

EV WATTS Bi-Annual Activity Update

Mountain: Level 2 Charging Stations

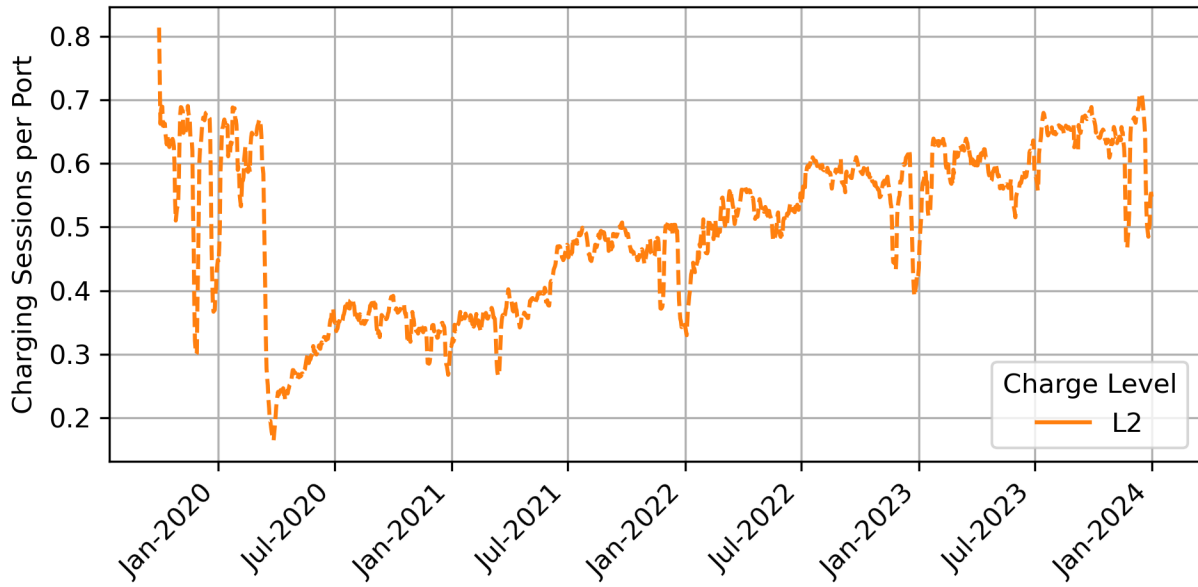
This report provides a benchmark of EV WATTS regional charging station data against the EV WATTS national dataset. EV WATTS (Electric Vehicle Widescale Analysis for Tomorrow’s Transportation Solutions) addresses a growing need for practical information about vehicle electrification. The EV WATTS project team collects charging station (electric vehicle supply equipment, or EVSE) data from many partners across the U.S. The project applies proven data collection and analysis methodologies to collect, validate, clean, anonymize, analyze, and summarize data from both existing and new EVSE deployments. Analyzing this data helps create a better understanding of charging patterns and infrastructure performance to inform the U.S. Department of Energy’s research. For more information or to access an interactive interface that displays statistics and findings from the entire EV WATTS dataset visit www.ev watts.org.

Daily Session Count

Station utilization is impacted by both the duration of sessions and the number of sessions. An active station can have numerous sessions or charging events per day. Charging session counts are normalized on a sessions-per-port basis for comparing regional and national data (next pages).

The national and regional EV WATTS datasets have been filtered to contain the same types of venues. This will allow for direct comparison between the regional and national charging station data. It is important to note, that while the charging venues may be the same, the use cases at these venues may be different, which may result in different usage patterns.

