PROPOSAL FOR

EV CHARGING STATION DESIGN AND CONSTRUCTION MANAGEMENT SUPPORT SERVICES

RFP # 26-15

CITY OF ANN ARBOR
OFFICE OF SUSTAINABILITY AND INNOVATIONS

SUBMITTED BY

Michael Baker INTERNATIONAL | *We Make a Difference*

Michael Baker
INTERNATIONAL

EV CHARGING STATION DESIGN AND CONSTRUCTION MANAGEMENT SUPPORT SERVICES

RFP #26-15

MARCH 19, 2026

City of Ann Arbor
Office of Sustainability and Innovations
301 E. Huron St.
Ann Arbor, MI 48104

RE: RFP #26-15 – EV Charging Station Design and Construction Management Support Services

Dear Members of the Selection Committee,

By 2030, City of Ann Arbor (City) must have a reliable, equitable, and federally compliant EV charging network in place to meet its A2ZERO carbon neutrality goals. The Baker and Associates, a wholly owned subsidiary of Michael Baker International, Inc. (Michael Baker) team's role is to help you reach those milestones by January 31, 2027 (Phase I) and June 2028 electric vehicle charging stations (EVCS) online, with no surprises.

With extensive experience designing, planning, and managing federally funded electric vehicle (EV) charging projects nationwide through Title 23 programs such as the Charging and Fueling Infrastructure (CFI) and National Electric Vehicle Infrastructure (NEVI) Programs, our team brings a deep understanding of the transformative impact that an equitably designed charging network can have on a local community as well as the local, state, and federal requirements and factors that guide infrastructure deployment. Our approach focuses on applying this expertise at both the individual site and city-wide network level to ensure this infrastructure is federally compliant while serving the diverse needs of the Ann Arbor community and stakeholders.

NEVI-Compliant, Federally Aligned Technical Excellence: The City can achieve fully compliant, construction ready EVCS designs that meet Federal NEVI and CFI requirements by using our deep national expertise delivering federally funded EV infrastructure programs. This approach has been proven on state NEVI programs, Alaska NEVI planning, and multiple Title 23 funded EV projects and resulted in successfully delivered NEVI aligned engineering packages. ***Michael Baker has supported seven statewide EV programs, deployed EV charging stations in nine states, and provided NEVI Program Management/Outreach support for six states.*** Our proposed team offers the City direct experience across hundreds of recent EV charging infrastructure projects spanning planning, design, construction, and data reporting services

Data Driven, Efficient Site Screening That Protects Budget and Schedule: The City can achieve faster site elimination, reduced redesign cycles, and defensible cost decision making by using our internally developed EV-RIDE(R) screening tool and structured feasibility workflow. This approach has been proven on Fairbanks AK, Hudson County NJ, and PennDOT EV planning efforts and resulted in efficient prioritization, shorter evaluation periods, and cost saving early elimination of nonviable sites.

Reliable Delivery to Meet Aggressive Carbon Neutrality Timelines: The City can achieve on time Phase I and Phase II delivery that supports its 2030 carbon neutrality goals by using our experienced multidisciplinary EV design and utility coordination team, supported by proven processes for permitting, environmental screening, and DTE engagement. This approach has been proven on federally funded EV projects completed within compressed timelines and resulted in accelerated feasibility work, on schedule design completion, and smooth utility coordination during construction support.

Michael Baker's highly qualified team will be led by ***Jeff Kupko, PE, PTO***E, our National Advanced Mobility & Vehicle Electrification Director, who was instrumental in leading Alaska's statewide NEVI program, high-profile Smart Columbus program for USDOT's Smart City Challenge grant program, several EV Readiness plans around the country and led the site evaluation and design for a Title 23 funded project in the Dayton, OH region. Our team's national expertise and relationships will provide Ann Arbor with access and insight into discussions across the country and within the industry.

Michael Baker acknowledges the receipt of Addendum No. 1 released on March 11, 2027 and the associated attachments." We look forward to supporting the City with a team ready on day one, equipped with the right expertise, and motivated to meet aggressive carbon-neutrality timelines. Please contact me at 313-203-4410 or ankur.singh@mbakerintl.com for additional information or to schedule an interview.

Sincerely,
Michael Baker International, Inc.

Ankur Singh, PE, PMP | Vice President, Office Executive – Dearborn, MI
313-203-4410 | ankur.singh@mbakerintl.com

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A Professional Qualifications

FIRM PROFILE AND LEGAL STATUS

The Baker and Associates, a wholly owned subsidiary of Michael Baker International, Inc. (Michael Baker), established in 1940 in Pittsburgh, Pennsylvania, is a full-service planning and engineering consulting firm that has been providing national, client-focused services for 86 years. Although Michael Baker is a national firm with over 6,100 employees, the Great Lakes region is the company's largest and oldest, accounting for nearly 1,000 full-time employees and 16 office locations across nine states, including Michigan. Our Dearborn (Detroit) office opened in 2017 and is an award-winning, full-service transportation office that specializes in traffic, highway, bridge, drainage, construction, as well as emerging technologies such as connected and automated transportation. The Dearborn office is a trusted partner for the Michigan Department of Transportation on innovative infrastructure projects such as the Digital Delivery Pilot I-696 Over Rouge River and supporting the Smart Belt Coalition.

Michael Baker also maintains an established and trusted local presence in Ann Arbor. Our Dearborn office has served as a long-standing partner to the City on traditional engineering and construction contracts. This includes providing exemplary bridge inspection and other related services across the city, where our local staff has built strong working relationships and a reputation for reliability, quality, and responsiveness. This established history reduces learning curves and ensures we will enter this pursuit with a clear understanding of the City's expectations, processes, and procedures and deliver the same level of excellence for this scope.

Our team brings deep experience delivering EV planning, engineering, and support services throughout the Great Lakes region, particularly in Ohio and Pennsylvania. Our regional presence provides us with a strong foundation for this contract, as we've provided utility coordination, readiness determinations, planning, and design services for communities in similar climates and cold-weather environments.Through our support of electrification initiatives across Alaska, where EV infrastructure needs to excel in the harshest conditions, our team has a refined understanding of cold-weather design elements (i.e., snow management), constructability challenges, and potential performance impacts and will use those insights to develop a charsging network that's resilient and reliable year-round.

Work performed under this scope will be led through Michael Baker's Dearborn, Michigan office at 835 Mason Street, Suite A290, Dearborn, MI 48124, with support from our national subject matter experts in electrification and Title 23 deployments seated in the below listed office locations. Michael Baker has an Active-Good Standing Foreign Profit Corporation license (#801994808) with the State of Michigan. Michael Baker (Baker and Associates) is also licensed to perform Architectural (#NLP000453) and Engineering (#NLP000454) services in the state of Michigan.

Work for this contract will also be performed out of the following Michael Baker office locations:

Columbus 250 West Street, Suite 420 Columbus, OH 43215	**Newark** One Gateway Center, Suite 1601 Newark, NJ 07102	**Nashville** 4020 Aspen Grove Drive, Suite 260 Franklin, TN 37067	**Pittsburgh** 100 Airside Drive Moon Township, PA 15108
Pittsburgh 500 Grant Street Pittsburgh , PA 15219	**Santa Ana** 5 Hutton Centre Drive Suite 500 Santa Ana, CA 92707	**Baltimore** 1306 Concourse Drive Suite 500 Linthicum, MD 2109	**Harrisburg** 4431 North Front Street Suite 200 Harrisburg, PA 17110

A Professional Qualifications

Organizational Structure & Key Personnel

Our project team has been crafted to combine the expertise of local staff with experience planning, engineering, and designing Michigan State Highways and roadways with national experts who specialize in EV infrastructure planning and design, EV adoption, zero-emission fleet conversions, and EV program management.

PROJECT MANAGER
Jeff Kupko, PE, PTOE [2]

QA/QC
Ankur Singh, PE [1]

PHASE I: PRE-CONSTRUCTION LEAD
Gabrielle DaSilva, LEED GA [3]

PHASE II: FINAL DESIGN/SUPPORT SERVICES LEAD
Dakota Bateman, PE [5]

ELECTRICAL READINESS & REQUIREMENTS STUDY

Electrical Review & Evaluation
Richard Farren, EIT [4]

Utility/DTE Coordination
Phil (James) McGuire, PE [1]

CHECK-INS, ENGAGEMENT, AND SITE ELIMIATION

Site Elimination & Engagement
Gabrielle DaSilva, LEED GA [3]
Brookes Kehler [7]
Colleen Turner [6]
Rebecca Bankard, AICP [6]

Site Visits
Richard Farren, EIT [4]
Gabrielle DaSilva, LEED GA [3]
Phil (James) McGuire, PE [1]

FEDERALLY COMPLIANT SITE DESIGN

Title 23 & EVSE Design
Gabrielle DaSilva, LEED GA [3]

Electrical Design/Revisions
Dakota Bateman, PE [5]
Richard Farren, EIT [4]
Phil (James) McGuire, PE [1]
Carlos Dizon, PE [9]

Civil Design/Revisions
Anas Abdulghani, EIT [1]

Title 23 Compliance & QA/QC
Colleen Turner [6]
Nicole Rodi [6]

ADA EVSE Design QA/QC
Brian Stup, PE [8]

FINAL SITE DESIGN

Title 23 & EVSE Design
Gabrielle DaSilva, LEED GA [3]

Electrical Design/Revisions
Dakokta Bateman, PE [5]
Richard Farren, EIT [4]
Phil (James) McGuire, PE [1]
Carlos Dizon, PE [9]

Civil Design/Revisions
Anas Abdulghani, EIT [1]

Title 23 Compliance & QA/QC
Colleen Turner [6]
Nicole Rodi [6]

ADA EVSE Design QA/QC
Brian Stup, PE [8]

CONSTRUCTION MANAGEMENT

Erica Rowley, PE [1]

OFFICE LOCATIONS

1 - Dearborn, MI
2 - Columbus, OH
3 - Newark, NJ
4 - Pittsburgh, PA
5 - Nashville, TN
6 - Baltimore, MD
7 - Harrisburg, PA
8 - San Diego, CA
9 - Santa Ana, CA

A Professional Qualifications

Organizational Structure & Key Personnel

PROJECT MANAGER
Jeff Kupko, PE, PTOE

✓ Brings proven expertise in delivering federally funded projects that require rigorous documentation, coordination, and compliance.

✓ Provides senior-level leadership with extensive experience managing complex, multi-phase transportation and EV programs across the region.

ELECTRICAL FEASIBILITY
Richard Farren, EIT

✓ Experienced in conducting early-stage electrical assessments for potential charging sites to determine service capacity, equipment siting, and anticipated power needs.

✓ Develops bid-ready electrical designs and drawings for multi-site, federally funded EV projects.

PHASE 1: PRE-CONSTRUCTION LEAD
Gabriella DaSilva, LEED GA

✓ Brings charging industry experience delivering hundreds of Level 2 and DC fast charging sites, enabling efficient site screening and early-stage design evaluations.

✓ Skilled at engaging site hosts, gathering critical field data, and uses her civil engineering background to identify ADA constraints and environmental triggers that may affect project timelines.

TITLE 23 COMPLIANCE QA/QC
Nicole Rodi

✓ Former Joint Office of Energy and Transportation staff member and played a key role in developing the CFI Notice of Funding Opportunity (NOFO) for the Joint Office.

✓ Supports RFA review and federal compliance for Maryland and Virginia's NEVI program.

PHASE 2: FINAL DESIGN & SUPPORT SERVICES LEAD
Dakota Bateman, PE

✓ Experienced in developing bid-ready, constructible plan sets for federally funded EV infrastructure and related transportation facilities.

✓ Licensed electrical engineer in the State of Michigan.

CONSTRUCTION MANAGEMENT LEAD
Erica Rowley, PE

✓ Brings experience overseeing local construction projects, ensuring field issues can be addressed quickly to maintain schedule and budget.

UTILITY COORDINATION
Phil McGuire, PE

✓ Specializes in navigating utility engagement processes critical for EV charging deployments, including load assessments and service upgrade requirements.

✓ Maintains strong relationships with utilities like DTE Energy, facilitating faster communication and conflict resolution.

Each team member contributes deep subject-matter expertise, strengthened by prior collaboration on complex projects that required integrated planning, clear communication, and accountability.

A Professional Qualifications

Firm Experience & Technical Capabilities

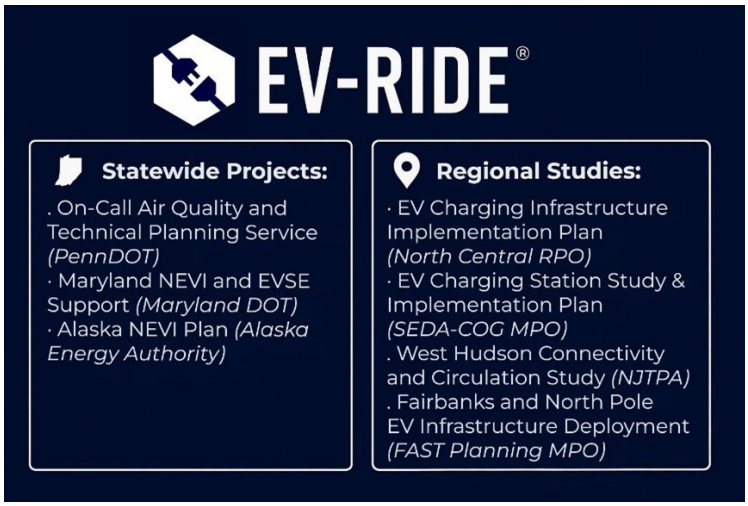
Michael Baker is a recognized leader in providing engineering, development, intelligence, and technology solutions with global reach and mobility, and our team has been providing decarbonization and electrification services and support for state DOTs and local governments since 2011. Specializing in transportation planning, environmental compliance, engineering, program management, and full life-cycle support services as well as information technology and cybersecurity solutions, we provide a host of alternative and electric fuel infrastructure planning and design services including zero-emission fleet conversions, policy and regulatory support, grant writing, readiness assessments, and federal program management services.

Michael Baker also maintains an established and trusted local presence in close proximity to Ann Arbor. Our Dearborn office has served as a long-standing partner to the city on traditional engineering and construction contracts. This includes providing exemplary bridge inspection services for the 2024-2025 Bridge Inspection Program, where our local staff has built strong working relationships and a reputation for reliability, quality, and responsiveness. This established history reduces learning curves and ensures we will enter this pursuit with a clear understanding of Ann Arbor's expectations, processes, and procedures and deliver the same level of excellence for this scope.

Our team brings deep experience delivering EV planning, engineering, and support services throughout the Great Lakes region, particularly in Ohio and Pennsylvania including:

- Providing design, permitting, engagement, and construction service support for federally funded, multi-site regional charging networks in Pennsylvania and Ohio,
- Providing facility assessment services for agencies like the Pennsylvania Turnpike Commission and the City of Marysville,
- Efficiently reviewing and assessing hundreds of prospective charging sites and site hosts with our EV-RIDE tool through our numerous statewide and regional planning efforts, and
- Successfully managing and delivering innovative infrastructure programs through Jeff's experience leading the high-profile Smart Columbus Program for USDOT's Smart City Grant Challenge grant program

Our established regional presence positions us well for this contract, supported by our extensive experience delivering utility coordination, readiness determinations, planning, and design services for communities with climates comparable to Ann Arbor's. Michael Baker also brings leading expertise in the design of EV infrastructure for cold-weather environments, incorporating critical weatherproofing considerations that, while not federally mandated, are essential for long-term performance and reliability. Drawing on our work supporting electrification initiatives across Alaska, where EV infrastructure must perform under the most extreme conditions, our team has developed a deep understanding of cold-weather design considerations (such as snow management), constructability constraints, and potential performance impacts. We will apply these insights to deliver a charging network that is resilient, durable, and dependable throughout the year.



To aid in the evaluation of site and area suitability for EV charging station placement, Michael Baker uses an in-house tool we developed called EV-RIDE®, a GIS-based, highly customizable tool that leverages a Hexbin suitability analysis to divide a geography of interest into equal sized areas for comparison with a customizable algorithm that assigns or removes points based on scoring preferences. Performing geospatial intersection analysis on a series of selected GIS data layers produces an individual layer score for each bin. The EV suitability model that Michael Baker has developed considers a variety of factors, such as power availability, Justice40 tracts, EV registrations, EV trip origin and destinations, employment density, roadway volumes, and many other layers that meet the needs of each individual project. Adding all the normalized values together generates a score to identify the probability of locations where EV charging infrastructure is most likely to be successful. Our team then ranks those areas and reviews them for inclusion into the recommendations of the report. The areas are reviewed to ensure the suitability scores are relatable to potential sites as well as deemphasizing areas where existing EV charging may be provided.

B Past Involvement with Similar Projects

Overview of Relevant Experience

Michael Baker brings leading experience to Ann Arbor, having supported statewide EV plans, regional EV planning efforts, design and construction support services for EV charging infrastructure, and implementation of federal programs leveraging Title 23 funding. We have supported site feasibility and design for Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) funds as well as federal earmarks that applied Title 23 requirements. This experience, balanced with our understanding of where consumer pain points are for EV adoption, enables us to make the most prudent deployment decisions for localities, regions, and states. We have provided EV design services in a dozen states and supported Title 23 federally funded projects in eight states including:

NEVI Program Support

- Alaska
- Florida
- Maryland
- New Jersey
- Pennsylvania
- South Dakota
- Virginia

Congestion Mitigation & Air Quality (CMAQ)

- Alaska
- Ohio

Carbon Reduction Program (CRP)

- Ohio

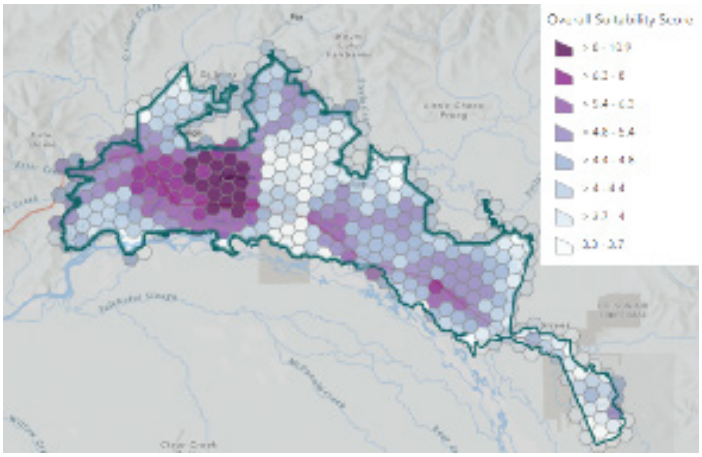
Federal Earmarks

- Pennsylvania

Project Case Studies

Fairbanks and North Pole EV Infrastructure Deployment Plan

Fairbanks, AK



Michael Baker supported the Fairbanks Area Surface Transportation Planning (FAST Planning), the Fairbanks/North Pole MPO, with a regional EV infrastructure plan to validate potential charging station locations. FAST Planning started with a call for projects to install EV charging infrastructure but realized a comprehensive plan would help validate the applications received as well as identify other locations ideal for charging. Michael Baker facilitated a steering committee of local business and agency representatives, coordinated with Golden Valley Electric Authority, baselined the existing conditions, developed adoption scenarios and plug needs by 2030, and developed an implementation plan. In support of the needs analysis, Michael Baker leveraged its EV RIDE® software to determine site suitability across the region and prioritize sites based on a variety of factors customized to local conditions. The results were data-driven scores that ultimately fed the recommendations. Michael Baker compiled the results into a graphic-rich final plan that was approved on December 18, 2024.

