STATE OF INDIANA

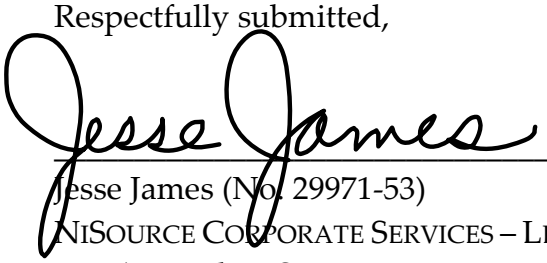
INDIANA UTILITY REGULATORY COMMISSION

VERIFIED PETITION OF NORTHERN INDIANA PUBLIC SERVICE COMPANY FOR APPROVAL OF AN ECONOMIC DEVELOPMENT PROGRAM, INCLUDING VARIOUS PILOTS, TO PROMOTE THE DEPLOYMENT OF ALTERNATIVE FUEL VEHICLES, INCLUDING THE APPROVAL OF APPROPRIATE TARIFFS AND ASSOCIATED TERMS AND CONDITIONS OF SERVICE, FORMS OF STANDARD CONTRACTS AND TIMELY RECOVERY OF COSTS IN ACCORDANCE WITH IND. CODE § 8-1-2-42(a).	)	**CAUSE NO. 44016**

COMPLIANCE FILING

In accordance with the Indiana Utility Regulatory Commission's February 1, 2012 Order in this Cause, Petitioner Northern Indiana Public Service Company, by counsel, respectfully submits its combined Fourth Quarter Report covering the period November 1, 2012 through January 1, 2013 and Program Year Annual Report for the period February 1, 2012 through January 31, 2012.

Respectfully submitted,



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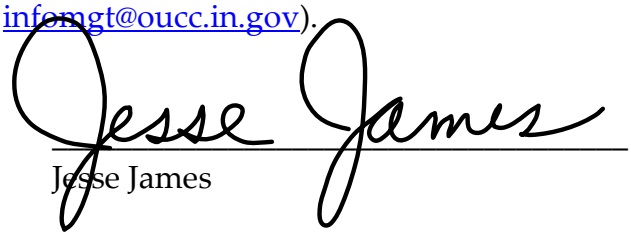
CERTIFICATE OF SERVICE

The undersigned hereby certifies that on March 28, 2013, the foregoing was served via email transmission upon Karol Krohn, Indiana Office of Utility Consumer Counselor, 115 W. Washington Street, Suite 1500 South, Indianapolis, Indiana 46204 (kkrohn@oucc.in.gov, infomgt@oucc.in.gov).



Jesse James

IN-Charge Electric Vehicle Program
Cause No. 44016

Quarterly Report
(11/1/12 – 1/31/13)

And

Annual Report

(2/1/12– 1/31/13)

I. Executive Summary

On April 8, 2011, NIPSCO filed a request in Cause No. 44016 with the Indiana Utility Regulatory Commission ("Commission") for approval of an economic development program associated with the deployment of alternative fuel vehicles such as plug-in electric vehicles ("EVs"). The Commission approved NIPSCO's IN-Charge Electric Vehicle Pilot Program ("Program") on February 1, 2012.

This is NIPSCO's first annual report for the Program, which encompasses data through the fourth quarter. It provides an update on implementation, participation, participant costs, expenditures and preliminary usage information for the first twelve months of the Phase I implementation which focuses on promoting EV adoption among residential participants. As the previously filed quarterly reports for this program have been cumulative in nature, this annual report is also inclusive of fourth quarter program results. To avoid redundancy, a separate fourth quarter report will not be issued.

Approximately two months after Commission approval, on April 2, 2012, NIPSCO launched its IN-Charge Electric Vehicle Program – "At Home." Though the report covers twelve months, participation data is based on the ten months of the Program's public availability (April 2012 through January 2013). As of January 31, 2013, NIPSCO received 82 customer enrollment requests. Of these 82 requests, 66 have gone well beyond the initial inquiry. Of these 66, home charger and second meter installations have been completed for 50 customers and an additional 16 customers are moving forward with scheduling installations. Estimates for installation costs, excluding the cost of a home EV charger, ranged from $600 to $1,312 with an average of $944. The average incentive amount used by customers with completed installations was $1,583.

NIPSCO has four Level 2 charging ports and three Level 1 charging ports at the NiSource Headquarters in Merrillville. These stations became operational on February 16, 2012. Up to 6 additional Level 2 charging ports will be installed at NIPSCO's Valparaiso, Hammond, and La Porte facilities. These, too, will be available to the public. It is anticipated that the installations will be complete by the end of the second quarter of 2013. In addition, NIPSCO is considering up to five additional Level 2 charging ports for its EV fleet. Consideration would be given, if possible, to install these additional charging stations at parking spaces accessible by both employees and the public.

II. Location of Known Plug-in Electric Vehicles:

A. Summary

Before the launch of NIPSCO's IN-Charge Program, NIPSCO was aware of only two residential EV locations and had a general idea of the location of approximately 19 EV fleet charging locations. With the launch of the IN-Charge Electric Vehicle Program on April 2, 2012, NIPSCO is now aware of 79 additional residential EV locations within Northern Indiana. The information regarding EV locations along with additional information regarding associated charging activity at each location provides NIPSCO with valuable information regarding the load on distribution transformers.

B. Statistical Data - As of 1/31/2013

Count	Type	City	Country	Vehicle	Year	Program Status
1	Residential	Plymouth	Marshall	Chevy Volt	2012	Meter Installation Completed
2	Residential	Hobart	Lake	Think City	2011	Meter Installation Completed
3	Residential	St. John	Lake	Think City	2012	Meter Installation Completed
4	Residential	Hammond	Lake	Nissan Leaf	2012	Meter Installation Completed
5	Residential	La Porte	La Porte	Mitsubishi iMev	2012	Meter Installation Completed
6	Residential	Valparaiso	Porter	Chevy Volt	2012	Meter Installation Completed
7	Residential	Westville	La Porte	Chevy Volt	2012	Meter Installation Completed
8	Residential	Highland	Lake	Chevy Volt	2012	Meter Installation Completed
9	Residential	Chesterton	Porter	Think City	2012	Meter Installation Completed
10	Residential	Crown Point	Lake	Chevy Volt	2012	Meter Installation Completed
11	Residential	Valparaiso	Porter	Chevy Volt	2011	Meter Installation Completed
12	Residential	Valparaiso	Porter	Think City	2012	Meter Installation Completed
13	Residential	Valparaiso	Porter	Chevy Volt PLANNED	2012	Meter Installation Completed
14	Residential	Lowell	Lake	Chevy Volt	2012	Meter Installation Completed
15	Residential	Crown Point	Lake	Mitsubishi iMev	2012	Meter Installation Completed
16	Residential	Whiting	Lake	Chevy Volt	2012	Meter Installation Completed
17	Residential	Lowell	Lake	Nissan Leaf	2012	Meter Installation Completed
18	Residential	Whiting	Lake	Chevy Volt	2012	Meter Installation Completed
19	Residential	Hebron	Porter	Chevy Volt	2012	Meter Installation Completed
20	Residential	Valparaiso	Porter	Chevy Volt	2012	Meter Installation Completed
21	Residential	St. John	Lake	Chevy Volt	2012	Meter Installation Completed
22	Residential	Middlebury	Elkhart	Chevy Volt	2011	Meter Installation Completed
23	Residential	Chesterton	Porter	Chevy Volt	2012	Meter Installation Completed
24	Residential	Valparaiso	Porter	Chevy Volt	2012	Meter Installation Completed
25	Residential	Syracuse	Kosciusko	Nissan Leaf	2012	Meter Installation Completed
26	Residential	Chesterton	Porter	Think City	2011	Meter Installation Completed
27	Residential	Valparaiso	Porter	Chevy Volt	2012	Meter Installation Completed
28	Residential	Munster	Lake	Nissan Leaf	2012	Meter Installation Completed
29	Residential	Goshen	Elkhart	Nissan Leaf	2012	Meter Installation Completed
30	Residential	Cedar Lake	Lake	Chevy Volt	2012	Meter Installation Completed
31	Residential	Hammond	Lake	Chevy Volt	2012	Meter Installation Completed
32	Residential	Michigan City	La Porte	Nissan Leaf	2012	Meter Installation Completed
33	Residential	Bristol	Elkhart	Chevy Volt	2012	Meter Installation Completed
34	Residential	Munster	Lake	Chevy Volt	2012	Meter Installation Completed
35	Residential	Chesterton	Porter	Chevy Volt	2012	Meter Installation Completed
36	Residential	Union Mills	La Porte	Nissan Leaf	2012	Meter Installation Completed
37	Residential	Munster	Lake	Chevy Volt	2012	Meter Installation Completed
38	Residential	Dyer	Lake	Chevy Volt	2012	Meter Installation Completed
39	Residential	Demotte	Jasper	Chevy Volt	2011	Meter Installation Completed
40	Residential	Valparaiso	Porter	Chevy Volt	2011	Meter Installation Completed
41	Residential	Bremen	Marshall	Nissan Leaf	2012	Meter Installation Completed

Count	Type	City	Country	Vehicle	Year	Program Status
42	Residential	Hebron	Porter	Nissan Leaf	2012	Meter Installation Completed
43	Residential	Middlebury	Elkhart	Chevy Volt	2013	Meter Installation Completed
44	Residential	St. John	Lake	Chevy Volt	2012	Meter Installation Completed
45	Residential	Dyer	Lake	Nissan Leaf	2012	Meter Installation Completed
46	Residential	Valparaiso	Porter	Chevy Volt	2013	Meter Installation Completed
47	Residential	Cedar Lake	Lake	Nissan Leaf	2012	Meter Installation Completed
48	Residential	Crown Point	Lake	Chevy Volt	2013	Meter Installation Completed
49	Residential	Warsaw	Kosciusko	Chevy Volt	2012	Meter Installation Completed
50	Residential	Valparaiso	Porter	Chevy Volt	2012	Meter Installation Completed
51	Residential	Crown Point	Lake	Nissan Leaf - PLANNED	2012	EVSE Installation Completed, Waiting on Customer to Proceed
52	Residential	Hammond	Lake	Nissan Leaf	2012	In Process of Scheduling EVSE Installation
53	Residential	Goshen	Elkhart	Ford C-Max Energi	2013	In Process of Scheduling EVSE Installation
54	Residential	La Porte	La Porte	Chevy Volt	2013	In Process of Scheduling EVSE Installation
55	Residential	Hobart	Lake	Chevy Volt	2013	In Process of Scheduling EVSE Installation
56	Residential	Munster	Lake	Nissan Leaf	2012	In Process of Scheduling EVSE Installation
57	Residential	Hobart	Lake	Smart - PLANNED	2013	Site Survey Completed - Waiting on more information from customer
58	Residential	Valparaiso	Porter	Tesla S	2012	Site Survey Completed - Waiting on more information from customer
59	Residential	Portage	Porter	Tesla S	2012	Site Survey Completed - Waiting on more information from customer
60	Residential	Valparaiso	Porter	Chevy Volt	2013	Site Survey Completed - Waiting on more information from customer
61	Residential	Schererville	Lake	Chevy Volt	2013	Site Survey Completed - Waiting on more information from customer
62	Residential	Goshen	Elkhart	Ford Focus Electric	2012	Site Survey Completed - Waiting on more information from customer
63	Residential	Munster	Lake	Nissan Leaf	2012	In Process of Scheduling Site Survey
64	Residential	Crown Point	Lake	Chevy Volt	2013	In Process of Scheduling Site Survey
65	Residential	Westville	La Porte	Chevy Volt	2012	In Process of Scheduling Site Survey
66	Residential	Dyer	Lake	Tesla S - PLANNED	2013	In Process of Scheduling Site Survey
67	Residential	Westville	La Porte	Tesla EV - PLANNED	2013	Waiting for Customer Response to Complete Online Survey
68	Residential	Valparaiso	Porter			Waiting for Customer Response to Complete Online Survey
69	Residential	Valparaiso	Porter	Chevy Volt - PLANNED	2012	Customer Requested to be contacted Again at Later Date
70	Residential	Valparaiso	Porter	Ford Fusion EV - PLANNED	2013	Customer Requested to be Contacted Again at Later Date
71	Residential	Whiting	Lake			General Inquiry
72	Residential	Valparaiso	Porter	Chevy Volt - PLANNED	2012	Customer Opt Out
73	Residential	Chesterton	Porter	Nissan Leaf - PLANNED	2012	Customer Opt Out
74	Residential	Lowell	Lake	Chevy Volt - PLANNED	2012	Customer Opt Out
75	Residential	Valparaiso	Porter	Nissan Leaf - PLANNED		Customer Opt Out
76	Residential	Valparaiso	Porter	Chevy Volt - PLANNED	2012	Customer Opt Out
77	Residential	Valparaiso	Porter	Honda Accord (Converted to EV)	1993	Customer Not Qualified
78	Residential	Crown Point	Lake	Chevy Volt - PLANNED	2012	Customer Not Qualified
79	Residential	Munster	Lake			Customer Not Qualified
80	Residential	Elkhart	Elkhart	Ford C-Max Energi -	2013	Customer Not Qualified

Count	Type	City	Country	Vehicle	Year	Program Status
				PLANNED		
81	Residential	East Chicago	Lake	Nissan Leaf	2012	Customer Not Qualified
82	Residential	Crown Point	Lake	Chevy Volt	2012	Customer Not Qualified

