8.1%
Oct '25	84.9%	0.5%	14.6%	94.2%	0.2%	5.7%	96.3%	0.1%	3.6%	92.1%	0.2%	7.8%
Nov '25	75.2%	0.4%	24.4%	93.8%	0.2%	6.0%	96.3%	0.1%	3.6%	92.2%	0.2%	7.6%
Dec '25	81.1%	0.6%	18.4%	93.5%	0.2%	6.4%	96.4%	0.1%	3.5%	92.8%	0.1%	7.1%
<b>Average</b>	<b>80.2%</b>	<b>0.6%</b>	<b>19.2%</b>	<b>85.9%</b>	<b>2.8%</b>	<b>11.3%</b>	<b>92.0%</b>	<b>4.0%</b>	<b>4.0%</b>	<b>89.8%</b>	<b>2.9%</b>	<b>7.2%</b>





# 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 December, 74.9% were equipped with only J3400 connectors, while 17.8% were equipped with only CCS connectors. CCS-Chademo combo chargers represented 6.7% of the dataset and chargers equipped with J3400 and either CCS or Chademo represented just 0.6% of the dataset.



When looking at the utilization data, from October 2024 – December 2025, J3400-only chargers led the market with an average of 254 charging sessions per port per month and averaged 265 sessions during Q4. CCS-only chargers averaged 184 sessions per month and averaged 158 sessions during Q4. The combination chargers recorded an average of 116 charging sessions per port per month for CCS-Chademo and 75 for J3400 combinations. Monthly sessions for J3400 chargers recorded their highest value of 290 in August, while CCS-only charger sessions declined from an average of more than 200 monthly sessions at the end of 2024 to 155 sessions in December.

J3400-only and CCS-only chargers led all configurations in percent utilization at 17.8% and 16.0%, respectively. Considering these two connectors combined for more than 90% of chargers in the dataset, it is not surprising that their utilization is close to the national average of 16.4%. Utilization of CCS-only chargers declined during the first half of the 15-month period, from 22.8% in November 2024 to 12.8% in September, before stabilizing at 13.5% in Q4. Meanwhile, J3400-only chargers recorded an increase in utilization from 14.9% in October 2024 to peak of 20.0% in December 2025.

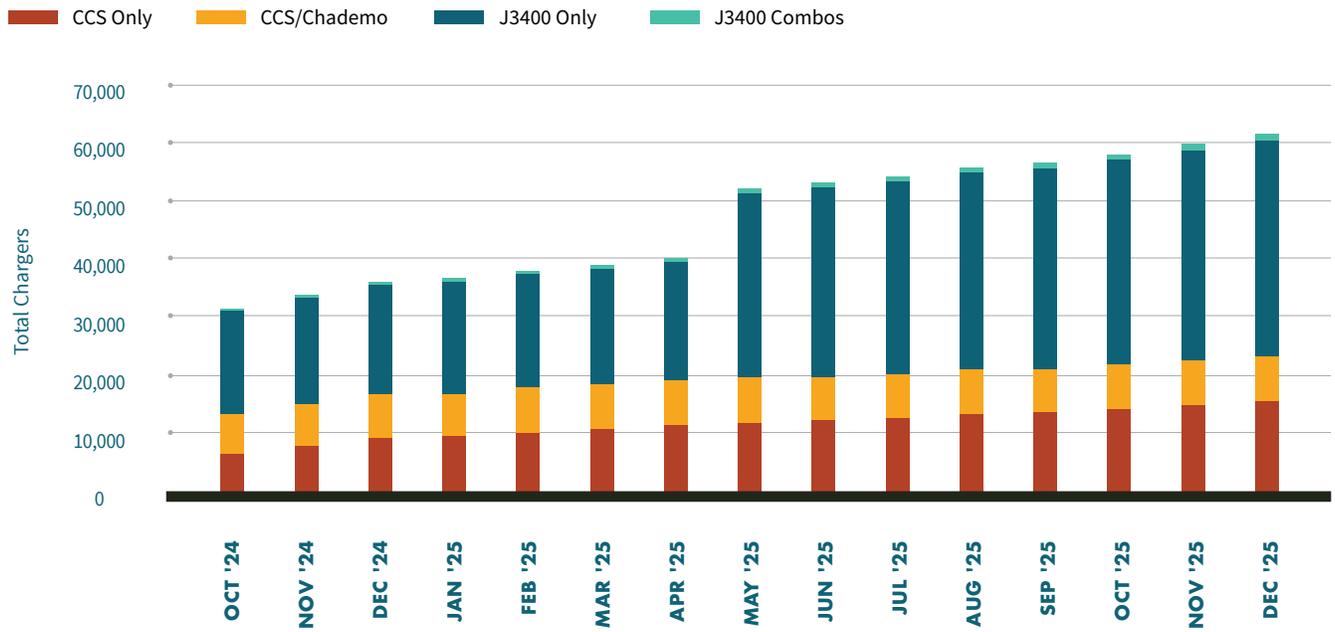
Utilization trends were consistent with regard to the day of the week utilization, with weekends recording the highest utilization percentages. Utilization by hour of the day showed consistent trends, with the strongest utilization between 12 p.m. and 6 p.m. During this peak period, CCS-only chargers averaged 20.2% utilization while J3400 chargers averaged 27.7%. Between 6 a.m. and Noon, these chargers averaged 13.7% and 18.5%, respectively, and 14.5% and 20.3% between 6 p.m. and 11 p.m..

Combination-equipped chargers recorded the longest average session duration at 45.8 and 44.7 minutes, while J3400-connectors recorded the shortest average duration at 29.9 minutes. CCS-only came in at 35.1 minutes with the entire data set averaging 32.7 minutes. While session duration was relatively consistent in 2025, there was a slight trend of shorter charging sessions for all connector types until a slight rebound during Q4.

J3400-only chargers were the most reliable, recording a first-time success average of 93.3% and a failure to charge rate of 2.7%. CCS-only chargers recorded a first-time success average of 86.7% and a failure to charge rate of 10.2%. Following a significant decline in failure rates at the beginning of the year, reliability was relatively consistent throughout 2025.



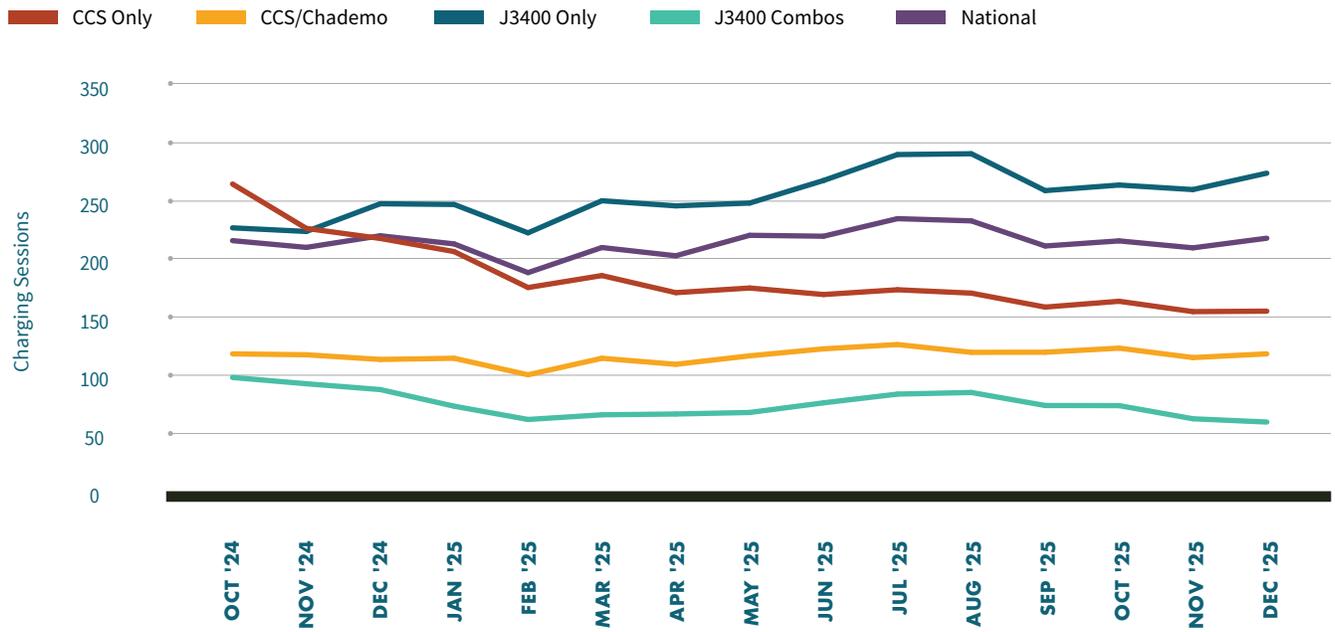
**FIGURE 22. TOTAL CHARGERS IN DATASET BY CONNECTOR TYPE**



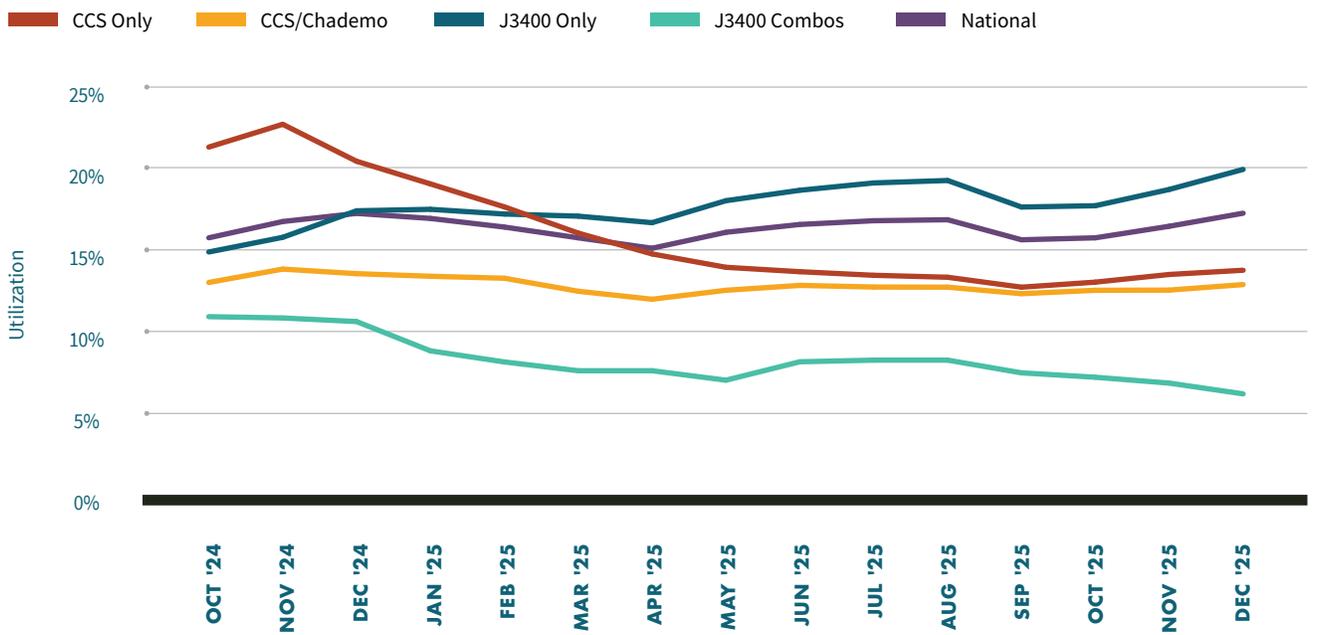
**FIGURE 23. SHARE OF CHARGING SESSIONS BY CONNECTOR TYPE**



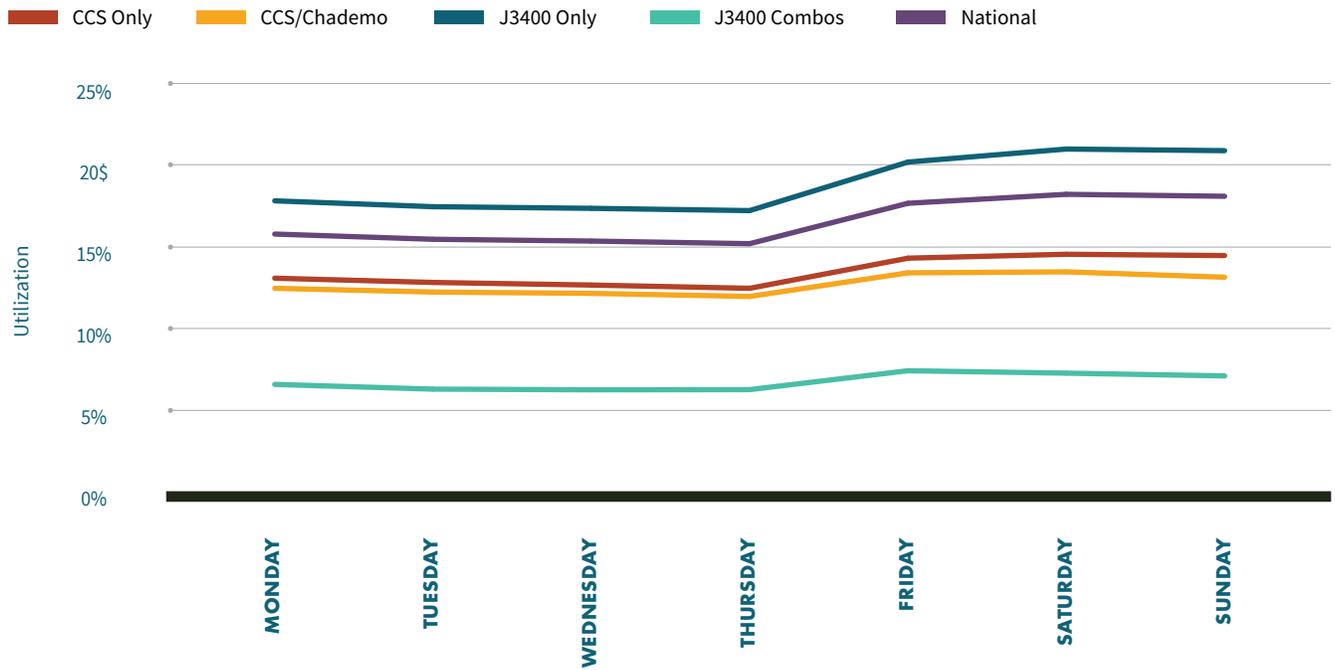
**FIGURE 24. SESSIONS PER CHARGER PER MONTH**