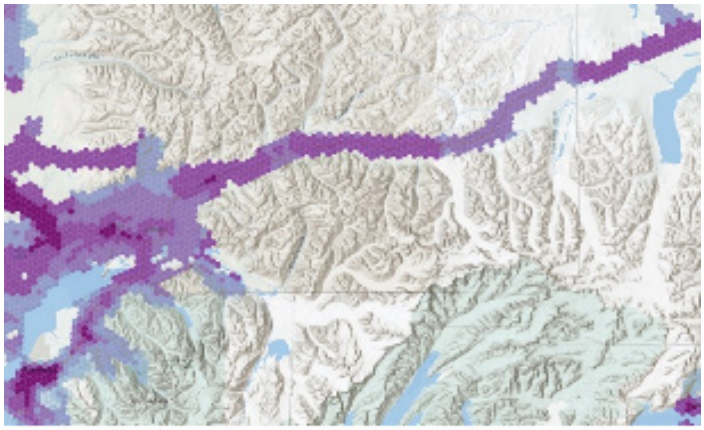
Relevance to Ann Arbor: Michael Baker leveraged our EV-RIDE® tool for this effort and plan to leverage that experience for this project. The local public and stakeholders appreciated the data-driven approach and results that backed up our recommendations.

Client: Fairbanks Area Surface Transportation Planning (FAST Planning)
Funding Source: Title 23 – Congestion Mitigation and Air Quality (CMAQ) Program
Reference: Jackson Fox, Executive Director, FAST Planning, (907) 205-4276, jackson.fox@fastplanning.us | 100 Cushman Street, Suite 205, Fairbanks, Alaska 99701
Key Staff: Jeff Kupko, PE, PTOE; Gabrielle DaSilva, LEED GA

B Past Involvement with Similar Projects

Alaska NEVI Program Management

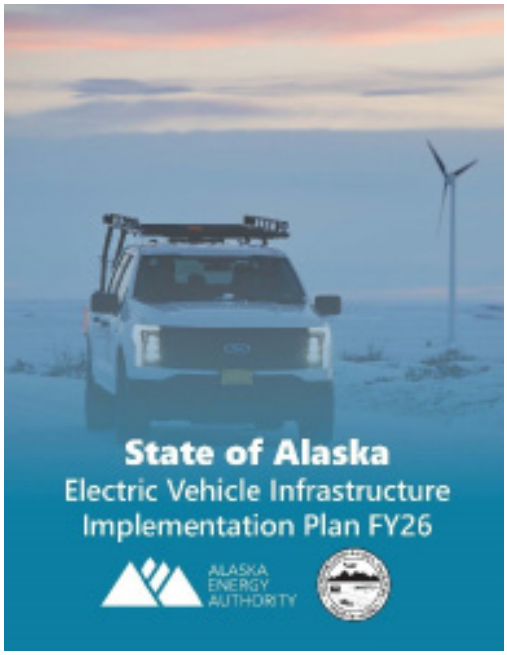
Statewide, AK



EV-RIDE™ Output Used to Evaluate Phase 2 of the Alaska NEVI Program

Michael Baker was selected to provide technical expertise and program management for the $52M Alaska NEVI Formula Funding program over the course of the five years of funding. Michael Baker's tasks included leading stakeholder and public meetings, developing technical content, plan updates, and developing the finalized plan. Civil rights, equity, and Justice40 were important considerations in the plan to make access to charging as equitable as possible and support diverse businesses. In the second year of a five-year contract, Michael Baker led the updates to the plan per the guidance released by the Joint Office of Energy and Transportation. Public input was solicited again, and Michael Baker supported the Listening Post sessions. A draft document was published to the website for the public to submit comments. The updated plan included a robust community engagement and outcomes report, as well as refining the cybersecurity requirements through our in-house expert.

Michael Baker also led the development of specifications and requirements for the Request for Applications (RFA) that was released in Q1 of 2023. During the procurement process, Michael Baker supported question and answer amendments and public webinars on the procurement. Once the application period closed, staff supported the review, scoring, and selection of site applications, and then developed the NEVI agreement for the awardees. Subsequently, we developed the project agreements as the project moves into construction and developed and administered a training course for DOT&PF project managers that will be performing the site inspections and acceptance. We will be providing technical support to contractor submissions and on-going oversight into the compliance of the charging stations with data collection and analysis as well as audits, as appropriate. Public engagement is a crucial aspect of the NEVI program in Alaska given its diverse geography, climate, and rural nature. As part of our work, we facilitate the Alaska EV Working Group (AKEVWG) meetings, public meetings, NEVI community workshops, and technical sessions, and draft the monthly EV newsletter. The AKEVWG consists of members from across the state including the Alaska DOT&PF, Alaska Electric Vehicle Association, electric utilities, EV owners, vendors, municipalities, prospective site hosts, universities, and others.



Relevance to Ann Arbor: This project is one of Michael Baker's NEVI program management contracts that highlights our subject matter expertise, engagement with industry and federal agencies, public engagement, and knowledge of Title 23 requirements.

Client: Alaska Energy Authority
Funding Source: Title 23 – NEVI Formula Funding
Reference: Josi Hartley, Renewable Energy & Energy Efficiency Program Manager, Alaska Energy Authority, (907) 771-3919, JHartley@akenergyauthority.org | 813 West Northern Lights Blvd., Anchorage, AK, 99503
Key Staff: Jeff Kupko, PE, PTOE; Gabrielle DaSilva, LEED GA

B Past Involvement with Similar Projects

Maryland EV and EVSE Support

Statewide, MD

Michael Baker prepared Maryland's 2022 plan along with the 2023 and 2024 plan updates. For this effort, Michael Baker conducted several rounds of public and stakeholder outreach that included developing agendas, presentations, analyses, and interactive surveys. This included providing support to Maryland's Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC), the state's EV Infrastructure Working Group. We also developed Alternative Fuel Corridor (AFC) Nominations for MDOT to submit to FHWA. The applications were approved for corridor ready or pending for all of Maryland interstates and major US and state corridors. Our staff conducted existing and future conditions analyses that included infrastructure gap analyses to achieving full buildout of Maryland's 23 EV alternative fuel corridors (AFCs). We provided suggestions for investing in communities and/or building infrastructure redundancy onto the corridors following full build out status.

Relevance to Ann Arbor: This project is one of Michael Baker's NEVI program management contracts that highlights our subject matter expertise, mapping analysis, procurement support, and knowledge of Title 23 requirements.

Client: Maryland DOT
Funding Source: Title 23 – NEVI Formula Funding
Reference: Heather Murphy, Director, Maryland DOT, 410-865-1275, hmurphy@mdot.maryland.gov | 7201 Corporate Center Drive, P.O. Box 548, Hanover, Maryland 21076
Key Staff: Colleen Turner; Nicole Rodi ; Rebecca Bankard

Michael Baker developed the Maryland EV plan website as a clearinghouse for the NEVI Plan and Program. This included the development of the GIS-based Maryland Electric Vehicle Charger Siting Tool as a resource for potential applicants to the NEVI Program, the Charging & Fueling Infrastructure (CFI) Discretionary Grant Program, and/or other federal, state, or local grant programs. Data included existing EV infrastructure, Justice40 and other disadvantaged community layers among other data. An EV Fee Study was conducted in response to a legislative request that analyzed existing EV fees nationwide, summarized potential revenue from EV fees, and summarized research on the impact fees have on EV adoption. Michael Baker also supported the development of procurement documents as well as participating in the selection of NEVI Round 1. On July 10, 2024, Governor Wes Moore announced conditional awards for 23 projects spanning 15 counties accounting for $12.1 million in of the $62.8 million allocated in the NEVI program along the Alternative Fuel Corridors.

Virginia NEVI Program Management Support

Statewide, VA

Michael Baker has provided program support for the Virginia NEVI program. Our team provided quick turnaround support for VDOT including the review of the NEVI Request for Applications, the development of an interactive GIS map to identify EV infrastructure gaps and potential siting opportunities, and support in the development of a grant agreement for selected awardees. Our team reviewed the submitted applications and provided input into the selection process alongside VDOT staff to award the projects. On March 22, 2024, VDOT announced $11.3 million in Phase 1-A awards to install charging stations along I-64, I-77, I-81, I-85, I-95, and I-295. On October 22, 2024, Phase 1B was announced following review by VDOT and our team with locations along I-64, I-77, I-81, I-85, I-95, US 17, US 23, US 29, and US 460 totaling $22.6 million in project value. Virginia will be the recipient of $106.4 million in NEVI formula funds and expects to use that funding for redundancy and additional corridors.

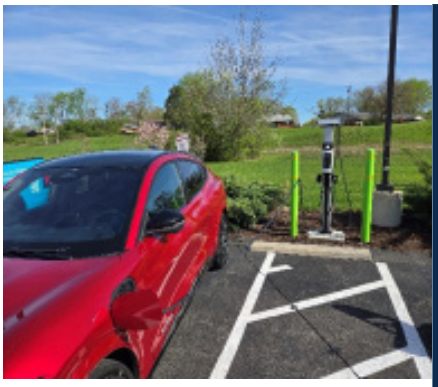
Relevance to Ann Arbor: Through our support of developing procurement documents and specifications, this project showcases our intimate knowledge of Title 23 requirements for the deployment of EV charging infrastructure.

Client: Virginia Department of Transportation
Funding Source: Title 23 – NEVI Formula Funding
Reference: Erin Belt, Decarbonization Lead, Virginia DOT, 804-786-1872, erin.belt@VDOT.Virginia.gov| 9120 Lockwood Boulevard, Mechanicsville, VA 23116
Key Staff: Colleen Turner; Jeff Kupko, PE, PTOE

B Past Involvement with Similar Projects

Regional EV Charging Station Deployment

Dayton, OH



Michael Baker supported the Miami Valley Regional Planning Commission (MVRPC) – the Dayton, OH MPO – to implement Level 2 EV chargers at 22 locations in Greene, Miami, and Montgomery Counties leveraging Carbon Reduction Program funding (Title 23). The services include preparation of environmental documentation, site feasibility assessments, stakeholder coordination, and design services. An environmental (NEPA) review is being conducted as some sites might require 4(f), 6(f), and historic district coordination. All sites were field viewed to determine existing site power capacity, nearby electrical service if new service is required, desired charging stall locations, and any site constraints. Michael Baker also led the coordination with electric utility providers at the identified sites to ensure feasibility and determine applicable upgrades. Design plans and bidding documents were developed, and Michael Baker supported vendor selection. Michael Baker provided construction services support and project went live Summer 2025.

Relevance to Ann Arbor: This regional deployment is nearly identical to the expectations of this contract, from evaluating sites to environmental clearance to developing design plans, all while leveraging Title 23 funds to evaluate and construct.

Client: Miami Valley Regional Planning Commission (MVRPC)
Funding Source: Title 23 – Carbon Reduction Program
Reference: Ana Ramirez, Director of Transportation Planning & Funding, Miami Valley Regional Planning Commission, (937) 531-6544, ARamirez@mvrpc.org | 6 North Main Street, Suite 400, Dayton, OH 45402
Key Staff: Jeff Kupko, PE, PTOE; Gabrielle DaSilva, LEED GA; Justin Conroy; Dakota Bateman, PE

West Hudson Circulation and Connectivity Study

Hudson County, NJ

Michael Baker played a pivotal role in assessing and planning the EV infrastructure needs for the West Hudson area of the County. Leveraging our in-house developed EV-RIDE® tool, we conducted a comprehensive analysis to determine site suitability for EV charging infrastructure. Our work in the West Hudson Circulation Study included evaluating the current EV to charging port ratio, which was found to be 14.5 to one, below the national average. We identified the need for approximately 500 publicly accessible charging ports by 2029 to support the anticipated number of EVs, based on maintaining a target ratio of one charging port for every ten vehicles, as recommended by the International Energy Agency (IEA). To meet this projected demand, we recommended the construction of an additional 439 charging ports over the next five years. Our focus was on verifying that the new infrastructure is accessible and equitably distributed across the region, supporting the growing number of EVs. Beyond identifying the number of ports needed, our site analysis identified the sites most feasible to support EV charging station deployments. By utilizing EV-RIDE® and our extensive experience in EV infrastructure planning, Michael Baker provided a robust and data-driven framework for the successful deployment of EV charging infrastructure in the West Hudson area.

Relevance to Ann Arbor: This project covers a region where Michael Baker leveraged EV-RIDE® to evaluate the best-fit site locations from a planning sense, giving the project data-backed decisions.

Client: North Jersey Transportation Planning Authority
Funding Source: FHWA Metropolitan Planning Program and FTA Metropolitan Planning Program
Reference: Kevin Force, Supervising Planner – Hudson County, kforce@hcnj.us, 201.217.5137 | 830 Bergen Avenue, Suite 6A Jersey City, NJ 07306
Key Staff: Jeff Kupko, PE, PTOE; Gabrielle DaSilva, LEED GA

B Past Involvement with Similar Projects

Experience with NEVI Standards & 23 CFR 680

Michael Baker is one of the most experienced firms in the nation when it comes to delivering NEVI and Title 23-compliant EV charging planning, design, procurement, and construction support services. Our team's proven and established experience in the federal electric vehicle space has resulted in our team supporting the development of **seven** different statewide NEVI programs, including **Alaska's, which was recently awarded full-federal build-out status as a byproduct of Project Manager's Jeff Kupko's effective Program Management.** This means our team knows how to:

- Efficiently review charging sites, site hosts, and charging products for alignment with federal and state requirements, resulting in faster design and deployment.
- Use changing federal regulations to our clients' benefit – Alaska's fully built out status was earned as a result of Jeff leveraging the revised minimum spacing requirements set forth in the Aug. 2025 NEVI Program Interim Final Guidance to finalize the state's charging network.
- Immediately hit the ground running on industry-wide issues and long-lead time items – we'll bring the city's DTE contact into the mix from day 1 to plan around common problems such as capacity and transformer availability.

With the increasing level of volatility at the federal level as it relates to EVs, eligible grants, and Buy America Build America requirements, the City of Ann Arbor will greatly benefit from our team's current involvement with the NEVI program, as Jeff and Colleen are routinely in conversation with the Federal Highway Association (FHWA), and will bring insights and updates from those meetings to help Ann Arbor navigate the current uncertainty and pivot when needed. Through our federal work, we'll also bring considerations that, while not required by CFI/Title 23 programs, are being discussed by agencies to potentially deploy charging infrastructure more effectively such as:

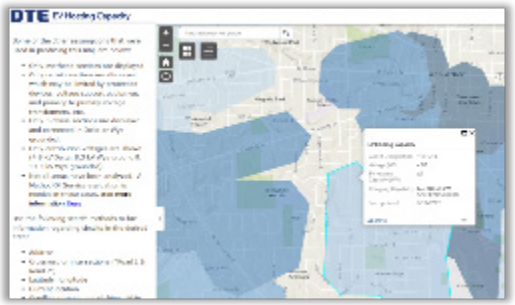
- Extensive documentation of federal requirements, reporting, and associated workflows to proactively ensure grant protection.
- Evaluating the integration of the J3400/NACS connector (Tesla's former proprietary connector), in addition to the CCS1 and CHAdeMO connectors required by 23 CFR 680.106(c)
  - *While not required, the NACS connector provides universal access to Tesla's existing charging network, providing for more options for EV drivers. Considering most automakers (GM, Hyundai, Rivian, etc.) are planning on equipping EVs with this connector as early as this year, agencies are considering requiring stations to provide NACS access as well.*
- Evaluating Justice40 communities to align site prioritization and selection with equitable impacts such as emission reductions in disadvantaged communities.

Outside of the NEVI program, our team has successfully delivered numerous regional, county, and city-wide EV planning and readiness studies and designed multi-site charging networks across the country. The table on the following page outlines multiple-site planning and design efforts with similar tasks to this scope that our team has supported across the country.