C. Approximate Location of Known Residential Plug-in Electric Vehicles in Northern Indiana

III. Residential Home Charging Station Installations:

A. Summary

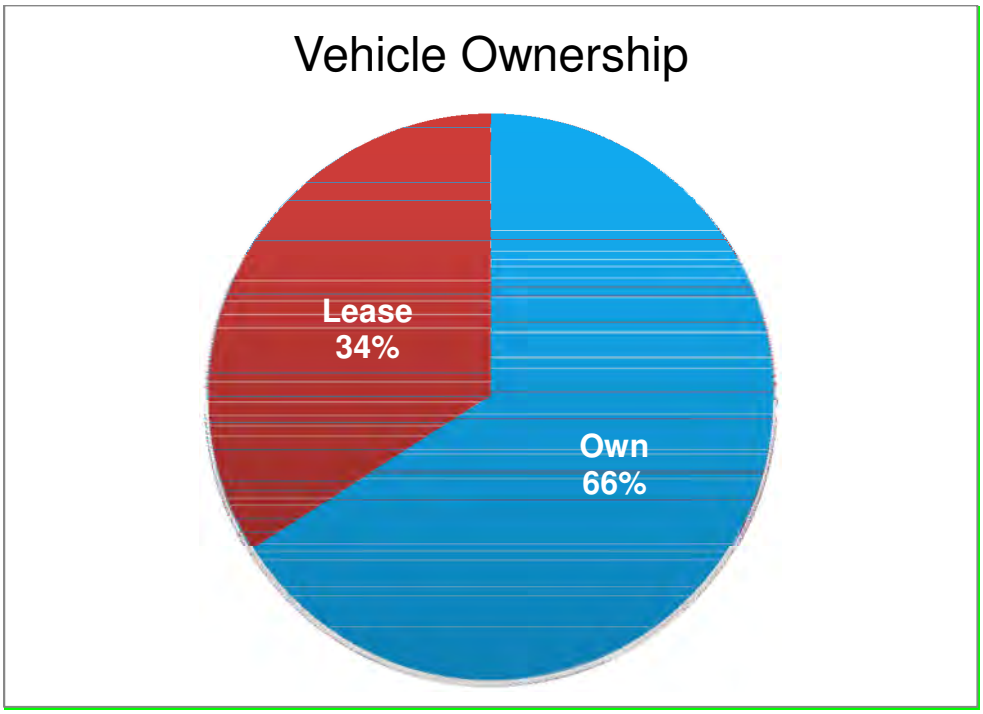
NIPSCO launched its *IN-Charge Electric Vehicle Program – "At Home"* to the public on April 2, 2012 with a focus on promoting the adoption of electric vehicles in the residential sector. During the fourth quarter, NIPSCO received 11 additional requests to enroll in the program, bringing the total requests to 82. In addition, 11 additional residential home chargers have been installed during the fourth quarter bringing the total number of customers with completed installations to 50. Out of the total number of successful enrollments, 20 customers are also on Budget Billing and 2 customers are on Net Metering.

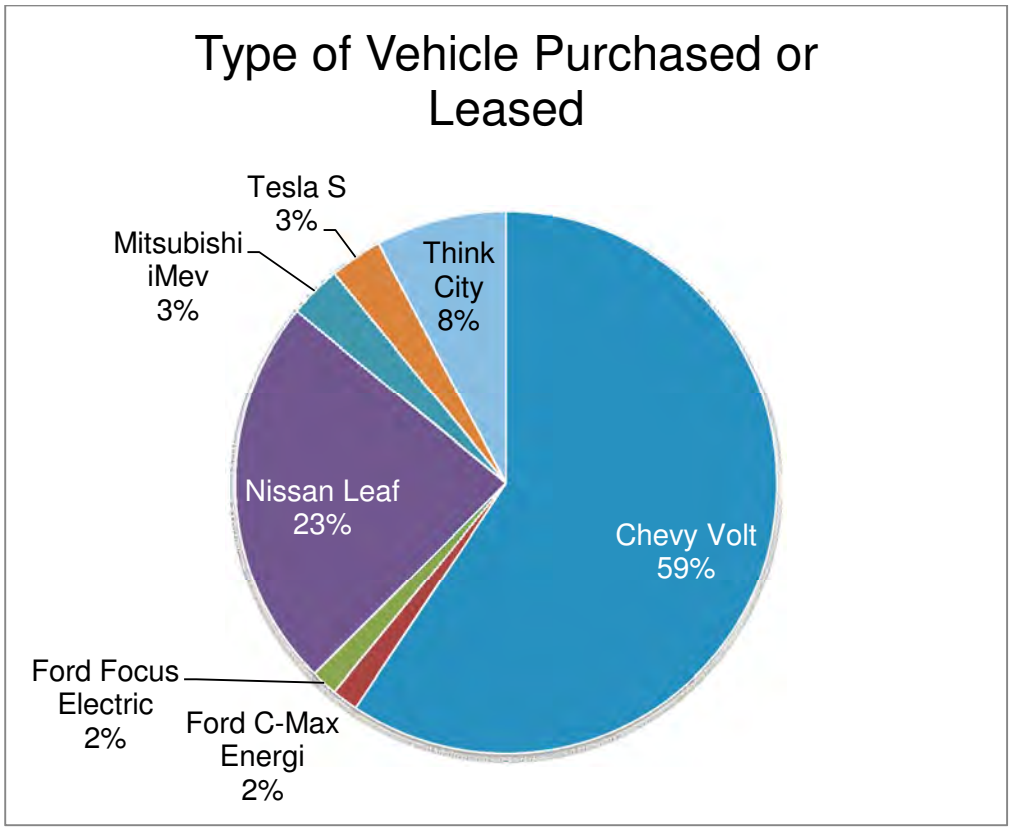
The table below provides a summary of the status of the 82 enrollment requests:

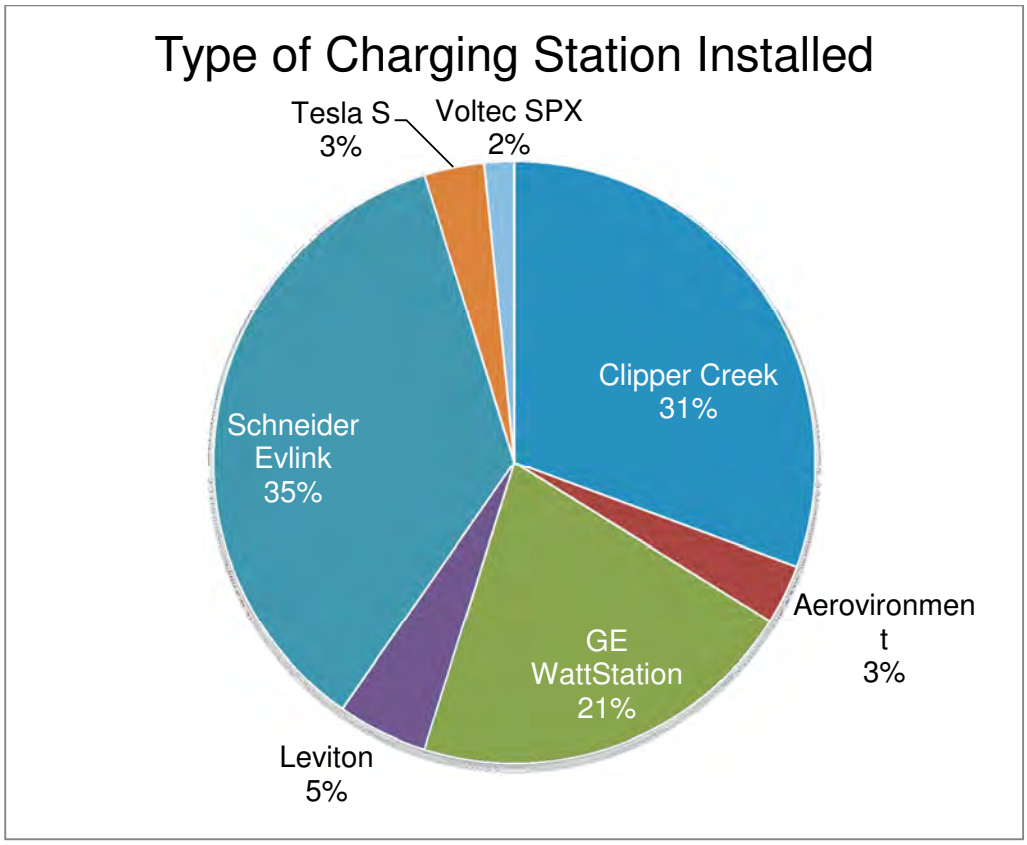
NIPSCO's IN-Charge Electric Vehicle Program - At Home *Status Summary as of January 31, 2013*		
Meter Installation Process	Completed	50
	In Scheduling Process	0
Home Charger Installation Process	Completed	1
	In Scheduling Process	5
Site Survey Process	Completed	6
	In Scheduling Process	4
Enrollment Process	Waiting for Customer to Complete Online Survey	2
	Requested to be Contacted Again at Later Date	2
	General Inquiry	1
	Decided Not to proceed	5
	Not Qualified	6
Total Requests to Enroll		82

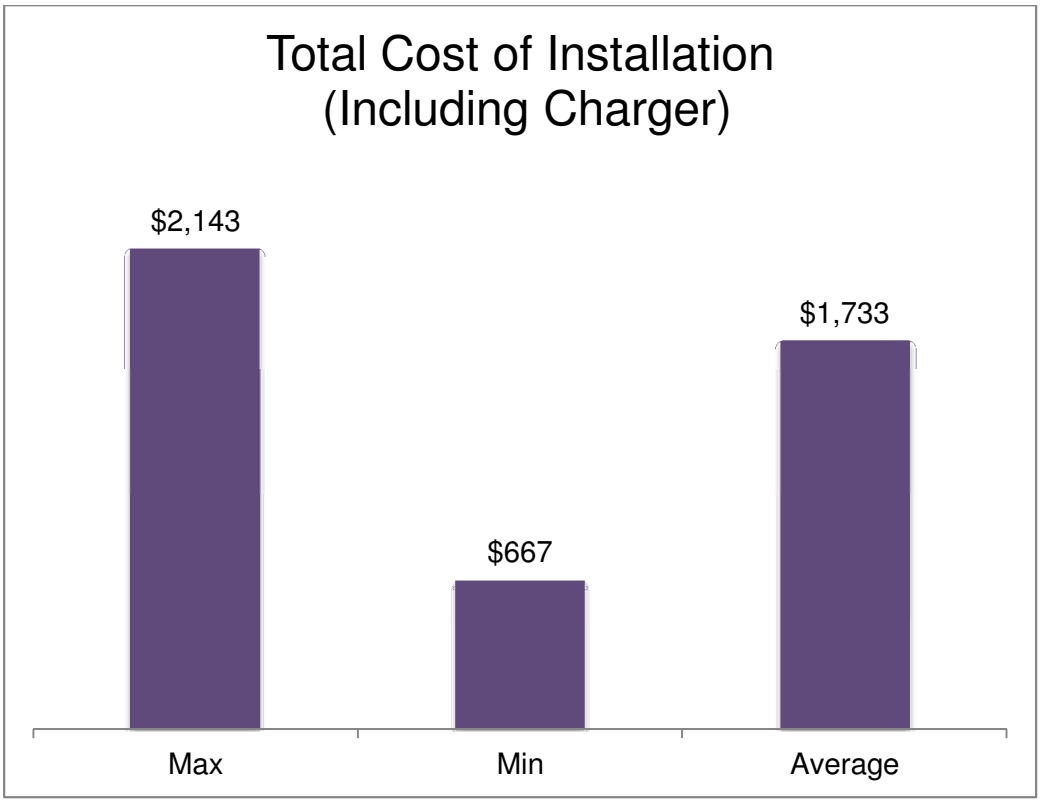
Notes Regarding Successful Enrollments:
Customers on Budget Billing: 20
Customers on Net Metering: 2

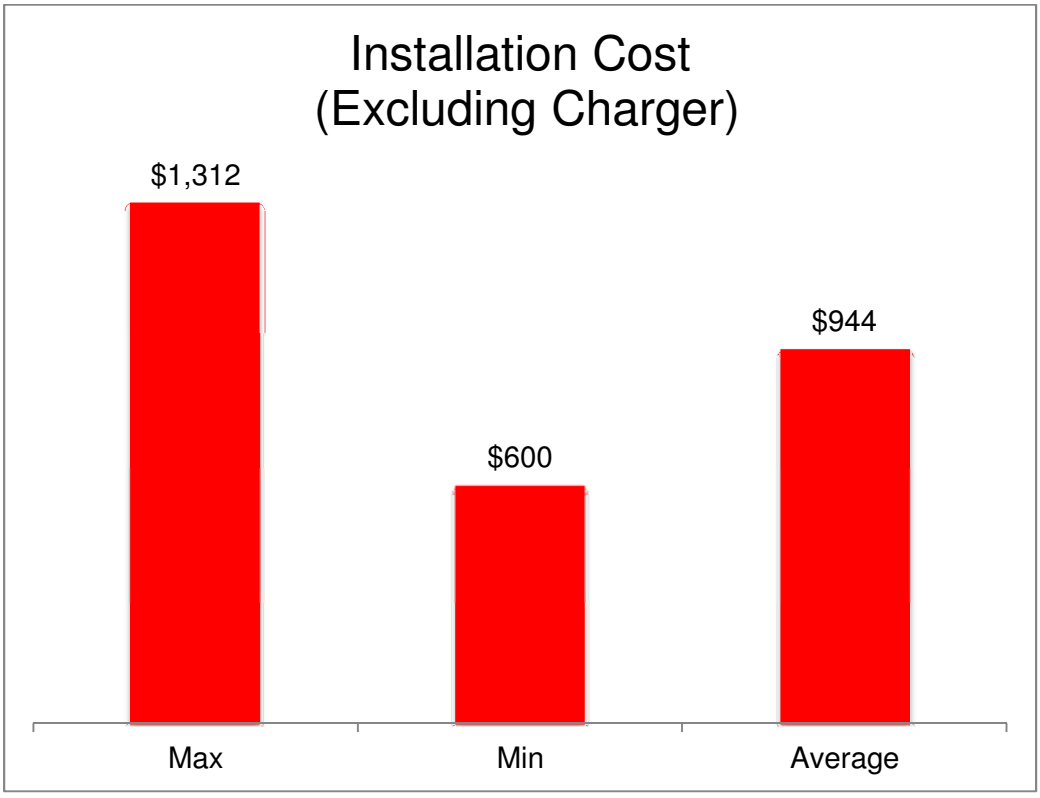
B. Statistical Data for Completed Installations - As of January 31, 2013