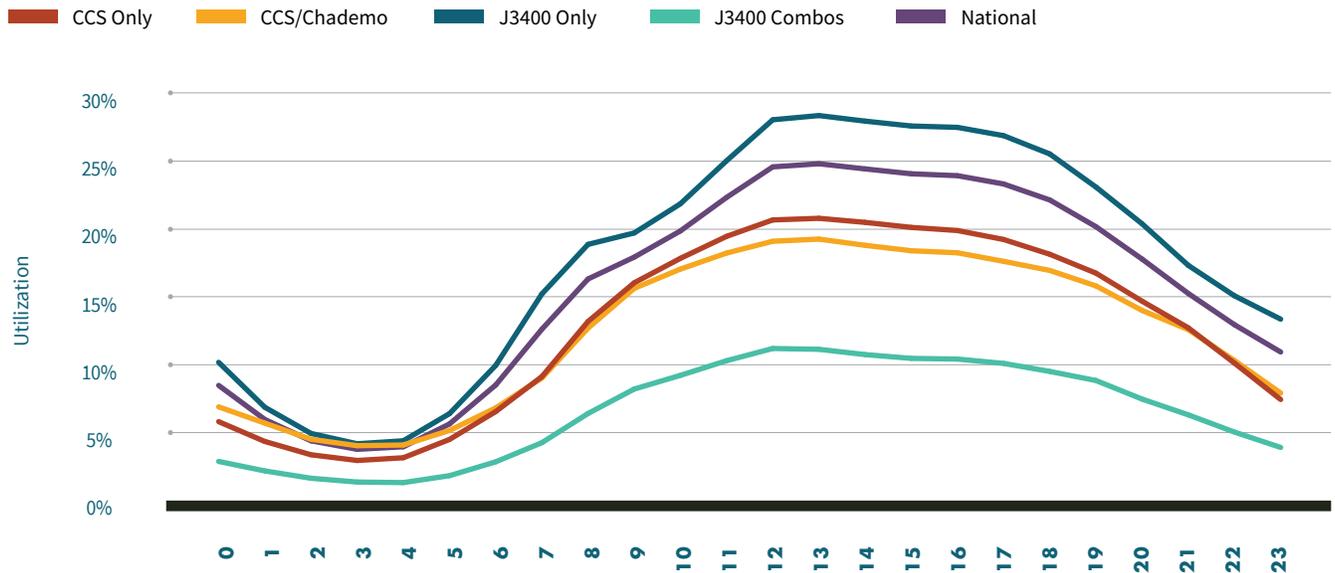
**FIGURE 25. AVERAGE UTILIZATION**



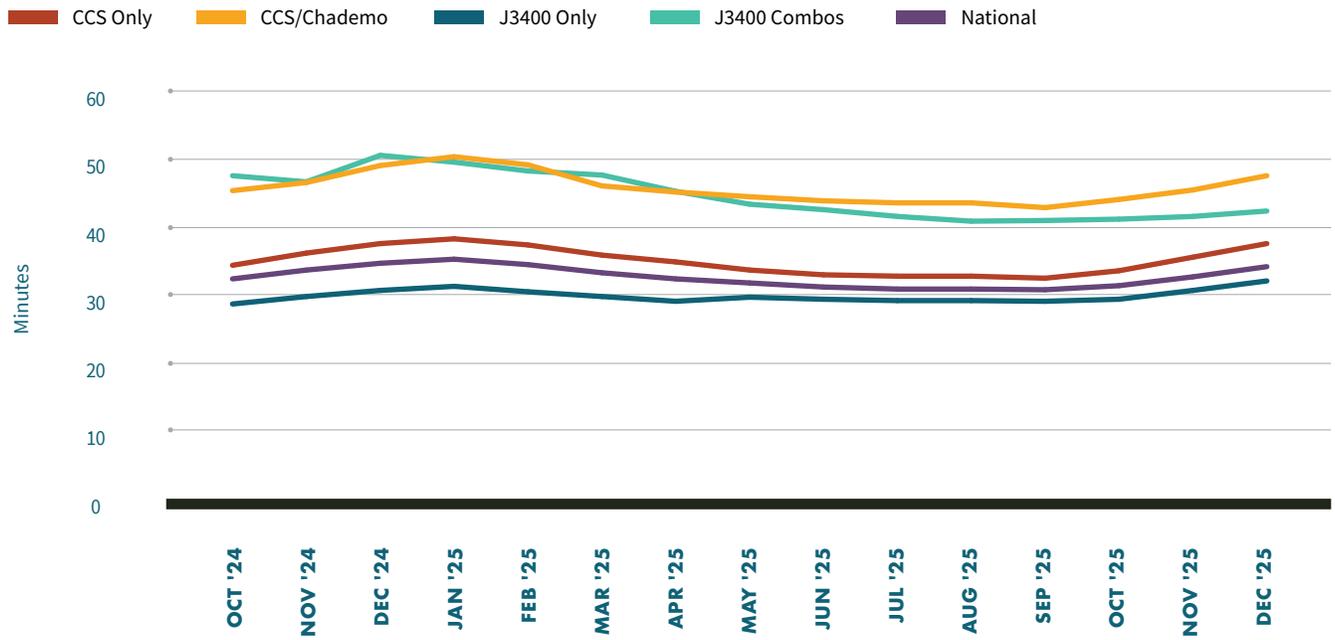
**FIGURE 26. AVERAGE UTILIZATION BY DAY OF WEEK**



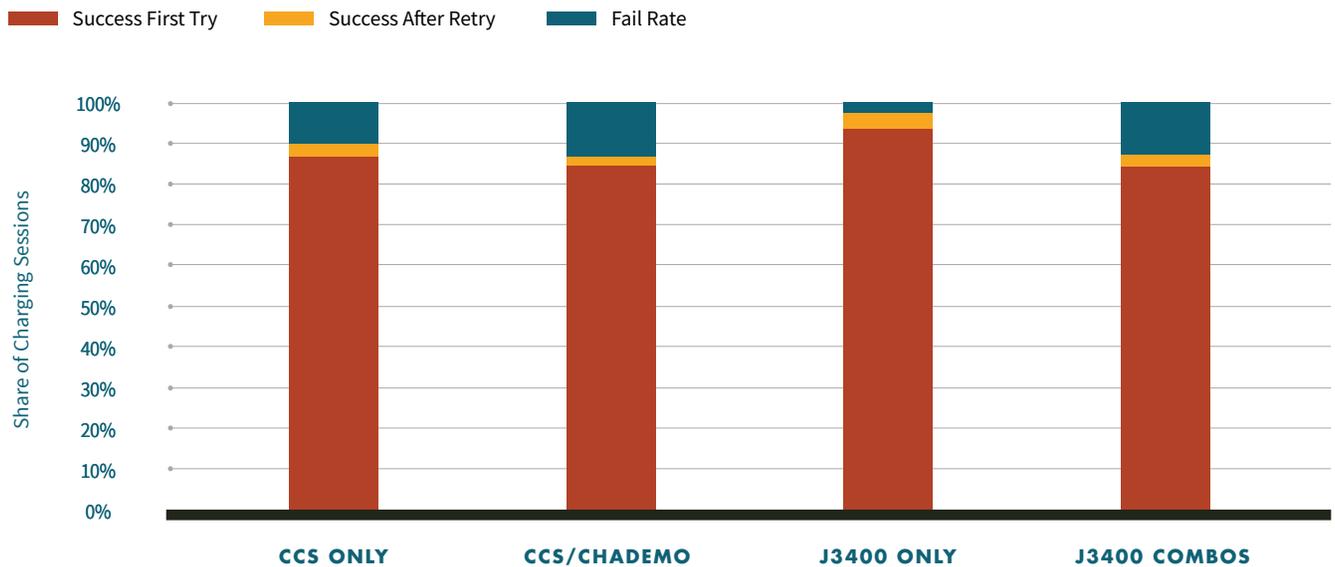
**FIGURE 27. UTILIZATION BY TIME OF DAY**



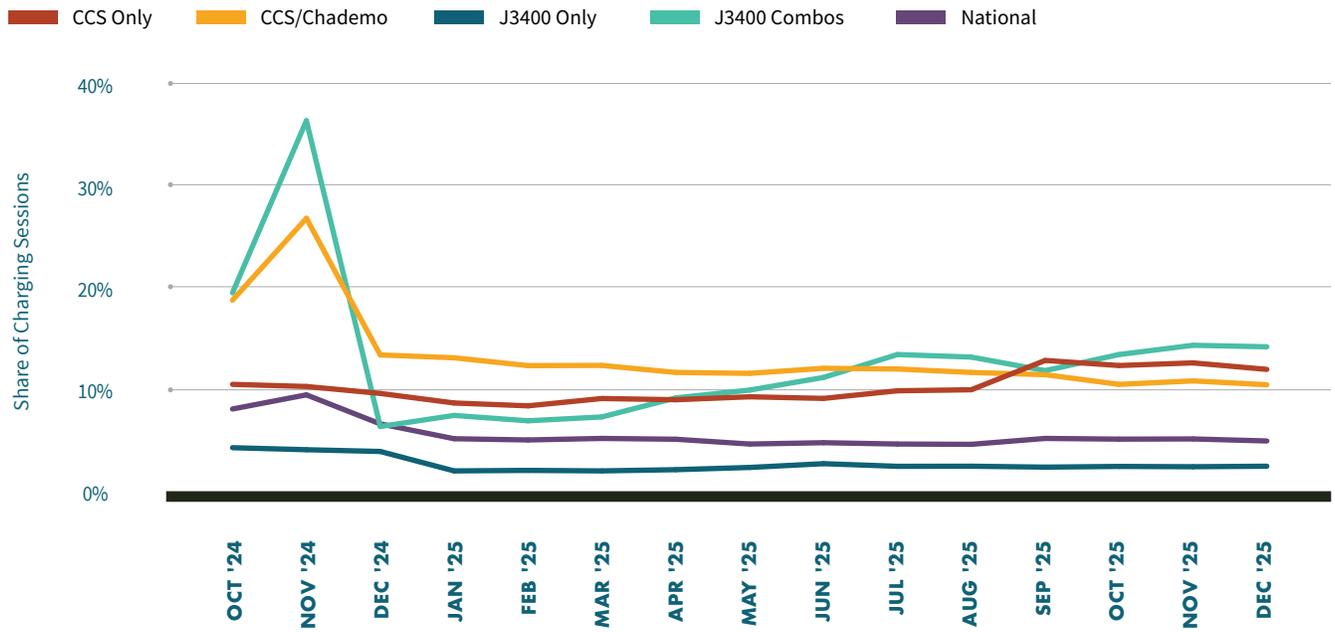
**FIGURE 28. AVERAGE CHARGING SESSION DURATION IN MINUTES**



**FIGURE 29. AVERAGE SUCCESS AND FAILURE RATES**



**FIGURE 30. FAILURE RATES OVER TIME**



**TABLE 9. SHARE OF CHARGING SESSIONS**

DATE	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS
Oct '24	26.0%	12.3%	61.0%	0.6%
Nov '24	26.3%	12.2%	60.8%	0.6%
Dec '24	26.2%	11.3%	61.9%	0.6%
Jan '25	25.7%	11.0%	62.7%	0.5%
Feb '25	25.5%	11.3%	62.7%	0.5%
Mar '25	25.2%	11.2%	63.0%	0.5%
Apr '25	24.7%	10.9%	63.8%	0.6%
May '25	18.9%	8.3%	72.4%	0.4%
Jun '25	17.5%	7.7%	74.3%	0.5%
Jul '25	17.0%	7.3%	75.1%	0.5%
Aug '25	17.2%	7.0%	75.1%	0.5%
Sep '25	17.8%	7.5%	74.1%	0.6%
Oct '25	18.4%	7.4%	73.7%	0.6%
Nov '25	18.1%	7.0%	74.4%	0.6%
Dec '25	17.8%	6.7%	74.9%	0.6%
<b>Average</b>	<b>21.5%</b>	<b>9.3%</b>	<b>68.7%</b>	<b>0.5%</b>



**TABLE 10. CHARGING SESSIONS PER CHARGER PER MONTH**

DATE	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS	NATIONAL
Oct '24	264.1	118.1	226.4	97.8	215.4
Nov '24	225.9	117.3	223.3	92.4	209.6
Dec '24	217.3	113.3	247.1	87.4	219.6
Jan '25	206.0	114.3	246.5	73.1	212.6
Feb '25	175.1	100.1	222.1	61.7	187.9
Mar '25	185.4	114.3	249.7	65.7	209.5
Apr '25	170.7	109.1	245.3	66.4	202.4
May '25	174.7	116.4	247.7	67.7	220.0
Jun '25	169.1	122.4	267.1	76.0	219.2
Jul '25	173.2	126.1	289.4	83.5	234.3
Aug '25	170.3	119.4	290.1	84.9	232.4
Sep '25	158.3	119.5	258.4	73.7	210.8
Oct '25	163.3	123.0	263.2	73.6	215.2
Nov '25	154.4	114.9	259.3	62.3	209.2
Dec '25	154.8	118.1	273.4	59.5	217.5
<b>Average</b>	<b>184.2</b>	<b>116.4</b>	<b>253.9</b>	<b>75.1</b>	<b>214.5</b>
<b>Change</b>	<b>-41.4%</b>	<b>-0.1%</b>	<b>20.8%</b>	<b>-39.2%</b>	<b>-2.1%</b>



**TABLE 11. CHARGER UTILIZATION PERCENTAGE**

DATE	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS	NATIONAL
Oct '24	21.4%	13.0%	14.9%	10.9%	15.8%
Nov '24	22.8%	13.9%	15.8%	10.9%	16.8%
Dec '24	20.5%	13.6%	17.4%	10.6%	17.3%
Jan '25	19.1%	13.4%	17.5%	8.8%	17.0%
Feb '25	17.7%	13.3%	17.2%	8.2%	16.4%
Mar '25	16.1%	12.5%	17.1%	7.6%	15.8%
Apr '25	14.8%	12.0%	16.7%	7.6%	15.1%
May '25	14.0%	12.6%	18.1%	7.0%	16.1%
Jun '25	13.7%	12.9%	18.7%	8.2%	16.6%
Jul '25	13.5%	12.8%	19.2%	8.3%	16.8%
Aug '25	13.4%	12.8%	19.3%	8.3%	16.9%
Sep '25	12.8%	12.4%	17.7%	7.5%	15.7%
Oct '25	13.1%	12.6%	17.8%	7.2%	15.8%
Nov '25	13.5%	12.6%	18.8%	6.9%	16.5%
Dec '25	13.8%	12.9%	20.0%	6.2%	17.3%
Average	16.0%	12.9%	17.7%	8.3%	16.4%
Change	-35.4%	-1.0%	34.0%	-43.3%	9.6%