B Past Involvement with Similar Projects

Project Name	Electrical Readiness and Requirements Study	Title 23/CFR 680 Compliant Site Design	Regular Check-Ins, Engagement, and On-going Site Elimination	Final Designs	Project Management and Construction Support	# of Sites Evaluated	Charging Speeds Evaluated
MVRPC Regional EV Charging Station Deployment	X	X	X	X	X	26	L2
NOACA Regional EV Charging Station Program	X	X	X	X	X	47	L2/L3
Chester County EV Charging Stations	X	X	X	X	X	18	L2
SEDA-COG EV Charging Stations Study & Implementation Plan	X	X	X			11	L2/L3
North Central Regional EV Charging Infrastructure Implementation Plan	X	X	X			48	L2/L3
Programmatic Environmental Assessment for EV Charging Facilities at Multiple Air Force Bases	X	X				39	L2/L3
City of Marysville EV Readiness Plan	X		X			17	L2/L3
Fairbanks and North Pole EV Infrastructure Deployment Plan	X	X	X			50	L2/L3
Power Your Drive Program, San Diego Gas & Electric			X	X	X	200	L2/L3

Lessons Learned & Application to Ann Arbor



Engaging Utilities Early and Often Is Critical for Success: In the interest of developing 10-20 cost-effective and federally compliant, fully designed charging sites by January 31, 2027, our approach will focus on utilizing each site's existing electric service as much as is feasibly possible. Upon receiving the initial list of 30-45 sites, our team will use DTE's EV Hosting Capacity Map to immediately outline each site's available power capacity and identify whether or not the site can support Level 2, Level 3 infrastructure. Our team will then bring this information to DTE to begin coordination efforts to understand the level of utility effort and the costs that may be involved before visiting each of the sites in person. We've found that:

- *This leads to having more effective conversations with site hosts as they will have an informed idea of the scope of construction and footprint that the infrastructure will have on the property,*
- *When utilities have the capacity to be involved throughout all phases of a multi-site charging project, designs and costs can be well defined early, reducing the need for revisions and redesigns. Early engagement with utilities also helps identify potential delays early (such as transformer availability), so hurdles can be planned for and avoided.*

Early Compliance Alignment Streamlines the Design Process and Strengthens Partnerships: While adherence to 23 CFR Part 680 is a core measurement of success for this scope, we have learned that integrating compliance requirements into each phase of the project, especially in the beginning stages, gives site partners a clear understanding of expectations and obligations. When site partners understand the "why" behind the decisions being made, we've found that decision-making around design elements and approvals accelerates, as this transparency and proactive engagement keeps site partners informed at every step, rather than reactively discussing compliance considerations when plans are updated.

Leveraging Data Driven Site Screening Tools Enhances the Rolling Elimination Process: Front loading analysis – traffic demand, DTE's EV capacity, drivetime catchments, equity layers, environmental factors, amenities, access/egress, site characteristic qualities – shortens schedules and minimizes field work while identifying the most ideal targets. Our internally developed EV-RIDE® tool has repeatedly accelerated consensus and produced defensible shortlists and will be used to make informed decisions by us, the City, and stakeholders. A staged, "rolling elimination" approach saves time in the field.

Navigating Federal Oversight and Evolving Guidance: Because these are FHWA funded projects, requirements and administrative interpretations can evolve (e.g., BABA and charger component sourcing). Teams that maintain a federal liaison and keep alternate suppliers pre qualified avoid procurement stalls.

C Proposed Work Plan

Approach Overview & Project Management

Michael Baker's approach to developing Ann Arbor's federally compliant and community-focused, city-wide charging network focuses on delivering this scope in two phases – Phase I Pre-Construction and Phase II Final Design/Construction Support. We begin with Phase I (Pre Construction) to screen 30–45 candidate sites using our EV RIDE® tool and a rolling elimination process focused on NEVI/CFI compliance, electrical readiness, equity, ADA, safety, and total cost, then advance the most viable 15–20 locations into Phase II for final design and bid/construction support–meeting the City's Phase I deadline of January 31, 2027 and supporting EVCS online by June 2028.

Regional Leadership Rooted in National Results: Managing Ann Arbor with Confidence

Our Project Manager, Jeff Kupko, PE, PTOE is fully capable of leading the city's EV charging program from his base in Columbus, Ohio, leveraging both his regional proximity and his proven track record managing complex Title 23, NEVI, and multi-site deployment projects across the country. Columbus provides Jeff with strategic proximity to Ann Arbor (less than a three-hour drive), allowing him to be on site quickly for key meetings, site visits, and construction-phase coordination. This regional positioning, along with being supported by staff from our Dearborn office, ensures responsive support without adding unnecessary travel costs or delays.

As Michael Baker's National Vehicle Electrification Director, Jeff has already demonstrated his ability to lead large scale programs and projects with geographically dispersed sites from outside of the immediate project area. ***Most notably, he has been successfully managing the State of Alaska's NEVI plan while residing in the Lower 48, and under his leadership, Alaska achieved full build out status ahead of 39 other states,*** a milestone that reflects his strong organizational discipline, subject matter expertise, proactive issue resolution, and ability to meaningfully engage with agencies, utilities, and stakeholders regardless of distance or time zone. Jeff's approach to both the NEVI Plan and the Fairbanks and North Pole EV Infrastructure Deployment Plan combined targeted in-person visits with consistent virtual coordination and local staff support. This strategy proved to be both effective and cost-efficient on past projects.

For this scope, Jeff will apply that same process:
- Maintaining Regular Virtual, Bi-Weekly Communication with City Staff
- Traveling to Ann Arbor for Critical Milestones, and
- Relying on Local Staff for Daily Field Needs and Observations

This structure will provide Ann Arbor with the best of both worlds: a nationally recognized, highly experienced EV program manager leading the effort, paired with locally based team members who can rapidly respond to field needs. Together, these strengths ensure that Jeff can seamlessly and cost-effectively manage this scope with the same level of attention, presence, and responsiveness as a more locally based PM, while bringing the added benefits of being a nationally proven program manager who's delivered cold-weather, statewide charging infrastructure programs on schedule, and ahead of peers.

Phase I – Pre Construction / Feasibility (30–45 Sites)

Electrical Readiness & Requirements Study

Michael Baker understands that the city was recently seeking Expressions of Interest for potential site hosts for this project with a focus on community centers, multifamily residential properties, private businesses, and locations that serve low-income communities. Led by Gabrielle DaSilva, LEED GA our team will start this task by compiling the solicitations from interested parties for an initial desktop review of the prospective locations. This preliminary review seeks to establish a high-level overview of each site's 'EV Readiness' and will outline existing conditions as they relate to federal requirements such as site configuration, power availability, and ADA accessibility. With the support of other team members, Gabrielle will coordinate one-on-one meetings with interested parties to review their submissions, outline minimum requirements for site selection, and detail considerations that go into infrastructure selection such as visitation rates and electrical capacity. This meeting is also intended to serve as an educational opportunity for potential site hosts, as it will provide interested participants with an understanding of charging networks, the federal requirements such as ADA accessibility, and what's required from them, as well as answer any questions participants may have in the process.

In parallel, our team will leverage Michael Baker's in-house proprietary GIS-based EV assessment tool, EV-RIDE(R), to develop a data-driven methodology to evaluate how each of the prospective sites align with the goals of the program and effectively satisfies one or more of the focuses outlined within the Expressions of Interest (e.g., serves multi-family units, disadvantaged communities, low adoption areas, etc.). We've used this highly customizable tool in federally funded planning studies like the Fairbanks and

C Proposed Work Plan

North Pole EV Infrastructure Plan to aid in the evaluation of site suitability and determination of charging speed. Our approach begins with a comprehensive city-wide corridor analysis using multiple data points such as power availability, land use, Justice40 tracts, employment and housing density, vehicle registration data, trip destination data, and more to provide recommendations as to which sites could most successfully support charging. Using the City's A2ZERO dashboard and the Michigan Department of Transportation's NEVI Project Status dashboard we can also provide additional local context around EV registration rates and highlight any opportunities where sites may serve additional goals such as proximity to one of the city's Resilience Hubs or an Alternative Fuel Corridor. We will also layer in local GIS layers such as DTE's EV Capacity Map to provide a comprehensive picture of the social, economic, and infrastructure factors that can impact a charging site's success. The result of this effort will be a comprehensive map of the prospective charging station locations, complete with prioritization rankings based on feasibility, impact, and alignment with the City's objectives with the grant funding.

Through managing, designing, and deploying multi-site charging network projects in a dozen states, our team understands that a successful city-wide charging network will need to have a blend of locations in order to serve a population with diverse needs. We developed our EV-RIDE(R) tool to help our clients efficiently review the endless number of locations that can be available to an agency using data-backed methodologies so clients can feel empowered about decision making and prioritization. As can be seen in the table to the left from our Fairbanks and North Pole project, we are able to consolidate proposed locations, public input suggestions, or area sites into a simple to digest table for prioritization. This helps convey the information extracted from our mapping tools for reports and presentations.

Table 4: Call for Project Sites Suitability Score Summary

Site Name	Location	Suitability Score	Suitability Tier
City of Fairbanks Parking Garage	201 Lacey St. Fairbanks, AK 99701	10.808617	Tier One
JHAC (FNSB Administrative Building)	907 Terminal St. Fairbanks, AK 99701	10.808617	Tier One
Morris Thompson Cultural & Visitors Center	101 Dunkel St. Fairbanks, AK 99701	10.808617	Tier One
Noel Wien Library	1215 Cowles St. Fairbanks, AK 99701	10.201351	Tier One
Pioneer Park, Location A	North Parking Lot, Pioneer Park, Peger Rd. Fairbanks, AK 99709	9.939713	Tier One
Carlson Center	2010 2nd Ave. Fairbanks, AK 99709	7.970249	Tier Two
UAF Bunnell Building	South Bunnell Parking Lot, Tanana Loop, Fairbanks, AK 99709	6.752243	Tier Two
North Pole City Hall	125 Snowman Ln. North Pole, AK 99705	6.718479	Tier Two
North Pole Library	656 NPSH Blvd. North Pole, AK 99705	5.644096	Tier Three
UAF Arctic Health Research Building	West Arctic Health Parking Lot	5.623746	Tier Three

To generate buy-in from the recommended site hosts, a schematic charging site drawing (15% Design) will be developed after the one-on-one calls with the participants. This drawing will represent our 15% Design Stage, and will outline information obtained such as where the infrastructure and any required ancillary equipment will be installed on site, the proposed infrastructure speed, required site improvements (if any), conduit routes, and intended power source. This diagram will also serve as the basis for the cost estimate and any preliminary utility coordination efforts for sites where new or upgraded electrical service may be needed. Through our experience managing, evaluating, and designing a Title 23 funded, regional charging network for the Miami Valley Regional Planning Commission (MVRPC), the site designs and estimates will become more refined throughout this preliminary phase. To identify impacts to budget or schedule early, our team treats the development of these two documents as an iterative process and will issue updates to city staff and site hosts as information is gathered through the site visits and subsequent conversations with DTE Energy.

Site Design in Compliance with NEVI & City Requirements

Following the completion of the preliminary screening process and with schematic drawings in hand, our team will conduct thorough on-site evaluations of each prospective charging location. These assessments will involve a multidisciplinary approach, bringing together our electrical engineers, site planners, and EV specialists to evaluate and document existing load demands, record existing slopes and configurations for ADA accessibility, and speak with facilities staff to understand daily operations and other important site contexts.

FASTER FIELDWORK THROUGH DESKTOP PRE-SCREENING

Having evaluated hundreds of sites for the viability of supporting public charging infrastructure, we have found that performing on-site evaluations after a higher-level desktop review leads to more efficient site visits, as the intention is to ground-truth existing data and obtain additional insight into the existing electrical infrastructure and ADA compliance rather than starting from scratch in the field.

During these site visits, we will assess the existing electrical infrastructure, including panel capacity, transformer loads, and potential upgrade requirements, and location of potential new power sources. We'll evaluate the physical space, considering factors such as parking layout modifications, ADA compliance needs, and potential civil work required for installation. Our team will also examine site-specific challenges such as lighting, security considerations, and potential conflicts with existing utilities or planned developments. Highlighting our expertise, we've delivered on more than 200 site plans and ADA improvements for EV charging for San Diego Gas & Electric (SDG&E) as part of their Power Your Drive initiative. Our team utilizes an in-house developed checklist for the site feasibility assessments, one that has proven useful and efficient through our previous work that incorporates lessons learned.

C Proposed Work Plan

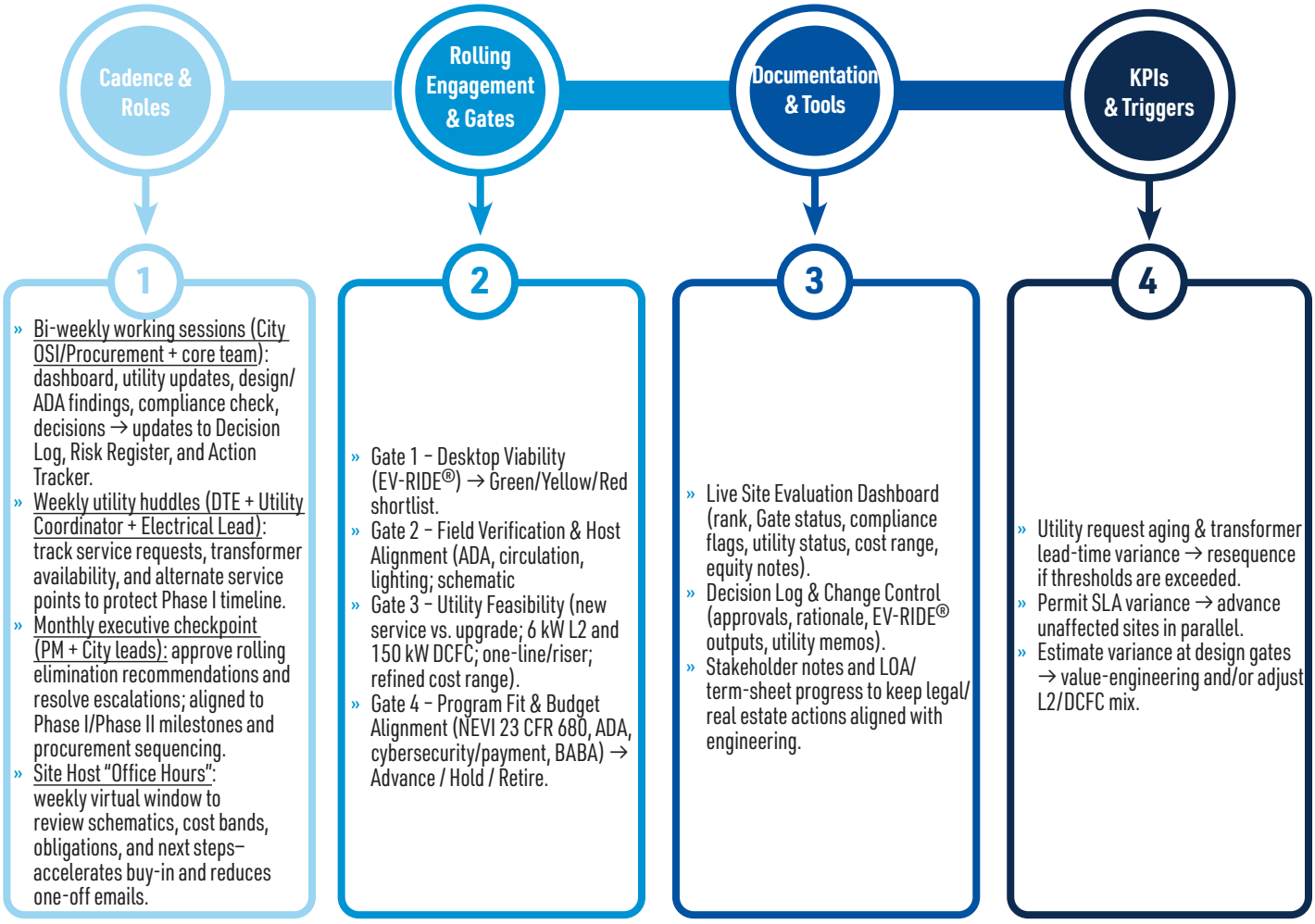
For each proposed location, we will develop a detailed load profile that examines current electrical capacity and projects future demand. This analysis will help verify that chargers can be installed at each site without power upgrades. From there, we can determine any necessary upgrades to the electrical infrastructure to accommodate additional chargers to meet the demand, which will lead to informed discussions with DTE Energy.

The result of this task will be a 30% plan design, depicting ADA compliance needs, electrical capacity, and further detail on conduit routing and other site improvements. We will also continue to update the cost estimates for each site to ensure the priority sites fit within the budget of the grant award. Scenarios including no power upgrades required and power upgrades to meet expected demand will be developed for Michael Baker and the City to make informed recommendations for each site. These estimates will include costs for equipment, installation, necessary infrastructure upgrades, and ongoing operation and maintenance.

Regular Check-Ins, Stakeholder Engagement & Rolling Site Elimination

Our engagement model uses a predictable cadence and clear decision gates to move from an initial universe of 30–45 candidate sites to 15–20 final designs without sacrificing compliance or equity. Bi-weekly working sessions (City OSI/Procurement + core team) drive day to day momentum; weekly DTE huddles keep electrical feasibility and service requests on the critical path; and a monthly executive checkpoint confirms rolling elimination decisions and resolves escalations. In parallel, Site Host Office Hours accelerate buy-in by reviewing schematics, cost ranges, and obligations in short, focused conversations.

Sites advance through four gates–Desktop Viability, Field Verification & Host Alignment, Utility Feasibility (DTE), and Program Fit & Budget Alignment. This evidence based workflow embeds NEVI/CFI and 23 CFR 680 requirements, ADA/accessibility, open payment, uptime/reliability, and BABA documentation into routine reviews, reducing redesign and protecting grant eligibility. The structure is calibrated to complete Phase I by January 31, 2027 and support EVCS online by June 2028, advancing Ann Arbor's carbon neutral by 2030 goals with transparent, defensible decisions at each step.



C Proposed Work Plan

Phase II – Final Designs & Construction Management Support

Final Design Packages & Permitting

As the project shifts from the 30% conceptual design to final design, Dakota Bateman, PE, will be in responsible charge of design with support from Carlos Dizon, PE, for electrical design elements. Jeff Kupko will still manage the project and has overseen EV design projects so he can adequately ensure schedule adherence and proper delivery, but the responsible charge shift reflects the need for a Michigan PE. Our designs will comply with all relevant local, state, and federal codes and standards, ensuring that the installations meet the highest safety and operational standards. We'll work closely with local utilities to design appropriate electrical service upgrades where needed, and our plans and specifications will include all necessary civil, structural, and electrical elements. We will also refine the cost estimates for construction and installation at 50% and 90%, giving the participants a clear understanding of the investment required for each site.