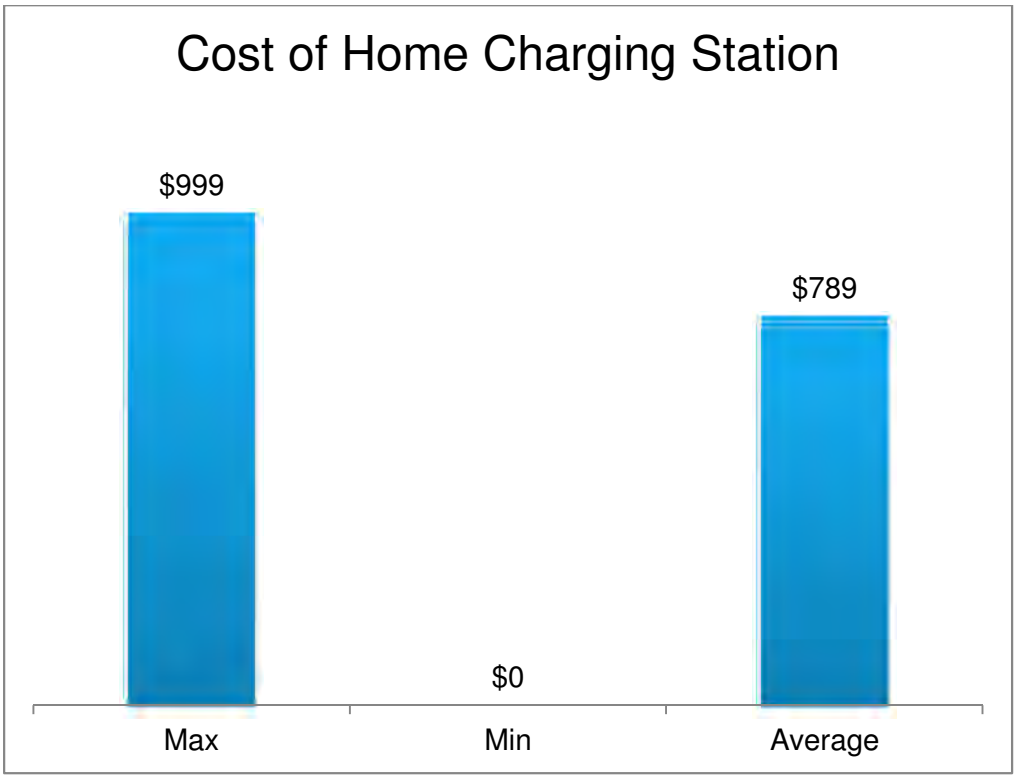


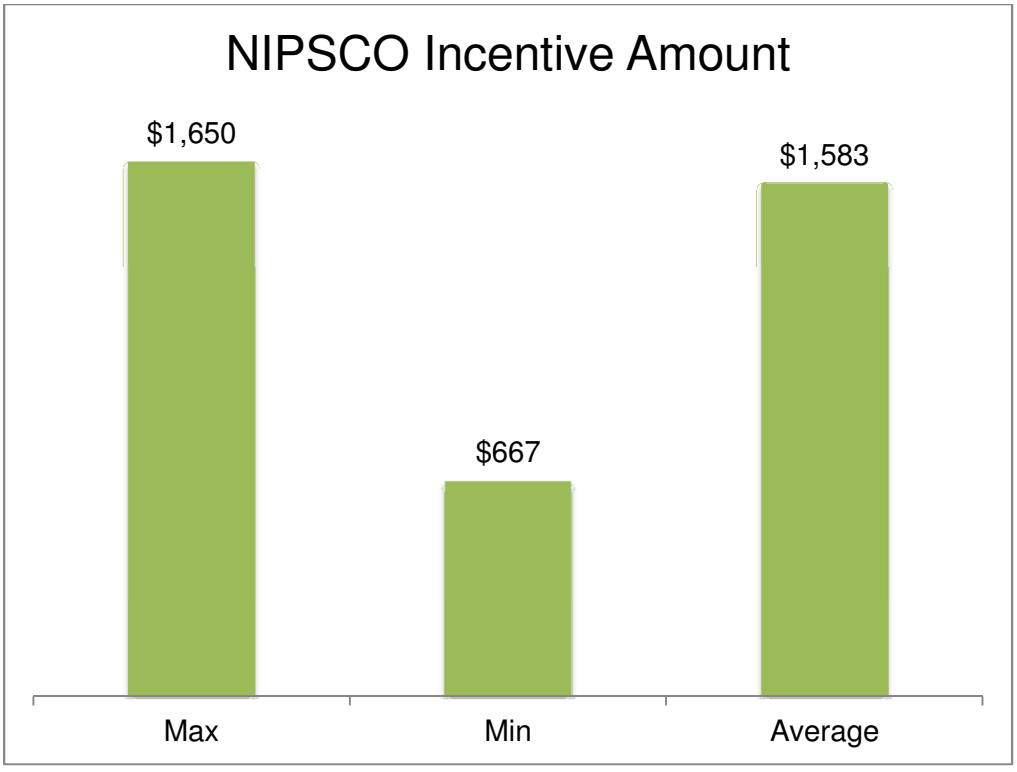

Type of Vehicle Purchased or Leased
Tesla S 3%
Mitsubishi iMev 3%
Think City 8%
Nissan Leaf 23%
Chevy Volt 59%
Ford Focus Electric 2%
Ford C-Max Energi 2%

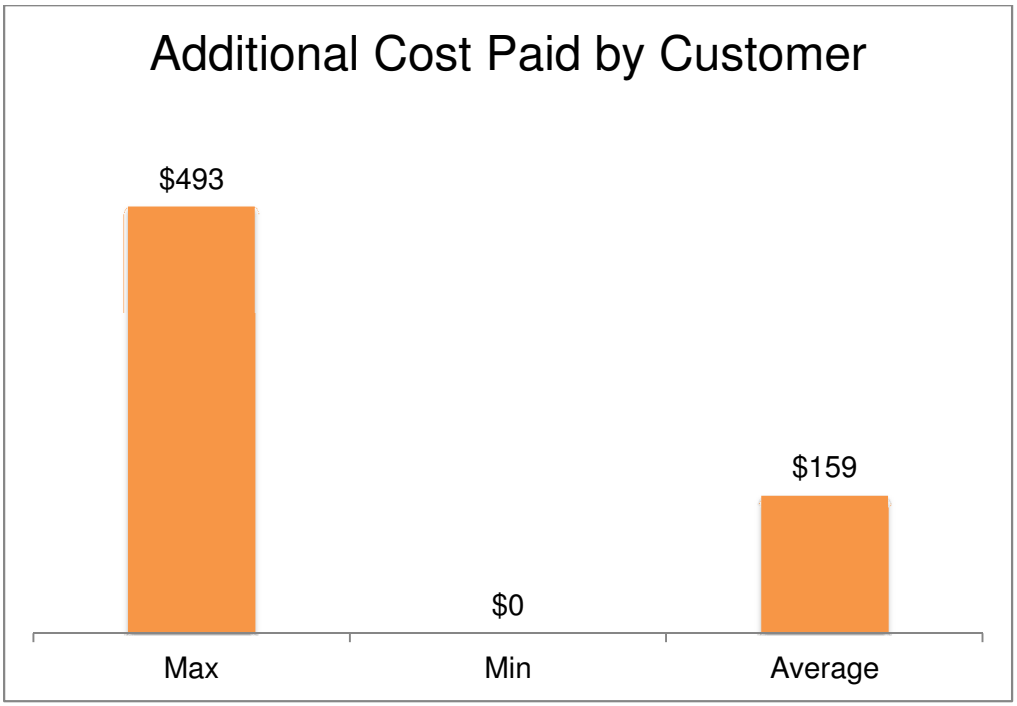

Type of Charging Station Installed
Tesla S 3%
Voltec SPX 2%
Clipper Creek 31%
Schneider Evlink 35%
Aerovironment 3%
GE WattStation 21%
Leviton 5%

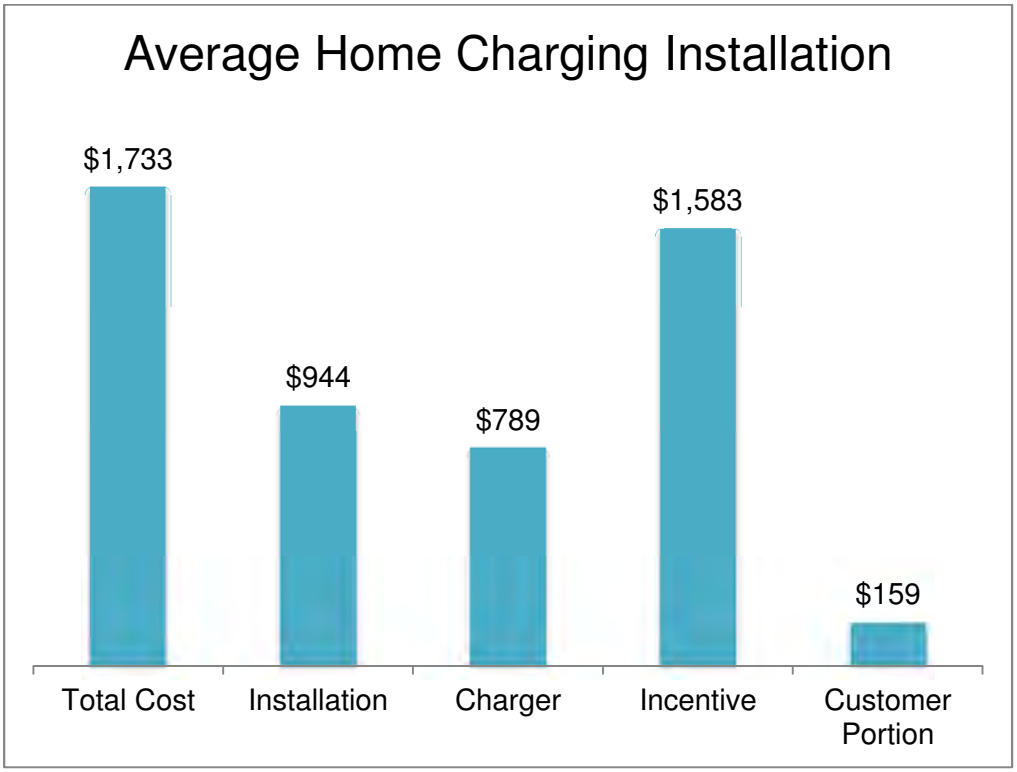

Total Cost of Installation
(Including Charger)
$2,143
$667
$1,733
Max
Min
Average


Installation Cost
(Excluding Charger)
$1,312
$600
$944
Max
Min
Average


Cost of Home Charging Station
$999
$0
$789
Max
Min
Average


NIPSCO Incentive Amount
$1,650
$667
$1,583
Max
Min
Average


Additional Cost Paid by Customer
$493
$0
$159
Max
Min
Average


Average Home Charging Installation
$1,733
$944
$789
$1,583
$159
Total Cost
Installation
Charger
Incentive
Customer Portion

C. Location of Residential Home EV Charging Station Installations within NIPSCO's Service Territory

	Residential Home Charging Station Installation							Vehicle Profile		
	County	City	Type of Charger	Cost of Charger	Total Cost of Installation (Including Charger)	Incentive Applied	Net Customer Cost	Type of EV Owned or Purchased	Vehicle replaced	Avg. Miles Driven Per Day
1	Lake	Cedar Lake	Schneider Evlink	$799.00	$1,647.88	$1,647.88	$0.00	Chevy Volt	Chrysler Intrepid (2003)	40
2	Lake	Cedar Lake	ClipperCreek	$769.00	$1,702.80	$1,650.00	$52.80	Nissan Leaf	1996 Saturn sl2	60
3	Lake	Crown Point	GE WattStation	$799.00	$1,895.92	$1,650.00	$245.92	Chevy Volt	Toyota Sienna 2002	35
4	Lake	Crown Point	Schneider EVlink	$799.00	$1,526.60	$1,526.60	$0.00	Chevy Volt	Chevy Impala (2003)	40
5	Lake	Crown Point	ClipperCreek	$769.00	$1,496.00	$1,496.00	$0.00	Mitsubishi iMev	Chevy pickup truck (1997)	20
6	Lake	Dyer	Schneider EVlink	$799.00	$1,732.80	$1,650.00	$82.80	Nissan Leaf	2006 Honda Civic	55
7	Lake	Dyer	ClipperCreek	$769.00	$1,940.60	$1,650.00	$290.60	Chevy Volt	2008 Honda Civic	70
8	Lake	Hammond	Leviton	$999.00	$1,599.00	$1,599.00	$0.00	Nissan Leaf	Nissan Altima (2010)	55
9	Lake	Hammond	GE WattStation	$999.00	$1,799.40	$1,650.00	$149.40	Chevy Volt	2010 Chevy impala	100
10	Lake	Highland	Schneider EVlink	$799.00	$1,696.36	$1,650.00	$46.36	Chevy Volt	Camry Hybrid (2011)	50
11	Lake	Hobart	ClipperCreek	$769.00	$2,081.00	$1,650.00	$431.00	Think City	Mitsubishi Galant (1996)	30
12	Lake	Lowell	Aerovironment	$0.00*	$667.00	$667.00	*	Nissan Leaf	N/A	30
13	Lake	Lowell	GE WattStation	$999.00	$2,113.00	$1,650.00	$463.00	Chevy Volt	Ford F150 (1995)	75
14	Lake	Munster	GE WattStation	$999.00	$1,922.12	$1,650.00	$272.12	Chevy Volt	N/A	75
15	Lake	Munster	Aerovironment	$0.00*	$1,070.40	$1,070.40	*	Nissan Leaf	Chevy Impala (2000)	14
16	Lake	Munster	Clipper Creek	$769.00	$2,029.04	$1,650.00	$379.04	Chevy Volt	Pontiac Grand Prix GTP 1997	20
17	Lake	St. John	ClipperCreek	$769.00	$1,763.32	$1,650.00	$113.32	Chevy Volt	Nissan Murano (2004)	33
18	Lake	St. John	Schneider Evlink	$799.00	$2,028.78	$1,650.00	$378.78	Think City	N/A	40