EV WATTS Mountain - Daily Charging Sessions



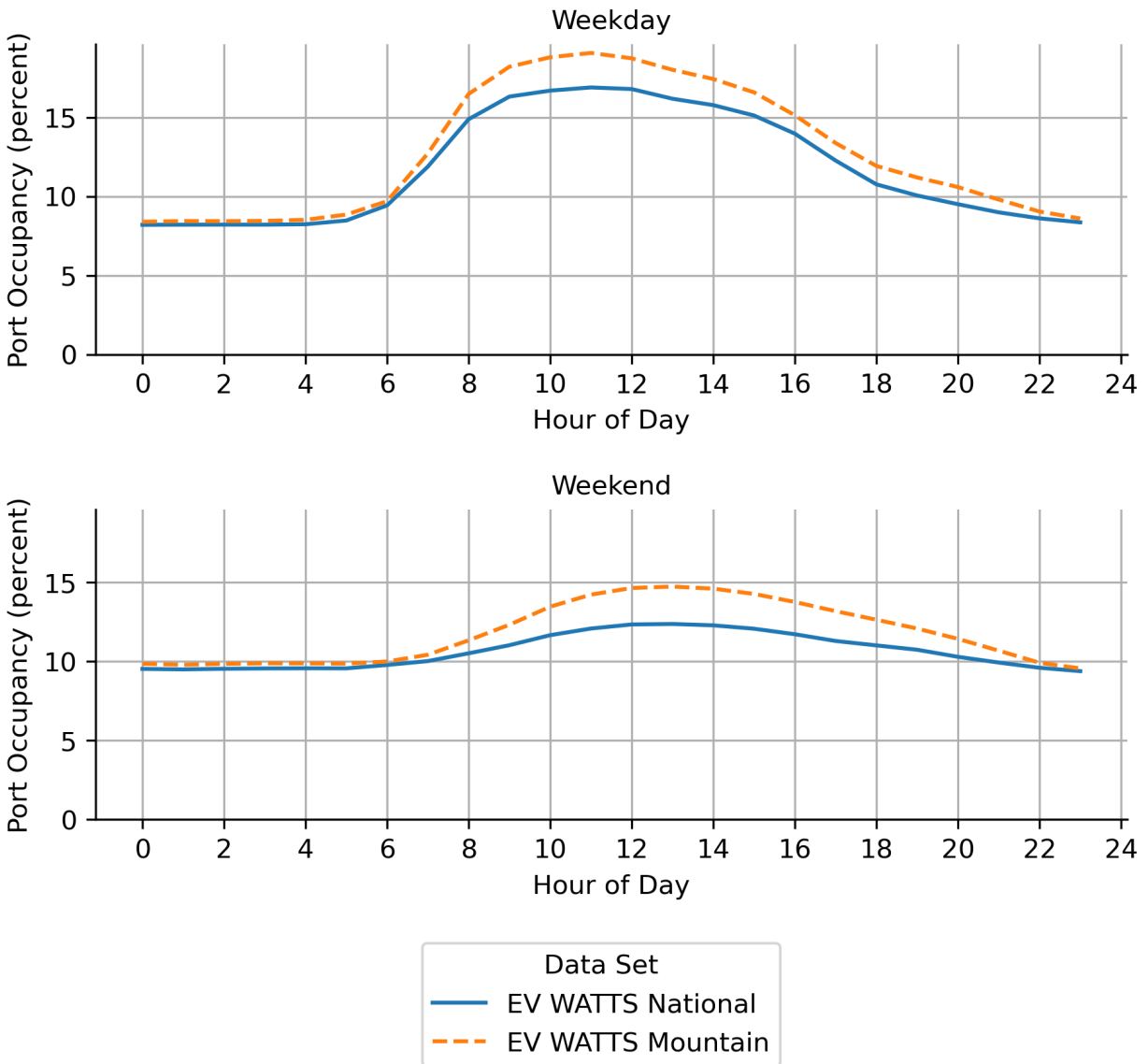
EV WATTS National - Daily Charging Sessions