Our approach includes consistent engagement with the site host throughout the final design process to ensure that the final designs meet all operational needs and aesthetic considerations. Site hosts will receive updates throughout the design and will have an opportunity to review and comment on revised plans and specifications during our 50% and 90% design milestones. Through our Cleveland regional, Dayton regional, and Chester County work, we can anticipate common product and specification questions and considerations raised by site hosts such as:

- *Separate Metering*
- *Access to Reporting Platforms*
- *Public Access Requirements*

Our designs and specifications will also prioritize interoperability with the city's existing charging network installed by providers such as Flo and ChargePoint. Through our extensive NEVI work, we have existing relationships with these, and other national charging network providers that the city is already familiar with, providing us with unique knowledge of BABA requirements and experience with highly capitalized vendors who can reliably meet uptime and federal requirements. This approach will give the city 15-20 shovel-ready charging sites that can successfully meet the needs of the CFI Program and the city's partners (site hosts and charging vendors).

Construction Phase Support & Utility Coordination

From Notice to Proceed through energization and closeout, our construction support centers on proactive coordination, continuous compliance, and schedule control. This task will be led by Erica Rowley, PE, and will be supported by our Utility Coordination Lead Phil McGuire, PE and overall Phase 2 Lead Dakota Bateman, PE, so field decisions remain aligned with design intent and program requirements. This structure maintains a single point of accountability for the City while ensuring subject matter specialists are present when critical issues arise.

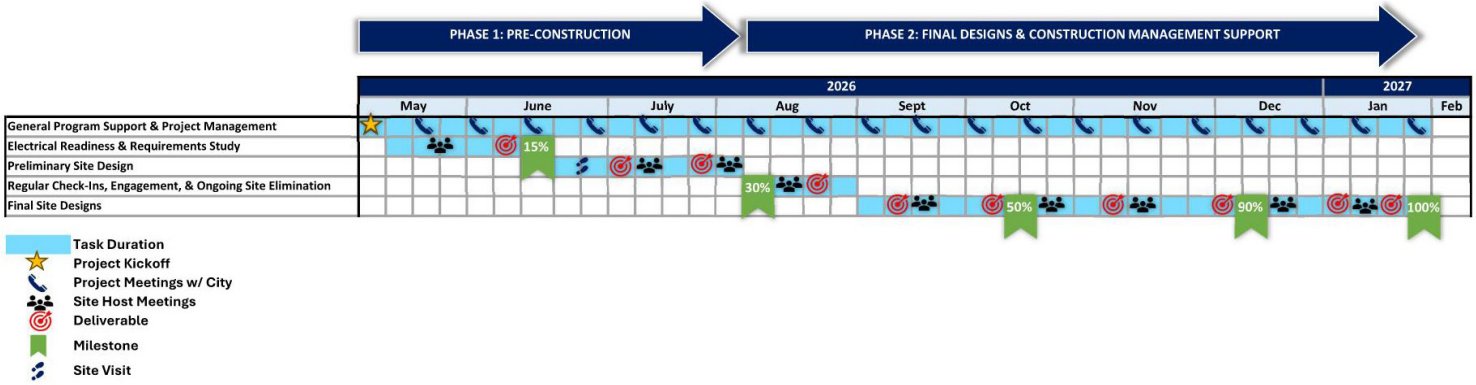
We begin with a focused pre-construction handoff that delivers the Issued-for-Construction (IFC) package–civil and electrical plans, one-line diagrams, trench and conduit routing, signage and striping, and technical details–accompanied by a living compliance checklist. That checklist embeds NEVI/CFI and 23 CFR 680 elements, ADA features, open payment and reliability expectations, and Buy America/Build America documentation into day-to-day field activities rather than deferring them to closeout.

Submittals and RFIs are handled through a shared tracker that records decisions and version history. We review chargers and network equipment, switchgear, conductors and conduit, protective devices, pedestals and bollards, lighting, foundations, and communications components for conformance with the IFC set and program requirements. Where substitutions are proposed, we document the basis for acceptance as an "equal," including any cost or schedule implications and how program compliance is maintained. This approach aligns construction activities with the City's overall program milestones–Phase I complete by January 31, 2027, with EVCS coming online by June 2028–and keeps installation quality, safety, and compliance at the forefront throughout delivery.

C Proposed Work Plan

Project Schedule & Milestones

We understand that the project is effective from on or about April 2025 through to January 31, 2027, with the construction management support tasks taking place outside of this window. We will discuss this schedule thoroughly at our kick-off meeting and look forward to the opportunity to negotiate any necessary adjustments. We have developed this timeline to deliver all scope services prior to Ann Arbor's Jan. 31, 2027 deadline, and we are prepared to adapt as needed, often at the client's request to adapt the pace of the project, if required.



Communication & Coordination with City

The City will benefit from our project manager Jeff Kupko leading this effort as he has extensive experience managing electric vehicle projects funded via Title 23, including the Alaska NEVI plan and various charging infrastructure projects through grants like the Carbon Reduction Program (CRP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). Our project management approach is built on successfully implementing large-scale, multi-site sustainable infrastructure programs. For example, Jeff managed the MVRPC program, coordinating the implementation of 26 charging locations across multiple jurisdictions, managing parallel design/construction tracks, coordinating monthly with utility companies, engaging regularly with facility owners, integrating input from multiple stakeholders, and coordinating with the selected contractor on Request for Information.

Our team refined our coordination approach through the NOACA 47-site program by establishing clear communication protocols, creating standardized progress reporting templates, developing a stakeholder management plan, setting up an efficient document control system, and holding twice-monthly stakeholder meetings. We continue to implement our process in other locations like Chester County, supported by federal earmarks, where we conducted field verifications to determine the appropriate type of charging infrastructure for each location, whether Level 2 or DC Fast Charging. This process involved close coordination with County staff or varying departments to finalize the approach and develop procurement documents, ensuring alignment with local and recent procurement. Further, engagement with multiple utilities was required to identify sites for new service and establish those service requests.

For the City of Marysville, our work encompassed multiple City departments as we evaluated their fleet and use cases for charging, two utilities that covered the study area for any concerns with installing new infrastructure, and the public through Steering Committee and public meetings. And further, Jeff Kupko served as embedded staff at Smart Columbus, the winner of the USDOT Smart City Challenge, where he facilitated large internal and external stakeholder meetings that included state agencies, city departments, non-profits, technology companies, and other consultants. In all, these projects included stakeholders from parks and recreation, libraries, municipal maintenance, cultural centers, and educational institutions, which parallel the required stakeholders needed to deliver on the proposed Boise sites.

D Fee Proposal

Please see Michael Baker's Fee Proposal in the required separate section.

E Authorized Negotiator

Ankur Singh, PE
Office Executive, Dearborn, MI
313-203-4410
Ankur.Singh@mbakerintl.com

As Office Executive, Ankur Singh will provide executive-level support and resource commitment to deliver the City's EV program on schedule.

ATTACHMENTS

PROJECT MANAGER

Jeffrey J. Kupko, P.E., PTOE

Jeff serves as Michael Baker's National Advanced Mobility and Vehicle Electrification Director. He has extensive experience with systems engineering and associated documents, agile development, transportation engineering, strategic planning, stakeholder coordination and engagement, and meeting facilitation. Jeff's technical duties also include preliminary and final design development, traffic analysis, traffic signalization, TSMO, and planning for electric vehicles. He has also provided a wide variety of on-site staffing duties to fulfill the needs of the City of Columbus, PennDOT, and the Pennsylvania Turnpike Commission.

Michael Baker INTERNATIONAL

Years with Michael Baker
9

Years of Experience
20

Education
M.S., 2015, Transportation Engineering, University of Pittsburgh

B.S., 2005, Civil Engineering - Transportation Emphasis, University of Pittsburgh

Licenses/Certifications
Professional Engineer, Pennsylvania, 2010, PE077556

Professional Traffic Operations Engineer, 2011, 3097

Professional Engineer, Virginia, 2013, 0402051683

Professional Engineer, Texas, 2017, 128213

Professional Engineer, Ohio, 2018, PE.83565

RELEVANT EXPERIENCE

Alaska NEVI Plan. *Alaska Energy Authority.* Project Manager. Jeff led the project team and delivery of the NEVI plan for Alaska to meet the requirements of the Joint Office of Energy and Transportation and the Bipartisan Infrastructure Law. He oversaw all sections of the implementation plan required to unlock the formula funding from FHWA, including a gap evaluation of the existing roadway network, development of draft selection criteria for sites, technical requirements, and identification of challenges in the state to deploy the network. He also presented at public meetings on the technical components of the plan and assisted in reviewing public feedback. Jeff then led the development of the procurement documents and technical specifications for the initial round of procurement. He has supported subsequent annual plan updates and served on the selection committee to award projects from the first procurement and wrote the draft agreement for the awards. He continues to support the program through the implementation and evaluation phases.

South Dakota NEVI Plan. *South Dakota Department of Transportation.* Project Manager. Jeff is Michael Baker's project manager as a subconsultant on the delivery of the NEVI plan for SD DOT to meet the requirements of the Joint Office of Energy and Transportation and the Bipartisan Infrastructure Law. He led the Michael Baker team in supporting the equity, Justice40, adoption, legislative, and policy sections of the overall deployment plan required to unlock the formula funding from FHWA.

Smart Columbus Project Management Office Staffing Support, Columbus, Ohio. City of Columbus – Project Manager. Jeff provided project management services to the City of Columbus' Smart City program and managed development and delivery for projects contained within the Smart Columbus portfolio. His technical duties included system engineering document preparation and review and preliminary and final design development as he managed the delivery of several of the projects in the Smart Columbus portfolio, such as Smart Mobility Hubs, Multimodal Trip Planning Application, Connected Electric Automated Vehicles, and Prenatal Trip Assistance. Jeff oversaw the plan for EV charging deployment at several Smart Mobility Hubs and managed the first two automated shuttle deployments in Ohio. He also provided input and visioning into the Multimodal Trip Planning Application that integrates various data feeds such as GTFS, GBFS, and on-demand services into one planning app as well as how the system could incorporate fares and booking. The Smart Mobility Hubs project embodied the multimodal transfer and were anchored with interactive kiosks that provided travelers with planning tools and real-time information, further supporting MaaS initiatives and filling a first-mile/last-mile gap to the Bus Rapid Transit line in Columbus. An evaluation of transit signal priority between the proprietary system and the connected vehicle application was also performed.

On-Call EV Charging Services. *City of Yonkers, NY*. Project Manager. Jeff is Michael Baker's project manager, leading various efforts to support fleet and public electrification in the City of Yonkers, NY. For the first Task Order, four DCFC charging stations at the DPW Service Center, Jeff led the team in evaluating the feasibility and preparing design plan for bid for contractor installation. A site feasibility assessment was conducted to review the site operation and flow, physical constraints, electrical capacity and utility connection points, and potential installation locations. Recommendations were developed and reviewed by the City and sketch plans were used in coordination with Con Edison, the local utility. Full plans, specifications, quantities, and design details were developed as a final design package.

EV Policy and Charging Strategy. *Pennsylvania Turnpike Commission.* Jeff was the task manager for Michael Baker who oversaw the development of the fleet electrification evaluation, and the infrastructure analysis based on fleet conversion and developed the EV policies for the Commission. The policies covered fleet charging in public and at Commission facilities as well as employee charging at Commission facilities. Michael Baker led the evaluation of the existing PTC fleet to determine what vehicles would be best equipped to be electrified and the timeline to do so based on current manufacturer's roadmaps and industry trends. This information was then compiled to determine the charging needs at each administrative and maintenance facility along the system along with cost estimates and timeline of improvements for budgeting purposes.

Western Riverside Council of Governments Smart Streetlight & Broadband Support. *WRCOG, CA.* Subject Matter Expert. Michael Baker is currently assisting the Western Riverside Council of Governments with an evaluation to leverage the existing streetlights with added technology and applications to solve community needs. Jeff led the research phase that evaluated currently available applications and their maturity and the outreach to other cities to document lessons learned and successes through early deployments. He also participated in the COG workshop to relay options for COG members and supported the development of a playbook for the next steps. Jeff also supported researching and summarizing regional broadband deployments for the COG to evaluate options for its own regional efforts. In addition to sensors and data applications, the streetlights were evaluated for the inclusion of EV charging given the electrical capacity following LED conversion.

Districts 7/8 EV Charging Deployment, Dayton, Ohio. *Miami Valley Regional Planning Commission.* Project Manager. Michael Baker is supporting the use of Carbon Reduction Program funding, a Title 23 program, to deploy electric vehicle charging infrastructure across two Ohio Department of Transportation districts in the Dayton, Ohio, area. Jeff led the project team in performing feasibility reviews of all proposed sites in relation to parking availability and locations, availability of existing electricity or proximity to new service, and environmental considerations. A feasibility memo was developed to summarize the reviews and recommend what sites moved forward into design. Stage 1 and Stage 2 plans were developed, and the sites were then submitted for environmental review. Final plan sets were developed along with project specifications and put out to bid.

Meadowlands District Transportation Plan, East Rutherford, New Jersey. *Meadowlands District.* Subject Matter Expert. Jeff provided technical guidance under the emerging technologies category for implementations and technology deployments that should be included in the Meadowlands District 2045 Transportation Plan. His direct responsibilities included developing an electrification plan for the district – where charging should be deployed as well as how many plugs were needed to meet the EV demand – and accommodations for automation, particularly with transit vehicles.

Regional Electric Vehicle Charging Station Program. *NOACA.* Deputy Project Manager. Jeff is supporting Michael Baker's efforts with assisting the Northeast Ohio Areawide Coordinating Agency (NOACA), the Cleveland, Ohio MPO, with siting, procurement, and installation of charging stations at 47 locations across the region. Jeff co-led the field views at the various sites and took the lead in developing the technical requirements for the procurement, as well as preparing the cost estimate based on previous EV infrastructure installations. The backing for the project comes from Congestion Mitigation and Air Quality (CMAQ) funds and Jeff is responsible for ensuring that the project stays within the funding source requirements. Michael Baker is tasked with performing site audits for utility identification and station placement, developing procurement documents, specifications, and requirements, and providing technical assistance for the installation. This effort includes significant partner outreach and coordination with the site hosts, procurement professionals, local, state, and federal government partners, as well as the electric utilities throughout the region.

Electric Vehicle Charging Station Infrastructure, Chester County, Pennsylvania. *Chester County.* Project Manager. Led the project team that oversaw the feasibility review of all of the sites for parking accommodations, available electricity, and general environmental considerations. Chester County had public infrastructure in mind as well as fleet charging to support new vehicles that were ordered. Michael Baker is supporting the delivery of a federal earmark related to electric vehicle (EV) charging infrastructure. The Michael Baker team reviewed the proposed sites in the grant application for feasibility of providing EV charging.

EV Needs Analysis and Deployment Plan. *City of Richmond, VA.* Subject Matter Expert. In conjunction with the Richmond Connects multimodal transportation plan for Richmond, Virginia, Michael Baker led the development of a study to identify recommendations in increase EV use including all modes of electric-powered travel including single-occupancy vehicle, bus, bike, freight, and shared mobility options. Jeff was the subject matter expert assisting the Michael Baker team in delivering an EV Readiness Plan for the City that had strong equity principles that were aligned with the Richmond Connects plan. Jeff developed the vision, objectives, and goals and provided technical input to stakeholder meetings, plan development, and analysis of the projected demand and gap analyses.

Fairbanks and North Pole EV Infrastructure Implementation Plan. *FAST Planning and Alaska Department of Transportation & Public Facilities*. Project Manager. Jeff was responsible for leading the development of the Fairbanks & North Pole Electric Vehicle (EV) Charging Infrastructure Implementation Plan. His responsibilities included overseeing the team delivering on the study and providing subject matter expertise. He facilitated the Steering Committee meetings comprised of key local stakeholders and businesses and the public outreach campaign, including a survey and two public open houses, to ensure the plan was publicly driven. Existing conditions were documented, and Jeff led the data-driven analysis by using Michael Baker's EV-RIDE(SM) tool to identify priority areas for the installation of EV charging with CMAQ and CRP funding, as well as consider additional funding avenues. The plan was drafted and reviewed by FAST Planning who commented that it exceeded their expectations.

UTILITY COORDINATION

James P. McGuire, P.E.

Mr. McGuire has extensive experience in the complex design and construction oversight of traffic, road and bridge rehabilitation and reconstruction projects. In his role as Deputy Director of Engineering for Wayne County Department of Public Service, he worked closely with community leaders, private developers and the public to address issues on many capital improvement projects as well as numerous consultant design and private development projects. He worked with local communities, advocacy groups and the Southeast Michigan Council of Governments (SEMCOG) for Wayne County's support several complete streets TAP Grant applications. In his roles with Wayne County's Engineering and Road Maintenance Divisions, he has collaborated with the Michigan Department of Transportation (MDOT) on many Local Agency and Maintaining Agency Projects.

Michael Baker INTERNATIONAL

Years with Michael Baker
7

Years of Experience
30

Education
B.S.C.E., 1993, Construction Engineering, Lawrence Technological University

Licenses/Certifications
Professional Engineer, Michigan, 2002, 6201049193

Professional Affiliations
Institute of Transportation Engineers (ITE)

RELEVANT EXPERIENCE

Van Horn Road and Allen Road Improvements, Woodhaven, Wayne County, Michigan. *City of Woodhaven, MI.* QA/QC. Quality Assurance Engineer and Public Involvement. Responsible for assisting with reviewing the plans to resolve constructability issues and developed unique Special Provisions to address project specific design constraints and conditions. Assisted the Lead Traffic Engineer with the development and review of the MOT, Traffic Signal Mast Arm modernization, blocked Railroad Crossing warning device ITS, Permanent Signing and Pavement Markings Plans. The traffic signal work included modernization of two existing diagonal span signals to mast arms and the installation of mast arms at an existing unsignalized intersection. The signal work at the intersections included base mounted cabinets, video detection, flashing yellow arrow left turn phasing, LED vehicular signals with back plates, LED countdown pedestrian signals with pushbuttons, and wireless interconnection to an existing on-street master controller. The traffic signal designs were reviewed to ensure conformance with the guidance provided by the MMUTCD, the appropriate MDOT T&S Statewide and Wayne County Special Details, and the MDOT Pavement Marking Standards were utilized. FUSP's and unique SP's were provided in the project proposal. Close coordination with the utility companies was necessary to address conflicts, both overhead and underground, and to ensure power connectivity. Michael Baker performed engineering and design services for the rehabilitation and reconstruction of Van Horn and Allen Roads. This project included the design of four miles of roadway, a new bridge through wetlands and a flood plain, mast arm signals, railroad crossings, and ITS elements. Michael Baker performed a number of roadway fixes, such as widening and rehabilitation, joint repair, and overlay, milling, and resurfacing. It also provided drainage improvements, water quality and wetland designs, public engagement, traffic control, and intensive EGLE permitting. The project entailed more than $1 million worth of work to be completed in less than three months to obligate the federal earmark that was set to expire.

