



Electric Vehicle Infrastructure Location Identification Tools

A planning framework for states, local governments, utilities, developers...

Northeast/Mid-Atlantic Alternative Fuel Corridor Convening

July 11, 2019

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MJB & A

What are we talking about?

The screenshot shows the MJB & A website. At the top right, there are links for 'Publications | Contact | Client Login'. Below the logo, there is a navigation menu with 'ABOUT US', 'OUR WORK', 'EXPERTISE', 'PROFESSIONALS', and 'COALITIONS'. The main content area features a blue header for 'Analytical Resources' with a graphic of various data visualization icons. Below this is another blue header for 'Electric Vehicle Tools'. Underneath, there is a section titled 'Electric Vehicles' with a sub-section 'Electric Vehicle Infrastructure Planning Tools'. An orange arrow points to this sub-section. The text describes these as GIS-based tools for visualizing and evaluating DCFC infrastructure. To the right of the text is a screenshot of the 'Infrastructure Location Identification Tool' showing a map of the 12-state region with blue lines representing corridors and green dots representing potential locations. A purple circle highlights a specific location on the map.

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Analytical Resources

Electric Vehicle Tools

Electric Vehicles

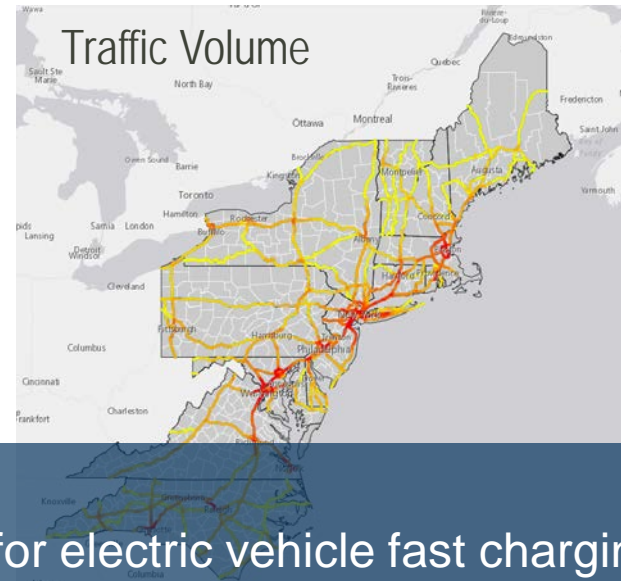
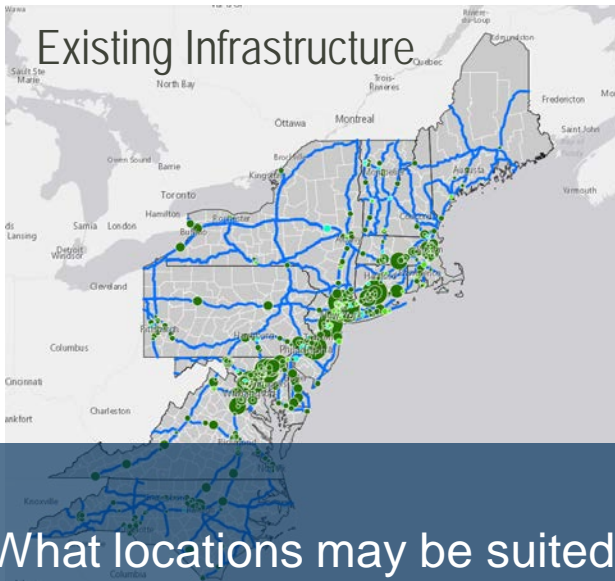
Electric Vehicle Infrastructure Planning Tools

These GIS-based tools can be used to visualize and evaluate existing and planned public direct current fast charging (DCFC) infrastructure along key electric vehicle corridors across the 12-state Transportation Climate Initiative region (Virginia to Maine, including D.C.). The tools allow the user to weight input metrics based on regional- or state-level priorities and generate rankings of key locations that reflect the relative suitability of each location for DCFC infrastructure development.

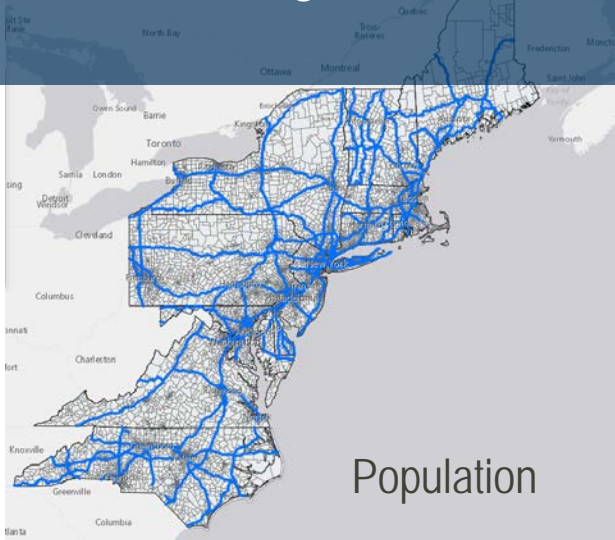
(FREE!)