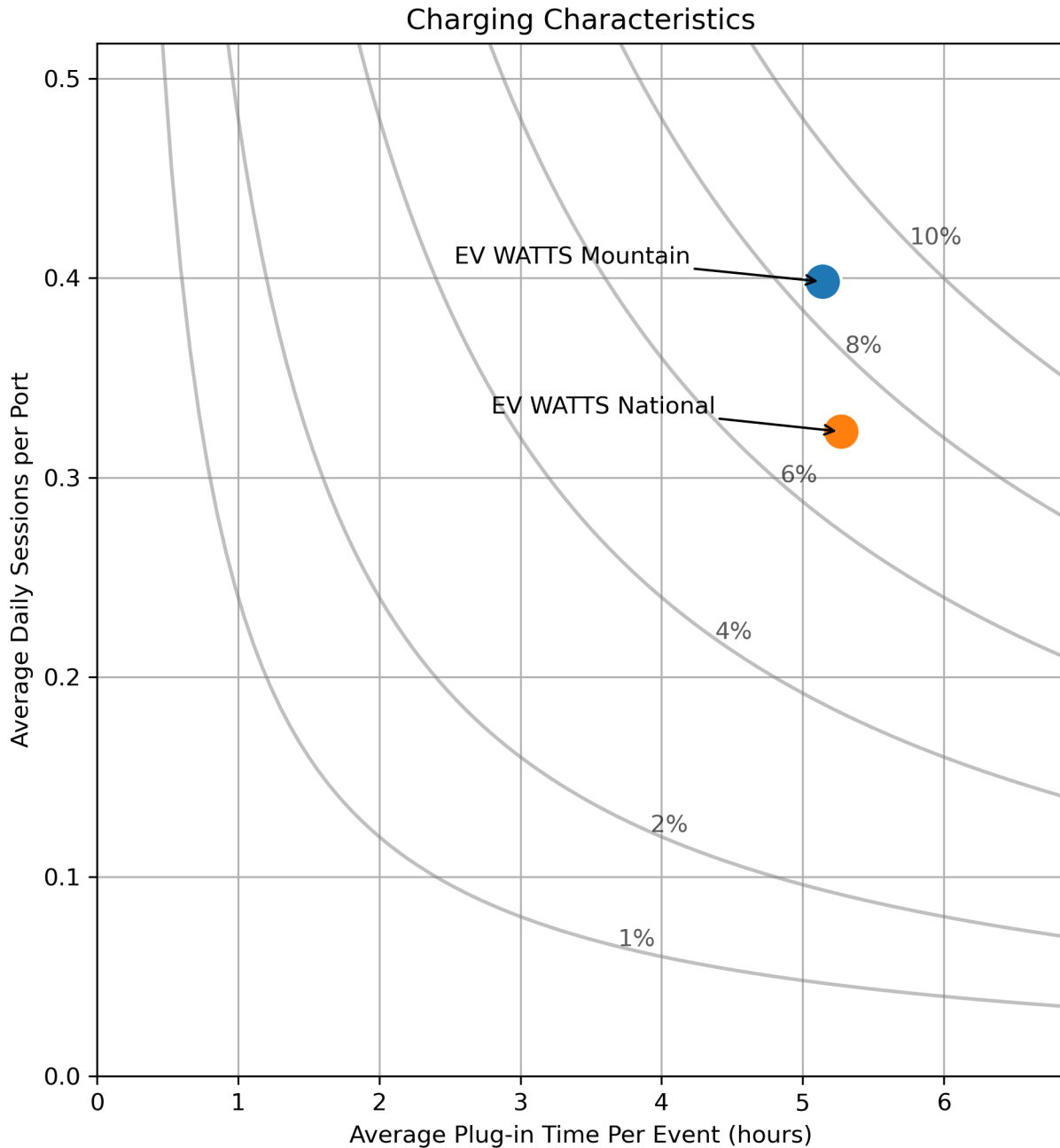
Utilization

Utilization or occupancy is when an electric vehicle (EV) is plugged into a charging port. Few stations are used both day and night on both weekdays and weekends, so less than 25% occupancy is typical. Higher station utilization usually results in EV drivers searching out other stations that are less likely to be in use.