**TABLE 12. CHARGER UTILIZATION BY DAY OF WEEK**

DAY	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS	NATIONAL
Mon	13.1%	12.5%	17.8%	6.6%	15.8%
Tues	12.8%	12.2%	17.5%	6.3%	15.5%
Wed	12.7%	12.2%	17.4%	6.2%	15.4%
Thurs	12.5%	12.0%	17.2%	6.2%	15.2%
Fri	14.3%	13.4%	20.2%	7.4%	17.7%
Sat	14.6%	13.5%	21.0%	7.3%	18.2%
Sun	14.5%	13.1%	20.9%	7.1%	18.1%

**TABLE 13. CHARGER UTILIZATION BY TIME OF DAY**

HOURLY	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS	NATIONAL
0	5.8%	6.9%	10.2%	2.9%	8.5%
1	4.4%	5.7%	6.9%	2.2%	6.0%
2	3.4%	4.5%	5.0%	1.7%	4.4%
3	3.0%	4.1%	4.2%	1.4%	3.8%
4	3.2%	4.1%	4.4%	1.3%	4.0%
5	4.5%	5.2%	6.4%	1.8%	5.7%
6	6.6%	6.8%	10.0%	2.9%	8.5%
7	9.1%	9.0%	15.2%	4.3%	12.6%
8	13.2%	12.7%	18.9%	6.4%	16.3%
9	16.1%	15.6%	19.7%	8.2%	17.9%
10	17.9%	17.1%	21.9%	9.2%	19.9%
11	19.5%	18.2%	25.0%	10.3%	22.3%
12	20.7%	19.1%	28.1%	11.2%	24.6%
13	20.8%	19.3%	28.4%	11.2%	24.8%
14	20.5%	18.8%	28.0%	10.8%	24.4%
15	20.1%	18.4%	27.6%	10.5%	24.1%
16	19.9%	18.3%	27.5%	10.4%	23.9%
17	19.2%	17.6%	26.9%	10.1%	23.3%
18	18.2%	17.0%	25.5%	9.5%	22.2%
19	16.8%	15.8%	23.1%	8.9%	20.2%
20	14.7%	14.0%	20.4%	7.5%	17.8%
21	12.7%	12.6%	17.3%	6.3%	15.3%
22	10.1%	10.3%	15.1%	5.1%	13.0%
23	7.5%	7.9%	13.4%	3.9%	11.0%



**TABLE 14. SESSION DURATION (MINUTES)**

HOURLY	CCS ONLY	CCS/CHADEMO	J3400 ONLY	J3400 COMBOS	NATIONAL
Oct '24	34.4	45.4	28.7	47.6	32.4
Nov '24	36.2	46.6	29.8	46.7	33.7
Dec '24	37.6	49.1	30.7	50.6	34.7
Jan '25	38.3	50.4	31.3	49.6	35.3
Feb '25	37.4	49.2	30.5	48.3	34.5
Mar '25	35.9	46.1	29.8	47.7	33.3
Apr '25	34.9	45.2	29.1	45.3	32.4
May '25	33.7	44.5	29.7	43.4	31.8
Jun '25	33.0	43.9	29.4	42.6	31.2
Jul '25	32.8	43.6	29.2	41.6	30.9
Aug '25	32.8	43.6	29.2	40.9	30.9
Sep '25	32.5	42.9	29.1	41.0	30.8
Oct '25	33.6	44.1	29.4	41.2	31.4
Nov '25	35.6	45.5	30.7	41.6	32.7
Dec '25	37.6	47.6	32.1	42.4	34.2
<b>Average</b>	<b>35.1</b>	<b>45.8</b>	<b>29.9</b>	<b>44.7</b>	<b>32.7</b>
<b>Change</b>	<b>9.2%</b>	<b>4.8%</b>	<b>11.8%</b>	<b>-10.8%</b>	<b>5.5%</b>



**TABLE 15. SUCCESSFUL AND FAILED CHARGING EVENTS**

DATE	CCS ONLY			CCS/CHADEMO			J3400 ONLY			J3400 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
Oct '24	86.0%	3.5%	10.5%	78.2%	3.1%	18.8%	91.0%	4.7%	4.3%	75.7%	4.8%	19.5%
Nov '24	86.1%	3.6%	10.3%	70.0%	3.2%	26.8%	90.9%	5.0%	4.1%	58.6%	5.0%	36.4%
Dec '24	87.1%	3.3%	9.6%	83.9%	2.7%	13.4%	90.6%	5.5%	3.9%	90.8%	2.8%	6.4%
Jan '25	88.2%	3.1%	8.7%	84.4%	2.5%	13.1%	92.2%	5.8%	2.0%	89.6%	3.0%	7.5%
Feb '25	87.5%	4.2%	8.4%	84.8%	2.9%	12.3%	92.5%	5.4%	2.1%	90.2%	2.9%	6.9%
Mar '25	86.6%	4.3%	9.1%	84.3%	3.4%	12.4%	92.8%	5.2%	2.0%	90.0%	2.7%	7.3%
Apr '25	86.6%	4.4%	9.0%	85.1%	3.2%	11.7%	93.0%	4.9%	2.1%	87.5%	3.3%	9.2%
May '25	86.3%	4.4%	9.3%	85.2%	3.3%	11.6%	92.2%	5.5%	2.3%	86.2%	3.9%	9.9%
Jun '25	86.8%	4.1%	9.1%	84.6%	3.3%	12.1%	91.6%	5.7%	2.7%	84.8%	4.0%	11.2%
Jul '25	86.0%	4.2%	9.9%	84.6%	3.4%	12.0%	92.0%	5.5%	2.5%	82.8%	3.8%	13.4%
Aug '25	85.8%	4.3%	10.0%	84.9%	3.4%	11.7%	91.8%	5.8%	2.5%	83.1%	3.7%	13.2%
Sep '25	85.8%	1.4%	12.9%	87.6%	1.0%	11.5%	96.3%	1.3%	2.4%	87.0%	1.1%	11.9%
Oct '25	87.1%	0.5%	12.4%	89.3%	0.2%	10.5%	97.6%	0.0%	2.4%	86.1%	0.4%	13.4%
Nov '25	86.8%	0.6%	12.6%	88.9%	0.3%	10.8%	97.6%	0.0%	2.4%	85.0%	0.6%	14.3%
Dec '25	87.5%	0.6%	12.0%	89.4%	0.2%	10.5%	97.5%	0.0%	2.5%	85.2%	0.6%	14.2%
<b>Average</b>	86.7%	3.1%	10.2%	84.3%	2.4%	13.3%	93.3%	4.0%	2.7%	84.2%	2.8%	13.0%

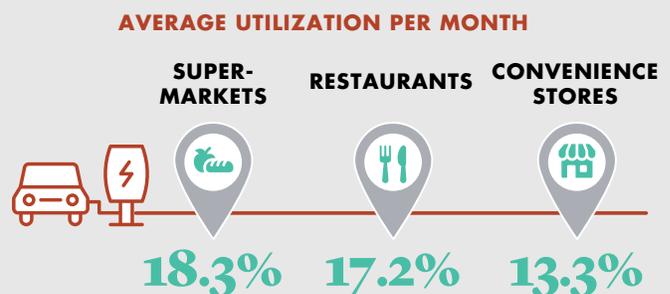




# Comparison of Charger Performance at Key Business Verticals

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, restaurants and supermarkets. 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. Chargers in the data set located near these three

business types accounted for 96.1% of all chargers, indicating the importance charger operators place on providing drivers with nearby amenities while they are charging.



From the CAP data set, in December 2025 51.7% of chargers were located within 100 meters of a restaurant, while 25.9% were near a convenience store and 18.5% were near a supermarket.

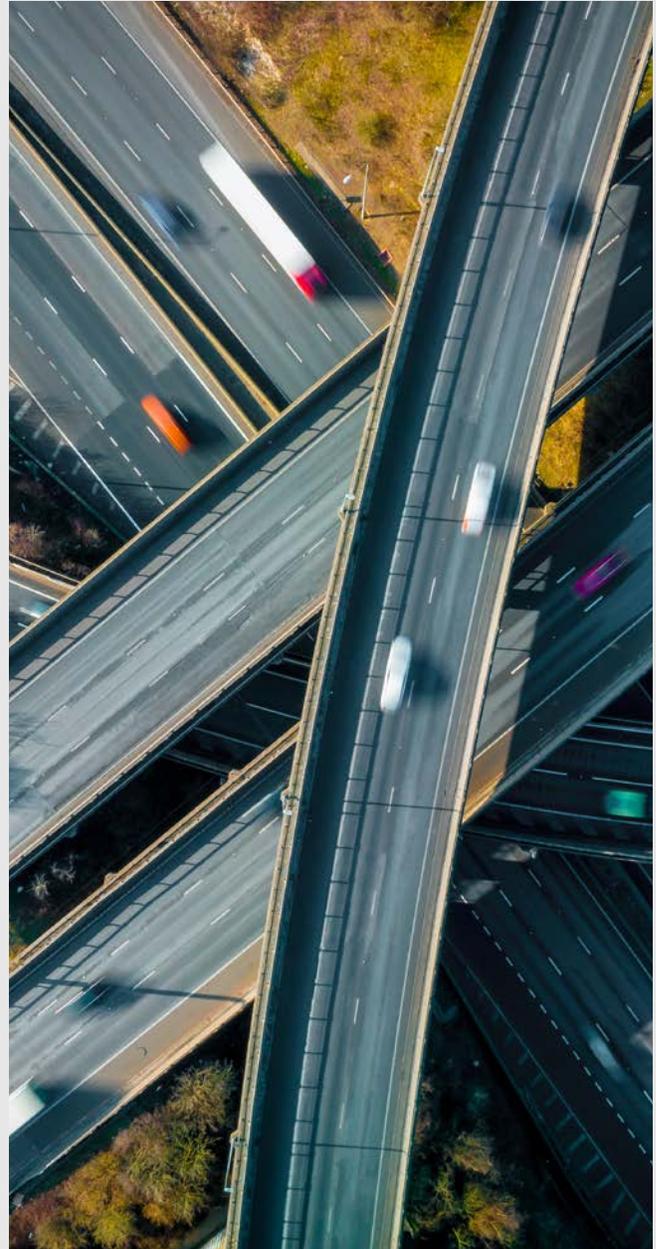
Chargers located near supermarkets recorded the highest average number of charging sessions per month at 236, followed by restaurants at 224 sessions and convenience stores at 182. All chargers increased their session count over the 15-month period, with those near convenience stores increasing average session count by 8.7%, supermarkets by 6.3% and restaurants by 5.8%.

Chargers near supermarkets recorded the highest average utilization at 18.3%, followed by those near restaurants at 17.2% and those near convenience stores at 13.3%. All chargers followed a similar trend over 15 months with utilization dipping around April and then increasing through the end of the year. Utilization was up 13.4% for convenience stores October 2024 – December 2025, and up 11.8% for supermarkets and 10.3% for restaurants.

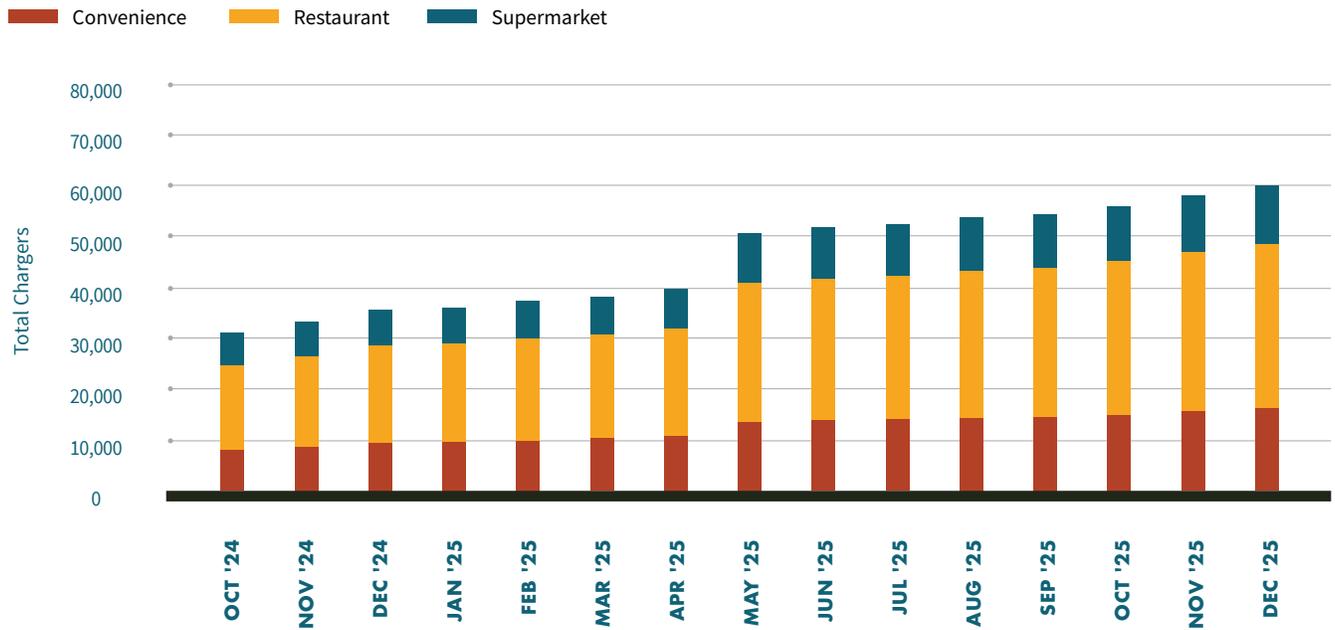
Utilization by day of week and time of day followed consistent trends across the business verticals, with most showing highest utilization on the weekends and between 12 p.m. and 6 p.m. During this time of day, supermarkets averaged 27.0% utilization, restaurants averaged 25.3% and convenience stores averaged 20.2%. Utilization between 6 a.m. and 12 noon averaged 18.5%, 17.3% and 13.2% respectively while utilization between 6 p.m. and 11 p.m. averaged 20.2%, 18.7% and 14.5%.

Charging session duration was relatively consistent across business verticals, averaging 32.9 minutes near supermarkets, 32.3 minutes near restaurants and 30.7 minutes near convenience stores. Duration declined slightly in the middle of the year and then rebounded in Q4.