	Residential Home Charging Station Installation							Vehicle Profile		
	County	City	Type of Charger	Cost of Charger	Total Cost of Installation (Including Charger)	Incentive Applied	Net Customer Cost	Type of EV Owned or Purchased	Vehicle replaced	Avg. Miles Driven Per Day
19	Lake	St. John	Schneider EVlink	$799.00	$1,845.92	$1,650.00	$195.92	Chevy Volt	Chevy HHR 2006	40
20	Lake	Whiting	GE WattStation	$1,068.93	$2,091.29	$1,650.00	$441.29	Chevy Volt	Isuzu Trooper (1993)	40
21	Lake	Whiting	GE WattStation	$999.00	$1,896.36	$1,650.00	$246.36	Chevy Volt	VW Jetta (2008)	40
22	Porter	Chesterton	Schneider EVlink	$779.00	$1,870.20	$1,650.00	$220.20	Think City	N/A	75
23	Porter	Chesterton	ClipperCreek	$769.00	$1,619.40	$1,619.40	$0.00	Chevy Volt	Buick Lucerne 2009	45
24	Porter	Chesterton	GE WattStation	$999.00	$2,093.32	$1,650.00	$443.32	Chevy Volt	Volvo S70 (1998)	35
25	Porter	Chesterton	Schneider EVlink	$799.00	$2,014.84	$1,650.00	$364.84	Think City	Mazda 3 (2005)	55
26	Porter	Hebron	ClipperCreek	$769.00	$1,593.64	$1,593.64	$0.00	Chevy Volt	Chevy Impala (2007)	80
27	Porter	Hebron	ClipperCreek	$769.00	$1,650.00	$1,650.00	$0.00	Nissan Leaf	2011 hyundai sonata	35
28	Porter	Valparaiso	ClipperCreek	$769.00	$1,551.40	$1,551.40	$0.00	Chevy Volt	Lexus 430 (2004)	35
29	Porter	Valparaiso	ClipperCreek	$769.00	$1,729.48	$1,650.00	$79.48	Chevy Volt	Nissan Altima (2002)	50
30	Porter	Valparaiso	ClipperCreek	$769.00	$1,823.32	$1,650.00	$173.32	Chevy Volt	Toyota FJ Cruiser (2010)	15
31	Porter	Valparaiso	GE WattStation	$999.00	$1,649.00	$1,649.00	$0.00	Chevy Volt	Chrysler, 300M Special, 2004	40
32	Porter	Valparaiso	Schneider EVlink	$769.00	$1,666.28	$1,650.00	$16.28	Chevy Volt	Saturn L300 (2002)	35
33	Porter	Valparaiso	Schneider EVlink	$799.00	$1,811.68	$1,650.00	$161.68	Chevy Volt PLANNED	Chrysler Pacifica (2005)	60
34	Porter	Valparaiso	Voltec SPX	$0.00*	$800.00	$800.00	*	Chevy Volt	Ford Fusion Hybrid (2010)	30
35	Porter	Valparaiso	ClipperCreek	$769.00	$1,908.78	$1,650.00	$258.78	Chevy Volt	Chevy Trailblazer SS	36
36	Porter	Valparaiso	Schneider EVlink	$799.00	$1,466.00	$1,466.00	$0.00	Think City	Kia Sportage (1999)	135
37	Porter	Valparaiso	Schneider Evlink	$799.00	$1,832.00	$1,650.00	$182.00	Chevy Volt	GMC Yukon	50

	Residential Home Charging Station Installation							Vehicle Profile		
	County	City	Type of Charger	Cost of Charger	Total Cost of Installation (Including Charger)	Incentive Applied	Net Customer Cost	Type of EV Owned or Purchased	Vehicle replaced	Avg. Miles Driven Per Day
38	Elkhart	Bristol	Schneider Evlink	$799.00	$1,732.80	$1,650.00	$82.80	Chevy Volt	2006 Toyota Highlander Hybrid	50
39	Elkhart	Goshen	Schneider Evlink	$799.00	$1,599.40	$1,599.40	$0.00	Nissan Leaf	N/A	25
40	Elkhart	Middlebury	ClipperCreek	$769.00	$1,837.64	$1,650.00	$187.64	Chevy Volt	2010 Ford Expedition EL	45
41	Elkhart	Middlebury	GE WattStation	$999.00	$1,799.40	$1,650.00	$149.40	Chevy Volt	Chevy Traverse (2010)	20
42	Jasper	Demotte	ClipperCreek	$769.00	$1,729.48	$1,650.00	$79.48	Chevy Volt	Chevrolet Avalanche 2005	34
43	Kosciusko	Syracuse	Schneider EVlink	$799.00	$1,647.88	$1,647.88	$0.00	Nissan Leaf	N/A	40
44	Kosciusko	Warsaw	ClipperCreek	$769.00	$1,752.83	$1,650.00	$102.83	Chevy Volt	Chrysler PT Cruser 2001	20
45	LaPorte	La Porte	Schneider Evlink	$799.00	$1,587.20	$1,587.20	$0.00	Mitsubishi iMev	Honda CRV (2000)	20
46	LaPorte	Michigan City	GE WattStation	$999.00	$2,134.00	$1,650.00	$484.00	Nissan Leaf	Chrysler Mini Van 2012	125
47	LaPorte	Union Mills	Leviton	$999.00	$1,799.40	$1,650.00	$149.40	Nissan Leaf	Ford F150	54
48	LaPorte	Westville	Schneider EVlink	$799.00	$1,542.76	$1,542.76	$0.00	Chevy Volt	Dodge Caravan (1997)	30
49	Marshall	Bremen	GE WattStation	$999.00	$2,142.64	$1,650.00	$492.64	Nissan Leaf	Ford Fusion SEL 2010	50
50	Marshall	Plymouth	Schneider Evlink	$799.00	$1,668.00	$1,650.00	$18.00	Chevy Volt	Jaguar XF (2009)	60

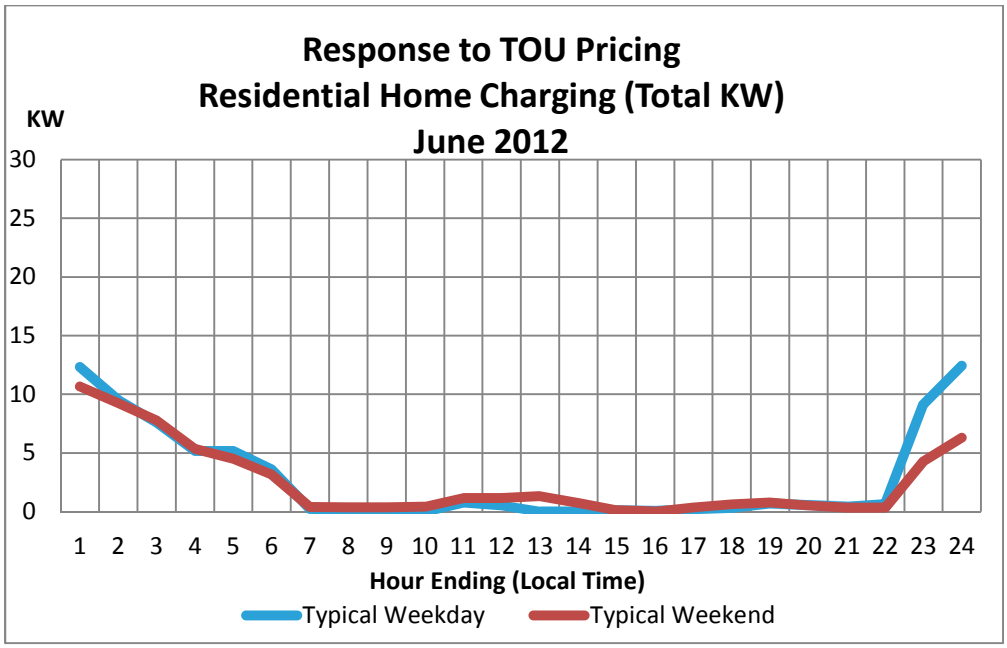
* Charger was purchased/provided by the customer outside of the IN-Charge Electric Vehicle Program – "At Home"

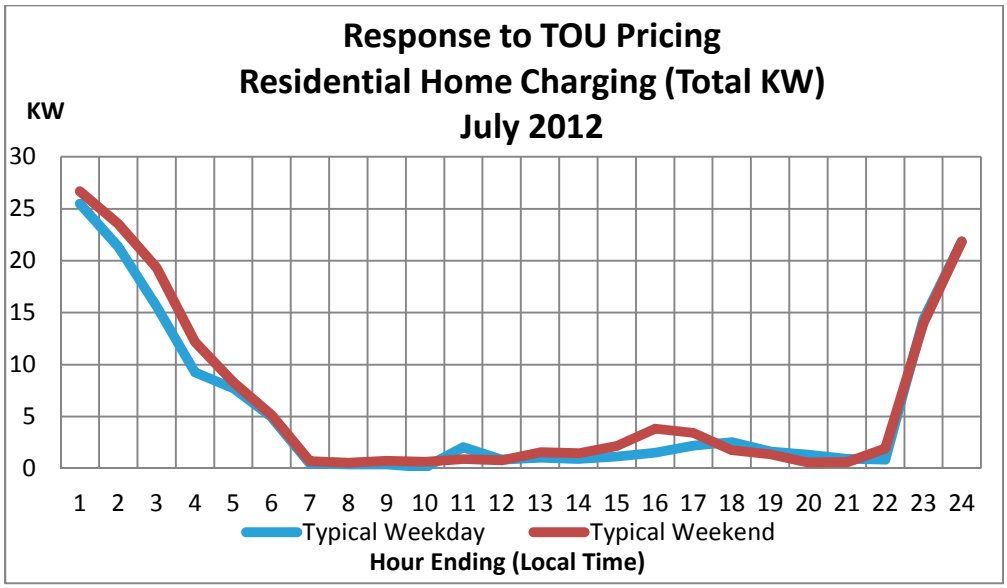
IV. Plug-in Electric Vehicle Charging Behavior

A. Residential Home Charging

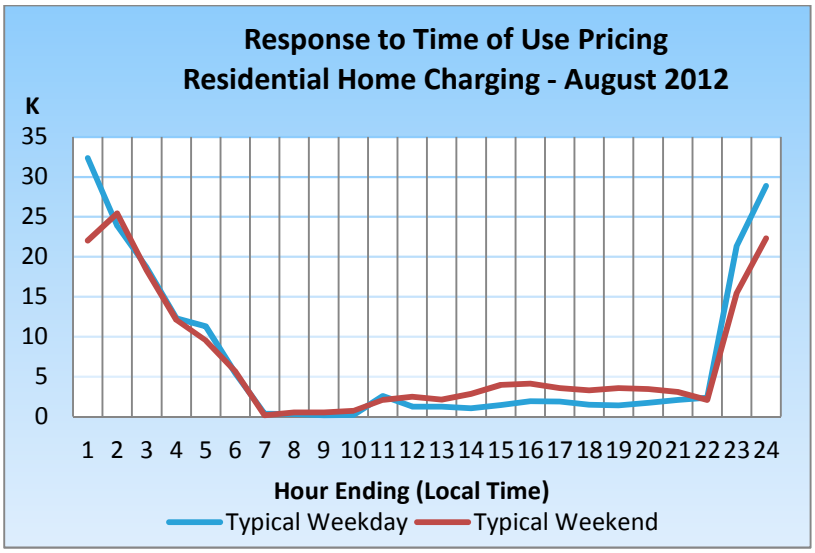
The tables below provide load shape information regarding how customers are responding to free off-peak charging, as well as the impact on system load. Also provided is the total usage by calendar month under the PEV Rider. The data suggests that the offer of free electricity during the off peak hours has a direct impact on the charging habits of its participants and minimizes the impact to system peak load.

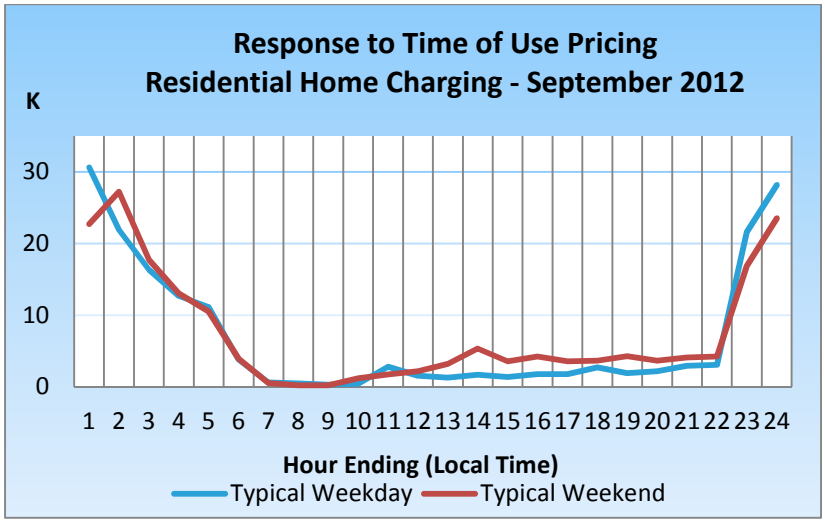
Response to Time of Use Pricing Typical Load Shape for Total Residential EV Charging Load Data Stated in Local Time for both Central and Eastern Time Zones (Off-Peak is 10:00 PM to 6:00 AM Local Time)								
	May 2012 (No. of Observations = 0)		**June 2012** (No. of Observations =4 to 22)		**July 2012** (No. of Observations = 22 to 26)		**Quarter** (No. of Observations = 4 to 26)	
Hr.	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
1			12.317	10.652	25.492	26.682	19.058	18.667
2			9.526	9.235	21.37	23.538	15.586	16.386
3			7.589	7.781	15.585	19.325	11.68	13.553
4			5.142	5.338	9.252	12.185	7.244	8.762
5			5.162	4.51	7.711	8.307	6.466	6.409
6			3.597	3.153	4.94	5.143	4.284	4.148
7			0.221	0.373	0.455	0.693	0.341	0.533
8			0.108	0.359	0.374	0.521	0.244	0.44
9			0	0.358	0.361	0.699	0.185	0.529
10			0	0.408	0.086	0.633	0.044	0.521
11			0.751	1.133	2.03	0.912	1.405	1.022
12			0.503	1.14	0.842	0.788	0.676	0.964
13			0.008	1.311	1.013	1.544	0.522	1.427
14			0	0.724	0.906	1.459	0.463	1.091
15			0.115	0.099	1.137	2.166	0.638	1.133
16			0.04	0.001	1.52	3.836	0.797	1.919
17			0.192	0.355	2.182	3.432	1.21	1.893
18			0.307	0.614	2.534	1.747	1.447	1.181
19			0.688	0.757	1.651	1.366	1.181	1.061
20			0.553	0.513	1.329	0.545	0.95	0.529
21			0.415	0.323	0.93	0.6	0.678	0.461
22			0.648	0.32	0.827	1.909	0.739	1.115
23			9.127	4.282	14.333	13.939	11.791	9.11
24			12.426	6.302	21.859	21.859	17.252	14.08