Port Utilization by Time of Day



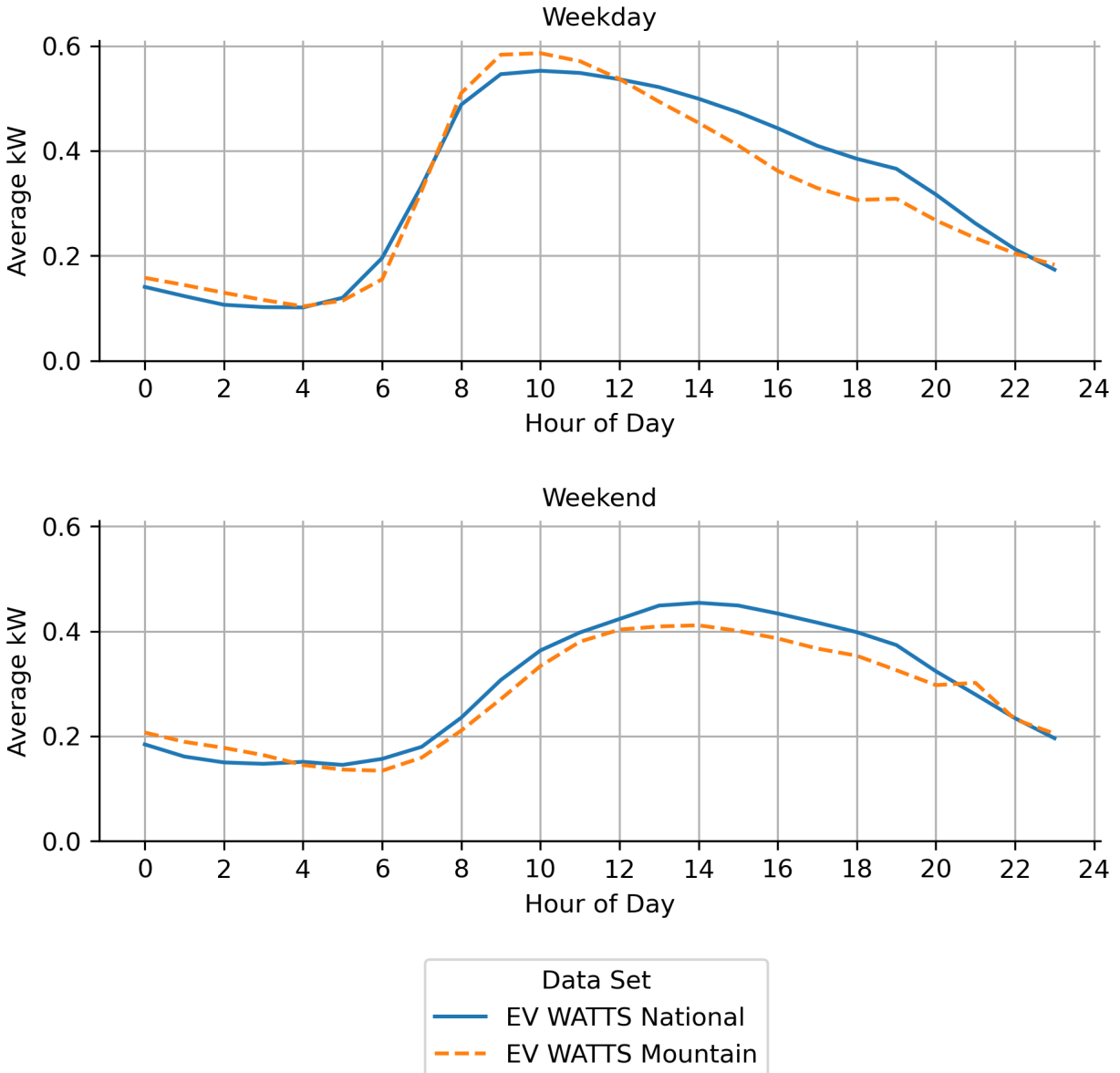
The average plug-in time plotted against the average number of daily charging events shows utilization characteristic differences. The isolines on the following chart with percentages represent an average port occupancy rate.



Energy

Electricity consumption indicates the impact of regional charging patterns on the overall grid (averaged across all stations for comparison purposes).