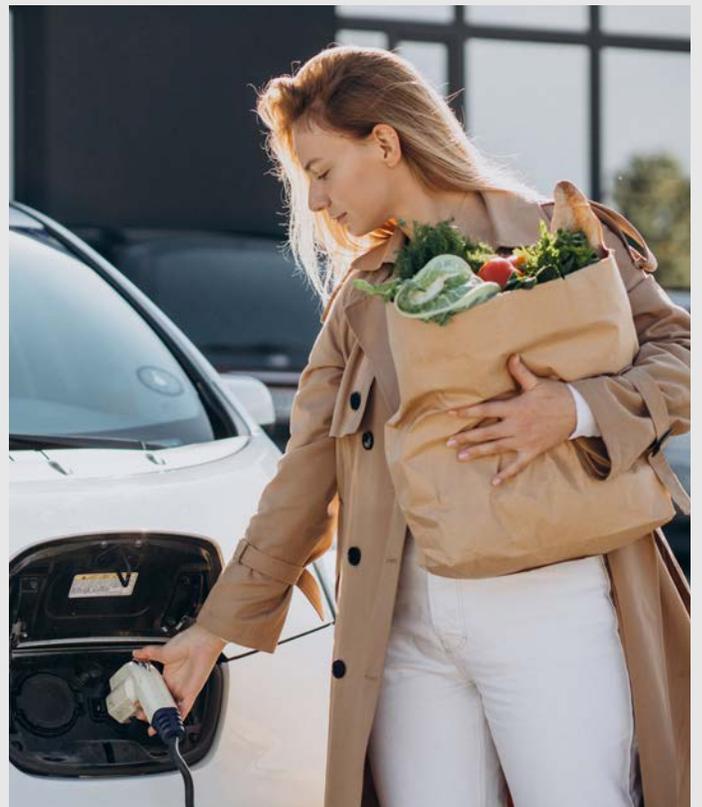
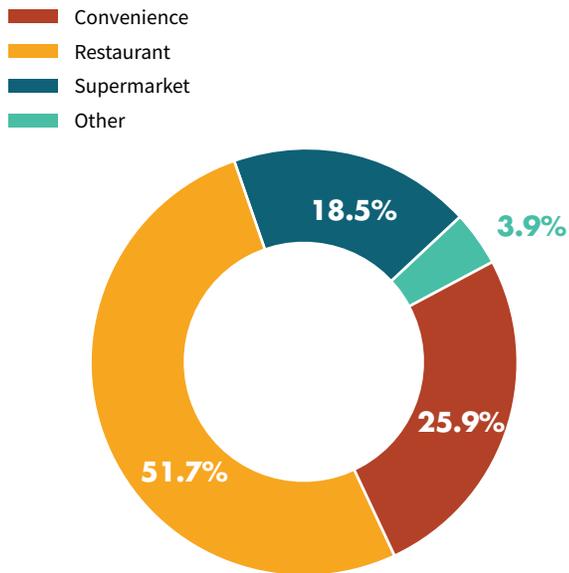
Reliability was fairly consistent across business verticals. First-try success averaged 90.6% for supermarkets, 91.1% for restaurants and 91.3% for convenience stores. Failure rates followed the national pattern over the 15 months, with a significant decline at the beginning of the year and relatively consistent rates of about 5% throughout most of the year.



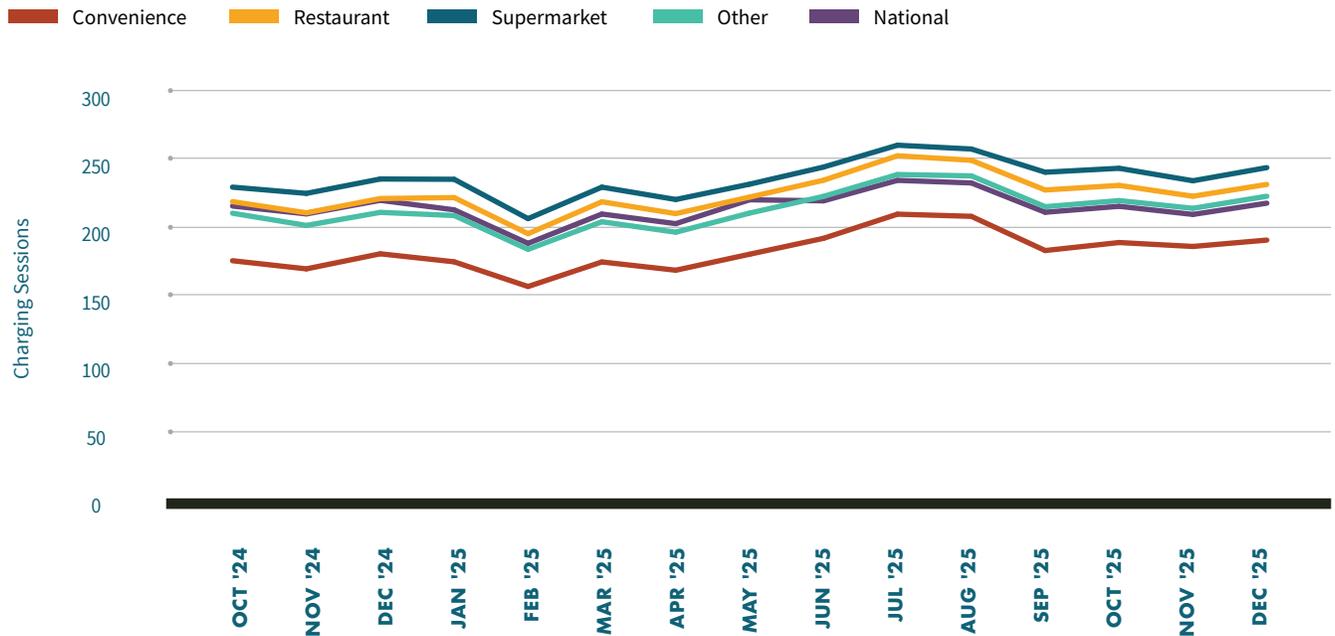
**FIGURE 31. TOTAL CHARGERS IN DATA SET BY BUSINESS PROXIMITY**



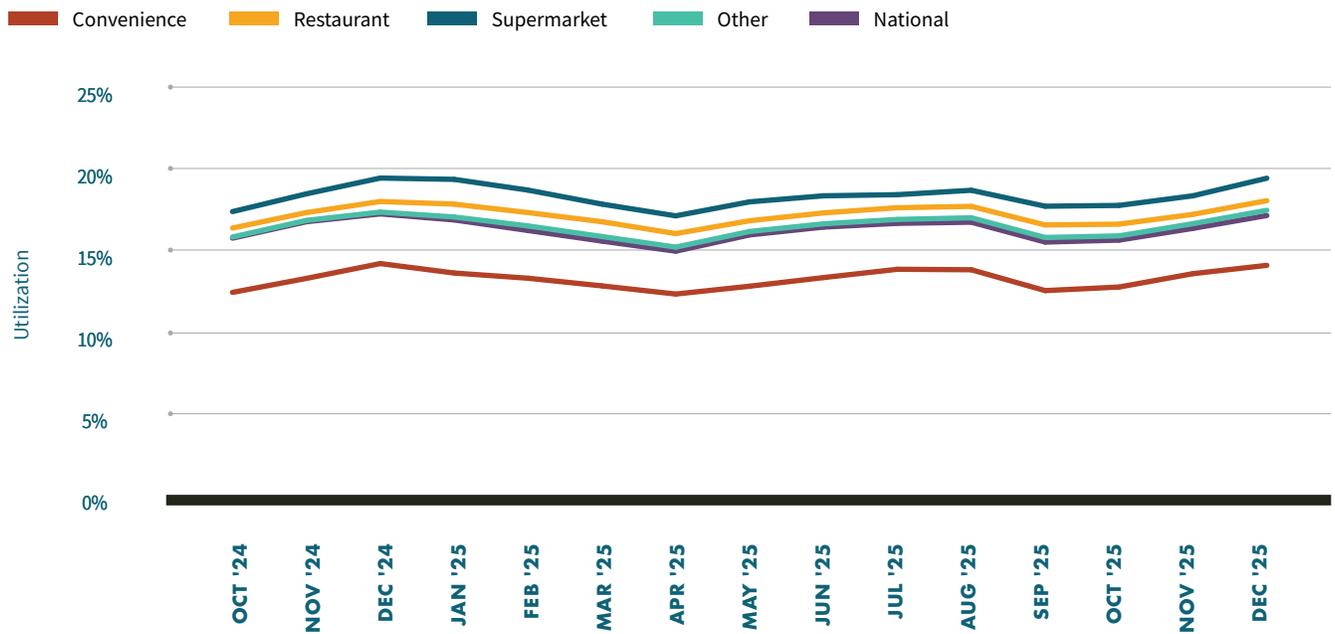
**FIGURE 32. SHARE OF CHARGERS NEAR BUSINESSES (December 2025)**



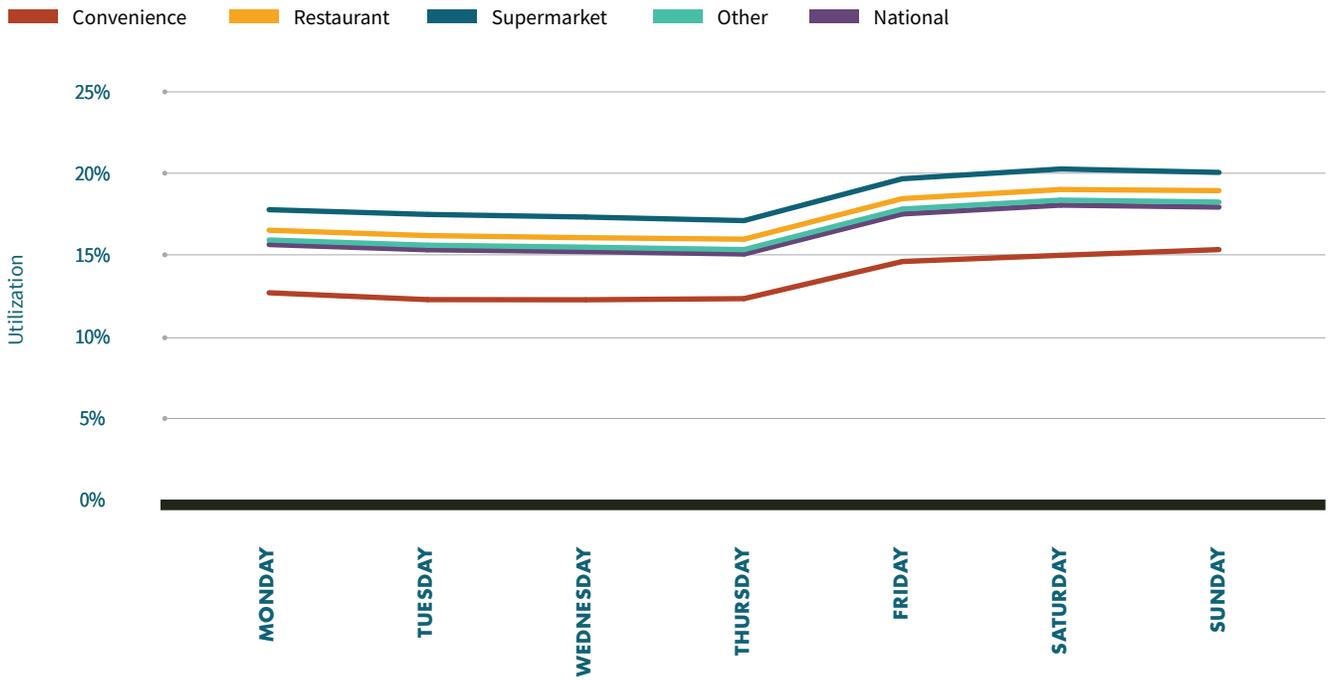
**FIGURE 33. SESSIONS PER CHARGER PER MONTH**



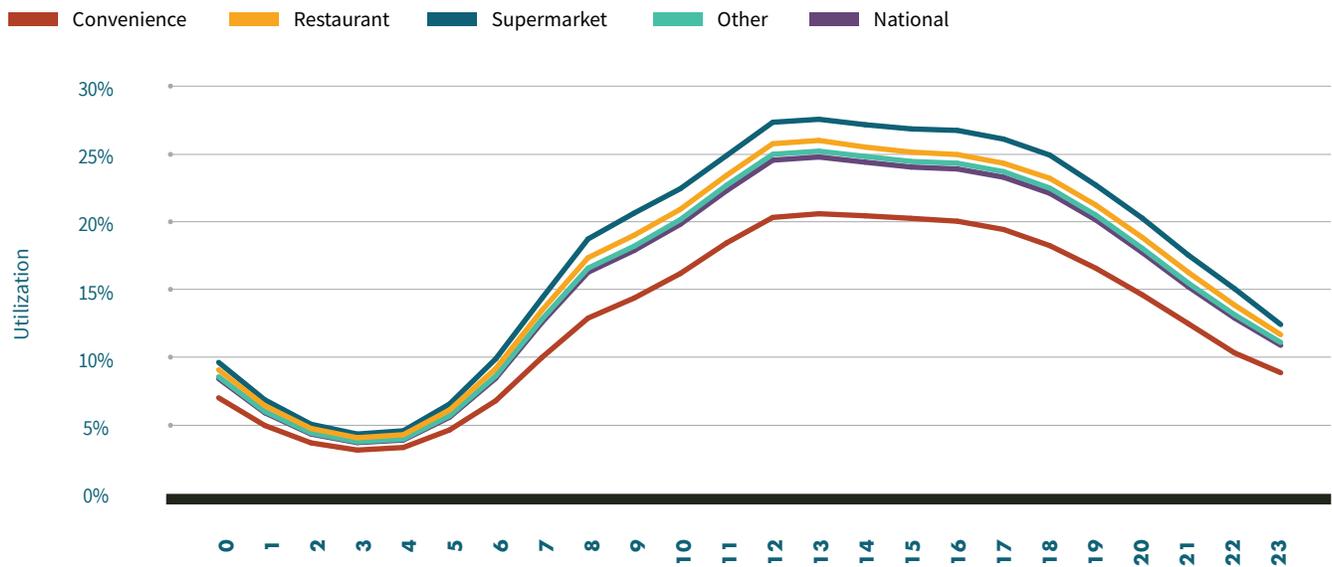
**FIGURE 34. AVERAGE UTILIZATION**



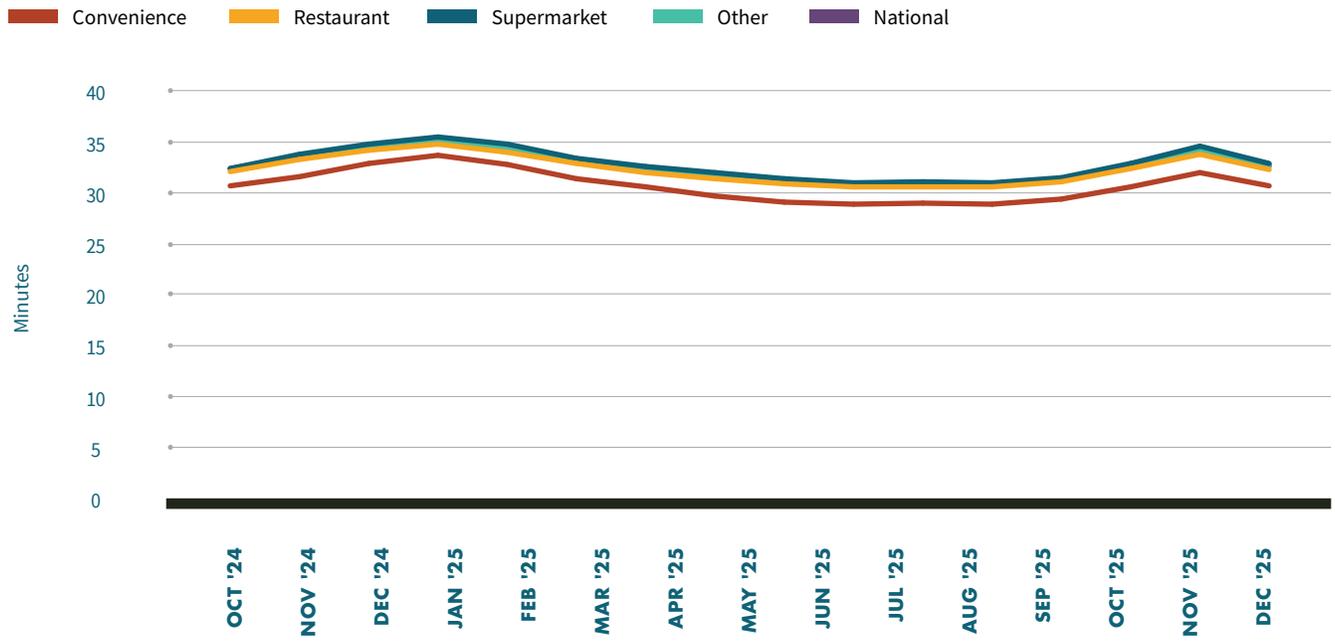
**FIGURE 35. AVERAGE UTILIZATION BY DAY OF WEEK**