HEI-Trenton-2025. *City of Southgate.* Project Manager. Responsible for assisting with engineering services on an as-needed basis to Hennessey Engineers, Inc., supporting the installation of a pedestrian bridge for the city of Southgate on Trenton Road.

Inspection and Engineering Services for Grosse Ile Parkway Bridge, Grosse Ile Township, Michigan. *Wayne County, Michigan.* Traffic Engineer. Provided traffic engineering and quality reviews of project documents. Michael Baker is providing inspection and professional engineering services for rehabilitation of the Grosse Ile Parkway over Trenton Channel in Grosse Isle Township, Michigan. The project includes rehabilitation of the odd piers, concrete repairs, addition of riprap to protect against scour at the piers, protection island maintenance, generator and electrical upgrades, and permitting services.

MDOT As-Needed MDOT-Detroit TSC CEI 2024 -2027. MDOT Contract No. 2023-0623. *Michigan Department of Transportation.* QA/QC Engineer. Responsible for reviewing project documents. Michael Baker provided as-needed construction engineering services for projects in the Detroit area. Projects included the Davidson Freeway, Belle Isle, and I-94 and I-75 bridges. The Davidson Freeway project involved full construction engineering services for 1.01 miles of hot mix asphalt resurfacing, structure cleaning, pavement markings, and guardrail work, on eastbound and westbound M-8 from Jos Campau to Oakland Avenue and Ramps to/from I-75 from M-8.

S.R. 46/Warren-Sharon Road Intersection Widening, Howland Township, Ohio. *Ohio Department of Transportation, Central Office.* QA/QC. Provided quality review of the traffic signal plans. Michael Baker submitted Stage 3 plans for the S.R. 46/Warren-Sharon Road intersection widening project in Howland Township and assisted with ongoing utility coordination in advance of construction. Work included adding and lengthening turn lanes to the intersection required an iterative process of determining where widening impacts could be tolerated, balancing

geometric, utility, and right-of-way concerns. Two gas stations were impacted by the project, and Michael Baker worked with District 4 to design access management improvements that permit gas station deliveries, including large fuel trucks.

US-131 Design-Build, Detroit, Michigan. *Michigan Paving & Materials.* Traffic Task Manager/Engineer. Responsible for the development of the Maintenance of Traffic Plan (MOT) Plans and the TMP. Michael Baker is providing design and engineering services for three miles of mainline reconstruction and three interchanges replacements. Full drainage design including enclosure of the median drainage, the replacement of three box culverts, ditching and detention basin design are included in the project. The structural elements of the project include the design of a MSE retaining wall, moment slab, and development of a pier strut at 84th Street. Additionally, the design team is responsible for lighting design at 76th Street, landscaping, signing and pavement markings throughout the project. The design of the maintenance of traffic scheme was developed in conjunction with the contractor and was designed to meet Michigan Department of Transportation requirements.

I-94 Rehabilitation Project, Michigan Avenue to I-275, Washtenaw and Wayne Counties, Romulus, Michigan. *Michigan Department of Transportation.* Roadway Engineer. Develop plans and specifications for the freeway rehabilitation project. Michael Baker provided design and engineering services for the rehabilitation of 9.5 miles of six-lane divided freeway and all the ramps for Rawsonville, Belleville, and Haggerty Roads. For the Washtenaw County portion, Michael Baker provided full-depth concrete pavement repairs, permanent pavement markings, and maintenance of traffic (MOT). On the Wayne County portion, it performed full-depth concrete pavement repairs, polyurethane injection stabilization, diamond grinding, longitudinal grooving of the outside lanes, partial-depth asphalt mastic repairs, joint resealing, underdrain cleanout and repairs, temporary and permanent pavement markings, and MOT. This project also included reconstructing the portable, intermittent truck weigh station concrete pavement at the Belleville rest area.

I-69 Reconstruction Southwest and University Regions Design/Build, Michigan. *Michigan Department of Transportation.* Traffic Engineer. Assist with preliminary plan development and ATC's. Michael Baker was responsible for the reconstruction of approximately 23 miles of I-69 including replacement of cross culverts, side slope improvements detention design, and county drain culvert replacements.

MDOT VE Study M102 M39 to M53. *Michigan Department of Transportation.* Senior Traffic Engineer. Provided review and suggestions for improvements to the traffic elements of the design.

I-496 Reconstruction from Lansing Road easterly to the Grand River- Design Build. *Michigan Department of Transportation.* Senior Traffic Engineer. Developed conceptual temporary traffic signal plans for the design-build pursuit.

MDOT- Value Engineering Study for US-27 from Ingham/Jackson County Line to M-36. *Michigan Department of Transportation.* Senior Traffic Engineer. Provided review and suggestions for improvements to the traffic elements of the design.

Goddard Road Bridge over Sexton Kilfoil Drain Replacement, Allen Park, Michigan. *Wayne County, Michigan.* Traffic Engineer. Develop MoT plans. Assist with plan and specification development for the bridge replacement. Michael Baker is designing a replacement structure for Goddard Road Bridge. The current bridge is a three-span slab bridge over Sexton Kilfoil Drain, while the proposed structure would be a single-span, prestressed-concrete I-beam structure. In addition to hydraulic analysis, structural, drainage, and approach design, Michael Baker is performing utility coordination involving several high-pressure natural gas lines and multiple 72-inch concrete water mains.

MDOT-2022-0208 VE Study US-23. *Michigan Department of Transportation.* Senior Traffic Engineer. Provided review and suggestions for improvements to the traffic elements of the design.

West Road Timing Study, Woodhaven, Michigan. *City of Woodhaven, MI.* Traffic Engineer. Assist with traffic signal optimization and develop traffic signal timing permits. Michael Baker provided engineering services for a traffic signal optimization study of six intersections along West Road. As part of the project, Michael Baker performed traffic counts, traffic forecasts for future development along the corridor, development of existing and optimized Synchro models, calculations of updated clearance intervals, preparation of updated timing permits for implementation, and a field evaluation of timing improvements.

Arlington Road over Blakey Drain Bridge Rehabilitation, Woodhaven, Michigan. *Hennessey Engineering, Inc.* Civil Engineer. Assist with plan and specification development. Michael Baker provided design and engineering services to prepare structural plans for the preventative maintenance work for the Arlington Road bridge over Blakely Drain. Michael Baker's structural plans included overlay removal, structural crack repair and waterproofing, and bridge approach replacement.

M-14/I-96 Sheldon to Newburgh Interchange Reconstruction Project, Wayne County, Michigan. *Michigan Department of Transportation.* QA/QC Engineer. Provided quality reviews of the project plans. Michael Baker provided design and engineering services for the reconstruction of the three miles of mainline, M-14/I-96 interchange, Newburgh Road Interchange, and Sheldon Road Interchange. The focus was to identify and determine solutions to reduce congestion, improve reliability and travel time, enhance safety, and upgrade geometric design deficiencies. The scope of work included the replacement of the Schoolcraft bridge over M-14, coordination of 14 bridge rehabilitations (designed by others), and an operational and feasibility study at the I-275 interchange to develop alternatives for the future operation of the interchange.

PHASE 1: PRE-CONSTRUCTION LEAD

Gabrielle DaSilva

Ms. DaSilva is an electric vehicle (EV) infrastructure specialist with unique charging industry experience, having managed hundreds of L2 and DCFC charging projects from design through to permitting and construction as a Northeast Project Manager for Volta Charging, as well as was responsible for analyzing client portfolios and developing data dashboards and visualization tools using infrastructure planning software as a Technical Manager on Volta's Public Network Development Team. Her expertise includes EV Planning, design, permitting, installation, Title 23 funding implementation, fleet electrification, and multi-jurisdictional coordination.

Michael Baker INTERNATIONAL

Years with Michael Baker
3

Years of Experience
10

Education
B.S.C.E.T., 2016, Construction Engineering Technology, New Jersey Institute of Technology

Licenses/Certifications
LEED Green Associate, GBCI (#11122868, exp. 09/01/2026)

10-Hr., Construction Safety & Health, OSHA (#14006037531)

RELEVANT EXPERIENCE

On-Call EV Charging Services. *City of Yonkers, NY*. EV Infrastructure Specialist. Gabrielle is Michael Baker's EV Design Lead, leading various efforts to support fleet and public electrification in the City of Yonkers, NY. For the first Task Order, four DCFC charging stations at the DPW Service Center, Gabrielle supported evaluating the site for feasibility and preparing design plan for bid for contractor installation. A site feasibility assessment was conducted to review the site operation and flow, physical constraints, electrical capacity and utility connection points, and potential installation locations. Recommendations were developed and reviewed by the City and sketch plans were used in coordination with Con Edison, the local utility. Full plans, specifications, quantities, and design details were developed as a final design package.

West Hudson Circulation Study. *North Jersey Transit Planning Authority*. EV Infrastructure Specialist. Gabrielle was responsible for assisting with feasibility assessments of existing and proposed charging station sites for public use. This included developing and reviewing EV-RIDE inputs, determining the most feasible types of charging use cases based on parcel type and parking layouts, ground-truthing overall recommendations and suggestions, projecting future adoption rates, and determining the overall recommendations.

EV Readiness Plan. *SEDA-Council of Governments***.** EV Infrastructure Specialist. This project supports a regional study aimed at identifying and evaluating potential public charging locations within a rural area of Pennsylvania. It assists in the development of an implementation plan that documents viable charging locations throughout the region, identifies potential costs, utility implementation issues, and outlines other steps necessary for grant application purposes. Gabrielle was responsible for conducting on-site feasibility assessments of proposed charging station sites for public use, coordinating with potential charging station hosts to conduct interviews and answer technical questions, analyzing data to find trends in gaps and adoption rates, identifying hurdles in existing policy and planning documents, developing preliminary scopes and site plans, outlining next steps, tailoring industry recommendations and best practices to overcome hurdles, and developing the final plan document.

EV Readiness Plan. *North Central Pennsylvania Regional Planning and Development Commission.* EV Infrastructure Specialist. This project supports a regional study aimed at identifying and evaluating potential public charging locations within a rural area of Pennsylvania. It assists in the development of an implementation plan that documents viable charging locations throughout the region, identifies potential costs, utility implementation issues, and outlines other steps necessary for grant application purposes. Gabrielle was responsible for conducting on-site feasibility assessments of proposed charging station sites for public use, coordinating with potential charging station hosts to conduct interviews and answer technical questions, analyzing data to find trends in gaps and adoption rates, identifying hurdles in existing policy and planning documents, developing preliminary scopes and site plans, outlining next steps, tailoring industry recommendations and best practices to overcome hurdles, and developing the final plan document.

City of Marysville, EV Readiness Plan. *City of Marysville, Ohio*. EV Infrastructure Specialist. Gabrielle was responsible for assisting with feasibility assessments of existing and proposed charging station sites for fleet and public use. This included taking inventory of existing public parking, electrical service capacity, on and off-street parking layouts, applicable zoning codes, and fleet inventory to determine product type capability and recommend facility upgrades/improvements if needed. Ms. DaSilva also coordinated with external teams and stakeholders to understand existing grid capacity, fleet electrification plans, market trends, and EV registration to identify implementation actions for each site. These assessments, site implementation actions, stakeholder suggestions, and recommendations will be incorporated into one final EV Charging Infrastructure Master Plan for the City's long- and short-term planning use.

United States Air Force, Electric Vehicle Supply Equipment (EVSE) Environmental Assessment. *United States Air Force (USAF), Assorted Bases.* EV Infrastructure Specialist. As part of the USAF's plan to develop electric vehicle charging infrastructure at select bases, Ms. DaSilva

worked with base personnel and other agency stakeholders to understand the existing energy infrastructure, current and proposed development projects, and future planning goals at each site. She visited each proposed site location to understand existing site layouts and possible constraints, mobility/traffic patterns, and EV adoption trends, as well as determine possible EVSE designs/layouts. This information was used to develop proposed actions for each base for inclusion in a National Environmental Policy Act (NEPA) Environmental Assessment (EA).

D7/D8 EV Infrastructure Deployment, Dayton, Ohio. *Miami Valley Regional Planning Commission.* Assistant Project Manager. Responsible for assisting with the development of electric vehicle infrastructure plans and designs for publicly available charging stations across various locations in the jurisdiction of the Miami Valley Regional Planning Commission. Also responsible for collaborating with the planning commission to help determine the feasibility of certain station placements and product types. Technical responsibilities include obtaining relevant floodplain development permits, coordinating with local utilities, facilities, and parks personnel to determine electrical equipment sizing and design, making site visits to determine site feasibility, and collaborating with internal teams to develop feasibility memos, construction drawings, and specifications. Michael Baker is supporting the use of Carbon Reduction Program funding to deploy electric vehicle charging infrastructure across two Ohio Department of Transportation districts in the Dayton, Ohio, area.

EV Needs Analysis and Deployment Plan. *City of Richmond, VA.* EV Infrastructure Specialist. In conjunction with the Richmond Connects multimodal transportation plan for Richmond, Virginia, Michael Baker led the development of a study to identify recommendations in increase EV use including all modes of electric-powered travel including single-occupancy vehicle, bus, bike, freight, and shared mobility options. Gabrielle assisted the Michael Baker team in delivering an EV Readiness Plan for the City that had strong equity principles that were aligned with the Richmond Connects plan. Gabrielle assisted in developing the vision, objectives, and goals and provided technical input to stakeholder meetings, plan development, and analysis of the projected demand and gap analyses.

Electric Vehicle Charging Station Infrastructure, Chester County, Pennsylvania. *Chester County.* Engineering Technician. Responsible for assisting with the development of electric vehicle infrastructure plans and designs for publicly available charging stations across various locations in Chester County. Also responsible for collaborating with the County team to help determine the feasibility of certain station placements and product types. Technical responsibilities include coordinating with local utilities, county facilities, and parks personnel to determine electrical equipment sizing and design, making site visits to determine site feasibility, and collaborating with internal teams to develop feasibility memos, construction drawings, and specifications. The team is also working to support the county's fleet electrification initiatives and is reviewing county-owned locations for the feasibility of fleet charging. Michael Baker is supporting the delivery of a federal earmark related to electric vehicle (EV) charging infrastructure. The Michael Baker team reviewed the proposed sites in the grant application for the feasibility of providing EV charging.

Alaska NEVI RFA. *Alaska Energy Authority.* Electric Vehicle Infrastructure Specialist. Gabrielle is assisting in the drafting and development of attachments and documents for the Alaska NEVI Request for Applicants. This includes reviewing and updating the State of Alaska's Electric Vehicle Infrastructure Implementation Plan and NEVI Program Guidance.

On-Call EV Charging Services. *City of Yonkers, NY*. Project Manager. Jeff is Michael Baker's project manager, leading various efforts to support fleet and public electrification in the City of Yonkers, NY. For the first Task Order, four DCFC charging stations at the DPW Service Center, Jeff led the team in evaluating the feasibility and preparing design plan for bid for contractor installation. A site feasibility assessment was conducted to review the site operation and flow, physical constraints, electrical capacity and utility connection points, and potential installation locations. Recommendations were developed and reviewed by the City and sketch plans were used in coordination with Con Edison, the local utility. Full plans, specifications, quantities, and design details were developed as a final design package.

Alternative Fueling Station Corridor Analysis, Imperial County, California. *Imperial County Transportation Commission.* Transportation Planner. Responsible for researching and preparing the Alternative Fueling Station Corridor Analysis. This analysis evaluated the feasibility of implementing alternative fuel stations along six corridors in Imperial County. The study assessed existing infrastructure, activity centers, and utilities along six corridors, some of which are federally designated alternative fuel corridors. ICTC reviewed the study in 2024 and the final study should be completed and approved in 2025.

Previous Work History

Hoboken Citywide Electric Vehicle Charging Station Infrastructure, Hoboken, New Jersey. *Volta Charging.* Engineering Project Manager, Northeast. As part of a partnership with the City of Hoboken, responsible for managing the design and installation of 17 L2 and 8 DC Fast/Level 3 electric vehicle charging stations throughout the City of Hoboken. Responsible for assessing station location placements and designs based on City requirements and local city council preferences, electrical utility availability, land survey information, and existing site conditions. She coordinated with internal product and application teams to develop new cord return components, DCFC streetside designs, and mobile application capabilities to meet project requirements. She developed a project phasing plan outlining which order stations should be installed based on vendor timelines, anticipated permitting review periods, lead times on electrical equipment, project costs, and which stations had similar design workflows.

ELECTRICAL ENGINEER/PHASE 2: FINAL DESIGNS & CONSTRUCTION MANAGEMENT SUPPORT LEAD

Dakota I. Bateman, P.E.

Mr. Bateman's background in electrical design and engineering creates a blend of technical expertise and personal dedication to see new projects through development and planning to successful completion. He has worked collaboratively with clients, architects, and contractors across the United States. Mr. Bateman has an extensive knowledge of electrical design practices and procedures while maintaining a high level of professionalism and dedication. His resourcefulness and technical skills enable him to research and solve engineering problems that may occur during the design process or in construction. His knowledge of electrical safety and the National Electric Code will be beneficial in designing safe and compliant projects. Mr. Bateman has passed the Tennessee electrical inspector exams for residential and commercial buildings which helped strengthen his knowledge of the National Electric Code.

