Our Key Focus Areas

- **Access**: Collect and disseminate publicly available information.
- **Interpret**: Create dashboards and tools to spur insights and conduct data-driven analyses.
- **Empower**: Strengthen the ability of policymakers, businesses, and non-profits to meet emerging challenges and identify opportunities that serve the public interest.
THANK YOU!

Atlas would like to thank the following individuals and organizations who generously provided their expertise and data in support of this work:

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- Ram Vijayagopal, Argonne National Lab
- Jessie Lund, Rocky Mountain Institute
- Jasna Tomic, CALSTART
- Ken Kresyman, Ameren
- Daniel Haake, HDR
- Britt Reichborn-Kjønnerud and Jared Trumpetto, ConEdison
- Lincoln Wood, Southern Company
OVERVIEW

- Charging infrastructure need for light-duty vehicles
- Methodology overview
- Next steps

Note all dollar values included here are in 2020 dollars, not nominal dollars.

Check the Notes section of the slides for sources etc.
$87B OF CHARGING INFRASTRUCTURE INVESTMENT IS NEEDED OVER THE NEXT 10 YEARS TO PUT THE U.S. ON THE PATH TO FULL LIGHT-DUTY VEHICLE ELECTRIFICATION

- $39B Publicly-Accessible Charging
- $22B Single-Family Home Charging
- $17B Multi-Unit Home Charging
- $0.3B Charging at Private Workplaces
- $9B Depot Charging for Light-Duty Fleets
LIGHT-DUTY VEHICLES ARE MODELED AS 100% ELECTRIC BY 2060 (90% BY 2050)

- National ZEV-only sales mandate from 2035; S-curve sales 2021-2034
- Same EV % across all states and across Personal/Fleet LDVs
- Vehicle stock increases at U.S. EIA projected rates
- Transportation network company vehicles (Lyft, Uber) not separately modeled; included in Personal LDVs
VAST MAJORITY OF CHARGING PORTS WILL BE AT HOME
(DESPITE AN ESTIMATED 50% OF VEHICLES HAVING HOME CHARGING ACCESS)

Cumulative charging ports needed beyond current installations to support 100% electrification of light-duty vehicle stock

A ROBUST NETWORK OF PUBLIC & WORKPLACE CHARGING IS ALSO NEEDED

Cumulative charging ports needed beyond current installations to support 100% electrification of light-duty vehicle stock

- Assumes 350kW DCFCs: building lower-power ports would mean more are needed
- Doesn't include fast charging needed for very long trips (> 250 miles)
$39B NEEDED FOR PUBLIC CHARGING BY 2030
($35B NPV WITH 2% DISCOUNT RATE)

Additional Charging Investment Needed to Support 100% Electrification of Light-Duty Vehicle Stock by 2060

Installing 150kW rather than 350kW DCFC ports increases needed public charging investment from $39B to $52B
Included in these figures is some support for medium- & heavy-duty vehicles
Some funds have already been invested
80% of state funding and 75% of utility support are in NY + CA
RAPID INCREASE IN PUBLIC CHARGING NEEDED FOR ALL STATES

Cumulative 350kW DC Fast Charging Ports Needed Through 2025, Lower Atlantic Region

Other regions show a similarly step increase in needed ports. See Appendices for additional charts.
INSTALLING MORE PORTS PER SITE AT THE OUTSET CAN LOWER COSTS

Needed Investment to Install Public Charging 2021-2030, Calculated Using Costs for 2 Ports per Site vs. 6-10 Ports per Site

Source: Atlas analysis using per-port costs from The International Council on Clean Transportation, 2019, “Estimating electric vehicle charging infrastructure costs across major U.S. metropolitan areas”
INSITE: INVESTMENT NEEDS OF STATE INFRASTRUCTURE FOR TRANSPORTATION ELECTRIFICATION TOOL

\[
\text{Charging investment need} = \text{EV adoption} \times \text{Ports needed per vehicle} \times \text{Cost per port}
\]

- **Charging investment need**: by state, charging type, year
- **EV adoption**: split by personal / fleet vehicles, by state, year
- **Ports needed per vehicle**: by charging type, state, by state, year
- **Cost per port**: by charging type, state, year

Investment in public, workplace, and depot ports is assumed to be needed ahead of adoption.