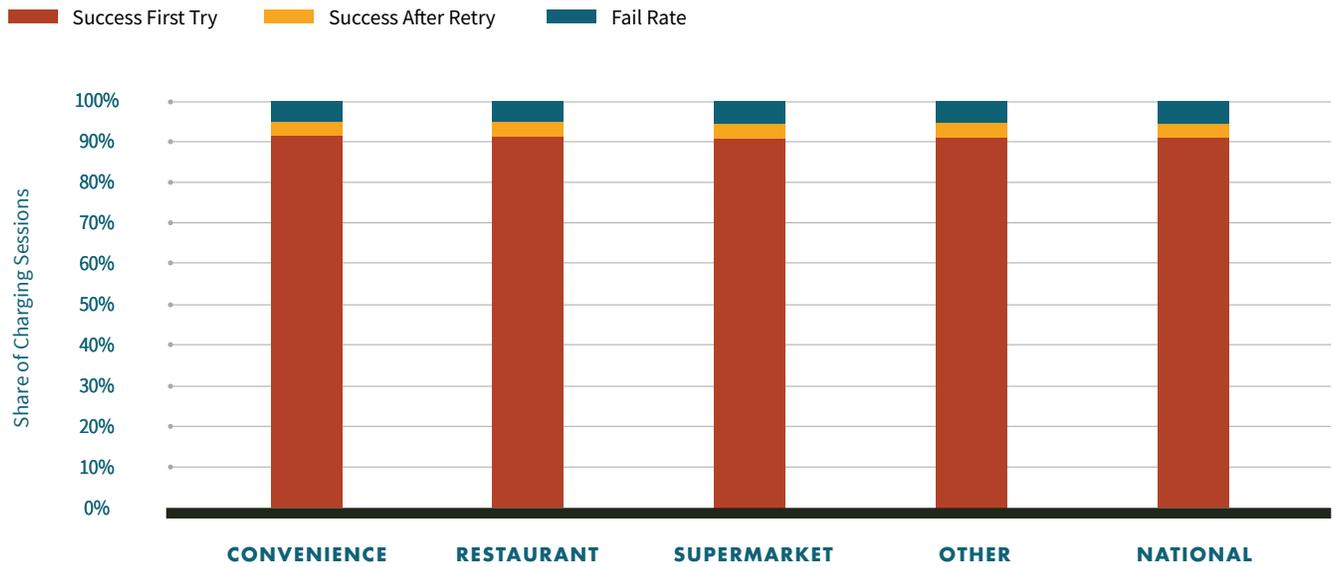
**FIGURE 36. AVERAGE UTILIZATION BY TIME OF DAY**



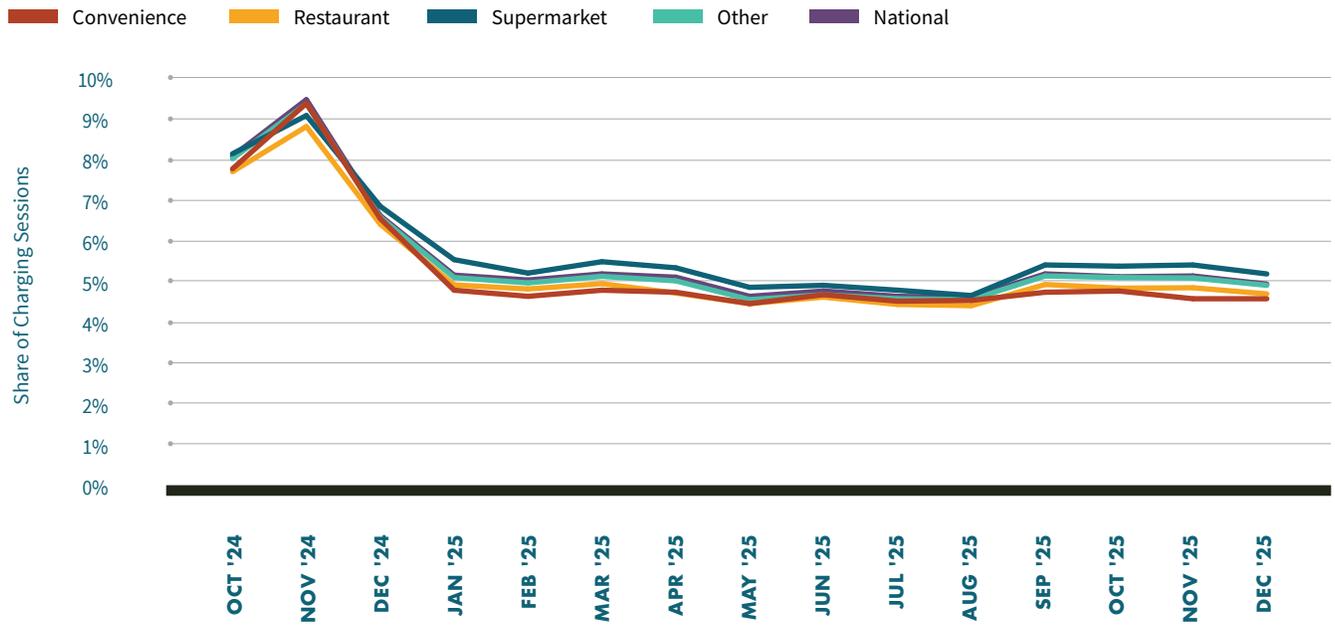
**FIGURE 37. AVERAGE CHARGING SESSION DURATION IN MINUTES**



**FIGURE 38. AVERAGE SUCCESS AND FAILURE RATES**



**FIGURE 39. FAILURE RATES OVER TIME**



**TABLE 16. CHARGING SESSIONS PER CHARGER PER MONTH**

DATE	CONVENIENCE	RESTAURANT	SUPERMARKET	OTHER	NATIONAL
Oct '24	175.1	218.6	229.3	210.1	215.4
Nov '24	169.1	210.4	224.7	201.1	209.6
Dec '24	180.2	220.9	235.3	210.7	219.6
Jan '25	174.3	221.6	235.1	208.4	212.6
Feb '25	156.1	195.0	206.1	183.5	187.9
Mar '25	174.2	218.5	229.3	203.8	209.5
Apr '25	168.1	209.8	220.2	196.1	202.4
May '25	179.9	222.0	231.5	210.2	220.0
Jun '25	191.6	234.4	244.1	222.5	219.2
Jul '25	209.4	252.4	260.2	238.6	234.3
Aug '25	207.8	249.1	257.4	237.6	232.4
Sep '25	182.6	227.2	240.3	214.9	210.8
Oct '25	188.5	230.6	243.2	219.4	215.2
Nov '25	185.6	222.6	234.0	213.7	209.2
Dec '25	190.3	231.3	243.7	222.6	217.5
<b>Average</b>	<b>182.2</b>	<b>224.3</b>	<b>235.6</b>	<b>212.9</b>	<b>214.4</b>
<b>Change</b>	<b>8.7%</b>	<b>5.8%</b>	<b>6.3%</b>	<b>5.9%</b>	<b>1.0%</b>



**TABLE 17. CHARGER UTILIZATION PERCENTAGE**

DATE	CONVENIENCE	RESTAURANT	SUPERMARKET	OTHER	NATIONAL
Oct '24	12.4%	16.4%	17.4%	15.8%	15.8%
Nov '24	13.3%	17.3%	18.5%	16.9%	16.8%
Dec '24	14.2%	18.0%	19.5%	17.4%	17.3%
Jan '25	13.6%	17.9%	19.4%	17.1%	16.9%
Feb '25	13.3%	17.3%	18.7%	16.5%	16.2%
Mar '25	12.8%	16.8%	17.9%	15.9%	15.6%
Apr '25	12.3%	16.0%	17.1%	15.2%	15.0%
May '25	12.8%	16.8%	18.0%	16.2%	16.0%
Jun '25	13.3%	17.3%	18.4%	16.6%	16.4%
Jul '25	13.9%	17.6%	18.4%	16.9%	16.7%
Aug '25	13.8%	17.7%	18.7%	17.0%	16.7%
Sep '25	12.5%	16.6%	17.7%	15.8%	15.5%
Oct '25	12.8%	16.6%	17.8%	15.9%	15.6%
Nov '25	13.6%	17.2%	18.4%	16.7%	16.4%
Dec '25	14.1%	18.1%	19.4%	17.5%	17.2%
Average	13.3%	17.2%	18.3%	16.5%	16.3%
Change	13.4%	10.3%	11.8%	10.4%	8.8%

**TABLE 18. CHARGER UTILIZATION BY DAY OF WEEK**

DAY	CONVENIENCE	RESTAURANT	SUPERMARKET	OTHER	NATIONAL
Mon	12.7%	16.5%	17.8%	15.9%	15.7%
Tues	12.3%	16.2%	17.5%	15.6%	15.3%
Wed	12.3%	16.1%	17.4%	15.5%	15.2%
Thurs	12.3%	16.0%	17.1%	15.4%	15.1%
Fri	14.6%	18.5%	19.7%	17.8%	17.5%
Sat	15.0%	19.0%	20.3%	18.4%	18.1%
Sun	15.4%	19.0%	20.1%	18.3%	18.0%

**TABLE 19. CHARGER UTILIZATION BY TIME OF DAY**

HOUR	CONVENIENCE	RESTAURANT	SUPERMARKET	OTHER	NATIONAL
0	7.1%	9.1%	9.7%	8.6%	8.5%
1	5.0%	6.5%	6.9%	6.1%	6.0%
2	3.8%	4.8%	5.1%	4.5%	4.4%
3	3.2%	4.1%	4.4%	3.8%	3.8%
4	3.4%	4.4%	4.7%	4.0%	4.0%
5	4.7%	6.2%	6.6%	5.8%	5.7%
6	6.9%	9.2%	10.0%	8.7%	8.5%
7	10.1%	13.5%	14.4%	12.9%	12.6%
8	13.0%	17.4%	18.8%	16.6%	16.3%
9	14.4%	19.1%	20.7%	18.3%	17.9%
10	16.2%	21.0%	22.5%	20.2%	19.9%
11	18.5%	23.5%	24.9%	22.7%	22.3%
12	20.4%	25.8%	27.4%	25.0%	24.6%
13	20.6%	26.0%	27.6%	25.3%	24.8%
14	20.5%	25.6%	27.2%	24.9%	24.4%
15	20.3%	25.2%	26.9%	24.5%	24.1%
16	<b>20.1%</b>	<b>25.0%</b>	<b>26.8%</b>	<b>24.4%</b>	<b>23.9%</b>
17	19.5%	24.4%	26.1%	23.7%	23.3%
18	18.3%	23.3%	25.0%	22.5%	22.2%
19	16.6%	21.3%	22.7%	20.5%	20.2%
20	14.7%	18.9%	20.3%	18.1%	17.8%
21	12.5%	16.3%	17.6%	15.5%	15.3%
22	10.4%	13.9%	15.1%	13.2%	13.0%
23	8.9%	11.7%	12.5%	11.2%	11.0%