RELEVANT EXPERIENCE

Electric Vehicle Charging Station Infrastructure, Chester County, Pennsylvania. *Chester County.* Designer. Responsible for all aspects of power to energize 16 dual port level 2 electric vehicle charging stations at 16 different locations throughout Chester County, PA. Responsibilities included, coordination with the local utility companies to determine new service sizes and drop locations, routing of power feeders to EV charging stations from existing / new power distribution locations, sizing conductors based on voltage drop calculations and ampacity requirements, conducted conduit fill calculations, and creating details for wiring diagrams and EV supply equipment. While designing, it was required to follow PENN-DOT standard construction documents to abide by their standard electrical design practices and meet their minimum size requirements for equipment. Throughout the design process, challenges faced were derived from utilizing services to feed the electric vehicle supply equipment per the clients request. Whether it be that the service had no additional circuit space available or the location of the service was not feasible, a resolution was determined. To overcome these challenges for the client, utilized existing infrastructure, site history, and coordination with the county to determine the best route forward to achieve electrification of the charging stations. For the client and bid process, the quantities of all electrical equipment and structures required were documented for each site and a construction cost estimate was generated to assist in the funding process. While the project was being bid on and constructed, request for information were answered in a timely manner and returned to the contractor so the project could progress towards completion. Michael Baker is supporting the delivery of a federal earmark related to electric vehicle (EV) charging infrastructure. The Michael Baker team reviewed the proposed sites in the grant application for feasibility of providing EV charging. The team also reviewed some locations for the installation of fleet charging equipment.

El Rancho Parking Lot, Colorado. *Colorado Department of Transportation, Division of Transportation Development.* Electrical Engineer. Responsibilities included electrical power and lighting design. Oversaw the crafting of details and specifications for three novel utility services. Additionally, delivered an approved lighting design and controls for the CDOT-owned parking lot, ensuring compliance with the CDOT EV charger standard and seamless integration with the new ADA-compliant sidewalk.

Michael Baker INTERNATIONAL

Years with Michael Baker
2

Years of Experience
9

Education
B.S.E.E., 2017, Electrical Engineering, Tennessee Technological University

Licenses/Certifications
Professional Engineer - Electrical, Alabama, 2024, PE54809

Professional Engineer - Electrical, Arkansas, 2024, 23133

Professional Engineer - Electrical, Colorado, 2024, PE.0065143

Professional Engineer - Electrical, Connecticut, 2024, PEN.0038060

Professional Engineer - Electrical, Florida, 2024, 99590

Professional Engineer - Electrical, Georgia, 2024, PE052729

Professional Engineer - Electrical, Louisiana, 2024, PE.004940

Professional Engineer - Electrical, Mississippi, 2024, 35551

Professional Engineer - Electrical, New York, 2024, 110711

ODOT Highway Lighting Limited and Complex Prequalification, Ohio, 2025

Professional Engineer - Electrical, Pennsylvania, 2024, PE096274

Professional Engineer - Electrical, South Carolina, 2024, 43186

Professional Engineer - Electrical, Tennessee, 2022, 124598

Professional Engineer - Electrical, Texas, 2024, 153921

Professional Engineer - Electrical, Ohio, 2024, 91646

Professional Engineer - Electrical, Montana, 2025, 105519

Professional Engineer - Electrical, Michigan, 2026, 6201316365

Professional Engineer - Electrical, Indiana, 2026, PE12600149

Pennsylvania Broadband Development Authority Grant Management Services, Statewide, Pennsylvania. *PA Department of Community & Economic Development.* Reviewer. Led the technical review team for the Pennsylvania Broadband Equity, Access, and Deployment Program, overseeing applications from thirty different internet service providers, totaling 240 submissions. The role also included coordinating and communicating critical information from the Broadband team to the technical review team, ensuring timely and compliant responses that were clear, concise, and consistent. Michael Baker provided broadband consulting and planning services to the Pennsylvania Broadband Development Authority to support the design, research and development of the Commonwealth of Pennsylvania's "A 5-Year Strategy Toward Internet for All and Digital Equity Plan," with the goal of securing and maximizing funding to expand broadband access throughout the state. Michael Baker conducted research on the true state of broadband in Pennsylvania to identify assets, access, affordability, equity and adoption of broadband statewide.

Michael Baker
INTERNATIONAL

Professional Engineer - Electrical, Illinois, 2026, 62.078523

Professional Engineer - Electrical, Kentucky, 2026, 41884

Professional Engineer - Electrical, Wisconsin, 2026, 102867-6

Professional Engineer - Electrical, Minnesota, 2026, 65358

Professional Engineer - Electrical, Iowa, 2026, P30497

Amtrak Port Huron Lighting Project, Port Huron, Michigan. *Amtrak.* Reviewer. Reviewed drawings and specifications. Michael Baker is assisting with the Port Huron, Michigan, Amtrak station project to provide new lighting for the 550-foot passenger platform and new lighting, water cabinets, and mini-power zones along two 700-foot maintenance platforms. During the initial site investigation, the passenger platform lighting average was less than one footcandle. This project will provide Amtrak passengers with the six footcandles of required lighting as well as an Americans with Disabilities Act (ADA)-compliant platform. With the additional equipment requested for the maintenance platform the electrical service feeding the upgraded platforms and station was upgraded to a 1200-amp system with a UPS for all new platform lighting. The electrical service upgrade was coordinated with the electrical utility and the customer to satisfy the needs of this project and future expansion. Prior to this project they were performing nightly maintenance with small handheld lights and small generators to power their tools. This not only created a less than ideal working environment but also created a potential safety hazard as there are live tracks that surround this maintenance area. After completion of this project, the client will have their requested six footcandle lighting average along both sides of the maintenance and power for tools and a wayside power cabinet to power the train engine on the maintenance platforms.

CFX Sustainability Study Update. *Central Florida Expressway Authority (CFX).* Reviewer. Responsibilities included providing targeted electrical engineering input for the evaluation of 10 potential solar sites, focusing on reviewing the existing electrical infrastructure around each location to determine how new solar generation could be safely and efficiently interconnected. Assessed nearby service points, transformer capacities, panel conditions, and meter configurations, identifying the electrical constraints and opportunities at each site. Additionally, contributed to preliminary one-line concepts and provided electrical assumptions used in feasibility-level cost estimates. Worked closely with planning, environmental, GIS, and structural teams, ensured that electrical considerations were fully coordinated with each discipline's findings. Helped establish a clear understanding of which sites offered the most practical and cost-effective pathways for future solar deployment. CFX was evaluating its resiliency efforts and and how to improve and focus efforts around the customer and employee experience.

Sub to Indelible for Texas Broadband Equity Access and Development (BEAD) Program, Texas. *Texas Comptroller of Public Accounts.* Reviewer. Acted as a technical review team for the Texas Broadband Equity, Access, and Deployment Program, overseeing applications from Sixty different internet service providers, totaling 793 submissions. The team was tasked with meticulously examining the technical aspects of each application to ensure all required information was provided and all questions posed by the Texas Broadband Deployment Authority were answered comprehensively. The technical items reviewed within the applications was the technical narrative summarizing the proposed project, the ability to support 5G technologies, the ability to support successor and wireless technologies, the technology to be used to serve to the proposed locations to confirm it was adequate to meet the minimum required download and upload speed set forth, network design diagrams and design narratives demonstrating network scalability and resiliency, construction methods to be used, maximum upload and download speeds, and the new/existing infrastructure to be used to provide the proposed location with internet services. The team generated curing comments for any inadequate responses, and generated technical viability write ups based on scalability, resiliency, speed, and proposed technology that the applicant proposed. If an application had missing information, unclear information, or unanswered questions, curing comments were then sent to the internet service providers for them to respond to and provided the required information. The technical review team would review the curing response to ensure the required information has been provided and determine if the project would be considered priority or non-priority. The role also included coordinating and communicating critical information from the Broadband team to the technical review team, ensuring timely and compliant responses that were clear, concise, and consistent. The project's goal was to review, determine priority status, and summarize the internet service providers' applications so that the client could efficiently select the winning proposals. The major challenge faced during this project was a compressed schedule that was announced due to the funding timeline that was set. This challenge was overcome by large amounts of coordination, communication, and the willingness to work overtime to provide the client thoroughly reviewed applications.

TITLE 23 COMPLIANCE

Nicole Rodi

Ms. Rodi is a transportation and environmental planning project manager with extensive experience specializing in clean transportation, resiliency, climate action planning, grant program development, grant applications, fleet analysis, and multi-agency coordination. Ms. Rodi excels at synthesizing complex policy and analytical information and facilitating meaningful exchanges with a variety of stakeholders, including decision makers, policymakers, government agencies, fuel and infrastructure providers, and nonprofit organizations. Ms. Rodi provided critical support for alternative fuel and electric vehicle projects by managing technical assistance, research, database management, and program support for federal clients including the U.S. Department of Energy (DOE), U.S. Department of Transportation (DOT), and National Renewable Energy Laboratory (NREL) through her work on the Joint Office Technical Assistance team and the Federal Highway Administration (FHWA). She was instrumental in developing and maintaining the Joint Office of Energy and Transportation technical assistance program.

Michael Baker INTERNATIONAL

Years with Michael Baker
2

Years of Experience
12

Education
BSc, 2013, Environmental Science, Allegheny College

M.S.P., 2014, Marine Affairs, University of Miami

RELEVANT EXPERIENCE

MDOT OPCP Planning Services Contract, Statewide, Maryland. *Maryland Department of Transportation.* Technical Manager. Michael Baker is providing support for ongoing electric vehicle infrastructure activities to support Maryland's Greenhouse Gas Reduction Act's (GGRA) requirements, with a greenhouse gas (GHG) reduction goal of 25% by 2020 and 40% by 2030. Michael Baker's ongoing planning efforts are enabling the client to meet its transportation-related reduction targets and support its ambitious EV and infrastructure deployment goals. Efforts include identifying strategies that increase EV adoption and the deployment of electric vehicle supply equipment (EVSE), providing policy research, and performing analysis.

On-Call Air Quality and Technical Planning Services, Statewide, Pennsylvania. *Pennsylvania Department of Transportation, Program Center.* Technical Manager. Michael Baker is providing on-call support of metropolitan and rural planning organizations across the state of Pennsylvania on a broad range of services ranging from transportation conformity, travel demand modeling, climate evaluations and resiliency, congestion analysis, and other performance measure evaluations. The team is also assisting Pennsylvania Department of Transportation's Program Center and Traffic Operations divisions in addressing the requirements of the Federal Highway Administration Transportation Performance Management regulations.

Statewide Sustainability Consulting, Richmond, Virginia. *Virginia Department of Transportation.* Technical Manager. Michael Baker is a leading provider of services in support of the Virginia Department of Transportation (VDOT) mission to deliver an effective multimodal transportation network that addresses the mobility needs of all Virginians in an environmentally responsible manner that supports the goals of the Commonwealth Clean Energy Policy. Through a two-year, on-call contract awarded in March 2023, Michael Baker provides project management, technical, policy, research, and communication services to VDOT's statewide sustainability efforts. These services will support general sustainability, greenhouse gases and decarbonization, resilience, land stewardship and management, coordination, and related tasks.

NEVI Program, Statewide, VA. *VDOT.* SENIOR DECARBONIZATION SPECIALIST. Responsible for providing assistance and expertise to the state in the implementation of the NEVI Formula Program. Including the development of several rounds of Requests for Applications (RFA) and application review and analysis.

Charging and Fueling Infrastructure (CFI) Discretionary Grant, Statewide, Pennsylvania. *PennDOT.* SENIOR PLANNER. Supported the development of the PennDOT CFI round 2 grant application supporting the electrification of U.S. Route 6 in Pennsylvania. The application included the development of a feasibility assessment of U.S. Route 6 which incorporated the evaluation of key data such as current EV infrastructure, infrastructure gaps, and equity/environmental justice areas. The CFI application includes the installation of charging infrastructure at 22 public locations that align with Pennsylvania tourism and cultural destinations lending opportunities for fast charging and level 2 charging across the state.

Delaware HUD Reviews. *CohnReznick, LLP.* Project Manager. Manages delivery of HUD environmental review services for the Delaware State Housing Authority as a subconsultant to CohnReznick. Oversees compliance with HUD 24 CFR Part 58 requirements using HEROS, coordinate Phase I/II environmental assessments, floodplain and wetland determinations, and Section 106 consultations. Leads project

planning, risk evaluation, and stakeholder engagement to ensure timely, high-quality reviews that support housing and community development initiatives.

MDE Flood Potential Map Invest. *Maryland Environmental Service.* Project Manager. Leads the statewide initiative to evaluate and compare advanced flood risk datasets and modeling techniques for Maryland Environmental Services and Maryland Department of the Environment. Oversees coordination among MES, MDE, and technical partners to identify study areas, manage hydrologic and hydraulic model reviews, and guide development of recommendations for a comprehensive flood potential map. Responsibilities include schedule management, stakeholder engagement, and ensuring deliverables support Maryland's resilience and hazard mitigation.

NON-MICHAEL BAKER EXPERIENCE

Sustainability Plans, City of Laurel, MD . *MWCOG.* PROJECT MANAGER. Lead the project team in the development of government operations and community sustainability plan including a GHG inventory and reduction analysis and sustainability strategy development. This effort included significant stakeholder outreach and public engagement, strategy development and analysis and interfacing with City leadership including Department Directors and the Mayor.

Climate Action Plans, Charles County, MD. *MWCOG.* TECHNICAL ADVISOR. Responsible for providing assistance and expertise to the county in the development of the county climate action plan including a decarbonization strategy, GHG emissions analyses, and the development of performance metrics. This effort involves robust stakeholder and community engagement including interactive public webinars, in-person public meetings, and stakeholder meetings.

Delaware State Housing Authority Environmental Reviews. *Delaware State Housing Authority.* Responsible for coordinating with the client and project team in the preparation of HUD Environmental Reviews for the Delaware State Housing Authority (DSHA). Environmental Reviews include a range of environmental services such as Phase I and II Environmental Assessments, biological and technical assessments, and noise assessments.

Delaware Climate Action Plan, Statewide, DE. *Delaware Department of Natural Resources and Environmental Control*. Clean Transportation Technical Expert and Policy lead. Responsible for drafting clean transportation content of the 2021 Delaware Climate Action plan. Participated in the modeling of different policy scenarios to evaluate the potential of implementing GHG mitigation strategies in Delaware. Participated in and led various stakeholder outreach events including technical expert conversations and public workshops.

Joint Office Technical Assistance, National. *NREL.* PROJECT MANAGER. Responsible for managing the team providing support to the Joint Office of Energy and Transportation, whose work expands state EV charging equipment deployment. Responsibilities included oversight of technical response to inquiries from state agencies and related entities, direct state government support in implementing the National Electric Vehicle Infrastructure Formula Program, and preparing monthly reports, deliverables and project financials.

Electric Vehicle Infrastructure Technical Assistance, National. *FHWA.* TASK LEAD. Responsible for supporting the FHWA in the administration of the EV Charger Reliability and Accessibility Accelerator program through the evaluation of proposals and scoring. Led the drafting and development of FY 2024 Charging and Fueling Infrastructure Discretionary Grant Program Notice of Funding Opportunity.

EPAct State and Alternative Fuel Provider Fleet Program, National. *NREL* Project Management and Support. Responsible for supporting NREL in the maintenance of the fleet reporting system and database, tracked fleet progress toward meeting their alternative fuel vehicle acquisition requirements, and provides technical assistance to fleets that contact the EPAct hotline. Assisted regulated state and utility fleets in meeting and exceeding the requirements of EPAct through education and outreach, including newsletters and web content.

Technical Response Service (TRS), National. *NREL.* Project Support. Responsible for supporting the daily operations of the TRS by responding to inquiries related to alternative fuels (i.e., electricity (EVSE), biodiesel, ethanol (E85), hydrogen, natural gas, and propane), advanced vehicles, fuel economy, and related technologies and strategies. Performed in-depth research and provided said research to consumers, industry contacts, fleet managers, original equipment manufacturers, and government agencies. Contributed to publications, Alternative Fuels Data Center website content, and Case Studies.

Alternative Fueling Stations Database, National. *NREL*. Project Support**.** Responsible for contacting public-, private-, and government-owned CNG, LNG, and Hydrogen fuel stations to confirm operational status and verify location, point of contact, and equipment specifications for the maintenance of the online Alternative Fuels Data Center (AFDC) Station Locator and mapping tool.

ELECTRICAL FEASIBILITY LEAD

Richard A. Farren, E.I.T.

Mr. Farren has diverse project experience. He has experience in low and medium voltage electrical distribution systems, lighting, electrical vehicle charging, generator sizing, telecommunication, systems, and field investigations. Mr. Farren has sized electrical services, distribution panel boards, and switchboard to meet load demands, and sized breakers within these systems to create fully functional electrical systems. He has experience on coordinating across multiple discipline projects to reach the end goal of providing the customer with fully functional systems. Mr. Farren has utilized computer software to create and provide power, lighting, routing, and grounding plans for contractors. He has also utilized SKM to conduct short circuit, coordination, and arc flash studies for newly furnished electrical systems and provided the customer with full detailed reports on the results, while making revisions as necessary.

Michael Baker INTERNATIONAL

Years with Michael Baker
3

Years of Experience
5

Education
B.S., 2022, Electrical/Mechanical Engineering Technology, The Pennsylvania State University, Altoona Campus

Licenses/Certifications
Engineer-In-Training, Pennsylvania, 2023, ET030578

ODOT Highway Lighting Limited and Complex Prequalification, Ohio, 2024

RELEVANT EXPERIENCE

Carbon Reduction Program Funding, Greene, Miami, and Montgomery Counties, Ohio. *Miami Valley Regional Planning Commission.* Designer. Responsibilities included coordination with the local utility companies to determine new service sizes and drop locations, routing of power feeders to EV charging stations from existing / new power distribution locations, sizing conductors based on voltage drop calculations and ampacity requirements, conducted conduit fill calculations, and creating details for wiring diagrams and EV supply equipment. While designing, it was required to follow ODOT standard construction documents to abide by their standard electrical design practices and meet their minimum size requirements for equipment. Throughout the design process, challenges faced were derived from routing pathways that were per the client's request. Whether it be that the existing infrastructure of the building could not house the conduit pathway or there was new landscaping that needed to remain untouched, a resolution was determined. Utilized site evaluations, site history, and coordination with the site evaluation personnel to determine the best route forward to achieve electrification of the charging stations. For the client and bid process, the quantities of all electrical equipment and structures required were documented for each site and a construction cost estimate was generated to assist in the funding process. While the project was being bid on and constructed, requests for information were answered in a timely manner and returned to the contractor so the project could progress towards completion. Lead electrical designer for all aspects of power to energize 24 dual port level 2 electric vehicle charging stations at 24 different locations throughout District 7/8, in Ohio. Michael Baker supported the Miami Valley Regional Planning Commission (MVRPC) – the Dayton, OH MPO – to implement Level 2 EV chargers at 22 locations in Greene, Miami, and Montgomery Counties. Services included preparation of environmental documentation, site feasibility assessments of an initial 26 locations, stakeholder coordination, and design services.