Scale labor costs by state differences; User can choose to reduce input costs over time.
## WE STUDIED 7 CHARGING TYPES

<table>
<thead>
<tr>
<th>Vehicle type</th>
<th>Charging type</th>
<th>kW power level</th>
<th>Years built prior to associated EV adoption</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal light-duty vehicles</td>
<td>Home Level 2 - Single-family detached</td>
<td>Sufficient to fully recharge vehicle overnight</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Home Level 2 - Single-family attached</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Home Level 2 - Multi-family</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Workplace Level 2</td>
<td>6.6 kW</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Public Level 2</td>
<td>6.6 kW</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Public DCFC</td>
<td>350 kW</td>
<td>5</td>
</tr>
<tr>
<td>Fleet light-duty vehicles</td>
<td>Depot Level 2</td>
<td>6.6 kW</td>
<td>2</td>
</tr>
</tbody>
</table>
• 100% 250-mile BEVs
• We extrapolate beyond NREL’s 10% adoption level with linear trends
  • 10% of CA vehicles (~2M) is > total vehicles in 35 states
  • CEC/NREL analysis shows linear relationship for 5M CA vehicles
• For DCFC, we scale NREL’s analysis of needed 150kW capacity to 350kW ports
MODELING 250-MILE BEVS CAPTURES VAST MAJORITY OF TRIPS

- 70% of daily driving under 40 miles; 95% under 100 miles

- EVI-Pro-Lite & our analysis do not capture kWh needed for >250-mile trips

Daily VMT cumulative distribution functions by population density, from the 2009 NHTS.

Source: NREL EVI-Pro–Lite Assumptions and Methodology
<table>
<thead>
<tr>
<th>HOME CHARGING</th>
<th>LDV FLEET CHARGING</th>
</tr>
</thead>
<tbody>
<tr>
<td>50% of vehicles have home charging access</td>
<td>NREL survey/model: at 100% adoption, share of vehicles parked near outlet or where owners think new electrical install could occur</td>
</tr>
<tr>
<td>All home charging is L2</td>
<td>All fleet charging assumed to occur at depots</td>
</tr>
<tr>
<td>Census data from NREL provides % of vehicles parked in each type of housing, by state</td>
<td>Assume two LDV fleet vehicles per port</td>
</tr>
<tr>
<td></td>
<td>Based on data from NYSERDA rebate recipients &amp; conversations with NREL</td>
</tr>
</tbody>
</table>
EXISTING CHARGING CAPACITY

- We net out existing public charging from EV Hub
- Existing home, workplace and depot charging are assumed to be sufficient to serve existing EVs

Source: Atlas EV Hub
Workplace, public and depot charging costs are based on average installed costs for 6+ ports per site.

Labor costs assume prevailing wages.

‘Other materials’ includes typical utility upgrade costs for Workplace Charging, Depot Charging, Public L2 and up to 10 DCFC ports per site.

Excludes:
- Cost of utility network upgrades caused by home charging
- Utility upgrade costs beyond 10 x 350kW DCFC ports / site, at high-cost distribution sites, or as they may change at higher levels of EV adoption
- Site selection costs
- Site upgrade costs: lighting, striping, signage, security, landscaping
- Replacement EVSE hardware at end of useful life
- Maintenance
- Communications costs for networked chargers
- On-site battery and solar costs

### INSTALLATION COST PER PORT

<table>
<thead>
<tr>
<th>Charging Type</th>
<th>Labor</th>
<th>EVSE hardware</th>
<th>Other materials, permits, taxes</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home L2 - Single-family detached *</td>
<td>$583</td>
<td>$391</td>
<td>-</td>
<td>$974</td>
</tr>
<tr>
<td>Home L2 - Single-family attached *</td>
<td>$2,027</td>
<td>$400</td>
<td>-</td>
<td>$2,428</td>
</tr>
<tr>
<td>Home L2 - Multi-family</td>
<td>$3,345</td>
<td>$512</td>
<td>-</td>
<td>$3,857</td>
</tr>
<tr>
<td>Workplace L2</td>
<td>$1,435</td>
<td>$1,488</td>
<td>$900</td>
<td>$3,823</td>
</tr>
<tr>
<td>Public L2</td>
<td>$1,579</td>
<td>$1,817</td>
<td>$1,110</td>
<td>$4,507</td>
</tr>
<tr>
<td>Public DCFC - 350kW</td>
<td>$15,963</td>
<td>$141,907</td>
<td>$15,422</td>
<td>$173,292</td>
</tr>
<tr>
<td>Depot L2 – LDV</td>
<td>$1,435</td>
<td>$951</td>
<td>$900</td>
<td>$3,286</td>
</tr>
</tbody>
</table>

