How Local Governments can Accelerate EVSE (and what consultants can do to help them!)

Roadmap 12 | June 19, 2019

Mike Usen, AICP
DKS Associates
Sample Questions from Local Government Clients

Municipal Fleet Electrification:
• Which vehicles should we electrify?
• What’s the appropriate ratio of EVs to chargers?
• What are the environmental and economic costs and benefits of fleet electrification?

Transit Fleet Electrification:
• Do we charge overnight at the depot or opportunity charge on route?
• How much range (eg. battery capacity) do our buses need?
• Does the electrical grid have sufficient capacity for our bus depot?

EVSE Masterplans:
• Where should we prioritize residential charging infrastructure?
• Where should we prioritize workplace charging infrastructure?
• Where should we prioritize public charging infrastructure (DC fast & Level 2)?
High-tech tools to the rescue!

**Data Collection**
- SyncUP
- GEOTAB®
- ZONAR®

**Data Analysis**
- Green Light Labs, Inc.
- MYFLEETBUY
- MOONSHADOW
- eQ MOBILITY
- MGL Microgrid Labs
- SAWATCH
- DB4IoT
## SAMPLE EV SITING SCORING CRITERIA IN CALIFORNIA

<table>
<thead>
<tr>
<th>POPULATION</th>
<th>DISADVANTAGED COMMUNITY STATUS</th>
<th>JOBS PER SQUARE MILE</th>
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<tbody>
<tr>
<td>Number of residents from 2017 American Community Survey</td>
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<th>CURRENT NUMBER OF MULTI-UNIT (MULTI-FAMILY) DWELLINGS</th>
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<td>Number of public connectors from AFDC and PlugShare</td>
<td>From city or county data</td>
<td>A “wildcard” field factor in City initiatives to decrease personal vehicle use</td>
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**CURRENT WORKPLACES**
Number of current industrial, professional, and retail facilities from city or county data.

**PRESENCE OF A CITY-OWNED OR MANAGED FACILITY APPROPRIATE FOR PUBLIC CHARGERS**
E.g. libraries, community centers, parking garages, parks.
# Sample EVSE Siting Scoring Criteria

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Residential Charging

(low income, Multi-family)
WORKPLACE CHARGING
PUBLIC Level 2 Charging
PUBLIC DC FAST CHARGING
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