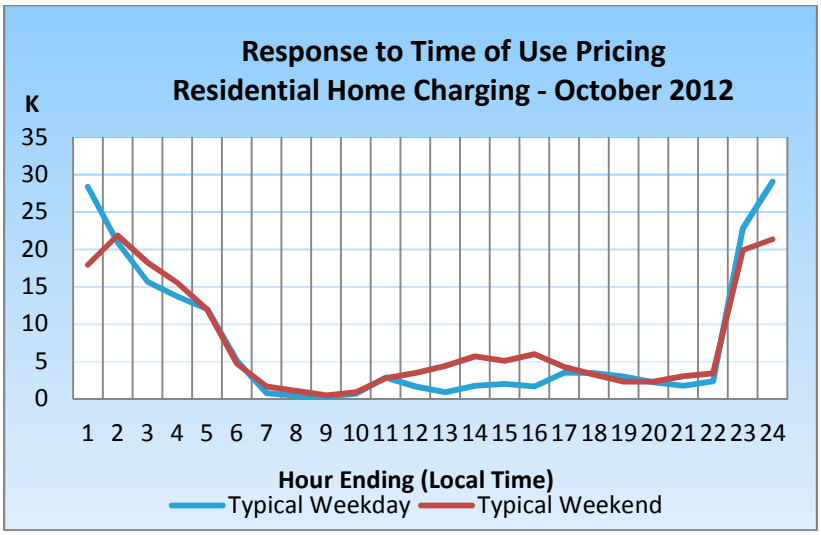

Response to TOU Pricing
Residential Home Charging (Total KW)
June 2012
KW
30
25
20
15
10
5
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend


Response to TOU Pricing
Residential Home Charging (Total KW)
July 2012
KW
30
25
20
15
10
5
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Typical Weekday
Typical Weekend
Hour Ending (Local Time)

Response to Time of Use Pricing Typical Load Shape for Total Residential EV Charging Load Data Stated in Local Time for both Central and Eastern Time Zones (Off-Peak is 10:00 PM to 6:00 AM Local Time)								
	Aug 2012 (No. of Observations =26 to 30)		**Sept 2012** (No. of Observations = 30)		**Oct 2012** (No. of Observations = 30 to 32)		**Quarter** (No. of Observations = 26 to 32)	
Hr.	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
1	32.349	22.017	30.608	22.723	28.336	17.876	30.423	21.015
2	23.841	25.429	21.897	27.201	20.867	21.832	22.216	25.004
3	18.684	18.29	16.317	17.696	15.627	18.201	16.901	18.034
4	12.278	12.077	12.648	13.007	13.678	15.511	12.878	13.491
5	11.257	9.505	11.128	10.515	11.974	11.894	11.468	10.629
6	5.413	5.673	3.76	3.928	5.068	4.668	4.792	4.693
7	0.344	0.152	0.621	0.515	0.75	1.637	0.57	0.748
8	0.317	0.515	0.456	0.212	0.411	1.033	0.392	0.558
9	0.153	0.491	0.285	0.22	0.33	0.449	0.255	0.374
10	0.188	0.69	0.419	1.169	0.653	0.895	0.42	0.937
11	2.565	2.079	2.784	1.722	2.829	2.741	2.723	2.145
12	1.24	2.475	1.557	2.175	1.627	3.451	1.471	2.66
13	1.208	2.107	1.292	3.179	0.881	4.387	1.12	3.221
14	1.01	2.842	1.669	5.322	1.716	5.68	1.456	4.669
15	1.414	3.937	1.382	3.532	1.993	5.077	1.606	4.132
16	1.891	4.098	1.775	4.241	1.647	5.956	1.771	4.724
17	1.874	3.554	1.752	3.54	3.484	4.271	2.398	3.769
18	1.452	3.253	2.685	3.626	3.456	3.237	2.524	3.392
19	1.367	3.546	1.915	4.264	2.984	2.269	2.097	3.429
20	1.703	3.439	2.162	3.652	2.203	2.301	2.016	3.171
21	2.053	3.061	2.938	4.081	1.749	3.029	2.215	3.443
22	2.332	2.071	3.079	4.222	2.337	3.402	2.56	3.307
23	21.32	15.422	21.592	16.866	22.768	19.854	21.907	17.341
24	28.858	22.302	28.176	23.49	29.014	21.321	28.706	22.457


Response to Time of Use Pricing
Residential Home Charging - August 2012
K
35
30
25
20
15
10
5
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend

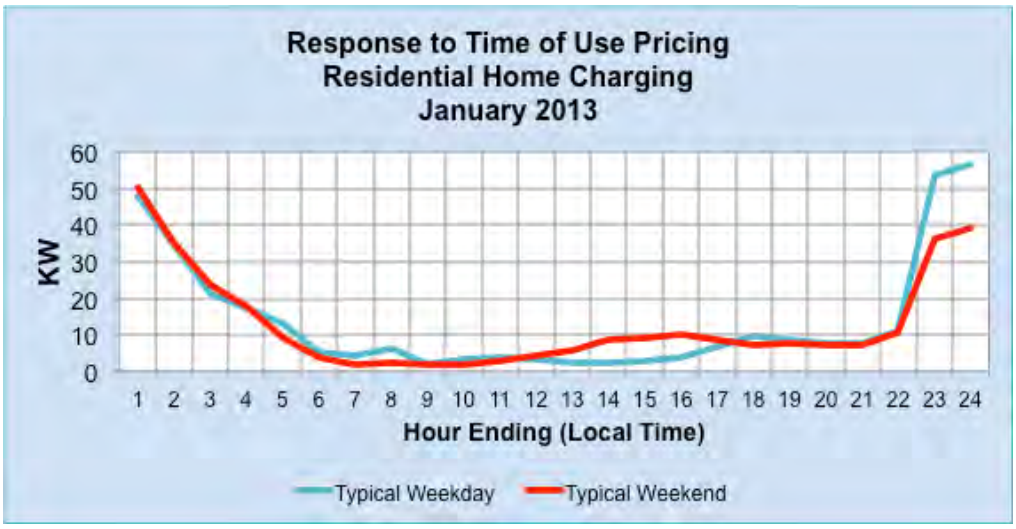

Response to Time of Use Pricing
Residential Home Charging - September 2012
K
30
20
10
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend

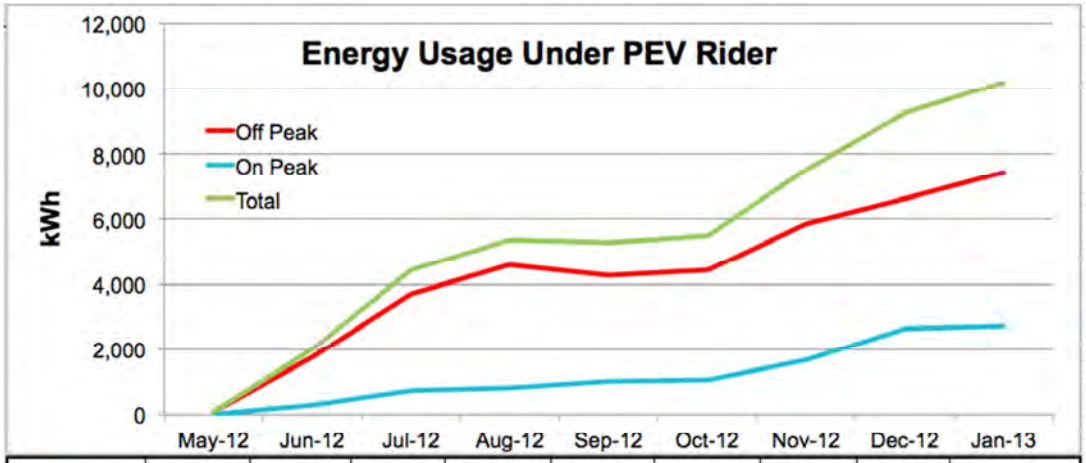

Response to Time of Use Pricing
Residential Home Charging - October 2012
K
35
30
25
20
15
10
5
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend

Response to Time of Use Pricing Typical Load Shape for Total Residential EV Charging Load Data Stated in Local Time for both Central and Eastern Time Zones (Off-Peak is 10:00 PM to 6:00 AM Local Time)								
	Nov 2012 (No. of Observations =32 to 41)		**Dec 2012** (No. of Observations = 41 to 49)		**Jan 2013** (No. of Observations = 49 to 50)		**Quarter** (No. of Observations = 32 to 50)	
Hr.	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	*Weekend*
1	37.144	29.244	41.964	38.386	47.886	50.120	42.586	39.581
2	30.670	25.784	30.015	31.887	34.795	35.088	31.938	31.202
3	22.907	26.665	20.207	26.528	21.328	23.569	21.454	25.620
4	17.455	22.674	18.271	22.695	17.335	17.831	17.680	21.133
5	13.197	14.924	13.877	15.587	12.974	9.105	13.340	13.327
6	5.339	4.213	5.419	6.096	5.076	3.962	5.271	4.886
7	1.714	0.245	3.730	2.778	4.044	1.762	3.213	1.744
8	2.068	0.445	5.047	3.130	6.315	2.327	4.572	2.121
9	1.254	2.009	2.799	2.942	2.016	1.963	2.035	2.368
10	1.420	2.834	3.606	2.472	3.113	1.729	2.746	2.336
11	4.325	3.010	5.122	4.008	3.765	2.667	4.385	3.299
12	3.026	3.614	4.143	4.695	3.243	4.247	3.470	4.249
13	2.218	5.077	3.579	6.798	2.404	5.786	2.732	5.992
14	3.841	7.053	4.303	8.741	2.214	8.433	3.408	8.170
15	4.389	5.725	5.333	7.384	2.953	9.124	4.183	7.476
16	3.932	3.938	6.322	9.518	3.857	9.868	4.689	8.068
17	4.693	3.058	7.104	8.427	6.446	8.622	6.114	6.986
18	5.571	2.537	8.583	6.381	9.734	7.410	8.055	5.634
19	4.098	4.308	7.153	6.003	8.768	7.515	6.779	6.012
20	4.276	3.302	5.484	6.650	7.617	7.136	5.873	5.868
21	4.841	2.548	4.308	6.498	7.420	7.370	5.593	5.671
22	6.003	3.790	4.956	7.300	11.238	10.630	7.541	7.383
23	35.252	24.263	41.236	28.378	53.491	36.186	43.770	29.724
24	41.357	27.676	47.002	33.568	56.503	39.081	48.652	33.682


Response to Time of Use Pricing
Residential Home Charging
November 2012
KW
50
40
30
20
10
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend

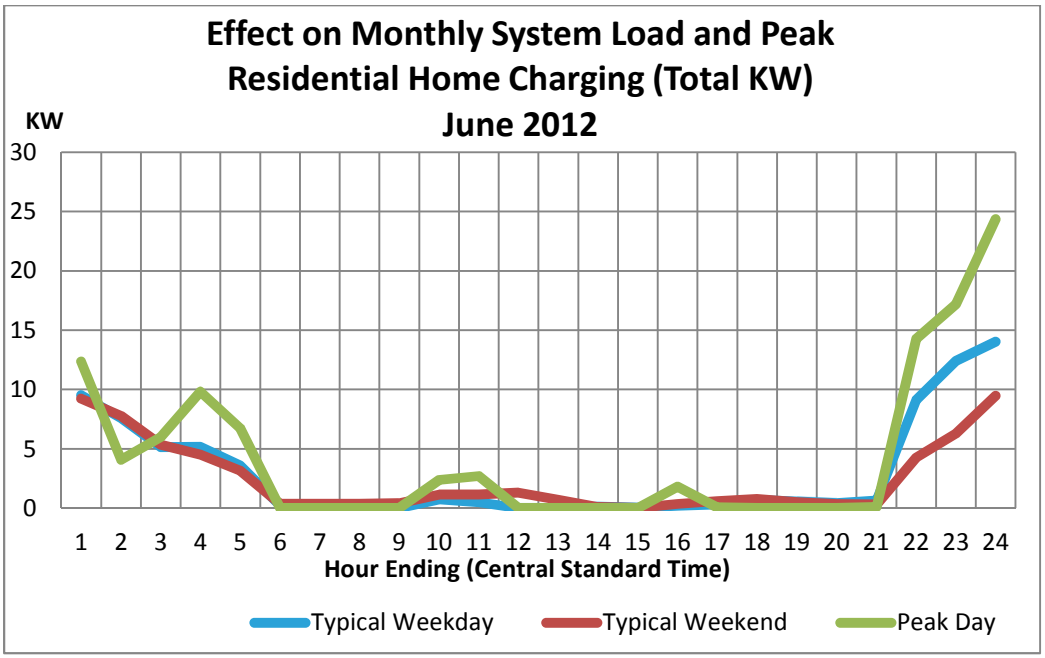

Response to Time of Use Pricing
Residential Home Charging
December 2012
KW
50
40
30
20
10
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend