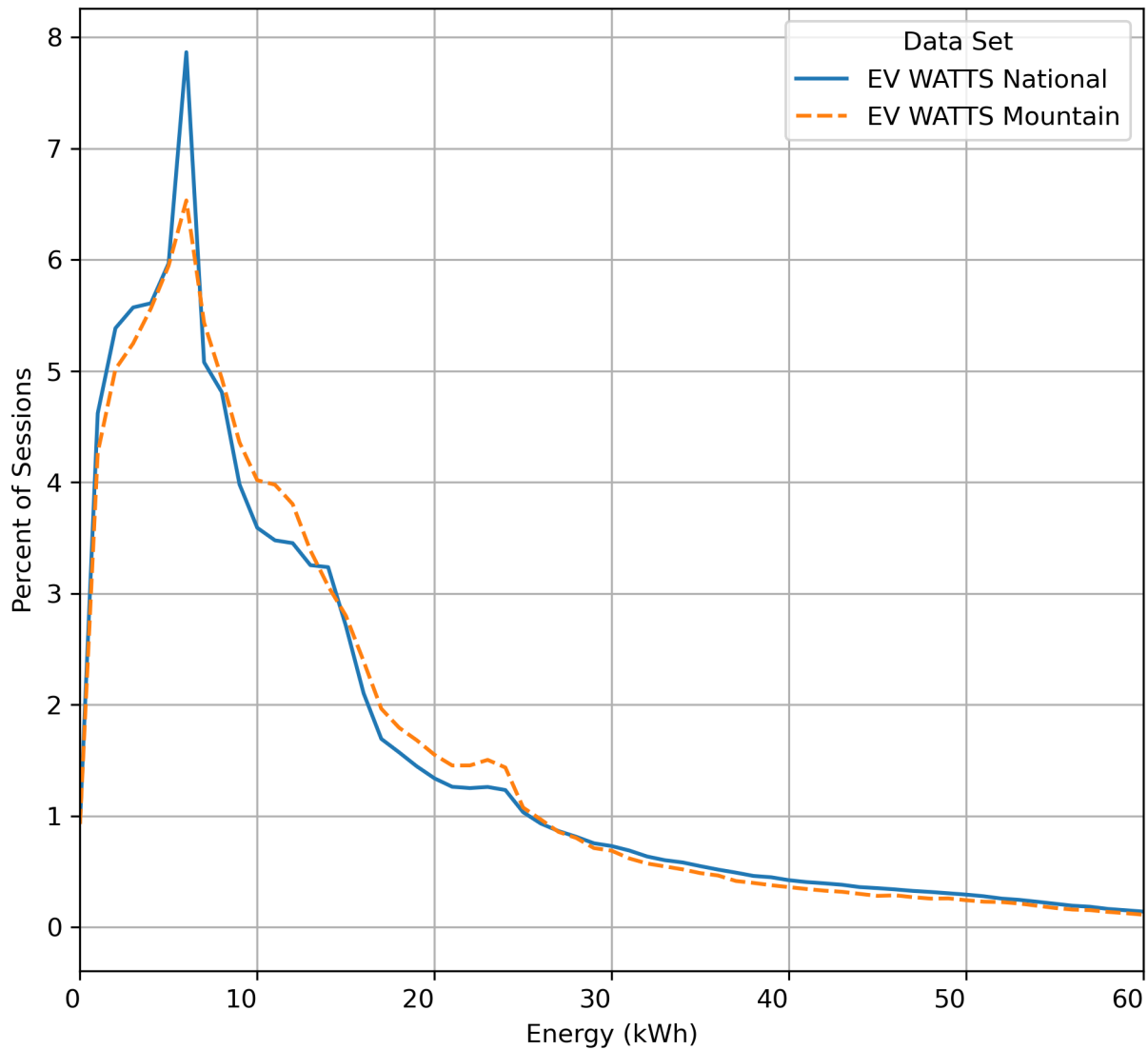
Energy Demand by Time of Day



The median amount of energy (kWh) per charging session.