Electric Vehicle Charging Station Infrastructure, Chester County, Pennsylvania. *Chester County.* Designer. Responsible for all aspects of power to energize 16 dual port level 2 electric vehicle charging stations at 16 different locations throughout Chester County, PA. Responsibilities included, coordination with the local utility companies to determine new service sizes and drop locations, routing of power feeders to EV charging stations from existing / new power distribution locations, sizing conductors based on voltage drop calculations and ampacity requirements, conducted conduit fill calculations, and creating details for wiring diagrams and EV supply equipment. While designing, it was required to follow PENN-DOT standard construction documents to abide by their standard electrical design practices and meet their minimum size requirements for equipment. Throughout the design process, challenges faced were derived from utilizing services to feed the electric vehicle supply equipment per the clients request. Whether it be that the service had no additional circuit space available or the location of the service was not feasible, a resolution was determined. To overcome these challenges for the client, utilized existing infrastructure, site history, and coordination with the county to determine the best route forward to achieve electrification of the charging stations. For the client and bid process, the quantities of all electrical equipment and structures required were documented for each site and a construction cost estimate was generated to assist in the funding process. While the project was being bid on and constructed, request for information were answered in a timely manner and returned to the contractor so the project could progress towards completion. Michael Baker is supporting the delivery of a federal earmark related to electric vehicle (EV) charging infrastructure. The Michael Baker team reviewed the proposed sites in the grant application for feasibility of providing EV charging. The team also reviewed some locations for the installation of fleet charging equipment.

Amtrak Port Huron Lighting Project, Port Huron, Michigan. *Amtrak.* Designer. Responsible for the electrical power upgrades portion of the project to feed new and existing required electrical loads. The electrical system consisted of new lighting for the 550-foot passenger platform, new outdoor lighting, water cabinets, mini-power zones along two 700-foot maintenance platforms, 800-amp wayside power cabinet for train engine power, and a UPS emergency lighting system. The upgraded electrical power system utilized a 1,200-amp switchboard as the main distribution panel to feed all of the previously mentioned loads in addition to the existing loads that were on site. Responsibilities included, coordination with the utility company to determine new service sizes and drop locations, routing of power feeders to distribution panels, lighting loads, controls, and all electrical loads, as well as sizing conductors based on voltage drop calculations and ampacity requirements, and conducted conduit fill calculations. The chain link fence surrounding the electrical equipment required grounding, and the exit gate had to equipped with panic hardware due to the electrical equipment exceeding 1200A to abide by the National Electric Code. Throughout the design process, challenges faced were derived from existing power capacity was limited and there were physical space constraints for additional equipment within the station. There were also challenges with new utility services due to upgrades being required and client request. To overcome this issue the electrical service upgrade was coordinated with the electrical utility and the customer to satisfy the needs of this project and future expansion. This required the design to incorporate an upgraded utility transformer to feed the new switchboard, and then to feed the existing distribution panel. The limited physical space constraint was resolved by utilizing outdoor enclosures in an electrical equipment yard. This required coordinating with vendors and other disciplines to find equipment that will be protected and not have to be replaced frequently. Michael Baker is assisting with the Port Huron, Michigan, Amtrak station project to provide new lighting for the 550-foot passenger platform and new lighting, water cabinets, and mini-power zones along two 700-foot maintenance platforms. During the initial site investigation, the passenger platform lighting average was less than one footcandle. This project will provide Amtrak passengers with the six footcandles of required lighting as well as an Americans with Disabilities Act (ADA)-compliant platform. With the additional equipment requested for the maintenance platform the electrical service feeding the upgraded platforms and station was upgraded to a 1200-amp system with a UPS for all new platform lighting. The electrical service upgrade was coordinated with the electrical utility and the customer to satisfy the needs of this project and future expansion. Prior to this project they were performing nightly maintenance with small handheld lights and small generators to power their tools. This not only created a less than ideal working environment but also created a potential safety hazard as there are live tracks that surround this maintenance area. After completion of this project, the client will have their requested six footcandle lighting average along both sides of the maintenance and power for tools and a wayside power cabinet to power the train engine on the maintenance platforms.

Smart Moves 2021 North, New Jersey. *New Jersey Department of Transportation (NJDOT).* Electrical Associate. Responsible for the design of intelligent transportation system conduit mounting details, wire diagrams, and communication network assignment tables for a more than 10-mile stretch of roadway as part of the smart moves infrastructure upgrade for the client. Responsibilities included providing detailed conduit mounting and support details, placement of junction boxes, and other related equipment to the infrastructure upgrades. Created wiring diagrams to ensure proper routing and connection for various components such as dynamic messaging systems and traffic camera systems. Also responsible for creating communication network assignment tables to detail the equipment required at each project site location. Michael Baker is performing final design services for an expansion to the existing dynamic message system, camera surveillance system, connected vehicle infrastructure, and fiber optic communications infrastructure in select locations throughout the state of New Jersey.

Pennsylvania Broadband Development Authority Grant Management Services, Statewide, Pennsylvania. *PA Department of Community & Economic Development.* Electrical Associate. Led the technical review team for the Pennsylvania Broadband Equity, Access, and Deployment Program, overseeing applications from thirty different internet service providers, totaling 240 submissions. His team was tasked with meticulously examining the technical aspects of each application to ensure all required information was provided and all questions posed by the Pennsylvania Broadband Deployment Authority (PBDA) were answered comprehensively. The technical items reviewed within the applications was the technical narrative summarizing the proposed project, the technology to be used to serve to the proposed locations to confirm it was adequate to meet the minimum required download and upload speed set forth, applicants experience, network design diagrams and design narratives demonstrating network scalability and resiliency, construction methods to be used, maximum upload and download speeds, and the new/existing infrastructure to be used to provide the proposed location with internet services. The team generated curing comments for any inadequate responses, crafted a detailed technical memo for presentation to the PBDA, and scored the applications based on scalability, resiliency, speed, and proposed technology. If an application had missing information, unclear information, or unanswered questions, curing comments were then sent to the internet service providers for them to respond to and provided the required information. The technical review team would review the curing response to ensure the required information has been provided and decide to pass or fail the technical section of the application. The role also included coordinating and communicating critical information from the Broadband team to the technical review team, ensuring timely and compliant responses that were clear, concise, and consistent. The project's goal was to review, score, and summarize the internet service providers' applications so that the PBDA could efficiently select the winning proposals. Michael Baker provided broadband consulting and planning services to the Pennsylvania Broadband Development Authority to support the design, research and development of the Commonwealth of Pennsylvania's "A 5-Year Strategy Toward Internet for All and Digital Equity Plan," with the goal of securing and maximizing funding to expand broadband access throughout the state. Michael Baker conducted research on the true state of broadband in Pennsylvania to identify assets, access, affordability, equity and adoption of broadband statewide.

CONSTRUCTION MANAGEMENT SUPPORT

Erica A. Rowley, P.E.

Ms. Rowley is a civil engineer with construction engineering experience. In her work experience, she has performed the roles of project manager, project engineer, assistant project engineer, office technician, construction inspector, and bridge construction laborer on many Michigan Department of Transportation (MDOT) and Local Agency projects including road, bridge, and intelligent transportation system (ITS) construction as well as design projects. Her project experience includes bridge rehabilitation and reconstructions; road CPM, rehabilitation, and reconstruction; traffic signal installation and modernization; and ITS design and construction. She has also provided document control for multiple construction projects; meticulously processing and maintaining all construction documents including distributing and tracking shop drawings and contractor submittals. In addition, she is relied upon to provide QA/QC assistance to ensure that all contract documents are complete, accurate and consistent with MDOT requirements.

Michael Baker INTERNATIONAL

Years with Michael Baker
6

Years of Experience
20

Education
B.S.E., 2013, Civil and Environmental Engineering, University of Michigan at Ann Arbor

A.A.S., 2009, Mechanical Engineering Technology, Monroe County Community College

Licenses/Certifications
Professional Engineer, Florida, 2018, 85641

Professional Engineer, Michigan, 2017, 65131

RELEVANT EXPERIENCE

Construction Engineering Services at Fire Station on Van Dyke Avenue, City of Warren, Macomb County. *Michigan Department of Transportation.* Project Manager. Responsible for conducting progress meetings, coordinating with the contractor, reviewing traffic signal material warranty documents, coordinating shop drawing review and processing, monitoring the consultant contract budget, and other project related items as required. Due to the construction of the fire station being delayed by DTE utility relocations, the signal project was also delayed and required further coordination with multiple contractors, the fire chief, and the City of Warren Engineer.

Design Assistance During Construction for M-14 / I-96 from Sheldon Road easterly to Newburgh Road. *Michigan Department of Transportation.* Design Engineer. Responsible for compiling pertinent ITS standard plans and specifications, creating the Engineer's estimate for the ITS portion of the design utilizing MDOT's PQS spreadsheet, and QA/QC of the ITS plans. Also provided shop drawing reviews for ITS equipment during the construction phase of the project.

US-131 Byron Center Design Build Pursuit, Detroit, Michigan. *Michigan Department of Transportation.* Transportation Engineer. Responsible for project controls including, budget monitoring, and schedule and progress updates. Performed document control by maintaining project logs for all submittals. Also assembled specification packages for milestone submittals. Also assisted with the design and plan development for the ITS portion of the project. Michael Baker is providing design and engineering services for three miles of mainline reconstruction and three interchanges replacements. Full drainage design including enclosure of the median drainage, the replacement of three box culverts, ditching and detention basin design are included in the project. The structural elements of the project include the design of a MSE retaining wall, moment slab, and development of a pier strut at 84th Street. Additionally, the design team is responsible for lighting design at 76th Street, landscaping, signing and pavement markings throughout the project. The design of the maintenance of traffic scheme was developed in conjunction with the contractor and was designed to meet Michigan Department of Transportation requirements.

US-131 Design-Build, Detroit, Michigan. *Michigan Paving & Materials.* Transportation Engineer. Responsible for project controls including, budget monitoring, and schedule and progress updates. Performed document control by maintaining project logs for all submittals. Also assembled specification packages for milestone submittals. Also assisted with the design and plan development for the ITS portion of the project. Michael Baker is providing design and engineering services for three miles of mainline reconstruction and three interchanges replacements. Full drainage design including enclosure of the median drainage, the replacement of three box culverts, ditching and detention basin design are included in the project. The structural elements of the project include the design of a MSE retaining wall, moment slab, and development of a pier strut at 84th Street. Additionally, the design team is responsible for lighting design at 76th Street, landscaping, signing and pavement markings throughout the project. The design of the maintenance of traffic scheme was developed in conjunction with the contractor and was designed to meet Michigan Department of Transportation requirements.

M-14/I-96 Sheldon to Newburgh Interchange Reconstruction Project, Wayne County, Michigan. *Michigan Department of Transportation.* Transportation Engineer. ***ITS Engineer***, responsible for compiling pertinent ITS standard plans and specifications, creating the Engineer's

estimate for the ITS portion of the design utilizing MDOT's PQS spreadsheet, and QA/QC of the ITS plans. Also provided shop drawing reviews for ITS equipment during the construction phase of the project. Michael Baker provided design and engineering services for the reconstruction of the three miles of mainline, M-14/I-96 interchange, Newburgh Road Interchange, and Sheldon Road Interchange. The focus was to identify and determine solutions to reduce congestion, improve reliability and travel time, enhance safety, and upgrade geometric design deficiencies. The scope of work included the replacement of the Schoolcraft bridge over M-14, coordination of 14 bridge rehabilitations (designed by others), and an operational and feasibility study at the I-275 interchange to develop alternatives for the future operation of the interchange.

MDOT- US31 ITS Dsgn & Syst Mgr. *Michigan Department of Transportation.* Project Engineer. Responsible for compiling special provisions, generating construction cost estimate using MDOT's project quantity spreadsheet (PQS), performing plan reviews and compiling documents for submittal.

MDOT-2022-0397 System Mng Serv. *Michigan Department of Transportation.* Project Manager. Responsible for contract administration including budget management, coordinating shop drawing and RFI review and processing, and documenting acceptance testing of ITS devices.

As-Needed CEI Services for Bridges, Detroit, Michigan. *Michigan Department of Transportation.* Assistant Resident Engineer. Responsible for assisting the MDOT Project Manager with the execution of the *Detroit Signal Modernization* project including reviewing contractor submittals for extra compensation due to plan revisions and field changes, conducting progress meetings, attending field meetings, monitoring the consultant contract budget, and other project related items as required. The Detroit Signal Modernization project includes traffic signal modernization and installation of wireless vehicle detection systems at thirteen sites along Grand River (M-5) and the I-75 service drives in the City of Detroit, Wayne County. This project also included drilled shaft foundations, illuminated street name signs, pedestrian signals and pushbuttons, ADA sidewalk and ramp upgrades, turf establishment, and pavement markings. The project required multiple plan revisions and/or item changes due to encountering obstructions during drilled shaft installations. Michael Baker provided engineering assistance and inspection services as-needed in Detroit, Michigan.

Haggerty Road (I-94 Service Drive to Tyler Road), Michigan. *Wayne County, Michigan.* Assistant Resident Engineer. Responsible for engineering tasks including attending progress meetings, creating and processing contract modifications, assisting with monitoring the consultant budget, and other project related items as required. Also performed field visits, inspection of HMA paving and culvert installation, and Office Technician duties including the review and processing of material certifications, checking IDR's, tracking materials, reviewing payrolls and subcontracts, maintaining the project files via ProjectWise, and other project related items as required. Also performed internal QA/QC of project files.

M19 M27 Intersection widening, traffic signal modernication and sidewalk ramp improvements. *Michigan Department of Transportation.* Assistant Resident Engineer. Responsible for coordinating shop drawing and RFI review and processing and conducting progress meetings. Plan revisions were necessary for the Highway Safety Improvement Program (HSIP) portion of the project. Erica provided the estimated cost of the plan revision, used to seek additional funding from the FHWA and the Village of New Haven, and reviewed the contractor's submitted prices. Erica also helped generate the work orders and contract modifications necessary to execute the plan revision. Also performed internal quality control of project files.

Allen Rd over Blakely Drain Bridge Replacement, Michigan. *Wayne County, Michigan.* Assistant Resident Engineer. ***Assistant Resident Engineer***, responsible for engineering tasks including reviewing and processing contractor RFI's and claims due to differing field conditions, attending progress meetings, assisting with monitoring the consultant contract budget, and other project related items as required. Also performed internal QA/QC of project files.

CEI Services for Rehabilitation of 2 Pump Stations on I-75; REQ 3957; Control 82252; 24-0034; MDOT 202995.*Abonmarche Consultants, Inc.* Project Manager. Responsible for consultant budget management and staffing assignments. This project included the rehabilitation of two pump stations including the removal and replacement of noted mechanical and electrical components and miscellaneous structure upgrades and repairs at SB I-75 Service Drive at Holbrook and SB I-75 Service Drive at East Grand.

Control No. 37-23-024 - Wayne County WO #47164 - MDOT Job No. 215644, Michigan. *Wayne County, Michigan.* Assistant Resident Engineer. Responsible for engineering tasks including assisting with compiling contract modifications, conducting progress meetings, reviewed pricing for extra items added to the contract, and other project related items as required. Also performed internal QA/QC of project files.

Wayne County As-Needed Professional Engineering Services, Wayne County, Michigan. *Wayne County, Michigan.* Transportation Engineer. Responsible for conducting progress meetings, coordinating with the contractor, writing work orders for field changes, reviewing traffic signal material warranty documents, evaluating proposed pedestrian detours, facilitating shop drawing reviews, monitoring the consultant contract budget, and other project related items as required. Michael Baker is providing as-needed professional engineering services including the review of site developments and providing recommendations of approval for applicants seeking construction permits. Tasks include assisting the client with revision of their permit tracking spreadsheet, and establishing communication with applicants, Wayne County, and the drain commissioner.

QA/QC MANAGER

Ankur Singh, P.E., PMP

Mr. Singh has nearly 20 years of experience in Project Management of Mega Projects. He has in-depth knowledge and hands-on experience in managing multi-discipline engineering and construction teams throughout the complete project life cycle and spanning across different project phases. Mr. Singh is recognized for inspiring team leadership and strategic acumen, thriving on innovative problem-solving, and exercising independent judgment in resolving intricate challenges. He is a consistent performer known for adaptability, agility, and adept communication across varied stakeholders and organizational levels. Additionally, Mr. Singh proficiently implemented and oversaw the execution of various Project Management Plans and systems.