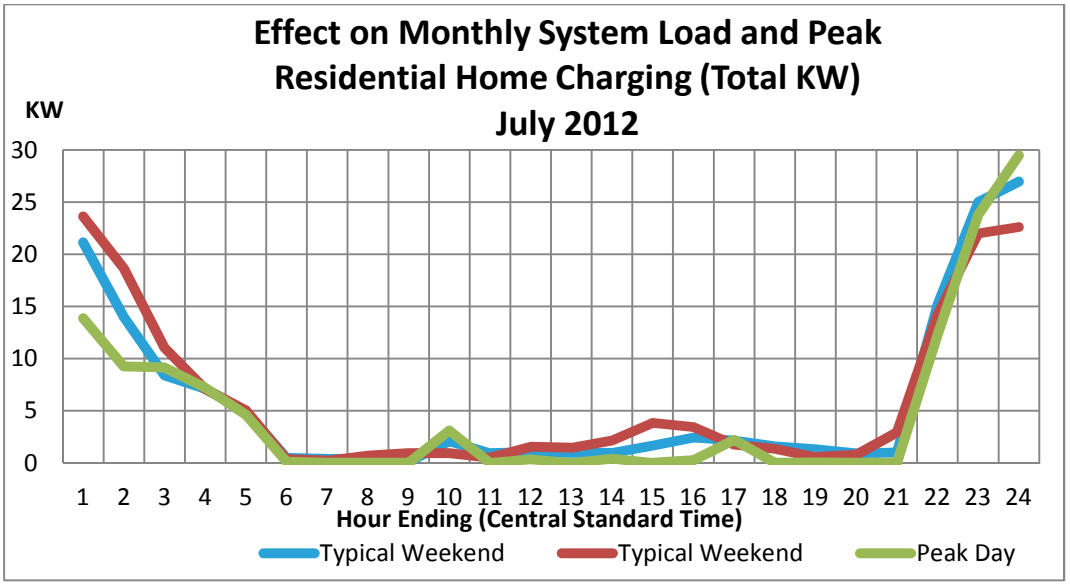

Response to Time of Use Pricing
Residential Home Charging
January 2013
KW
60
50
40
30
20
10
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend



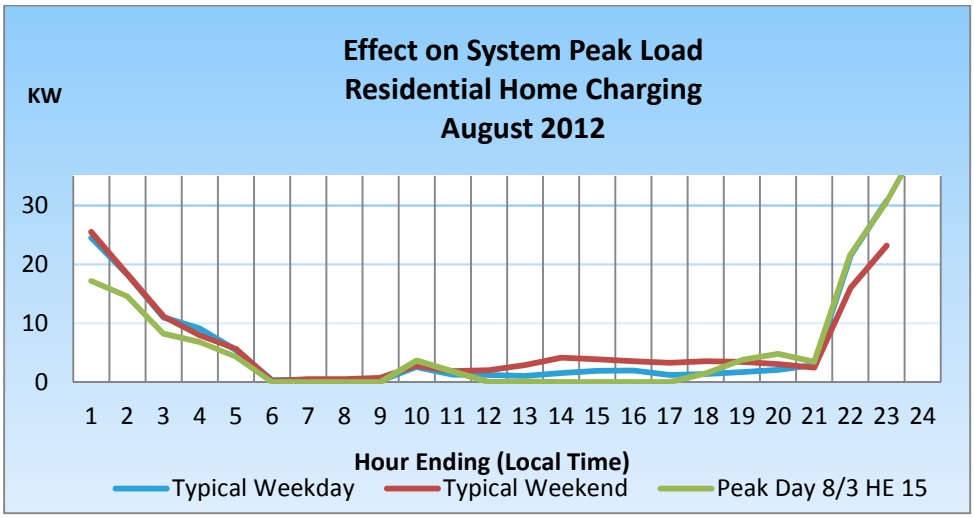
	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13
Off Peak	0	262	725	792	992	1067	1664	2650	2731
On Peak	65	1736	3711	4588	4277	4438	5865	6609	7456
Total	65	1998	4436	5380	5269	5505	7529	9259	10187

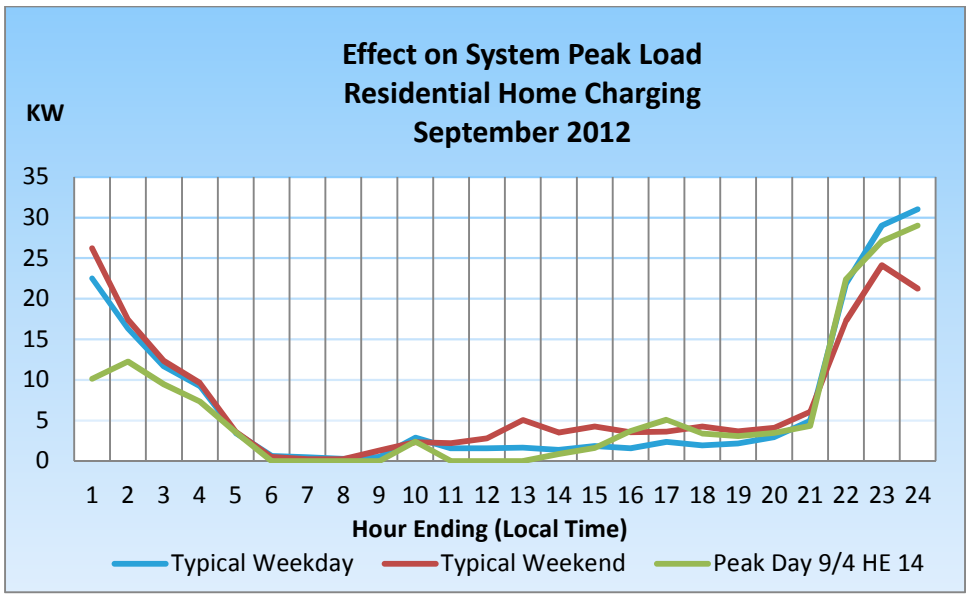
Effect on System Load Typical Load Shape for All Customers Data Stated in Central Standard Time									
	May 2012 (No Usage Data)			June 2012 (No. of Observations =4 to 22)			July 2012 (No. of Observations = 22 to 26)		
Hr.	Weekday	Weekend	Peak Day 5/27 - HE 16	Weekday	Weekend	Peak Day 6/28 - HE 14	Weekday	Weekend	Peak Day 7/6 - HE 13
1				9.526	9.235	12.350	21.147	23.622	13.883
2				7.589	7.781	4.079	14.008	18.674	9.227
3				5.142	5.338	5.989	8.426	11.042	9.161
4				5.162	4.51	9.812	7.134	7.099	7.229
5				3.597	3.153	6.752	4.931	5.046	4.606
6				0.221	0.373	.023	0.455	0.329	.088
7				0.108	0.359	.006	0.374	0.22	.001
8				0	0.358	.000	0.361	0.699	.000
9				0	0.408	.000	0.087	0.918	.000
10				0.751	1.133	2.396	2.087	0.92	3.109
11				0.503	1.14	2.695	0.936	0.495	.000
12				0.008	1.311	.000	1.013	1.543	.352
13				0	0.724	.000	0.971	1.459	.000
14				0.115	0.099	.004	0.971	2.166	.404
15				0.04	0.001	.010	1.655	3.836	.003
16				0.192	0.355	1.829	2.433	3.432	.244
17				0.307	0.614	.068	2.151	1.748	2.224
18				0.688	0.757	.022	1.598	1.366	.004
19				0.553	0.513	.017	1.329	0.545	.026
20				0.415	0.323	.005	0.929	0.785	.020
21				0.648	0.32	.097	0.995	2.936	.014
22				9.127	4.282	14.261	15.185	14.213	12.281
23				12.426	6.302	17.192	25.002	21.999	23.779
24				14.029	9.487	24.350	26.967	22.603	29.506

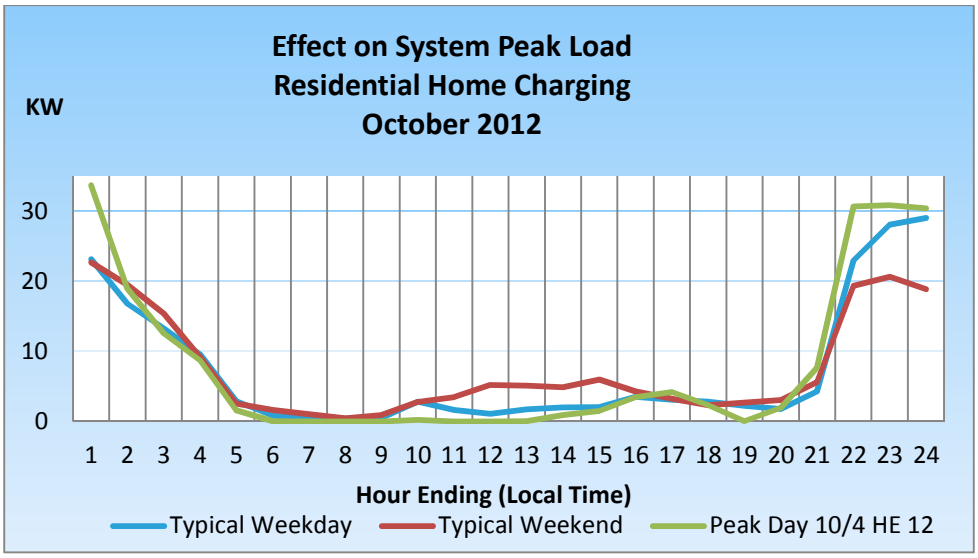

Effect on Monthly System Load and Peak
Residential Home Charging (Total KW)
June 2012
KW
30
25
20
15
10
5
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Central Standard Time)
Typical Weekday
Typical Weekend
Peak Day


Effect on Monthly System Load and Peak
Residential Home Charging (Total KW)
July 2012
KW
30
25
20
15
10
5
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Central Standard Time)
Typical Weekend
Typical Weekend
Peak Day

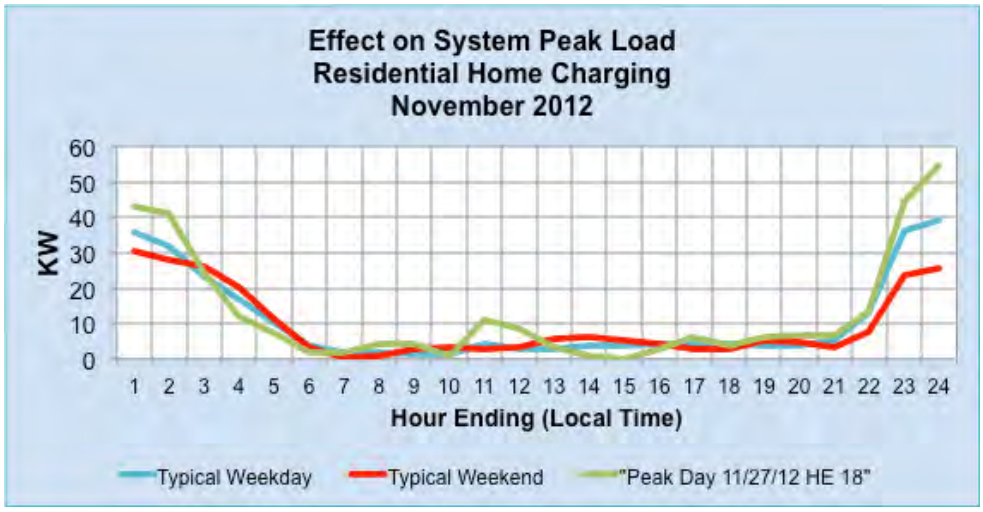
Effect on System Load - kW Typical Load Shape for All Customers Data Stated in Central Standard Time									
	August 2012 (No. of Observations =26 to 30)			**Sept 2012** (No. of Observations =30)			**October 2012** (No. of Observations = 30 to 32)		
Hr.	Weekday	Weekend	Peak Day 8/3/12 HE 15	Weekday	Weekend	Peak Day 9/4/12 HE 14	Weekday	Weekend	Peak Day 10/4/12 HE 12
1	24.471	25.492	17.15	22.514	26.207	10.111	23.143	22.671	33.652
2	18.178	18.332	14.584	16.31	17.4	12.247	16.773	19.476	18.924
3	10.984	11.137	8.197	11.639	12.337	9.459	13.254	15.37	12.529
4	9.061	7.924	6.781	9.198	9.59	7.321	9.545	9.161	8.68
5	5.408	5.645	4.313	3.476	3.62	3.53	2.897	2.521	1.561
6	0.344	0.152	0.022	0.621	0.514	0	0.82	1.635	0.004
7	0.317	0.515	0.016	0.456	0.22	0.001	0.479	1.033	0
8	0.153	0.491	0.001	0.285	0.212	0	0.411	0.449	0
9	0.188	0.69	0	0.495	1.287	0	0.468	0.895	0
10	2.564	2.778	3.652	2.875	2.298	2.4	2.787	2.741	0.208
11	1.24	1.855	1.784	1.564	2.187	0	1.627	3.46	0
12	1.209	2.028	0	1.574	2.808	0	1.07	5.174	0
13	1.01	2.901	0.116	1.661	5.026	0	1.714	5.101	0.004
14	1.542	4.128	0.028	1.36	3.493	0.853	1.973	4.86	0.912
15	1.911	3.849	0	1.855	4.241	1.617	2.024	5.956	1.485
16	1.966	3.554	0	1.575	3.54	3.685	3.499	4.272	3.434
17	1.214	3.254	0.004	2.361	3.627	5.063	3.069	3.237	4.175
18	1.368	3.545	1.483	1.913	4.264	3.393	2.814	2.322	2.317
19	1.705	3.439	3.77	2.163	3.652	3.08	2.203	2.67	0.017
20	2.053	3.061	4.804	2.937	4.082	3.45	1.749	3.028	1.929
21	2.873	2.461	3.451	4.96	6.071	4.337	4.248	5.593	7.645
22	21.415	15.989	21.679	21.85	17.26	22.363	22.937	19.351	30.661
23	30.773	23.154	30.658	28.984	24.097	27.085	28.065	20.612	30.856
24	33.512	21.773	41.638	31.023	21.225	29.002	29.013	18.809	30.389