**TABLE 20. SESSION DURATION (MINUTES)**

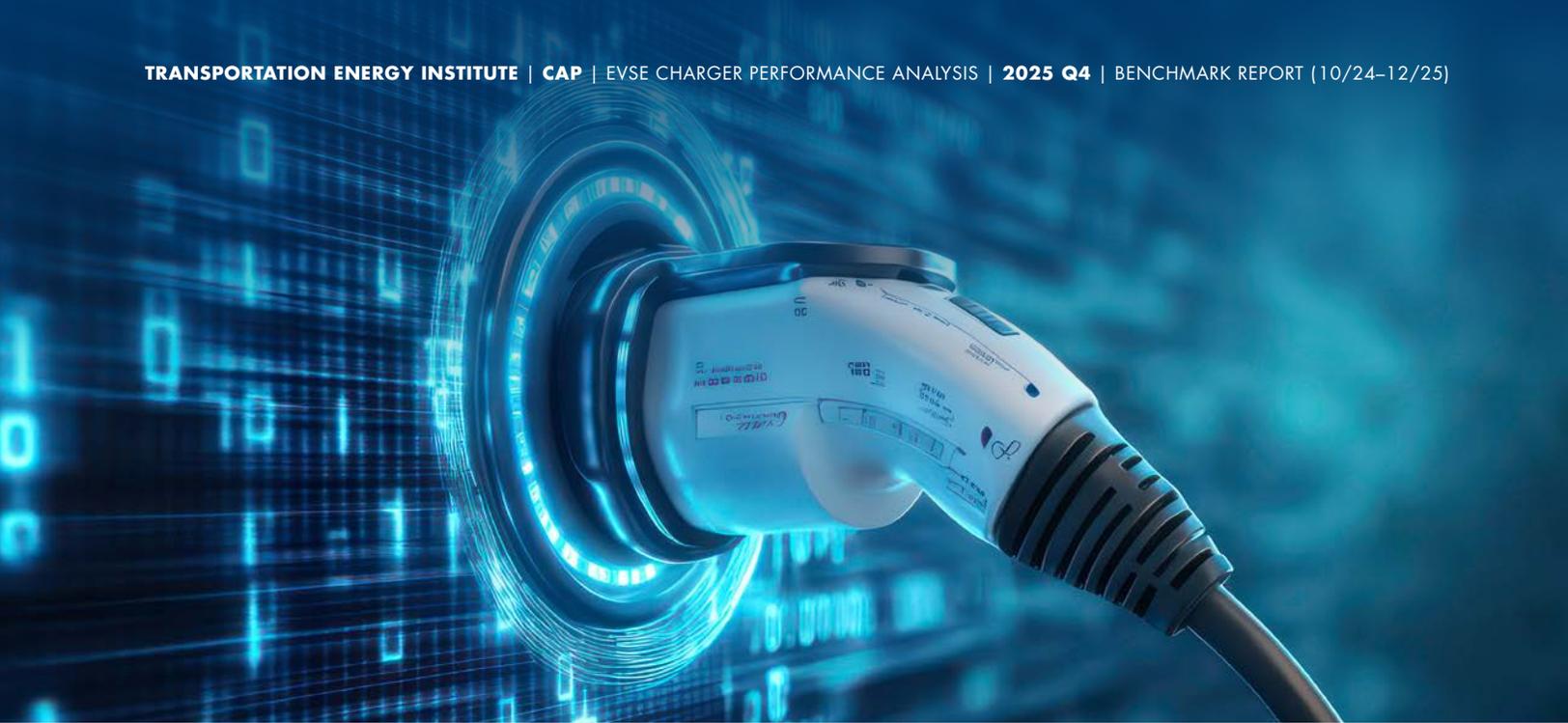
DATE	CONVENIENCE	RESTAURANT	SUPERMARKET	OTHER	NATIONAL
Oct '24	30.7	32.1	32.4	32.3	32.4
Nov '24	31.6	33.3	33.8	33.6	33.6
Dec '24	32.9	34.2	34.8	34.6	34.7
Jan '25	33.7	34.8	35.5	35.2	35.3
Feb '25	32.8	34.0	34.8	34.4	34.5
Mar '25	31.4	32.9	33.4	33.2	33.3
Apr '25	30.6	32.0	32.6	32.3	32.4
May '25	29.7	31.4	32.0	31.7	31.8
Jun '25	29.1	30.9	31.4	31.2	31.2
Jul '25	28.9	30.6	31.0	30.9	30.9
Aug '25	29.0	30.6	31.1	30.9	30.9
Sep '25	28.9	30.6	31.0	30.8	30.8
Oct '25	29.4	31.1	31.5	31.3	31.4
Nov '25	30.6	32.4	32.9	32.7	32.7
Dec '25	32.0	33.8	34.6	34.2	34.2
Average	30.7	32.3	32.9	32.6	32.7
Change	4.5%	5.5%	6.7%	5.8%	5.6%



**TABLE 21. SUCCESSFUL AND FAILED CHARGING EVENTS**

DATE	CONVENIENCE			RESTAURANT			SUPERMARKET			OTHER		
	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
Oct '24	88.2%	4.0%	7.8%	88.1%	4.2%	7.7%	87.7%	4.1%	8.1%	87.8%	4.2%	8.0%
Nov '24	86.4%	4.3%	9.4%	86.8%	4.4%	8.8%	86.7%	4.3%	9.1%	86.3%	4.3%	9.4%
Dec '24	88.9%	4.6%	6.6%	88.9%	4.7%	6.4%	88.7%	4.5%	6.9%	88.9%	4.6%	6.6%
Jan '25	90.5%	4.7%	4.8%	90.4%	4.7%	4.9%	89.8%	4.7%	5.5%	90.2%	4.7%	5.1%
Feb '25	90.8%	4.6%	4.6%	90.4%	4.8%	4.8%	90.0%	4.8%	5.2%	90.3%	4.8%	5.0%
Mar '25	90.8%	4.4%	4.8%	90.3%	4.8%	5.0%	89.8%	4.8%	5.5%	90.1%	4.7%	5.1%
Apr '25	90.9%	4.3%	4.7%	90.8%	4.5%	4.7%	90.1%	4.5%	5.3%	90.5%	4.5%	5.0%
May '25	91.0%	4.6%	4.5%	90.5%	5.1%	4.5%	90.0%	5.2%	4.9%	90.4%	5.1%	4.6%
Jun '25	90.6%	4.7%	4.7%	90.2%	5.2%	4.6%	89.9%	5.2%	4.9%	90.2%	5.2%	4.7%
Jul '25	90.8%	4.7%	4.5%	90.4%	5.1%	4.4%	90.0%	5.2%	4.8%	90.3%	5.1%	4.6%
Aug '25	90.6%	4.8%	4.5%	90.2%	5.4%	4.4%	89.9%	5.4%	4.7%	90.1%	5.3%	4.6%
Sep '25	94.0%	1.2%	4.7%	93.8%	1.3%	4.9%	93.2%	1.4%	5.4%	93.5%	1.3%	5.1%
Oct '25	95.1%	0.1%	4.8%	95.1%	0.1%	4.8%	94.5%	0.1%	5.4%	94.8%	0.1%	5.1%
Nov '25	95.3%	0.2%	4.6%	95.0%	0.1%	4.9%	94.5%	0.1%	5.4%	94.8%	0.1%	5.1%
Dec '25	95.3%	0.1%	4.6%	95.2%	0.1%	4.7%	94.7%	0.1%	5.2%	95.0%	0.1%	4.9%
<b>Average</b>	<b>91.3%</b>	<b>3.4%</b>	<b>5.3%</b>	<b>91.1%</b>	<b>3.6%</b>	<b>5.3%</b>	<b>90.6%</b>	<b>3.6%</b>	<b>5.8%</b>	<b>90.9%</b>	<b>3.6%</b>	<b>5.5%</b>





# Comparison of Charger Performance in Nation's Top 5 MSAs

The chargers in the dataset are identified by geolocation. For this report, chargers located within the five metropolitan statistical areas (MSAs) with the largest populations were grouped together. Performance metrics from the top five MSAs are presented below and include:

- Chicago-Naperville-Elgin
- Dallas-Fort Worth-Arlington
- Houston-The Woodlands-Sugar Land
- Los Angeles-Long Beach-Anaheim
- New York-Newark-New Jersey



**TABLE 22. SNAPSHOT OF FIVE METROPOLITAN STATISTICAL AREAS (MSAS)**

Q4 2025	CHICAGO	DALLAS	HOUSTON	LOS ANGELES	NEW YORK	NATIONAL
# DCFCs (Dec'25)	1,276	964	944	4,136	2,283	62,457
Sessions/Month	228	261	210	401	286	214
% Utilization	20.5%	19.8%	15.5%	30.4%	26.8%	16.4%
Session Duration	37.3	32.4	31.3	32.7	39.8	32.8
Fail Rate	4.8%	4.4%	5.2%	4.9%	5.5%	5.1%

**LOS ANGELES**

Among these five MSAs, Los Angeles was the largest market with more than 4,000 DCFCs at the end of the year. Despite the significant population of DCFCs, each port in Los Angeles generated more than 400 sessions per month. Assuming each station offered an average of four charging ports, with an average session duration of 32.7 minutes, this level of traffic translates into 1,604 customers spending an average of 874 hours per month at the DCFC station. Utilization averaged 30.4% in Q4 and was consistent throughout the 15-month period, over which time it averaged 32.2%. Throughout the day, however, utilization over the 15-month period peaked between 12 Noon and 6 p.m. averaging 39.7%. Reliability of chargers in the Los Angeles MSA improved over the analysis period, averaging a failure to charge rate of 4.9% in Q4 and down from an average of 7.3% in Q4 2024.

**NEW YORK**

The second largest market for DCFCs, New York MSA offered 2,283 charging ports at the end of the year and generated an average of 286 sessions per port during Q4. With an average session duration of 39.8 minutes, and again assuming an average of four ports per station, this translates to 1,144 customers spending more than 750 hours at a charging station. Utilization averaged 26.8% in Q4 and was relatively consistent throughout the 15-month period during which time it averaged 25.5%. Throughout the day, utilization peaked between 12 Noon and 6 p.m. averaging 34.6%. Reliability of chargers in the New York MSA improved over the analysis period, averaging a failure to charge rate of 5.5% in Q4 which was down from an average of 7.4% in Q4 2024.



### CHICAGO

Chicago MSA offered 1,276 charging ports at the end of the year and generated an average of 228 sessions per port during Q4. With an average session duration of 37.3 minutes, and again assuming an average of four ports per station, this translates to 912 customers spending more than 560 hours at a charging station. Utilization averaged 20.5% in Q4 and seemed to be strongest in Q4 for both 2024 and 2025, with a 15-month average utilization of 19.1%. Throughout the day, utilization peaked between 12 Noon and 6 p.m. averaging 27.9%. Reliability of chargers in the Chicago MSA improved over the analysis period, averaging a failure to charge rate of 4.5% in Q4 and down from an average of 6.8% in Q4 2024.

### DALLAS

The Dallas MSA operated 964 DCFC charging ports at the end of the year and generated an average of 261 sessions per port during Q4. With an average session duration of 32.4 minutes, and again assuming an average of four ports per station, this translates to 1,027 customers spending nearly 560 hours at a charging station. Utilization averaged 19.8% in Q4 and was relatively consistent throughout the 15-month period with an average of 19.1% over that time frame. Throughout the day, utilization peaked between 12 Noon and 6 p.m. averaging 27.1%. Reliability of chargers in the Dallas MSA improved over the analysis period, averaging a failure to charge rate of 4.4% in Q4, which was down from an average of 7.5% in Q4 2024.

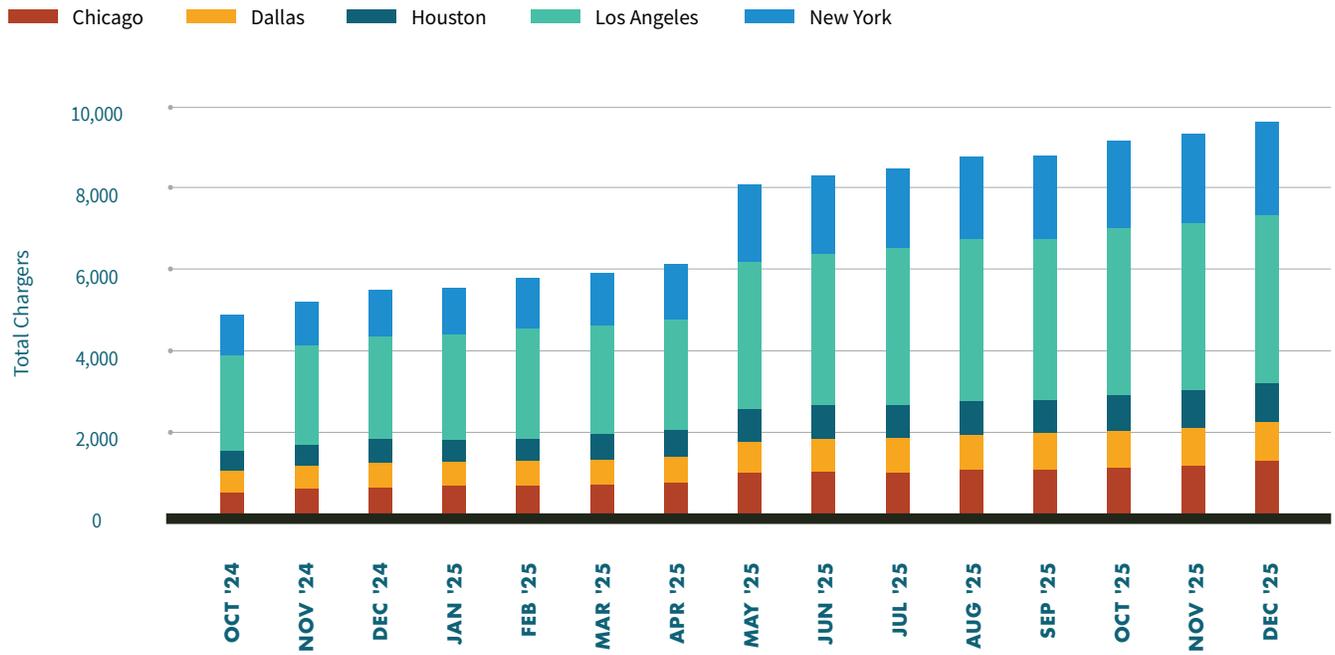
### HOUSTON

The Houston MSA operated 944 DCFC charging ports at the end of the year and generated an average of 210 sessions per port during Q4. With an average session duration of 31.3 minutes, and again assuming an average of four ports per station, this translates to 840 customers spending about 440 hours at a charging station. Utilization averaged 15.5% in Q4 and was relatively consistent throughout the 15-month period with an average of 15.9% over

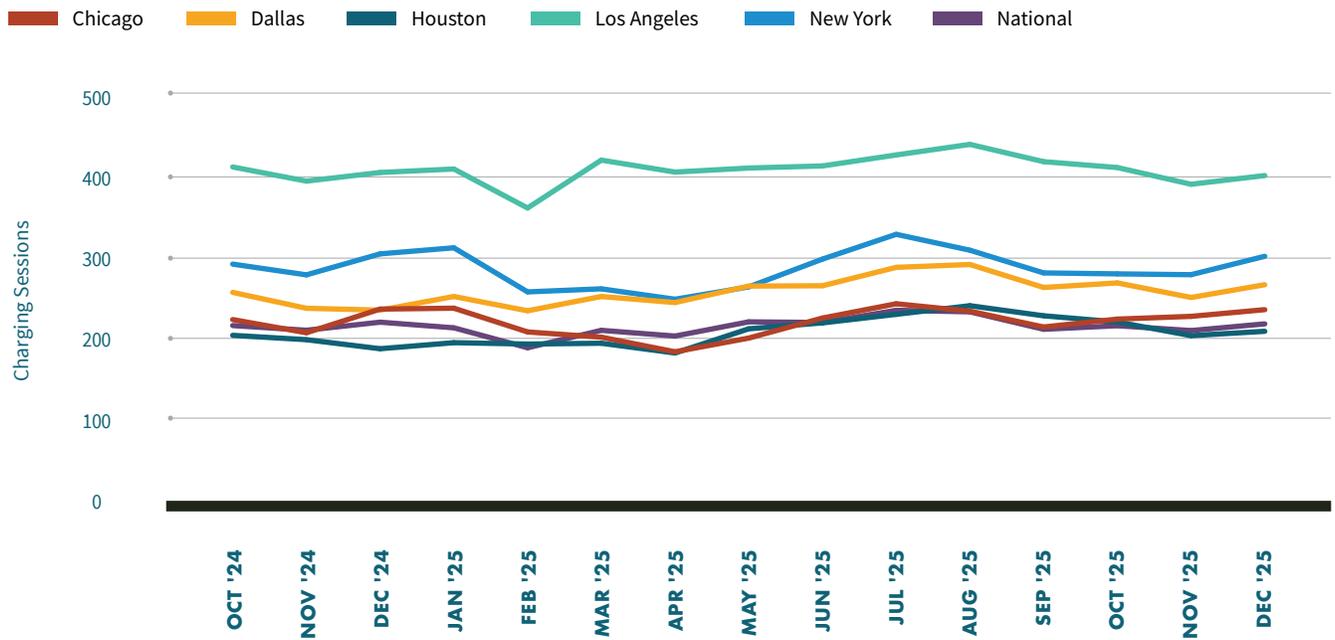
that time frame. Throughout the day, utilization peaked between 12 Noon and 6 p.m. averaging 22.0%. Reliability of chargers in the Houston MSA improved over the analysis period, averaging a failure to charge rate of 5.2% in Q4, which was down from an average of 8.2% in Q4 2024.