*Source: Atlas analysis of cost data from The International Council on Clean Transportation, 2019*

*Home charging costs are a weighted average of costs for homes requiring charging upgrades and those that do not, as reported currently for California.*
• 3% is assumption used by the ICCT (2019) for their 2019–2025 charging cost analysis
• We do not reduce cost of labor or other materials over time

EVSE HARDWARE COST REDUCED BY 3% PER YEAR FOR THE NEXT 10 YEARS
STATE DIFFERENCES IN LABOR COSTS

State Median Hourly Wage as % of National Average, Construction and Extraction Occupations

DISCOUNT RATE

Where discounted results are reported, we use a 2% real discount rate

• This follows guidance put forth by the Council of Economic Advisers in 2017
NEXT STEPS
• Working on a similar assessment for MD/HD trucks and will share results late Spring.

• Publishing a public version of the INSITE tool late Summer.
MORE ON THE INSITE TOOL

• Tool will be freely available and built in Microsoft Excel
• First Release Q3 2021
• Possible future updates:
  • Add data from NREL EVI-Pro 2, EVI-RoadTrip if/when available
  • Annual update with latest data from U.S. EIA, FHWA, etc.

Use Cases

✓ Input to jobs analyses
✓ Deep dives on individual states
✓ Input to distribution planning models
✓ Assess cost savings from residential and commercial EV-friendly building codes
✓ Assess impacts of novel home charging access approaches
APPENDIX A – MANAGING DISTRIBUTION SYSTEM COSTS
LEADING UTILITIES ARE PLANNING AHEAD TO MANAGE SYSTEM IMPACTS OF HOME & WORK CHARGING

3 CASE STUDIES OF LEADING UTILITY ZETA MEMBERS’ APPROACH TO MANAGING DISTRIBUTION SYSTEM IMPACTS OF EVS:
1. Southern California Edison, CA

<table>
<thead>
<tr>
<th>Program Name</th>
<th>Program Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distribution system planning &amp; costs forecasts</td>
<td>In its Pathway 2045 report, SCE identifies the need to electrify 75% of passenger vehicles, 67% of medium-duty vehicles, and 38% of heavy-duty vehicles by 2045 to achieve CA’s greenhouse gas emissions reductions goals. The report forecasts electricity demand based on these EV adoption targets and performs analysis to estimate the required distribution system upgrades and the associated costs in order to reliably meet that demand. The report finds that these costs would come to about $4 billion. The report also includes analysis on how much additional energy storage would be needed given different levels of “flexibility” in EV charging load.</td>
</tr>
<tr>
<td>Time-of-use (TOU) rates</td>
<td>SCE offers and encourages the use of several time-of-use (TOU) rates to encourage off-peak charging. Participation in SCE’s utility-funded charging infrastructure programs such as the Charge Ready programs requires enrollment in a TOU rate. All SCE's commercial rates are TOU. For residential customers, SCE also offers TOU-D-PRIME, which features on-peak, off-peak, and super off-peak periods and differs on weekends and in the summer vs. the winter.</td>
</tr>
<tr>
<td>Demand Response (DR) Programs</td>
<td>SCE offers residential and commercial customers the option to participate in DR programs. These programs offer incentives to customers for reducing their electricity use when demand is high, including by disconnecting EV loads. DR programs help utilize existing grid infrastructure more efficiently and can help defer or costs of grid upgrades.</td>
</tr>
<tr>
<td>Smart Charging Technology Requirements</td>
<td>SCE offers several programs to support the installation of EV charging stations at workplaces, multi-unit dwellings, schools, parks, and other public locations. In order to ensure preparedness for efficient grid integration, Southern California Edison requires participating charging projects to install “smart” charging technology capable of a variety of functions that enable grid integration such as demand response capability. Several programs also require participants to take part in DR programs.</td>
</tr>
</tbody>
</table>
2. Consolidated Edison, NY