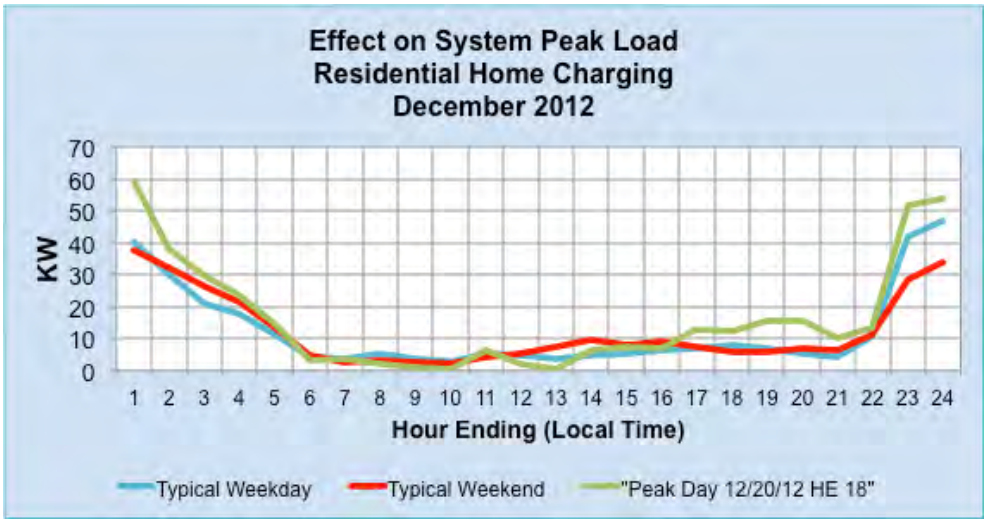

Effect on System Peak Load
Residential Home Charging
August 2012
KW
30
20
10
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend
Peak Day 8/3 HE 15

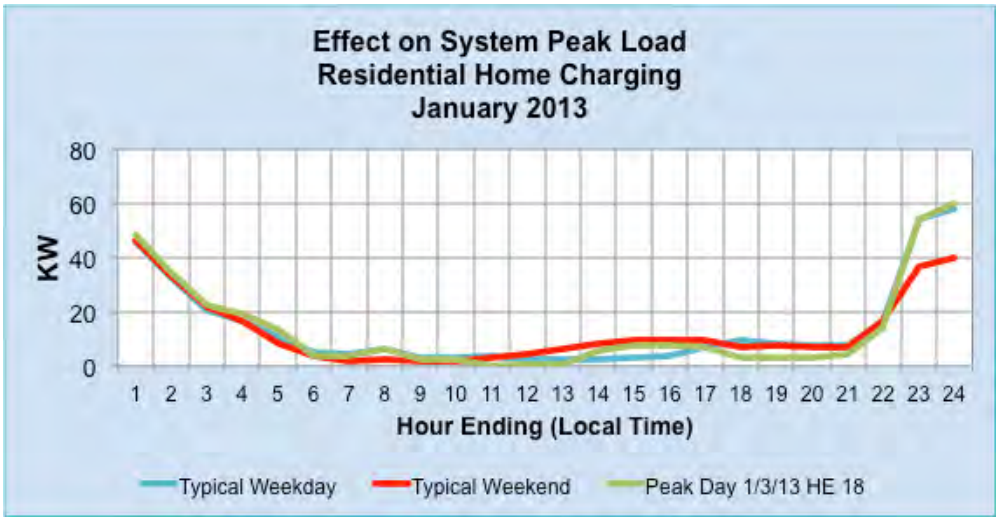

Effect on System Peak Load
Residential Home Charging
September 2012
KW
35
30
25
20
15
10
5
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend
Peak Day 9/4 HE 14


Effect on System Peak Load
Residential Home Charging
October 2012
KW
30
20
10
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend
Peak Day 10/4 HE 12

Effect on System Load - kW Typical Load Shape for All Customers Data Stated in Central Standard Time									
	November 2012 (No. of Observations =32 to 41)			**December 2012** (No. of Observations =41 to 49)			**January 2013** (No. of Observations = 49 to 50)		
Hr.	Weekday	Weekend	Peak Day 11/27/12 HE 18	Weekday	Weekend	Peak Day 12/20/12 HE 18	Weekday	Weekend	Peak Day 1/3/13 HE 18
1	35.540	30.281	42.940	40.191	37.596	59.050	45.557	46.625	48.580
2	31.735	27.837	40.980	30.227	32.016	38.240	33.060	33.362	34.690
3	23.174	25.890	23.910	20.981	26.308	29.340	20.305	22.151	22.310
4	16.991	20.078	12.100	17.597	21.626	23.820	16.358	16.947	19.110
5	9.952	11.254	7.400	10.960	13.209	14.210	10.921	8.075	13.340
6	3.657	3.297	1.830	4.416	4.897	3.190	4.924	3.508	3.740
7	1.932	0.252	1.770	3.841	2.515	3.860	4.581	1.761	3.670
8	2.065	0.796	4.080	5.506	3.340	2.210	6.275	2.492	6.030
9	1.384	2.808	4.150	3.524	2.818	0.980	2.938	1.826	2.370
10	1.409	3.107	1.070	2.759	2.182	0.520	3.119	1.701	2.430
11	4.265	2.895	10.820	5.278	4.353	6.270	3.424	2.948	0.150
12	2.997	3.455	8.630	4.578	5.147	2.240	2.669	4.087	0.710
13	2.872	5.943	3.350	3.519	7.213	0.340	2.129	6.164	0.550
14	3.646	6.205	0.870	4.502	9.510	6.150	2.487	8.397	5.390
15	3.924	5.077	0.000	5.201	7.914	7.590	3.214	9.759	7.820
16	4.213	4.231	2.820	6.583	8.968	6.710	3.718	9.752	7.660
17	4.291	2.584	5.960	7.059	7.350	12.600	6.784	9.283	6.940
18	4.436	3.015	3.990	8.161	5.601	12.140	9.736	6.761	3.330
19	3.609	5.003	6.150	6.683	5.900	15.680	8.476	7.429	3.410
20	3.689	4.635	6.900	5.234	6.936	15.500	7.672	6.776	3.390
21	5.099	3.266	6.710	4.102	6.550	10.200	7.856	7.238	4.540
22	12.815	7.813	13.540	10.661	11.271	13.520	16.333	16.758	14.080
23	36.144	23.835	44.690	41.720	28.622	51.400	54.352	36.728	53.950
24	39.312	25.727	54.820	46.584	34.110	53.650	57.973	39.802	59.700


Effect on System Peak Load
Residential Home Charging
November 2012
KW
60
50
40
30
20
10
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend
"Peak Day 11/27/12 HE 18"


Effect on System Peak Load
Residential Home Charging
December 2012
KW
70
60
50
40
30
20
10
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend
"Peak Day 12/20/12 HE 18"


Effect on System Peak Load
Residential Home Charging
January 2013
KW
80
60
40
20
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending (Local Time)
Typical Weekday
Typical Weekend
Peak Day 1/3/13 HE 18

V. Voucher Process Timelines:

The following section provides data on the time between various steps in the application process from the initial customer contact to completion of the EV charging station/meter installation.

A. Residential Home Charging Stations

NIPSCO averaged 23 days between the initial customer contact date to the date the in-home estimate was performed. The longest span was 70 days, and the shortest 2 days. The average span between the in-home estimate and charger installation was 34 days, with the longest span at 65 days and the shortest at 5 days. The span between charger installation and meter installation averaged 13 days. For this, the longest period was 50 days and the shortest 3 days. In total, from the date of enrollment request to the meter installation, i.e., completion, the average total span was 69 days. The longest overall span was 157 days. The shortest was 19 days.

NIPSCO continues to collect and review data to better understand the reasons behind delays in the process that lead to longer than desired spans between steps in the overall enrollment and installation processes. Statistics for the maximum, minimum and average number of days for each step of the enrollment process are noted in the table below. This process level data aids in developing means to improve the IN-Charge – "At Home" Program.

Customer Count	Enrollment Date	Enrollment Request to Home Estimate	Estimate to Charger Installation	Charger Installation to Meter Installation	Enrollment Request to Meter Installation
1	04/09/2012	14	45	20	79
2	04/09/2012	17	41	8	66
3	04/08/2012	18	28	25	71
4	04/09/2012	17	36	6	59
5	04/09/2012	14	50	15	79
6	04/08/2012	10	23	7	53
7	04/06/2012	17	31	11	59
8	04/07/2012	23	23	7	53
9	04/07/2012	17	42	6	65
10	04/02/2012	17	32	3	52
11	04/08/2012	10	36	15	61
12	04/08/2012	10	48	23	81
13	04/07/2012	11	41	3	55
14	04/02/2012	17	36	11	64
15	04/07/2012	17	42	9	68
16	04/06/2012	24	38	18	80
17	04/02/2012	17	36	11	64

Customer Count	Enrollment Date	Enrollment Request to Home Estimate	Estimate to Charger Installation	Charger Installation to Meter Installation	Enrollment Request to Meter Installation
18	04/13/2012	70	13	11	94
19	04/12/2012	18	36	9	63
20	04/12/2012	14	25	3	42
21	04/15/2012	11	35	8	54
22	04/16/2012	21	45	6	72
23	04/20/2012	13	20	12	45
24	05/06/2012	67	7	18	92
25	05/09/2012	48	21	10	79
26	05/14/2012	17	21	6	44
27	05/22/2012	35	9	8	52
28	05/23/2012	13	16	7	36
29	06/05/2012	35	35	9	79
30	06/07/2012	35	14	15	64
31	07/24/2012	14	58	28	100
32	07/26/2012	56	26	3	85
33	07/27/2012	62	41	7	110
34	07/30/2012	66	41	50	157
35	08/01/2012	13	51	8	72
36	8/03/2012	53	55	21	129
37	08/05/2012	2	65	21	88
38	08/08/2012	8	63	29	100
39	08/13/2012	43	56	29	128
40	09/12/2012	13	16	8	37
41	09/22/2012	5	19	30	54
42	09/23/2012	19	26	9	54
43	09/28/2012	12	34	16	62
44	10/01/2012	10	39	15	64
45	10/05/2012	20	55	7	82
46	10/13/2012	12	18	8	38
47	10/20/2012	30	14	11	55
48	10/23/2012	27	10	8	45
49	10/25/2012	5	36	15	56
50	11/25/2012*	8	5	6	19
Max		**70**	**65**	**50**	**157**
Min		**2**	**5**	**3**	**19**
Average		**23**	**34**	**13**	**69**

* 1st – 4th Quarter analysis includes only customers who had completed the full installation process. Additional Customers began moving through the process during the 4th Quarter but no customer with enrollment dates after 11/25/2012 completed the full process prior to 1/31/2013.

VI. Public Charging Stations

A. Summary

As of January 31, 2013, only eight public charging locations exist within NIPSCO's electric service territory. Five locations (NIPSCO Southlake, Town of Dyer, and three EV dealerships) are within Lake County, one location (Michigan City Lighthouse Outlet Mall) is in La Porte

County and two additional EV dealership public charging locations are in Porter County and Kosciusko County (one in each county). Up to 6 additional Level 2 charging ports will be installed at NIPSCO's Valparaiso, Hammond and La Porte facilities. It is anticipated that these will be completed by the end of the first quarter of 2013. Four additional public charging locations, which may be used by customers in the IN-Charge program are found near but outside of NIPSCO's electric service territory. These public charging locations are highlighted in gray in the following table. As shown in the public charging station maps below, many stations can be found in the Chicagoland area to the west and within Michigan to the north and northeast of Northern Indiana.

Providing future public charging stations within Northern Indiana will fill the gap that currently exists between Chicago, Detroit and Indianapolis.

Public Charging Stations Currently Available within and near NIPSCO's Electric Service Territory±*

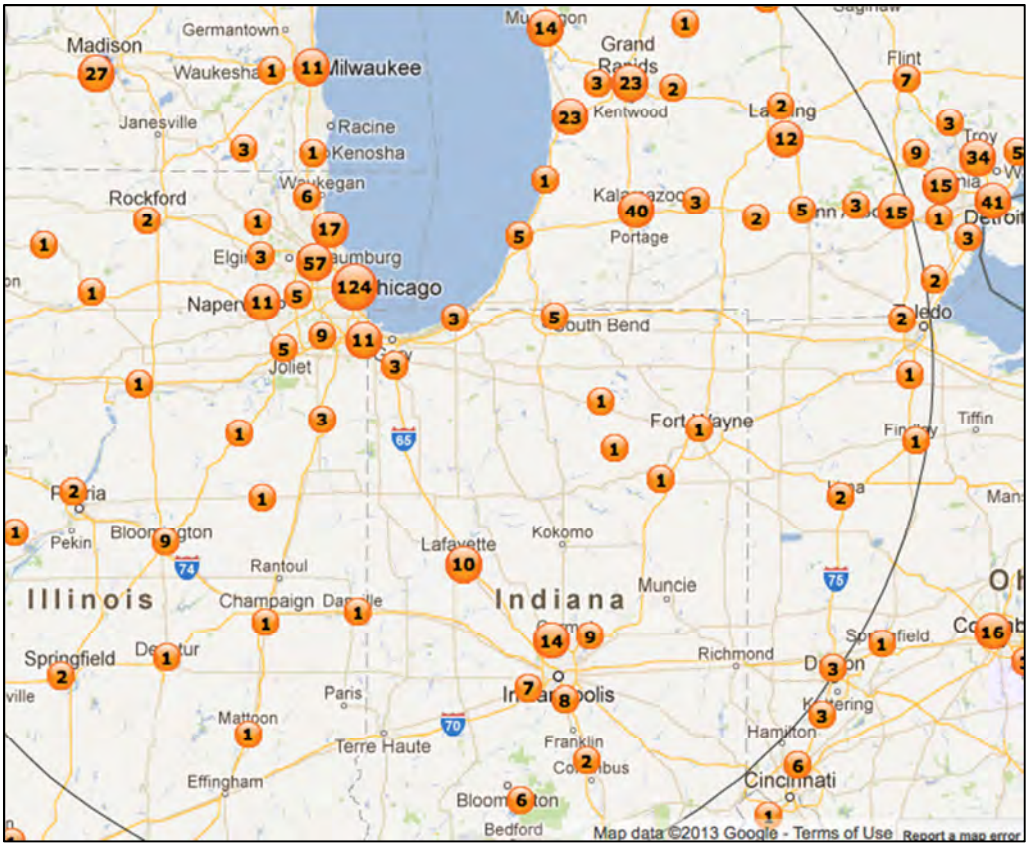
Sector	Name	Address	City	County	Number of Ports		Cost
					Level 1	Level 2	
Workplace	NIPSCO Southlake	801 E 86th Ave	Merrillville	Lake	3	4	Free
Municipality	Town of Dyer	One Town Square	Dyer	Lake	3	3	Free
Retail	Michigan City Mall	601 Wabash Street	Michigan City	La Porte		2	$2/hr
Retail	*University Park Mall*	*5210 N Grape Rd*	*Mishawaka*	*St. Joseph*		*2*	*$2/hr*
Car Dealership	Christenson Chevrolet	9700 Indianapolis Blvd	Highland	Lake		2	Free
Car Dealership	Napleton Nissan	1301 Indianapolis Blvd	Schererville	Lake		1	Free
Car Dealership	Southlake Nissan	4201 E Lincoln Hwy	Merrillville	Lake		2	Free
Car Dealership	Bob Rohrman Nissan	220 Verplank Rd	Burns Harbor	Porter		2	Free
Car Dealership	*Gurley Leep Nissan*	*5210 N Grape Rd*	*Mishawaka*	*St. Joseph*		*1*	*Free*
Car Dealership	*Tom Naquin Nissan*	*2500 W Lexington Ave*	*Elkhart*	*Elkhart*		*1*	*Free*
Car Dealership	Sorg Nissan	2845 Detroit St	Warsaw	Kosciusko		1	Free
Car Dealership	*Fort Wayne Nissan*	*4909 Lima Rd*	*Fort Wayne*	*Allen*		*1*	*Free*