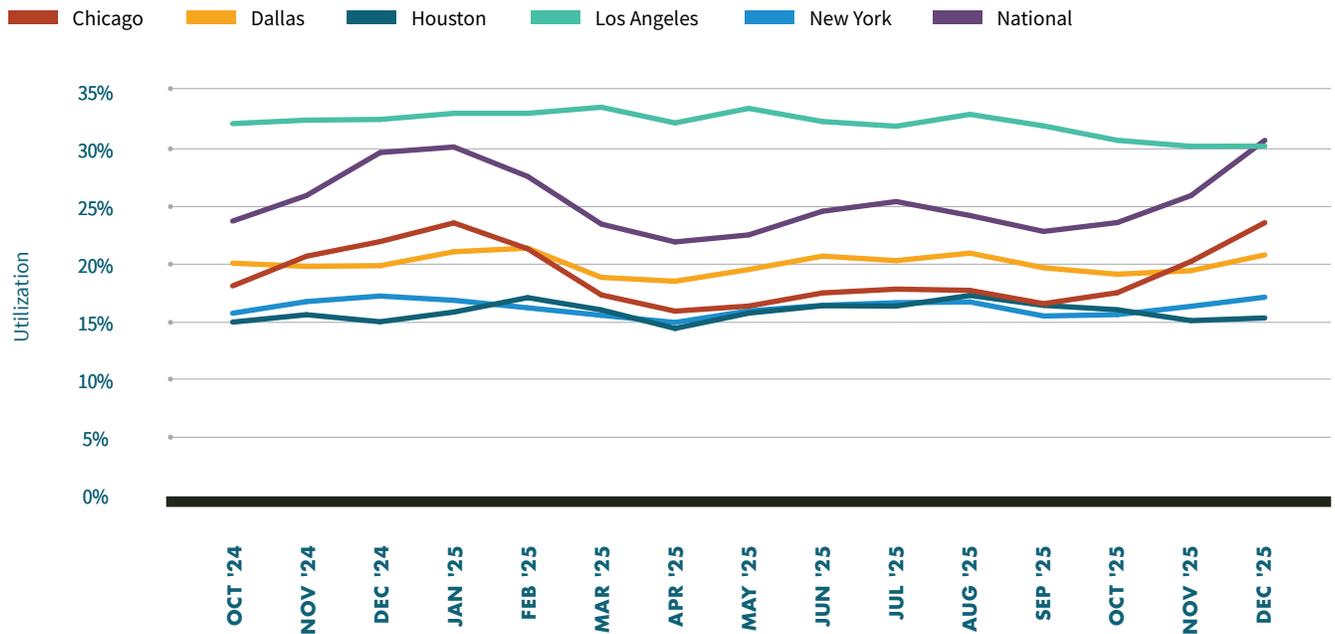
**FIGURE 40. TOTAL CHARGERS IN DATA SET IN TOP 5 MSAs**



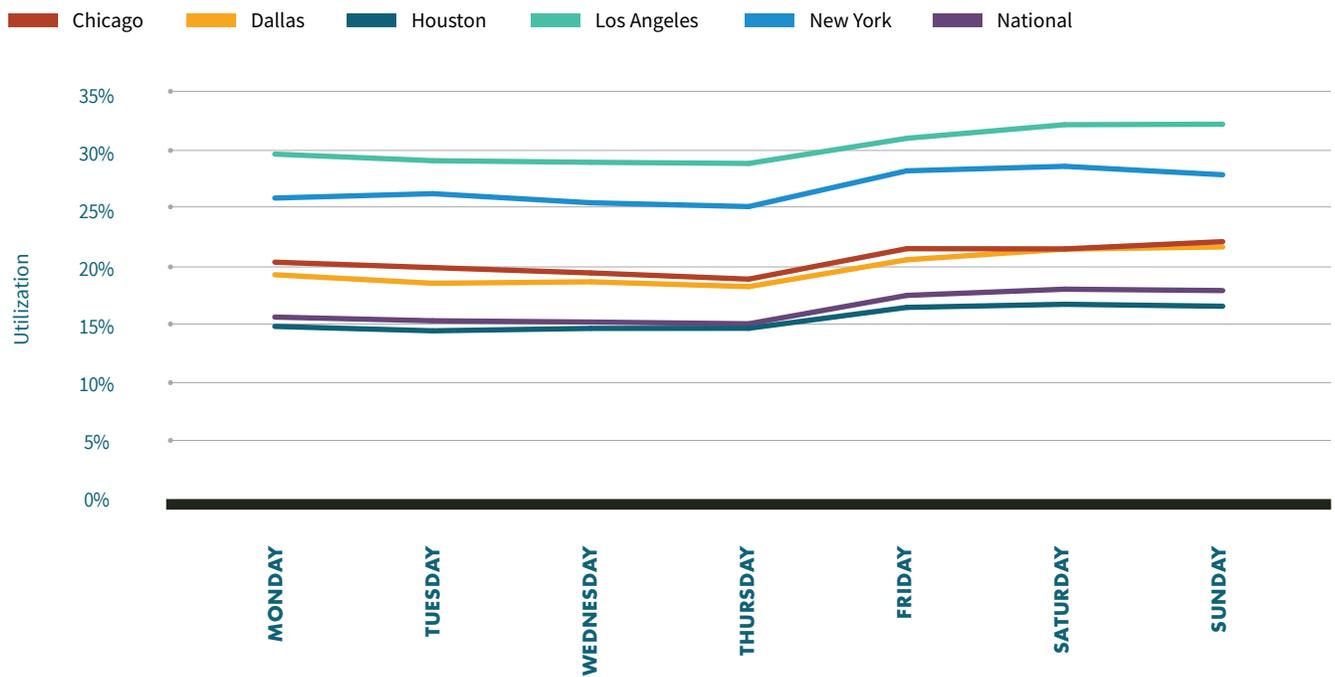
**FIGURE 41. SESSIONS PER CHARGER PER MONTH**



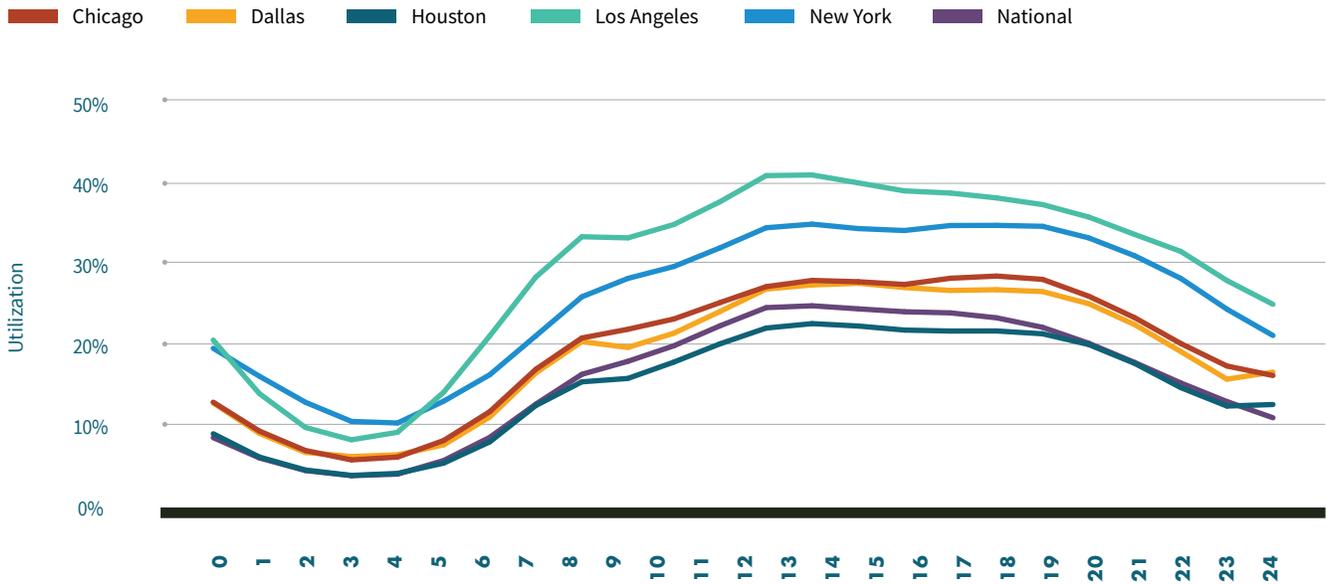
**FIGURE 42. AVERAGE UTILIZATION**



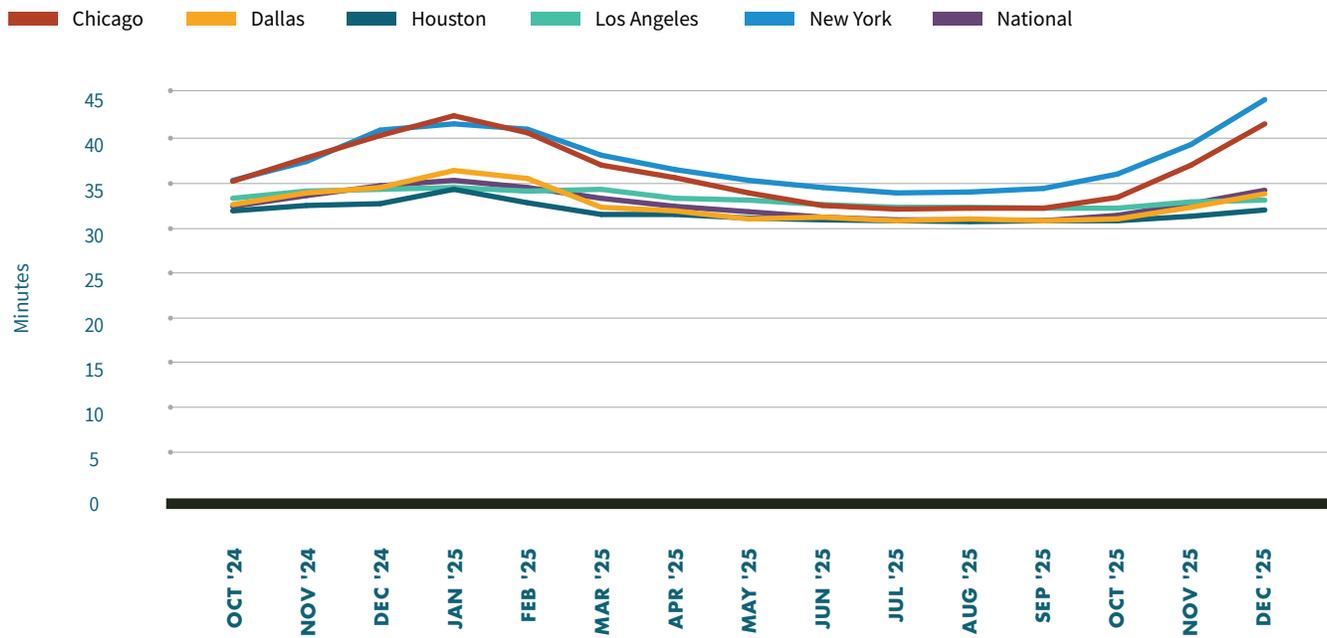
**FIGURE 43. AVERAGE UTILIZATION BY DAY OF WEEK**



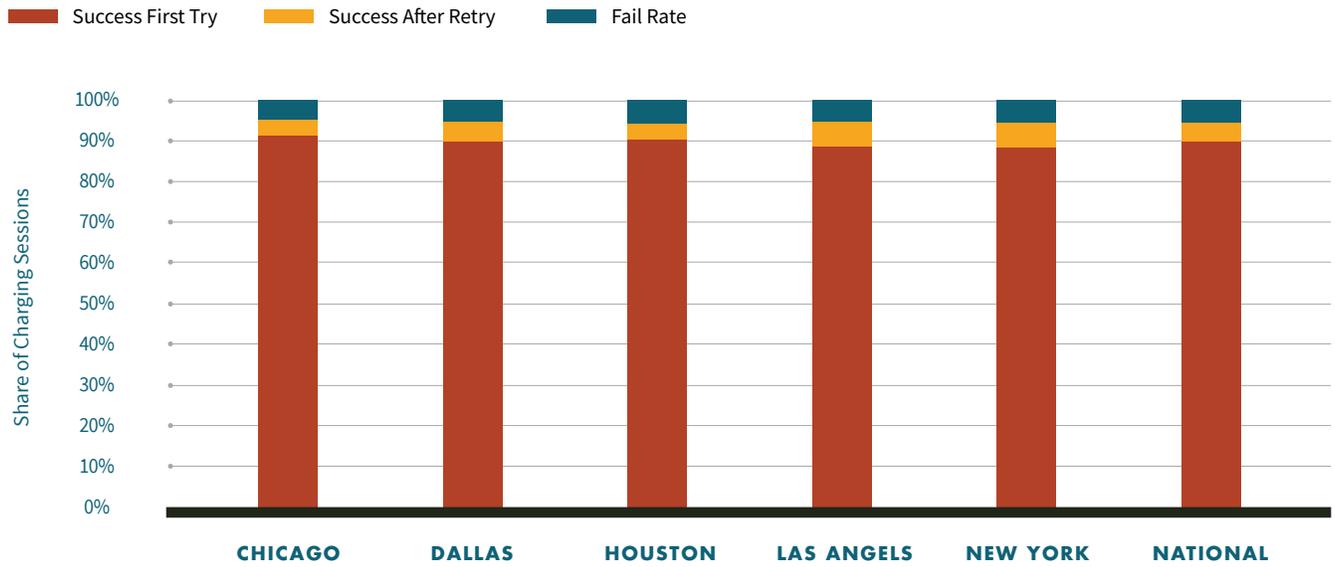
**FIGURE 44. AVERAGE UTILIZATION BY TIME OF DAY**