<table>
<thead>
<tr>
<th>Program Name</th>
<th>Program Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SmartCharge off-peak incentives</td>
<td>Offers EV drivers financial incentives to charge their vehicles during off-peak hours. As of September 18, 2028, the program includes medium- and heavy-duty vehicles.</td>
</tr>
<tr>
<td>Time-of-use (TOU) rates</td>
<td>Offers lower rates for off-peak charging. ConEd offers a whole-house TOU rate and an EV-only TOU rate (which requires a separate meter).</td>
</tr>
<tr>
<td>On-board telematics program</td>
<td>ConEd is exploring the use of onboard telematics to inform system planning. A 3-month pilot program offered Honda Clarity PHEV drivers financial incentives to share charging data, and additional incentives to charge off-peak. A full-scale version of the program was launched in 2020. They have also contracted with Ford and BMW to explore onboard telematics.</td>
</tr>
<tr>
<td>~ $36M annually to enhance distribution system</td>
<td>ConEd was authorized in its last rate case to invest an average of $36 million annually from 2022-2022 in improving the distribution system from a safety, reliability, resiliency, efficiency, and automation standpoint. These planned improvements account for increasing penetration of distributed energy resources (DERs), including EVs.</td>
</tr>
<tr>
<td>$3.7M DERMs programs</td>
<td>$3.7 million approved to develop and evaluating ConEds’ DERMS (distributed energy resource management system). The goal of DERMS functionality is to allow grid operators to monitor and forecast DER activity, such as EV charging, in order to increase grid flexibility and resiliency as more DERs connect to the grid.</td>
</tr>
<tr>
<td>Grid upgrades for DER integration</td>
<td>Investing in grid upgrades to allow management of bi-directional power flows, which is essential as DER penetration increases. For example, ConEdison is upgrading 2,000 network protector relays, which will allow DERs to export power.</td>
</tr>
<tr>
<td>$1.1M School Bus V2G Demonstration Project</td>
<td>ConEdison invested in 5 electric school buses in White Plains, NY that will provide vehicle-to-grid services during the summer months.</td>
</tr>
</tbody>
</table>
### Program Name | Program Description
--- | ---
Develop and evaluate Distributed Energy Resource Management System (DERMS) | Over three years, from 2019-2021, Georgia Power will evaluate a DERMS to integrate various DERs into the distribution system in an optimal way. The goal is to implement a market-ready, technology-indifferent hardware and software solution that allows real-time, central monitoring of DERs. The evaluation process, will include demonstration projects where Southern Company will test DERMS with proven technologies.
Non-Wires Alternatives (NWAs) | Distributed Energy Resources (DERs), including EVs, may require increased grid flexibility but can also help provide increased grid flexibility. Georgia Power will consider NWAs, such as the use of DERs, alongside traditional transmission and distribution solutions to determine the best solution in a given situation from a reliability, cost, and lead-time perspective.
PEV TOU Rate | Georgia Power offers EV drivers a Plug-In Electric Vehicle Time-of-Use Rate (PEV TOU) to encourage off-peak charging by offering lower electricity rates during off-peak hours and even lower rates during “super off-peak hours.”
Working with EPRI to study EV charging grid impacts | Georgia Power is working with the Electric Power Research Institute (EPRI) as well as major vehicle manufacturers to study the impacts of EV charging load on grid reliability and to develop strategies to integrate EV charging load cost-effectively and beneficially. Among other topics, Georgia Power is studying the potential benefits of vehicle-to-home (V2H) and vehicle-to-grid (V2G) applications for EV charging.
Demand-Side Management (DSM) Programs | Georgia Power offers DSM programs for residential and commercial customers such as programs for “smart” products like EVs that can provide demand response. DR programs help utilize existing grid infrastructure more efficiently and can help defer or costs of grid upgrades.
APPENDIX B – ADDITIONAL REGIONAL & STATE RESULTS
NEEDED PUBLIC CHARGING INVESTMENT VARIES BY REGION