Data Set	Median Port Energy (kWh)
EV WATTS National	9.5
EV WATTS Mountain	9.9

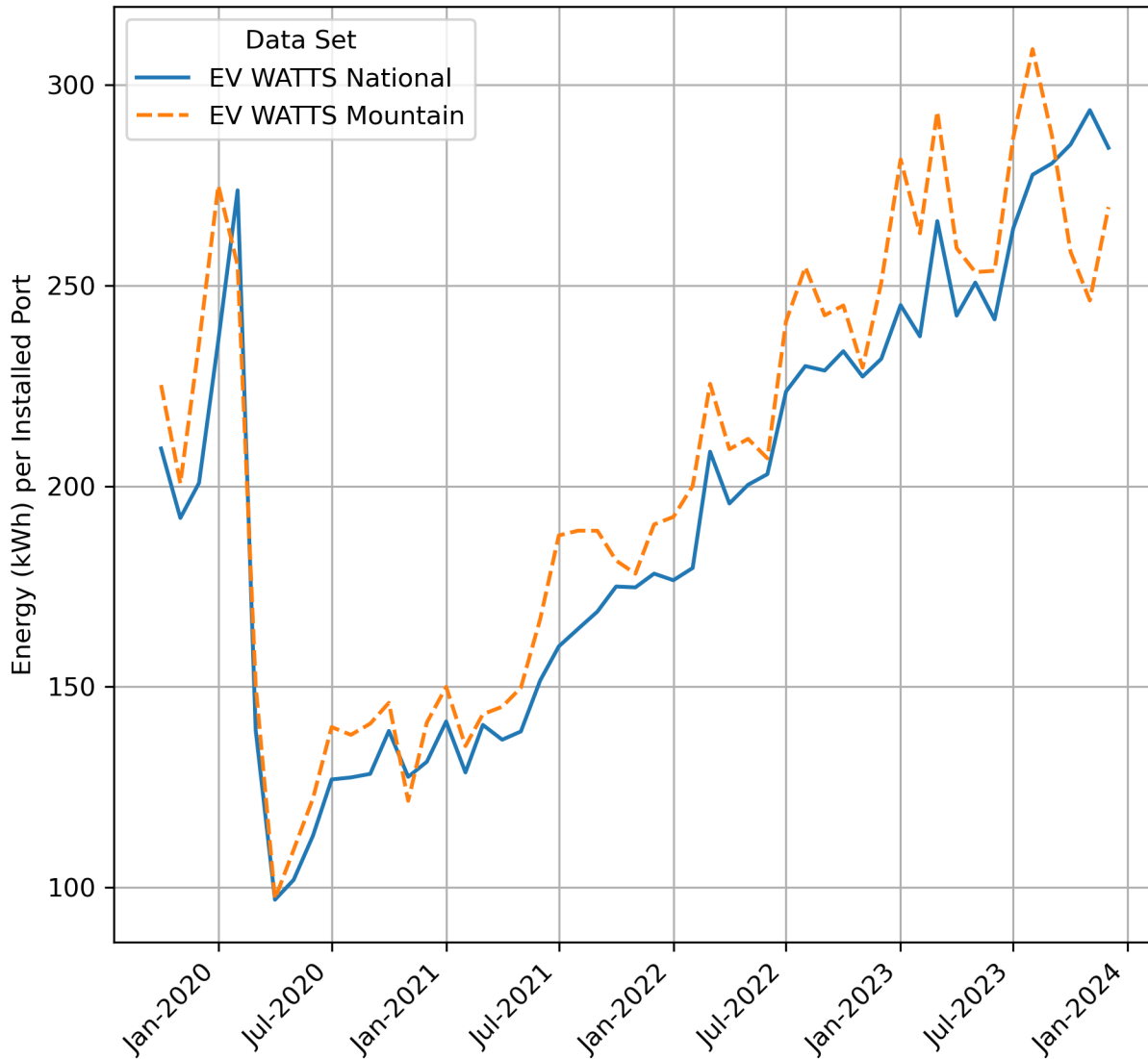
Distribution of Sessions by Energy Usage