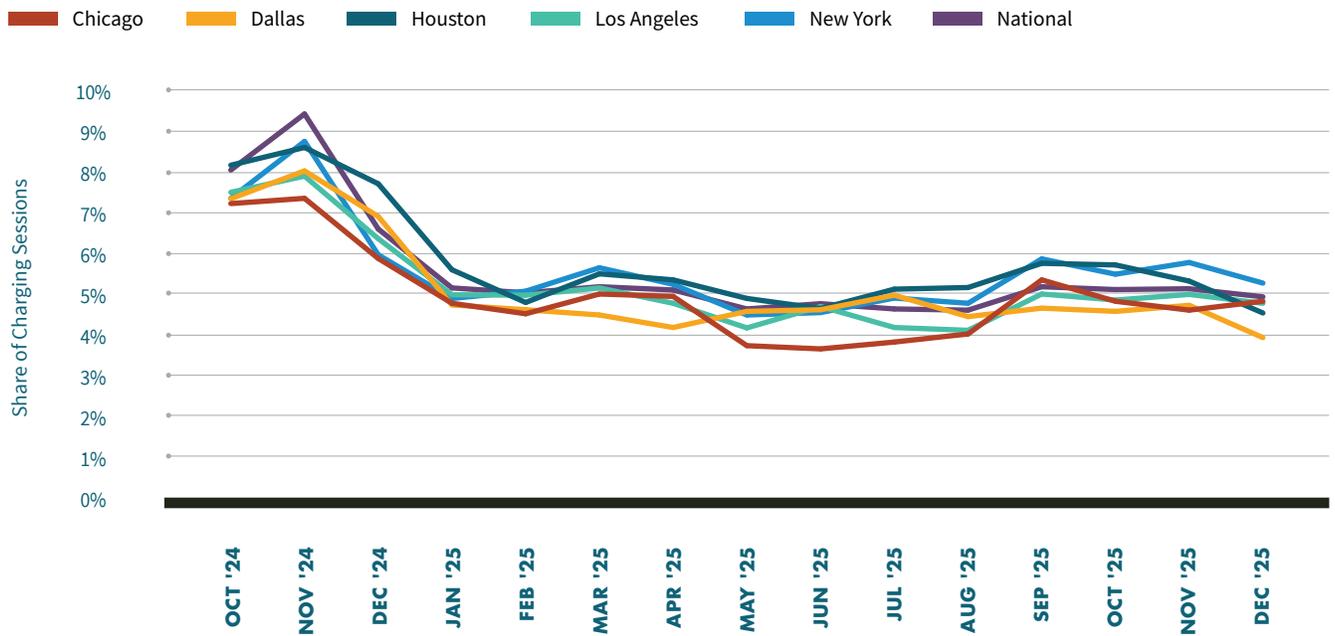
**FIGURE 45. AVERAGE CHARGING SESSION DURATION IN MINUTES**



**FIGURE 46. AVERAGE SUCCESS AND FAILURE RATES**



**FIGURE 47. FAILURE RATES OVER TIME**



**TABLE 23. CHARGING SESSIONS PER CHARGER PER MONTH**

DATE	CHICAGO	DALLAS	HOUSTON	LOS ANGELES	NEW YORK	NATIONAL
Oct '24	222.8	256.5	203.3	411.8	291.5	215.4
Nov '24	206.5	236.8	197.9	394.3	278.2	209.6
Dec '24	235.8	234.5	186.7	405.0	304.2	219.6
Jan '25	236.9	251.4	194.2	409.3	311.7	212.6
Feb '25	207.5	233.7	192.5	361.0	257.1	187.9
Mar '25	201.0	251.4	193.5	420.3	260.9	209.5
Apr '25	182.9	243.9	181.4	405.5	248.0	202.4
May '25	199.9	264.3	211.4	410.5	263.3	220.0
Jun '25	224.7	264.7	218.7	413.1	297.7	219.2
Jul '25	242.4	287.5	229.3	426.7	328.4	234.3
Aug '25	233.2	291.0	240.0	439.8	308.7	232.4
Sep '25	213.6	262.6	227.5	418.4	280.6	210.8
Oct '25	223.4	268.2	219.8	411.1	279.4	215.2
Nov '25	226.8	250.2	202.9	390.4	278.4	209.2
Dec '25	235.1	266.0	208.3	401.2	301.2	217.5
<b>Average</b>	<b>219.5</b>	<b>257.5</b>	<b>207.2</b>	<b>407.9</b>	<b>286.0</b>	<b>214.4</b>
<b>Change</b>	<b>5.5%</b>	<b>3.7%</b>	<b>2.4%</b>	<b>-2.6%</b>	<b>3.3%</b>	<b>1.0%</b>



**TABLE 24. CHARGER UTILIZATION PERCENTAGE**

DATE	CHICAGO	DALLAS	HOUSTON	LOS ANGELES	NEW YORK	NATIONAL
Oct '24	18.1%	20.1%	15.0%	32.2%	23.8%	15.8%
Nov '24	20.7%	19.8%	15.6%	32.5%	26.0%	16.8%
Dec '24	22.0%	19.9%	15.0%	32.6%	29.7%	17.3%
Jan '25	23.6%	21.1%	15.9%	33.1%	30.2%	16.9%
Feb '25	21.4%	21.4%	17.1%	33.1%	27.6%	16.2%
Mar '25	17.4%	18.9%	16.1%	33.6%	23.5%	15.6%
Apr '25	15.9%	18.5%	14.4%	32.3%	21.9%	15.0%
May '25	16.4%	19.6%	15.8%	33.5%	22.6%	16.0%
Jun '25	17.5%	20.7%	16.4%	32.4%	24.6%	16.4%
Jul '25	17.9%	20.3%	16.4%	32.0%	25.4%	16.7%
Aug '25	17.7%	21.0%	17.3%	33.0%	24.2%	16.7%
Sep '25	16.6%	19.7%	16.4%	32.0%	22.9%	15.5%
Oct '25	17.5%	19.1%	16.1%	30.8%	23.6%	15.6%
Nov '25	20.3%	19.5%	15.1%	30.2%	26.0%	16.4%
Dec '25	23.6%	20.8%	15.4%	30.3%	30.8%	17.2%
<b>Average</b>	<b>19.1%</b>	<b>20.0%</b>	<b>15.9%</b>	<b>32.2%</b>	<b>25.5%</b>	<b>16.3%</b>
<b>Change</b>	<b>30.2%</b>	<b>3.6%</b>	<b>2.4%</b>	<b>-6.1%</b>	<b>29.5%</b>	<b>8.8%</b>



**TABLE 25. CHARGER UTILIZATION BY DAY OF WEEK**

DAY	CHICAGO	DALLAS	HOUSTON	LOS ANGELES	NEW YORK	NATIONAL
Mon	20.4%	19.3%	14.9%	29.8%	26.0%	15.7%
Tues	20.0%	18.6%	14.5%	29.2%	26.4%	15.3%
Wed	19.5%	18.7%	14.7%	29.1%	25.6%	15.2%
Thurs	19.0%	18.3%	14.7%	29.0%	25.2%	15.1%
Fri	21.6%	20.6%	16.5%	31.2%	28.3%	17.5%
Sat	21.6%	21.6%	16.8%	32.3%	28.7%	18.1%
Sun	22.2%	21.7%	16.6%	32.4%	28.0%	18.0%

**TABLE 26. CHARGER UTILIZATION BY TIME OF DAY**

HOUR	CHICAGO	DALLAS	HOUSTON	LOS ANGELES	NEW YORK	NATIONAL
0	12.9%	12.8%	9.0%	20.6%	19.6%	8.5%
1	9.3%	9.0%	6.1%	14.0%	16.1%	6.0%
2	6.9%	6.7%	4.5%	9.8%	12.9%	4.4%
3	5.7%	6.2%	3.8%	8.2%	10.5%	3.8%
4	6.1%	6.4%	4.1%	9.2%	10.3%	4.0%
5	8.1%	7.6%	5.3%	14.1%	13.0%	5.7%
6	11.7%	11.0%	8.0%	21.1%	16.3%	8.5%
7	17.0%	16.5%	12.5%	28.4%	21.1%	12.6%
8	20.8%	20.4%	15.4%	33.4%	25.9%	16.3%
9	21.9%	19.7%	15.8%	33.2%	28.2%	17.9%
10	23.2%	21.4%	17.9%	34.9%	29.7%	19.9%
11	25.2%	24.1%	20.1%	37.7%	32.0%	22.3%
12	27.2%	26.9%	22.1%	40.9%	34.5%	24.6%
13	28.0%	27.4%	22.6%	41.0%	34.9%	24.8%
14	27.8%	27.6%	22.3%	40.0%	34.4%	24.4%
15	27.5%	27.1%	21.8%	39.1%	34.1%	24.1%
16	28.2%	26.7%	21.7%	38.8%	34.8%	23.9%
17	28.5%	26.8%	21.7%	38.2%	34.8%	23.3%
18	28.1%	26.6%	21.4%	37.4%	34.7%	22.2%
19	26.0%	25.1%	20.0%	35.8%	33.2%	20.2%
20	23.3%	22.5%	17.7%	33.7%	31.0%	17.8%
21	20.1%	19.2%	14.7%	31.6%	28.2%	15.3%
22	17.4%	15.7%	12.4%	28.0%	24.4%	13.0%
23	16.2%	16.6%	12.6%	25.0%	21.1%	11.0%

**TABLE 27. SESSION DURATION (MINUTES)**

DATE	CHICAGO	DALLAS	HOUSTON	LOS ANGELES	NEW YORK	NATIONAL
Oct '24	35.2	32.6	31.9	33.3	35.3	32.4
Nov '24	37.8	33.9	32.5	34.1	37.4	33.6
Dec '24	40.3	34.5	32.7	34.3	40.9	34.7
Jan '25	42.5	36.4	34.3	34.5	41.6	35.3
Feb '25	40.6	35.5	32.8	34.1	41.0	34.5
Mar '25	37.0	32.3	31.5	34.3	38.1	33.3
Apr '25	35.6	31.9	31.5	33.3	36.5	32.4
May '25	33.9	31.0	31.1	33.1	35.3	31.8
Jun '25	32.5	31.2	30.9	32.6	34.5	31.2
Jul '25	32.1	30.8	30.8	32.3	33.9	30.9
Aug '25	32.2	31.0	30.7	32.3	34.0	30.9
Sep '25	32.2	30.8	30.8	32.2	34.4	30.8
Oct '25	33.4	31.0	30.8	32.2	36.0	31.4
Nov '25	37.0	32.3	31.3	32.9	39.3	32.7
Dec '25	41.6	33.8	32.0	33.1	44.3	34.2
Average	36.3	32.6	31.7	33.2	37.5	32.7
Change	18.1%	3.9%	0.3%	-0.5%	25.4%	5.6%



**TABLE 28. SUCCESSFUL AND FAILED CHARGING EVENTS**

DATE	CHICAGO			DALLAS			HOUSTON			LOS ANGELES		
	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
Oct '24	89.6%	3.2%	7.3%	89.0%	3.6%	7.4%	88.9%	2.9%	8.2%	86.8%	5.7%	7.5%
Nov '24	89.0%	3.7%	7.4%	88.5%	3.5%	8.1%	88.4%	2.9%	8.6%	86.6%	5.5%	7.9%
Dec '24	89.9%	4.2%	5.9%	89.0%	4.1%	6.9%	89.0%	3.3%	7.7%	88.0%	5.7%	6.4%
Jan '25	90.2%	5.0%	4.8%	90.2%	5.0%	4.7%	90.9%	3.5%	5.6%	89.1%	5.9%	5.0%
Feb '25	91.2%	4.3%	4.5%	90.0%	5.4%	4.6%	91.6%	3.6%	4.8%	88.9%	6.1%	5.0%
Mar '25	91.5%	3.5%	5.0%	90.9%	4.7%	4.5%	90.8%	3.7%	5.5%	88.1%	6.7%	5.2%
Apr '25	91.6%	3.5%	5.0%	91.4%	4.5%	4.2%	90.9%	3.7%	5.4%	89.0%	6.2%	4.8%
May '25	92.5%	3.8%	3.7%	89.9%	5.5%	4.6%	90.4%	4.7%	4.9%	88.3%	7.6%	4.2%
Jun '25	92.1%	4.2%	3.7%	88.3%	7.1%	4.6%	90.3%	5.1%	4.7%	87.8%	7.5%	4.7%
Jul '25	92.1%	4.1%	3.8%	88.4%	6.6%	5.0%	89.9%	5.0%	5.1%	88.6%	7.3%	4.2%
Aug '25	91.7%	4.3%	4.0%	88.6%	7.0%	4.5%	89.6%	5.2%	5.2%	88.2%	7.7%	4.1%
Sep '25	93.7%	1.0%	5.4%	93.8%	1.5%	4.7%	92.8%	1.4%	5.8%	92.9%	2.1%	5.0%
Oct '25	95.1%	0.1%	4.8%	95.3%	0.1%	4.6%	93.9%	0.3%	5.7%	95.1%	0.1%	4.9%
Nov '25	95.3%	0.1%	4.6%	95.1%	0.1%	4.7%	94.4%	0.3%	5.3%	94.9%	0.1%	5.0%
Dec '25	95.1%	0.1%	4.8%	96.0%	0.1%	3.9%	95.2%	0.3%	4.5%	95.1%	0.1%	4.8%
Average	91.2%	3.7%	5.0%	89.8%	4.9%	5.3%	90.3%	3.7%	6.0%	88.5%	6.2%	5.3%

DATE	NEW YORK		
	Success First Try	Success After Retry	Fail Rate
Oct '24	87.3%	5.4%	7.4%
Nov '24	85.5%	5.7%	8.8%
Dec '24	87.0%	7.0%	6.0%
Jan '25	87.9%	7.2%	4.9%
Feb '25	88.1%	6.8%	5.1%
Mar '25	88.7%	5.6%	5.7%
Apr '25	89.6%	5.2%	5.3%
May '25	89.2%	6.4%	4.5%
Jun '25	88.4%	7.1%	4.6%
Jul '25	87.7%	7.4%	4.9%
Aug '25	88.5%	6.7%	4.8%
Sep '25	92.6%	1.5%	5.9%
Oct '25	94.4%	0.1%	5.5%
Nov '25	94.1%	0.1%	5.8%
Dec '25	94.6%	0.1%	5.3%
Average	88.4%	6.0%	5.6%





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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 John Eichberger ([jeichberger@transportationenergy.org](mailto:jeichberger@transportationenergy.org))

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