Additional Charging Investment Needed to Support 100% electrification of light-duty vehicle stock

Cumulative Public Charging Investment Needed ($2020 Billions)

- Midwest
- Lower Atlantic
- Central Atlantic
- New England
- Rocky Mountain
- West Coast
- Gulf Coast

Year:
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- 2030

Values:
- $0.6
- $1.1
- $0.3
- $0.3
- $1.0
- $1.3
- $0.4
- $0.4
- $1.6
- $1.7
- $2.2
- $2.3
- $2.8
- $3.4
- $4.0
- $4.6
- $5.2
- $5.7
- $6.0
- $6.6
- $7.2
- $7.8
- $8.4
- $9.0
- $9.6
- $10.2
- $10.8
- $11.4
- $12.0
- $12.6
- $13.2
- $13.8
- $14.4
- $15.0
- $15.6
- $16.2
- $16.8
- $17.4
- $18.0
- $18.6
- $19.2
- $19.8
- $20.4
- $21.0
- $21.6
- $22.2
- $22.8
- $23.4
- $24.0
- $24.6
- $25.2
- $25.8
- $26.4
- $27.0
- $27.6
- $28.2
- $28.8
- $29.4
- $30.0
- $30.6
- $31.2
- $31.8
- $32.4
- $33.0
- $33.6
- $34.2
- $34.8
- $35.4
- $36.0
- $36.6
- $37.2
- $37.8
- $38.4
- $39.0
- $39.6
- $40.2
- $40.8
- $41.4
- $42.0
- $42.6
- $43.2
- $43.8
- $44.4
- $45.0
REGIONAL DIFFERENCES ARE SOMEWHAT DUE TO UNDERLYING VEHICLE STOCKS

Cumulative Personal Light-Duty EVs on the Road, by Region

- Midwest
- Lower Atlantic
- Central Atlantic
- New England
- Rocky Mountain
- West Coast
- Gulf Coast
AND SOMEWHAT DUE TO DIFFERENCES IN CHARGING NEED PER VEHICLE
(DUE TO EVI-PRO LITE DIFFERENCES IN VMT, TEMPS, VEHICLE CONCENTRATION)

Total Needed DCFC investment 2021 – 2025
per Personal Light-Duty EV Adopted 2021-2030
(before accounting for DCFC already installed)

We also see smaller regional differences in needed investment due to:
• # existing DCFCs installed
• differences in labor cost
Rapid Increase in Public Charging Needed for All Regions

Cumulative 350kW DC Fast Charging Ports Needed to Through 2025, Gulf Coast Region

2020 figure includes DCFC ports of various power levels
2021 onward shows count of 350kW ports needed

DCFC Ports Needed (Thousands)

<table>
<thead>
<tr>
<th>Year</th>
<th>TX</th>
<th>NM</th>
<th>MS</th>
<th>LA</th>
<th>AR</th>
<th>AL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>1</td>
<td>0.7</td>
<td>1.4</td>
<td>0.6</td>
<td>1.2</td>
<td>0.9</td>
</tr>
<tr>
<td>2021</td>
<td>6</td>
<td>3.8</td>
<td>0.9</td>
<td>0.4</td>
<td>1.2</td>
<td>1.4</td>
</tr>
<tr>
<td>2022</td>
<td>8</td>
<td>3.8</td>
<td>0.9</td>
<td>0.4</td>
<td>1.2</td>
<td>1.4</td>
</tr>
<tr>
<td>2023</td>
<td>5.1</td>
<td>0.6</td>
<td>0.8</td>
<td>1.2</td>
<td>1.5</td>
<td>1.9</td>
</tr>
<tr>
<td>2024</td>
<td>11</td>
<td>0.6</td>
<td>0.8</td>
<td>1.2</td>
<td>1.5</td>
<td>1.9</td>
</tr>
<tr>
<td>2025</td>
<td>14</td>
<td>0.8</td>
<td>1.1</td>
<td>1.5</td>
<td>1.6</td>
<td>3.0</td>
</tr>
</tbody>
</table>

TX: Texas, NM: New Mexico, MS: Mississippi, LA: Louisiana, AR: Arkansas, AL: Alabama
Rapid Increase in Public Charging Needed for All Regions