Infrastructure Location Identification Tool

What question are we answering?



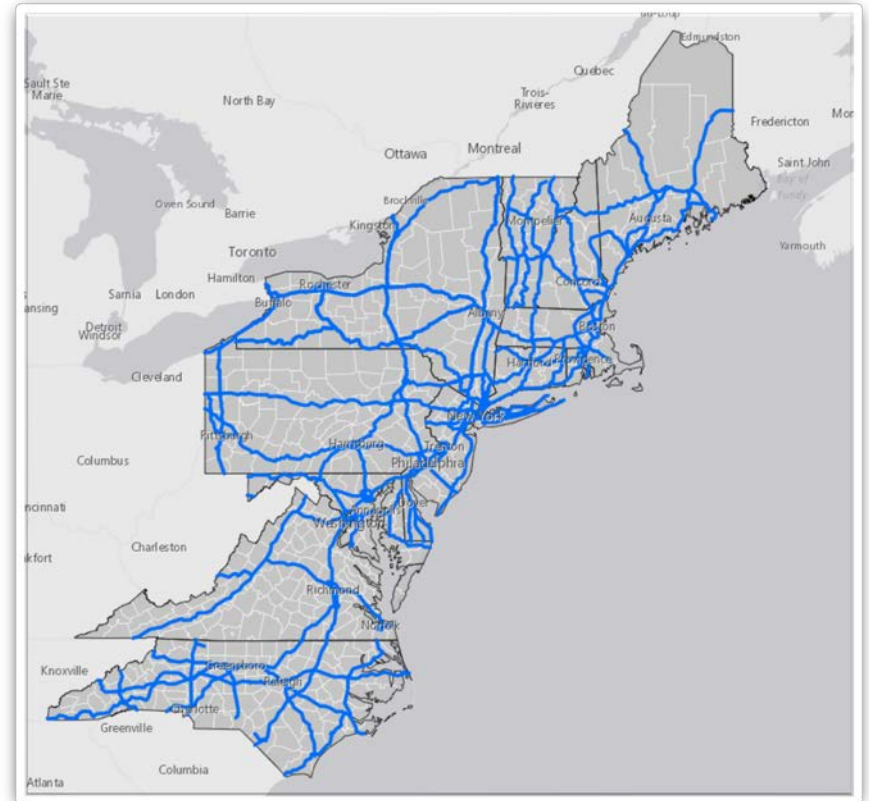
What locations may be suited for electric vehicle fast charging infrastructure, taking into account state and other stakeholder priorities?



How did we answer this question?

MJB&A utilized a GIS platform to collect and organize data on over 11,000 miles of key corridors in 13 states—the Transportation & Climate Initiative region (including D.C.) and North Carolina

- Assessed DC fast charging opportunities along all designated federal corridors plus additional state priority corridors
- Focused on interstate exits and other key intersections
- Worked with state participants to refine dataset, parameters, and metrics
- Developed metrics for each possible location that can be weighted and combined into one final score
- Produced an Excel model and online GIS map for stakeholders to run scenarios and compare results



How can the tools be used?



- Scenario and planning analysis based on customized priorities
- Scoping analysis for state infrastructure development initiatives
- Support for Public Utilities Commission electric vehicle proceedings
- Utility or private developer review / comparison of potential development locations

Have other ideas?

Tools are available for free from either M.J. Bradley & Associates or Georgetown Climate Center websites

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These GIS-based tools can be used to visualize and evaluate existing and planned public direct current fast charging (DCFC) infrastructure along key electric vehicle corridors across 12 states: the 11-state Transportation Climate Initiative region (Maryland to Maine, including D.C.) and Virginia. The tools allow the user to weight input metrics based on regional- or state-level priorities and generate rankings of key locations that reflect the relative suitability of each location for DCFC infrastructure development.

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Structure Location Identification Tool

www.mjbradley.com

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Exploring Regional Solutions to Improve Transportation and Reduce Emissions

Eight jurisdictions (Connecticut, Delaware, the District of Columbia, Maryland, Massachusetts, New York, Rhode Island and Vermont) are working together to explore regional policies through the Transportation and Climate Initiative.

www.georgetownclimate.org



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