The average weekly energy dispensed per port.

Data Set	Median Port Energy (kWh)
EV WATTS National	44.4
EV WATTS Mountain	47.1

Monthly Energy Dispensed per Ports Available

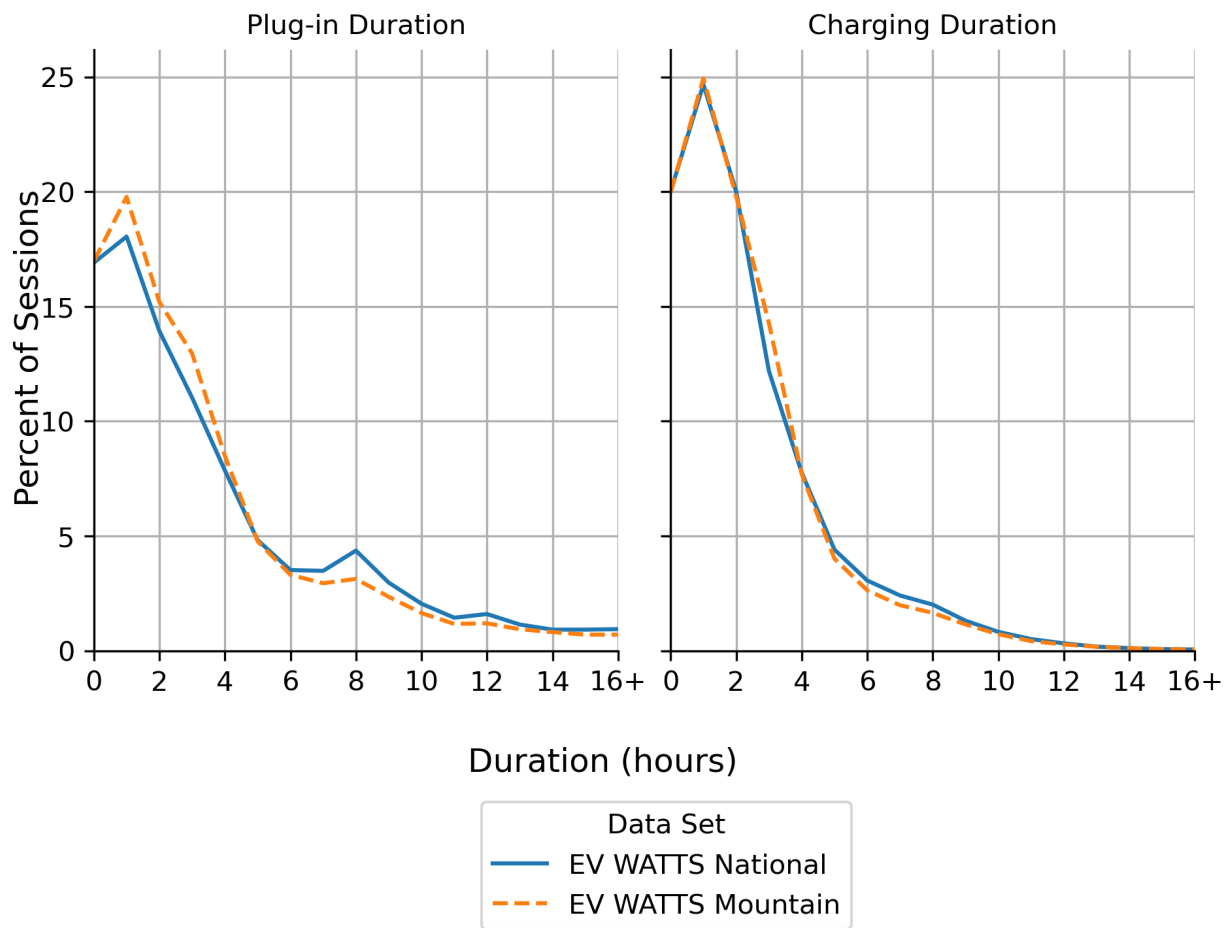


Duration

Each session has a plug-in duration or period when the station is occupied as well as an active charging duration. The difference between those represent an opportunity to optimize station use.

Data Set	Median Plug-in Duration (hours)	Median Charging Duration (hours)
EV WATTS National	3.1	2.2
EV WATTS Mountain	2.9	2.2

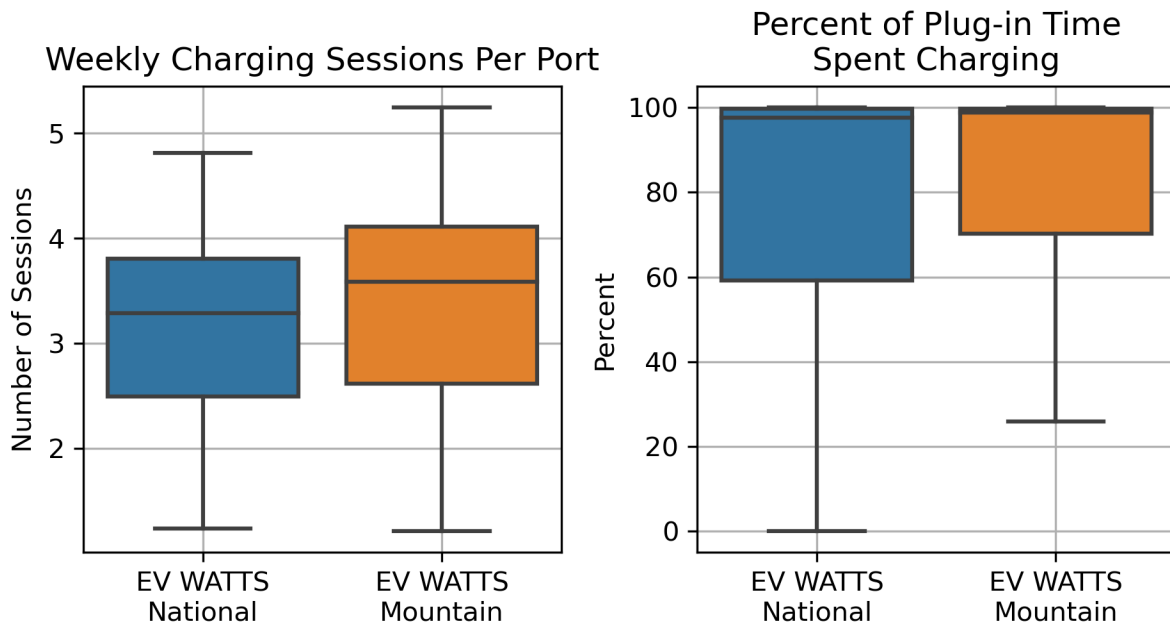
Distribution of Charging Session Durations



Range in Utilization and Time Spent Charging

Individual charger performance can vary greatly among a group of chargers. A lower percentage of plug-in time spent charging reveals more opportunity to move the fully charged vehicle so the station can be used by others.