± *Stations located outside but near NIPSCO's electric service territory are italicized*

* Locations, charger and cost information obtained from:
http://www.afdc.energy.gov/fuels/electricity_locations.html
https://na.chargepoint.com/charge_point

B. Locations of Public Charging Stations

The maps below provide information on the location of public charging stations throughout the U.S. and around NIPSCO's electric service area. (*Source: https://na.chargepoint.com/charge_point*)



VII. Summary of Expenditures through January, 2013

Item	Description	Phase 1 Budget	Expenditures	Amount Remaining
1	**NIPSCO Fleet Purchase**			
	Think Vehicles	$90,000	$90,000	$0
	Less: Federal Tax Credit ($7,500/EV)	($30,000)	($30,000)	$0
	Total	$60,000	$60,000	$0
2	**NIPSCO Fleet Charging Stations (6 Stations)**			
	Fleet EVSE and Installation	$40,000	$3,834	$36,166
	Metering	$5,000	$0	$5,000
	Total	$45,000	$3,834	$41,166
3	**NIPSCO Residential Charging Stations**			
	Financial Incentives ($1650/Cust)	$413,000	$125,896	$287,104
	2nd Sub-Meter ($432*250)	$108,000	$19,008	$88,992
	Total	$521,000	$144,904	$376,096
4	**NIPSCO Public Charging Stations**	$70,000	$36,448	$33,552
5	**IT Cost**	$21,000	$21,000	$0
6	**Education/Outreach/ and Marketing**	$45,000	$13,481	$31,519
7	**Market Penetration & Infrastructure Plan**	$80,000	$73,625	$6,375
8	**Internal Administration**	$20,000	$20,000	$0
9	**External Administration**			
	South Shore Clean Cities	$25,000	$22,439	$2,561
	Residential EV Charging Station Administrator	$107,000	$21,250	$85,750
	Total	$132,000	$36,889	$95,111
10	**Renewable Energy Credits**	$0	$0	$0
11	**Total Proposed Budget**	**$994,000**	**$416,981**	**$577,019**

Note: The actual expenditure for the four NIPSCO fleet EVs, before the tax credit, was $97,970.

VIII. Customer Education and Outreach

In order to effectively reach external stakeholders, NIPSCO engaged the following communications tactics to ensure consistent and effective messaging about the IN-Charge Electric Vehicle Program.

Date	Tactic	Notes
April 2012	Launch news release	Sent to media contacts across northern Indiana
April 2012	NIPSCO.com/INCharge launch	Offering program information and application
April 2012	Article in South Shore Clean Cities newsletter	
April 2012	Radio interview on local NPR program	"Green Commuter," hosted by South Shore Clean Cities
May 2012	Launch event, hosted by South Shore Clean Cities	

Date	Tactic	Notes
May 2012	Program brochure	Used as handout at events, stocked in NIPSCO's EV fleet vehicles
May 2012	Media op with first enrolled customer	Front page of Post-Tribune
July 2012	Bill insert to NIPSCO's 460,000 electric customers	
October 2012	Induction into The Society of Innovators of NW Indiana	Project recognized at award ceremony
February 2013	Radio interview on local NPR program	"Green Commuter," hosted by South Shore Clean Cities
Ongoing	Community events	Offer program brochures, tours/rides in NIPSCO"s EV fleet vehicles
Ongoing	EV car dealer outreach	Offer program brochures

IX. Results of Customer Surveys

NIPSCO conducted an online Customer Satisfaction Survey to evaluate the IN-Charge At Home Program's effectiveness and identify any areas where additional modifications could improve the program. A link to the online survey was distributed on March 12, 2013 to 85 current customers through an email invitation to provide feedback. A follow-up reminder was sent to the full group on March 18, 2013. Results of the thirty-three surveys returned by March 20, 2013 are reported here (42% response rate).

The survey solicited customer feedback regarding program participants'

- Electric Vehicle experience
- Awareness of IN-Charge At Home Program
- Satisfaction with various aspects of the Program (enrollment through full installation)
- Impressions of charger and electricity costs
- Ideas for Program improvements and
- Overall satisfaction with the Program.

A brief summary of key results is provided below.

Electric Vehicle Experience and Information

Most of the program participants are very pleased with their Electric vehicles (50% exceeded expectations, 36% met expectations, 14% did not meet expectations). Respondents whose expectations were not met commented on range issues (miles/charge).

When asked whether participants owned/leased a second vehicle, 97% indicated yes and only 3% of those respondents would consider replacing their second vehicle with another EV.

Regarding availability of EVs, 59% of program participants purchased or leased their EVs from IN, 29% from IL, 9% from MI and 3% from CA. Respondents also shared useful details regarding the dealerships with EV availability.

Program Awareness

When asked how participants heard about program, the NIPSCO EV Program website, auto dealers, word of mouth and the newspaper were the dominant responses (25%,17%,17% and 14%, respectively).

Of those visiting NIPSCO's EV program website, 86 % found it to be useful.

Of the 54% of respondents who had used the NIPSCO EV Hotline, 89% were either somewhat or very satisfied with their experience.

Enrollment, Site Survey, and Installation Processes

Program participants are generally satisfied with the processes in place with 70 % being very satisfied and 19% somewhat satisfied.

Appointment scheduling processes for the site survey, charger installation and 2nd meter installation seems to work well for most participants (79 – 97% somewhat to very satisfied).

Though timeframes between enrollment and completion and in-between steps along the way are longer than NIPSCO would like to see, less than 15% of respondents indicated they were somewhat or very dissatisfied with the length of the overall process or times between steps.

Most participants were very satisfied with the performance of the technicians implementing the site survey and installations (83-91% very satisfied) and pleased with their installed EV Home Charging Station (94% somewhat or very satisfied).

Overall 92% of respondents were somewhat or very satisfied (81% very satisfied) with the customer service provided throughout the enrollment and installation processes.

EV Home Charging Usage Costs

Most participants are pleased with the charging usage cost structure with 83% indicating satisfaction with the EV charging electric rates and with 69% being very satisfied.

Overall Customer Satisfaction

Overall the IN-Charge At Home program has been well received. Less than 11% of all respondents indicated that they were either somewhat or very dissatisfied with NIPSCO's EV Program or related electric rates.

Most of the program participant expressed interest in continuing engagement through EV forums and/or an EV Users/Owners group.

Program Improvements

The small number of program participants who had expressed some dissatisfaction indicated that improvements could be made in the areas of solving billing issues, decreasing the number of different parties involved throughout the overall enrollment to completion process, and decreasing long wait times for charger installation.

Participants were asked several questions to better understand their workplace and public charging needs/preferences. The majority of participants currently cannot charge at work (56%) but 44% are currently able to do so.

Respondents also ranked locations where they would like to see public charging stations. Universities, government public areas, and apartment complexes were ranked as the top 3 with public stations at workplaces ranking lowest. The latter may reflect the notion that 44% of respondents already have access to workplace charging.

NIPSCO and our new IN-Charge At Home Program administrator, South Shore Clean Cities will take the results of the Customer Satisfaction Surveys into consideration as we continued to improve the program.

X. Information for Similar Activities

Several EV readiness and infrastructure programs can be found in adjacent states and in larger cities in Indiana, Illinois, and Michigan. In most cases these programs have been facilitated by significant outside funding (e.g., $500,000 to multi-million dollar federal, state and/or local grants). A few examples of similar programs are provided here.

The state of Michigan has benefited from a Department of Energy ("DOE") Clean Cities EV Readiness Grant ($500,000). A recent report on Michigan's Plug-In Ready Michigan Community Readiness Plan can be found at http://cec-mi.org/mobility/programs/pluginreadymichigan/. The Utilities section of this report is of particular note. The MI Public Service Commission has been a leader in sharing best practices and establishing special PEV rates and charging station incentives. Utilities in MI started preparation for PEVs well before Plug-in Ready MI rolled out. Example of similar charging station incentives include:

- Consumer Energy, up to $2500 for charging station installation for customers signing up for TOU rate plan (extension through 2013 likely)
- DTE Energy $2,500 for station and second meter installation through 2014
- IN MI Power $2,500 for charging station purchase and installation for the first 250 customers
- Lansing Board of Water and Light initially offered $7500 EV incentive and free EV chargers but now offers a more limited $500 incentive with 20 slots available through June 2013

Each of these utilities also has some form of TOU rates in conjunction with their PEV programs.

The Indianapolis, Indiana area has benefited from a $6.4 million in American Recovery and Reinvestment Act (ARRA) grant. Project Plug-IN aims to make Central Indiana the most EV-friendly region in the nation http://www.energysystemsnetwork.com/project-summary-benefits). This grant focuses on expanding charging infrastructure in and around Indianapolis. Project Plug-IN is being implemented in three phases, which extend from the summer of 2009 through the end of 2013. Many partners are involved in these efforts including Duke Energy and Indianapolis Power and Light. As part of Project Plug-IN, Duke Energy offered a limited pilot program (now ended), which offered $1000 incentives toward installation of home charger installation. Indianapolis Power and Light, as well as other partners have been involved in expanding EV public charging Infrastructure.

The state of Wisconsin also received American Recovery and Reinvestment Act funding to create and implement the Wisconsin Clean Transportation Program. This $15 million grant focuses on expanding the use and availability of a wide range of alternative fuels and infrastructure. A portion of that funding has gone toward PEV, PHEV and HEV related efforts. A summary of projects completed to date can be found at http://www.wicleancities.org/wctp-projects.php.

The state of Illinois, and the City of Chicago in particular have been leading the way in the Midwest with regard to development of public EV infrastructure and other EV readiness and incentive efforts. Chicago's goal is to dot the Chicagoland area with 280 level 2 and 3 charging stations. The state of Illinois instituted a state level EV purchase rebate to foster the adoption of EV. Additional details regarding Illinois's programs can be found at http://www.ildceo.net/NR/rdonlyres/96A30601-9C66-44DD-91BF-416E080AF9C8/0/20111230EVACFinalReport.pdf

Chicago's efforts to expand public EV infrastructure were recently supplemented when the Department of Energy funded program administered by Ecotality was expanded to include the Chicagoland area including some parts of Northwest Indiana. There was a limited time window in late 2012 for interested hosts to request public EV station installations. While charging under the grant program

will initially be free at Ecotality program stations, when the $115 million DOE grant ends in 2013, hosts will likely move to a fee based structure.

NIPSCO and South Shore Clean Cities will continue to monitor similar program in and around Northern Indiana to take advantage of lessons learned and good ideas for improving existing and future EV programs.

XI. Estimate of Annual Emission Savings

Emissions will be based on EPA's estimate for a typical passenger vehicle (5.5 metric tons of carbon dioxide equivalent or 1.5 metric tons of carbon equivalent), found in *Emission Facts: Greenhouse Gas Emissions from a Typical Passenger Vehicle*, (EPA420-F-05-004 February 2005). Since NIPSCO will use Renewable Energy Certificates (RECs) to supply fuel for these vehicles, reductions in emissions are assumed to be equal to those produced by the average passenger vehicle. The emission reductions below reflect various penetration levels of plug-in EVs, or PEVs, and the corresponding annual amount of CO_2 reduced. The amount of annual emission savings noted below is based on emission reductions of 5.5 metric tons of carbon dioxide equivalent per plug-in EV.

Annual Reduction in Emissions (Metric Tons)								
Emission	Total Number of PEVs							
	25	50	100	150	200	250	300	350
SO_2								
NOx								
PM								
CO2	138	275	550	825	1,100	1,375	1,650	1,925

XII. Program Implementation Update

Given continuing uncertainty in 350 Green's status, NIPSCO began exploring options to engage an alternative administration team in the program's fourth quarter. After careful consideration, NIPSCO decided to move into the second year of the IN-Charge At Home program with a new administration team. South Shore Clean Cities (SSCC), a DOE associated not-for-profit focused on promoting and expanding the use of alternative fuels and vehicles, was brought on board on January 23, 2013. SSCC will work with NIPSCO and PH Current (Electrical Contractor) to implement and improve the program moving forward.

This recent change in program administrator and feedback provided through the customer satisfaction survey are expected to lead to continuing improvements and increased efficiency in program performance. In the coming year, SSCC will work with NIPSCO to expand EV education and outreach activities to further expand the use of EVs and the availability of EV charging infrastructure.