

OCTOBER 11, 2023

Answers – MATS MIO Technical Assistance Program Guardian Grant Advisors

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1. For Project #1, can you elaborate on your relevant experience, specifically with regard to EV site development in this sector?

Constantine, in his previous electrical engineering role, was one of the lead electrical designers for a larger NYSDOT interchange replacement under the Route 17 at Route 32 Reconstruction Design-Build project. An EV Charging Station installation located in a new “Park and Ride” parking lot, and consisting of two dual head charging stations, was designed and installed under this project. The design included power distribution infrastructure, electrical details and specifications to meet the requirements of the RFP. He was also a senior member of the electrical team that developed an EV Charging Station installation in an existing parking lot in Columbus, Ohio. The design included decisions around EV charger type, wattage, and location, as well as considerations around mitigating impacts on existing infrastructure, utilities, ADA compliance and the practical use of the charging stations. Documents developed included power distribution infrastructure, installation details, and product specifications.

In 2022, AECOM was selected by the Arizona Department of Transportation to develop a plan for the statewide deployment of electric vehicle charging stations. This project is a comprehensive initiative that requires AECOM to align with Federal National Electric Vehicle Infrastructure (NEVI) guidelines. The scope of work includes stakeholder engagement, public outreach, and a detailed analysis of existing and future conditions, such as charging demand and grid capacity. AECOM is also responsible for providing support and guidance for future EV charging infrastructure deployment, including siting, and charging location cost analysis. Additionally, this project is also aimed at educating the public on the viability of EVs as an alternative to traditional fuel vehicles, with the goal of reducing range anxiety. The methodologies and insights gained from this project are directly applicable to Project #1.

In 2022, AECOM also developed a comprehensive Electric Vehicle (EV) Infrastructure Prioritization Study for the Montana Department of Environmental Quality (DEQ), in collaboration with the Montana Department of Transportation (MDT). The study was designed to identify high-priority locations for the deployment of direct current fast charging stations

along key travel corridors in Montana over a five to ten-year period. AECOM did extensive technical analysis for this project, encompassing market assessment, local charging demand, and cost evaluations. Additionally, the study took into account out-of-state travel patterns to ensure a holistic approach to infrastructure planning. This work was instrumental in shaping Montana's Deployment Plan for National Electric Vehicle Infrastructure (NEVI) Formula Program funding. The methodologies and insights gained from this project are directly applicable to Project #1, offering a proven blueprint for EV site development in the sector.

2. For Project #1, please elaborate on items 5 and 6 under Task 2, with regard to work effort and related cost.

- a. Task 2 Item 5: Identify which community program focus-areas the project will address and make grant application recommendations**
 - i. Based on the research performed under items 1 through 4 under Task 2, this sub-task indicates the stage in which the decisions will be made on the areas within the MATS jurisdiction that the team considers competitive and a good fit for potential placement under the community program. These decisions will be made based on the high priority focus areas that an installation in each area would address.
 - ii. This discussion will also determine the strategy for the grant application that will best position it for success. The costs associated with this sub-task consist of both the internal meetings and associated preparation to ensure alignment and buy-in of subject matter experts and key personnel.
- b. Task 2 Item 6: Identify other potential sources of grant funding.**
 - i. The first thing our team plans to do during Task 1 is to meet with the MATS team to understand the full details of the project, as well as the larger infrastructure needs of the community you serve. Through that discovery, our team can determine and establish if there are additional funding sources that could be applied to that would have co-benefits to the project already outlined. Our team will leverage both AECOM's Fund Navigator tool as well as our knowledge of the current funding landscape to identify other potential funding sources that could increase the competitiveness of the application.
 - ii. The costs associated with this sub-task account for the effort required to dig into the nuances and document the potential implications of utilizing other available funding sources.

3. Please be aware that for Project #1, no preliminary work has been done and any documentation required by the NOFO will need to be developed. We assume this is covered under Task 3, Item 5 in your proposal. Please confirm this, and illustrate the steps involved.

Correct. Our team will compile all documentation required by the NOFO for submission with the project application. We will address each area determined to be a good fit under Project #1 Task 2.

Step 1: Determine Potential Site Locations

Under this sub-task, and other related sub-tasks performed in parallel, we will determine potentially suitable site locations by studying traffic patterns and mapping areas that have high usage and high needs, and by engaging with local stakeholders to determine if desirable site locations within that community have already been identified. We will identify any opportunities for public/private partnerships and further engage stakeholders to build the full list of site options.

Step 2: Vet and Select Site Locations

Once suitable publicly accessible site locations have been identified, our team will analyze and vet each location. We will then select and finalize the details of the specific sites that will be included with the application. The vetting process includes considerations such as power source availability, availability of EV Charging Station for the required time period, public vs. private location, safety impacts, non-market benefits (i.e. proximity to local business), etc.

Step 3: Gather and Incorporate Site Location Data

Under this sub-task, the team will put together the initial Project Narrative, and will outline the Budget Information, Project Merit Criteria, and Project Readiness and Environmental Risk sections of the application. These sections will be filled out throughout the application development process in conjunction with other sub-tasks. In addition, the team will gather both the general applicant information required as well as the site-specific documentation required for a complete and accurate submission.

4. For Project #2, please add detail to item 5 under Task 2, as well as items 9 and 10 under Task 3

- a. **Task 2 Item 5: Identify other potential sources of grant funding.**

- i. The first thing our team plans to do during Task 1 is to meet with the MATS team to understand the full details of the project, as well as the larger infrastructure needs of the community you serve. Through that discovery, our team can determine and establish if there are additional funding sources that could be applied to that would have co-benefits to the project already outlined. Our team will leverage both AECOM's Fund Navigator tool as well as our knowledge of the

current funding landscape to identify other potential funding sources that could increase the competitiveness of the application.

- ii. The costs associated with this sub-task account for the effort required to dig into the nuances and document the potential implications of utilizing other available funding sources.

b. Task 3 Item 9: Locate, identify, research and collect publicly available data

- i. Team Guardian / AECOM will locate, identify, research and collect data from publicly available data sources that will assist in building support for the grant application. There are several well-known data sources, released and maintained by MDOT, USDOT, the US Census Bureau, FHWA and other agencies that can be used to quantify benefits or costs associated with the project. We will work with each respective agency for any data-related questions.

c. Task 3 Item 10: Engage stakeholders to obtain private data sources

- i. Team Guardian / AECOM will also work with MATS to identify any stakeholders with access to private data needed to build support for the grant application. Once the correct stakeholders are located, our team will work with them to extract and analyze data sources, meeting periodically to resolve any questions that come up. Private data sources may include, but are not limited to, bridge health data, state, regional and/or local construction data, maintenance records, utility information, traffic counts, pedestrian data, natural hazard data, etc.

5. Can you elaborate on what role you believe the Michigan Infrastructure Office will play in this project?

We anticipate coordination and collaboration with the Michigan Infrastructure Office to ensure that grant applications reflect the larger interests and strategies of the State of Michigan.

6. Are you expecting the applications to be completed simultaneously or sequentially? How will this affect dedicated staff resources?

We are expecting that these applications will be completed simultaneously but offset by up to two months. This will allow the staff involved to stagger major commitments to each of the two projects while still meeting the expected deadlines for the FY2024 application cycle.

7. Will you be able to timely inform MATS of changes in staff assigned to work tasks identified in the proposal, given the multi-layered firm approach you are proposing?

Yes. Any staffing changes that occur prior to and during the project phase will be communicated to MATS as soon as the gap is identified.