Data Set	Median Weekly Charging Sessions	Median Plug-in Time Spent Charging (percent)
EV WATTS National	3.3	97.6
EV WATTS Mountain	3.6	98.9

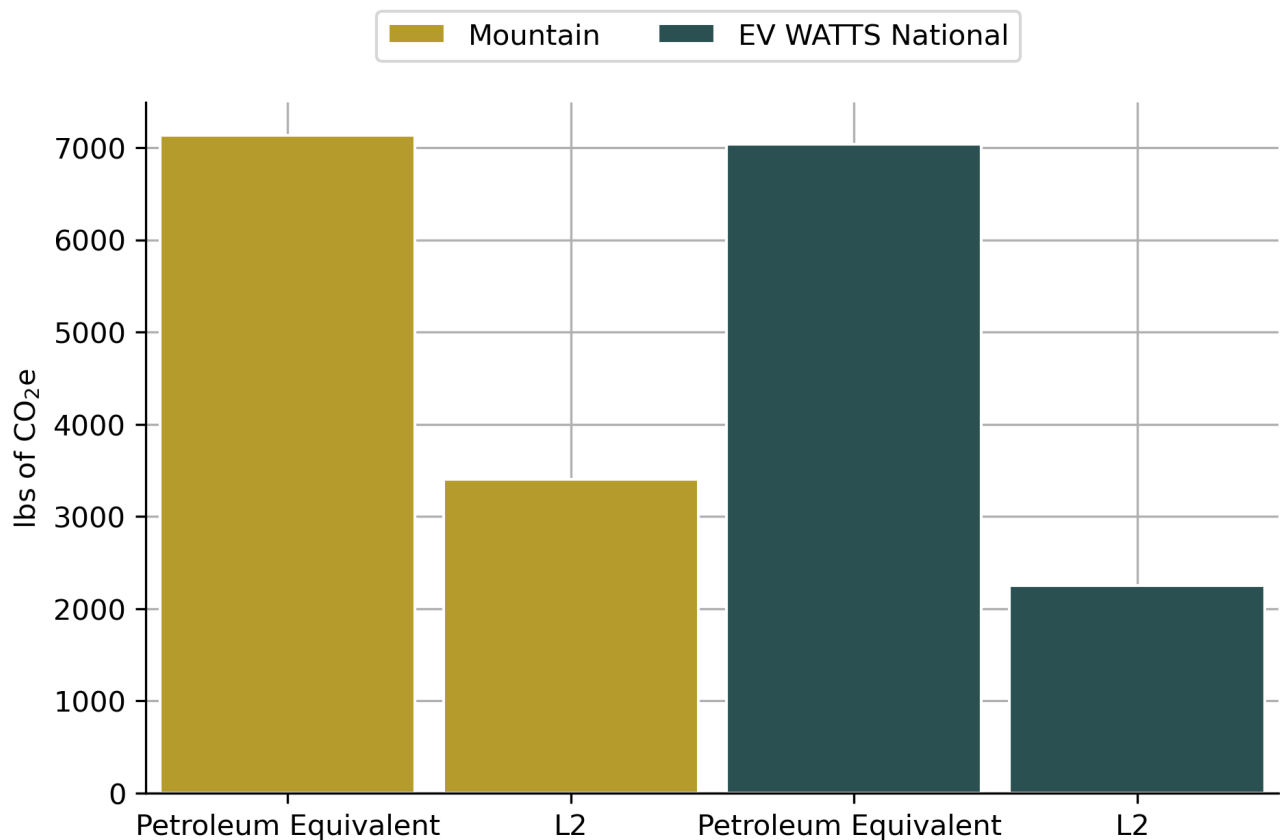


Emissions

The annual carbon dioxide equivalent (CO₂e) emissions compares port emissions with a representative petroleum equivalent pump. The last six months of data are annualized for these calculations, which use a petroleum vehicle fuel economy of 23.4 miles per gallon (DOE, <https://afdc.energy.gov/data/10310>) and 19.6 pounds of CO₂e per gallon (EPA, <https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle>). An EV efficiency of 0.32 kWh per mile was used along with eGRID2021 emission tables per state (EPA, <https://www.epa.gov/egrid>).

Annualized Totals: Mountain	L2
Number of Ports	2,326
Total Miles	20,640,190
Total kWh	6,604,861
Petroleum Reduced (gallons)	882,059
Emissions Savings (lbs of CO ₂ e)	9,030,524

Average Annual CO₂e Emissions per Port



Region Specific Dataset Charts