Cumulative 350kW DC Fast Charging Ports Needed to Through 2025, Central Atlantic Region

- 2020 figure includes DCFC ports of various power levels
- 2021 onward shows count of 350kW ports needed

DCFC Ports Needed (Thousands)

- **PA**: 2, 2.1, 6, 8, 10, 13
- **NY**: 2, 1.9, 2.6, 3.6, 4.4
- **NJ**: 0.8, 0.8, 2.2, 1.4, 1.4
- **MD**: 0.6, 0.5, 0.5, 1.1, 0.8
- **DC**: 0.4, 0.4, 0.4, 0.6, 0.6
- **DE**: 0.2, 0.2, 0.2, 0.2, 0.2
RAPID INCREASE IN PUBLIC CHARGING NEEDED FOR ALL REGIONS

Cumulative 350kW DC Fast Charging Ports Needed to Through 2025, West Coast Region

- 2020 figure includes DCFC ports of various power levels
- 2021 onward shows count of 350kW ports needed

<table>
<thead>
<tr>
<th>Year</th>
<th>HI</th>
<th>AK</th>
<th>NV</th>
<th>OR</th>
<th>AZ</th>
<th>WA</th>
<th>CA</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>0.7</td>
<td>0.2</td>
<td>0.4</td>
<td>1.1</td>
<td>1.2</td>
<td>2.4</td>
<td>5.6</td>
<td>7.7</td>
</tr>
<tr>
<td>2021</td>
<td>0.9</td>
<td>0.6</td>
<td>1.5</td>
<td>1.7</td>
<td>0.7</td>
<td>4.0</td>
<td>6.1</td>
<td>6.3</td>
</tr>
<tr>
<td>2022</td>
<td>0.3</td>
<td>0.6</td>
<td>1.5</td>
<td>2.3</td>
<td>0.4</td>
<td>2.0</td>
<td>5.6</td>
<td>5.9</td>
</tr>
<tr>
<td>2023</td>
<td>0.3</td>
<td>0.8</td>
<td>2.0</td>
<td>3.0</td>
<td>0.4</td>
<td>2.6</td>
<td>6.9</td>
<td>6.1</td>
</tr>
<tr>
<td>2024</td>
<td>0.4</td>
<td>1.3</td>
<td>2.6</td>
<td>3.0</td>
<td>0.4</td>
<td>3.0</td>
<td>7.9</td>
<td>7.9</td>
</tr>
<tr>
<td>2025</td>
<td>0.5</td>
<td>1.6</td>
<td>2.6</td>
<td>3.0</td>
<td>0.5</td>
<td>3.0</td>
<td>7.9</td>
<td>17</td>
</tr>
</tbody>
</table>

DCFC Ports Needed (Thousands)
Rapid Increase in Public Charging Needed for All Regions

Cumulative 350kW DC Fast Charging Ports Needed to Through 2025, Midwest Region

- 2020 figure includes DCFC ports of various power levels
- 2021 onward shows count of 350kW ports needed

- DCFC Ports Needed (Thousands)
- WI
- TN
- SD
- OK
- OH
- ND
- NE
- MO
- MN
- MI
- KY
- KS
- IA
- IN
- IL

Years:
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025

2020 includes DCFC ports of various power levels. From 2021 onwards, the count shows the number of 350kW ports needed.
RAPID INCREASE IN PUBLIC CHARGING NEEDED FOR ALL REGIONS

Cumulative 350kW DC Fast Charging Ports Needed to Through 2025, New England Region

- 2020 figure includes DCFC ports of various power levels
- 2021 onward shows count of 350kW ports needed

<table>
<thead>
<tr>
<th>Year</th>
<th>VT</th>
<th>RI</th>
<th>NH</th>
<th>MA</th>
<th>ME</th>
<th>CT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>1</td>
<td>0.3</td>
<td>0.5</td>
<td>0.7</td>
<td>0.5</td>
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Rapid Increase in Public Charging Needed for All States

Cumulative 350kW DC Fast Charging Ports Needed to Through 2025, Rocky Mountain Region

2020 figure includes DCFC ports of various power levels
2021 onward shows count of 350kW ports needed

DCFC Ports Needed (Thousands)

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