Michael Baker INTERNATIONAL

Years with Michael Baker
1

Years of Experience
20

Education
M.S., 2006, Civil Engineering, University of Southern California

B.E., 2003, Civil Engineering, Nagpur University, Maharashtra, India

Licenses/Certifications
Professional Engineer - Civil, California, 2011, 77381

Professional Engineer - Civil, Michigan, 2020, 6201309139

Project Management Professional (PMP), USA, 2023

OSHA 30-Hour Construction Safety and Health, 2014

Professional Affiliations
Michigan Infrastructure and Transportation Association

RELEVANT EXPERIENCE

MDOT - VE Studies_Portage Lake. *Michigan Department of Transportation.*

Penn Rd Grade Separation. *Wayne County, Michigan.*

Non-Michael Baker Project Experience

Preconstruction at Kiewit Massman Traylor - I10 Mobile River Bridge Project, Mobile, Alabama, U.S. *Alabama Department of Transportation.* Project Manager. Worked on Preconstruction phase of the Progressive design build project. Worked on design development, constructability, estimation and procurement. July 2024 to June 2025

Gordie Howe International Bridge Project Detroit, Michigan. *Windsor Detroit Bridge Authority.* Project Manager/Lead Engineer (Design/Construction). Working through Bridging North America US Joint Venture, Fluor/Aecon/Dragados, was a key member of the Bridge Management Team, responsible for implementing project execution plan by driving best practices across the Design-Build Organization, including the identification, creation, integration of optimal systems and processes in accordance with prime contract requirements. Developed bridge management plans related to planning, scope, cost, scheduling, quality, safety and risk. Managed design development for various discipline packages by managing design subcontractor (AECOM) teams in three continents and various countries. Coordinated with designers and IDC (HNTB). Directed efforts for identifying and resolving constructability issues, facilitating cross-functional coordination, and securing approval of design packages from stakeholders, Federal agencies, and state agencies. Facilitated weekly working group meetings with internal and external stakeholders throughout the design and construction phases. Directed the selection of construction methods and means, sequencing of activities and cycle times. Had supervisory responsibilities in alignment with organizational policies and relevant laws, including interviewing, training, mentoring, assigning, and directing work. Managed a team of more than 15 engineers and superintendents, ensuring overall direction, coordination, and performance evaluation. Developed key procurement packages, complete procurement activities and provide recommendations for selection of suppliers and sub-contractors to management. Monitored key supplier/sub-contractor performance, including performing periodic reviews, site visits, tracking deliverables against SOW, and executing timely change management. Directed segment level cost tracking and forecasting, scheduling, progress measurement, change management, and the implementation of safety and quality management plans. Additionally, construction team for closeout and commissioning of the bridge packages. Bridging North America is WDBA's private-sector partner and is responsible to design, build, finance, operate and maintain the Canadian and US Ports of Entry and the bridge and to design, build and finance the Michigan Interchange under a $5.7 Billion public-private partnership agreement (P3). Once finished the Bridge will be the longest main span of any cable-stayed bridge in North America with a clear span of 853m. Bridging North America US Joint Venture (Fluor/Aecon/Dragados), March 2019 – June 2024

Detroit Heavy Oil Upgrade, Detroit, Michigan, U.S. *Marathon Petroleum Company.* Design Engineer. Engineering, procurement, and construction was being provided for a $2.1 billion refinery expansion and upgrade for heavy oil processing capacity, including Canadian bitumen blends. Design foundations and steel pipe racks using various in-house programs. Evaluate existing pile caps and retrofit to use existing piles to support new equipment. Fluor, 2008

TITLE 23 COMPLIANCE, SITE ELIMINATION, & ENGAGEMENT SUPPORT

Rebecca A. Bankard, AICP

Ms. Bankard is a transportation planner who has worked on both long-term and short-term transportation projects for DOTs, transit agencies, and metropolitan planning organizations. She recently worked on the development of the Maryland state plan for the National Electric Vehicle Infrastructure (NEVI) Formula Funding and over the past three years has worked with the Maryland Department of Transportation (MDOT) to support the deployment of electric vehicles (EVs) and EV infrastructure in Maryland. She has extensive stakeholder and public outreach experience, successfully engaging the public through surveys and public meetings. Her areas of specialization include transit planning, electric vehicle planning and deployment, GIS mapping, corridor planning, long-range transportation plans, and environmental planning.

Michael Baker INTERNATIONAL

Years with Michael Baker
10

Years of Experience
12

Education
M.C.P., 2014, Community Planning, University of Maryland, College Park Campus

B.S., 2012, Architecture, The Catholic University of America

Licenses/Certifications
American Institute of Certified Planners, 2022, 34486

Professional Affiliations
American Institute of Certified Planners (AICP)

American Planning Association (APA)

RELEVANT EXPERIENCE

MDOT ZEVIP Support OE-23-17. *ICF Incorporated.* Planner. Developed a MetroQuest Survey to gather feedback on the vision and goals of the plan, prioritization criteria, and potential sites suited for charging stations. Presented at three webinars on existing infrastructure and gaps, equity considerations, siting considerations, and outreach results and provided updates on Maryland's NEVI Program and federal guidance to various stakeholder groups. developed the EV Charger Siting Tool, which will allow potential applicants determine if a site is a good candidate for the NEVI or CFI Programs. Developed and updated the NEVI Plan. Supported the development of the NEVI Round 1 Program and is currently supporting the development of NEVI Round 2 Program.

E05852 Shared Ride and Community Transit Open End - specific rate. *Pennsylvania Department of Transportation, BPT.* Planner. Ensures that transit agencies administer the programs according to the guidelines and policies established by PennDOT BPT. Developed trip databases using Microsoft Access and reviewed each agency's Shared-Ride and PwD trips to assess passenger eligibility, trips records, financial records, and grant compliance. Created an action plan to guide discussions with agencies for reconciling differences and discrepancies. Also led meetings and discussions with agencies to resolve issues and developed recommendations that would eliminate and/or minimize these issues moving forward.

Regional Electric Vehicle Charging Station Program, Cleveland, Ohio. *Northeast Ohio Areawide Coordinating Agency (NOACA.* Planner. Responsibilities included collecting and organizing site documents from partners, developing webinar materials, and identifying potential site grouping in order to developing a schedule for site visits that minimized travel and time. Michael Baker provided engineering services to assist the Northeast Ohio Area-wide Coordinating Agency, the Cleveland, Ohio MPO, with the siting, procurement, and installation of electric-vehicle charging stations at 50 locations across the region. For the project, Michael Baker provided planning services, agency and utility coordination, site audits, electrical engineering, and technical assistance.

E03692.WO6.HPT Facil Cncpt Dsn. *Pennsylvania Department of Transportation, Central Office.* Planner. Responsibilities included conducting a Title VI Analysis, utilizing the APTA Space Needs Calculator to prepare a square-foot estimate for all agency functions, and preparing a facility needs assessment report based on meetings with agency officials.

JA-17-16 MDOT AQ Support. *Maryland Department of Transportation.* Planner. Responsibilities include providing weekly ozone data report.

VDOT 50490, Virginia. *Virginia Department of Transportation.* Planner. Responsible for the development of Virginia's National Electric Vehicle Infrastructure (NEVI) Program, which included providing recommendations on a program evaluation and identifying strategies for completing the gap analysis to identify preferred locations for electric vehicle charging infrastructure.

Title VI Plan Update. *Hagerstown/Eastern Panhandle MPO.* Planner. Responsibilities include identifying new federal requirements, data, and sections that have changed since the adoption of HEPMPO's current Title VI Plan, coordinating with HEPMPO, MDOT and WVDOT to identify any new initiatives or requirements that are on-going in each state, and outlining the draft plan. .

CIVIL ASSOCIATE - HIGHWAY

Anas Abdulghani, EIT

Mr. Abdulghani is a transportation civil associate with a commitment to providing safe and sustainable solutions. He is eager to leverage his skills and experience in roadway design, traffic control systems, and cost estimation to manage and execute transportation and municipal projects for public and private sector clients. With proficiency in design and analysis tools such as OpenRoads, MicroStation, PTV Vissim, and Synchro, he brings a wealth of technical expertise to the table. His experience in crash analysis, drainage design, and utility conflict investigation has prepared him to tackle complex projects with a thorough and meticulous approach. Additionally, his research background in speed limit control strategies and emerging connected and autonomous vehicle technology demonstrates his passion for innovation in the field. He holds an engineer in training license.

Michael Baker INTERNATIONAL

Years with Michael Baker
3

Years of Experience
5

Education
M.S., 2021, Civil Engineering, University of Windsor

B.S., 2017, Civil Engineering, University of Windsor

RELEVANT EXPERIENCE

US-131 Byron Center Design Build Pursuit, Detroit, Michigan. *Michigan Department of Transportation.* Civil Associate. Responsible for contributing to the design and production plans for the US-131 design-build project, ensuring compliance with MDOT standards and internal QA/QC processes. Responsibilities included designing signal plans for 84th Street and pavement marking plans for the entire project; preparing and revising quantity sheets for signals, pavement markings, and other roadway elements during plan revisions; preparing and updating roadway typical sections; confirming stationing; addressing related production plan comments; and supporting Released for Construction (RFC) plan acceptance and responding to contractor inquiries during construction phases. Michael Baker is providing design and engineering services for three miles of mainline reconstruction and three interchanges replacements. Full drainage design including enclosure of the median drainage, the replacement of three box culverts, ditching and detention basin design are included in the project. The structural elements of the project include the design of a MSE retaining wall, moment slab, and development of a pier strut at 84th Street. Additionally, the design team is responsible for lighting design at 76th Street, landscaping, signing and pavement markings throughout the project. The design of the maintenance of traffic scheme was developed in conjunction with the contractor and was designed to meet Michigan Department of Transportation requirements.

Reconstruction and Resurfacing of M-71 and deck replacement for B01 of 76041, Michigan. *Michigan Department of Transportation.* Civil Associate. Responsible for creating topographic surveys to support project planning and design. Responsibilities included conducting surveys to identify existing utilities to support coordination and avoid conflicts; documenting existing pavement markings for project reference; developing existing and proposed typical sections to support design and construction phases; producing construction plans using AutoCAD Civil 3D; designing signage and detour routes to support construction activities; performing quantity calculations using AutoCAD Civil 3D to support cost estimating and materials procurement; and coordinating with multidisciplinary teams to maintain alignment with regulatory requirements and industry best practices.

Wayne County Michigan Rehab, Resurfacing Control No. 37-23-076-P, Work Order No. 47223, Michigan. *Wayne County, Michigan.* Civil Associate. Responsible for creating topographic surveys to support project planning and design. Responsibilities included conducting surveys to identify existing utilities to support coordination and avoid conflicts; documenting existing pavement markings for project reference; developing existing and proposed typical sections to support design and construction phases; producing construction plans using AutoCAD Civil 3D; designing signage and detour routes to support construction activities; performing quantity calculations using AutoCAD Civil 3D to support cost estimating and materials procurement; and coordinating with multidisciplinary teams to maintain alignment with regulatory requirements and industry best practices.

Benesch 37-21-072-P, Michigan. *Wayne County, Michigan.* Civil Associate. Responsible for leading comprehensive traffic analysis and safety assessment for the West Road project, aiming to improve vehicular safety, bicycle connectivity, and traffic flow. Collected and analyzed traffic data, including counts, capacity evaluations, and safety analyses to inform project decisions. Conducted a five-year safety analysis, identifying opportunities to reduce crashes by approximately 25 percent through road cross-section changes. Collaborated with multidisciplinary teams to evaluate future-year growth rates and conducted capacity analysis using Synchro and SimTraffic. Proposed road cross-section alterations, including converting lanes and adding dedicated bike lanes for enhanced bicycle connectivity. Demonstrated that proposed changes would maintain acceptable traffic flow (LOS D or better) at all intersections except one during the evening peak hour. Stayed updated on traffic engineering trends and best practices to ensure alignment with industry standards.

ADA QA/QC

Brian D. Stup, P.E.

Mr. Stup has many years of experience of program and project experience in infrastructure design, civil site development, and construction. His design experience includes extensive utility and road design, erosion and sediment control permitting, grading operations, and hydrologic and hydraulic modeling. Mr. Stup's responsibilities have included program management, construction administration, technical peer reviews, feasibility analyses, value engineering, report preparation, technical designs, permit applications, quantity takeoffs, and cost estimates. He has performed and / or supervised engineering plans and studies related to utility infrastructure, asset management, maritime facilities, industrial facilities, public roadway infrastructure, residential communities, and commercial development.

Michael Baker
INTERNATIONAL

Years with Michael Baker
6

Years of Experience
34

Education
B.S., 1990, Civil Engineering, University of California, Irvine

Licenses/Certifications
Professional Engineer, California, 1998, 58259

Professional Affiliations
American Council of Engineering Companies (ACEC)

American Public Works Association (APWA)

American Society of Civil Engineers (ASCE)

RELEVANT EXPERIENCE

Power Your Drive Charging Station Construction, San Diego, California. *San Diego Gas & Electric.* Project Manager. Civil Engineering Design and Project Management responsibilities. Under contract to Engineering Partners, Inc. (EPI) on-call services with SDG&E, Michael Baker performed field topographic surveys for areas of the new EV charging locations for use in the civil site design and layout of new EV parking spaces. Michael Baker coordinated with clients and owners on locations and layout for both regular and ADA spaces. Michael Baker prepared precise grading and access plans for the ADA EV parking spaces to be constructed and provided the constraints of the existing site conditions, which included an ADA path of access to the building entrances. Michael Baker processed construction permits though the jurisdictional agencies, provided construction support services during construction, and prepared and processed as-built plans with the local agencies for permit closeout. A list of task orders that include a diversity of EV charging program performed under this contract include:

- PYD Moonlight State Beach EV Project, San Diego, CA
- PYD Doheny State Beach EV Project, Dana Point, CA
- PYD San Clemente State Beach Park EV Project, San Clemente, CA
- PYD Anza Borrego State Park EV Project, San Diego, CA
- PYD Cuyamaca Rancho State Park EV Project, San Diego, CA
- PYD Palomar Mountain State Park EV Project, San Diego, CA
- Port Hueneme - XLUUV Site, Camarillo, CA
- PYD Marine Group Boat Works EV Project, San Diego, CA
- PYD North County Transit Center EV Project. San Diego, CA
- Port Priority EV Project – Amazon Facilities, San Diego, CA
- Port Priority EV Project – Pasha Automotive, San Diego, CA
- PYD MD/HD Aladdin Parking Garage EV Project, San Diego, CA
- Port Priority Project – Dole Facilities EV Project, San Diego, CA

Pacific Gas & Electric (PG&E) Contra Costa-Moraga 230 kV Reconductoring Project. *Contra Costa County, CA.* Program Manager. Responsible for civil engineering services associated with the grading plans required for reconductoring at 18 separate sites. Work included multiple agency coordination along the 27-mile reconductoring project. Oversite included the preparation and design of grading plans for access roads, pull sites, work areas, and landing zones.

Pacific Gas & Electric (PG&E) Tesla 230 kV Reconductoring Project. *Alameda & Contra Costa Counties, CA.* Provided technical oversight and quality reviews in support of the civil engineering services associated with the grading plans required for reconductoring at 6 separate sites. Work included the preparation and design of grading plans for access roads, pull sites, work areas, and landing zones. A number of sites had jurisdictional requirements which necessitated additional calculations and submissions of plans to public agencies.

GIS MAPPING/EV-RIDE

Brooks E. Kehler

Mr. Kehler is a GIS Analyst based out of the Harrisburg Pennsylvania office. He specializes in GIS analysis, database development and web mapping application development. Before joining Michael Baker International, Mr. Kehler worked for the Pennsylvania Department of Transportation (PennDOT) in the Geographic Information Division of the Bureau of Planning and Research. His experience encompasses long range transportation plans (LRTPs), congestion management and safety analysis modeling, environmental justice studies, freight mobility forecasting and EV Infrastructure suitability modeling.

Michael Baker INTERNATIONAL

Years with Michael Baker
18

Years of Experience
25

Education
Graduate Certificate, 2000, GIS, The Pennsylvania State University

BSc, 1998, Geography and Regional Planning, Shippensburg University

RELEVANT EXPERIENCE

E05103 WO4 Electric Vehicle. *Pennsylvania Department of Transportation, Program Center.* Analyst. Developed interactive mapping of existing Pennsylvania EV charging infrastructure for publication on PennDOT's 'Electric Vehicles and Alternative Fuels' web page. Created and maintained an internal interactive layer map used to facilitate online meetings and assist in grant proposal development, additional mapped layers included EV Registrations by Zip Code, Scenic Byways, Employment cluster analysis and other potential destinations for public EV charging.

EV Charging Stations Study & Implementation Plan. *SEDA-Council of Governments.* Analyst. Developed interactive mapping of existing regional EV charging infrastructure using EV-RIDE tool. Created and maintained an internal interactive layer map used to facilitate online meetings and assist in grant proposal development, additional mapped layers included EV Registrations by Zip Code, Scenic Byways, Employment cluster analysis and other potential destinations for public EV charging.

EV Charging Infrastructure Implementation Plan. *North Central Pennsylvania Regional Planning and Development Commission..* Analyst. Developed interactive mapping of existing regional EV charging infrastructure using EV-RIDE tool. Created and maintained an internal interactive layer map used to facilitate online meetings and assist in grant proposal development, additional mapped layers included EV Registrations by Zip Code, Scenic Byways, Employment cluster analysis and other potential destinations for public EV charging.

National Electric Vehicle Infrastructure (NEVI) Support. *Virginia Department of Transportation.* Analyst. Responsible for developing a public facing web map highlighting Alternative Fuel Corridors, existing NEVI qualifying EV charging stations and target area exits for grant funding opportunities. Developed automated routines for target area exit selection and rank scoring, along with internal web mapping products for stakeholder presentation and evaluation.

Alternative Fuels Study, Pennsylvania. *Pennsylvania Department of Transportation, Central Office.* GIT Analyst. Analyzed DOE alternative fuel stations and proximity to priority corridors. As part of an on-call contract, Michael Baker studied the feasibility of transitioning some of the client's vehicles to alternative fuel vehicles. The study investigated the viability of six alternative fuel types: compressed natural gas (CNG), liquefied natural gas (LNG), propane, biodiesel (B20), electric/hybrid-electric, and ethanol (E85). Vehicles studied included sedans (G45), all-wheel drive utility Vehicles (G59), pickup trucks (G36), cargo vans (G60), and single and tandem axle dump trucks (A15 and AA1). Michael Baker researched the client's operations framework, alternative fuels background, policy and regulations, and other initiatives and evaluated environmental impacts, investment needs, and level of service impacts.

PennDOT Extreme Weather Vulnerability Study, Statewide, Pennsylvania. *Pennsylvania Department of Transportation.* Analyst. Assisted in the development of future weather impacts on PennDOT owned transportation facilities. Models predicted impacts of flooding on bridges and roadway segments for scenarios in the years 2050 & 2100. Developed web mapping applications to visualize historic flooding data, existing infrastructure conditions along with predicted future flooding impacts.

HEPMPO. Hagerstown/Eastern Panhandle MPO. Analyst. Responsible for hot spot analysis of West Virginia and Maryland crash data. Created web mapping, intersection reports and ranking of high priority corridors. Assisted in technical activities for portions of the long-range transportation plan update. Assisted in efforts to complete demographic forecasting and allocation, travel demand modeling to support the transportation needs analysis, assessment of regional freight needs and movement, and project prioritization.

ELECTRICAL QA/QC

Carlos E. Dizon, P.E.

Mr. Dizon is an Electrical Engineer with over two decades of diverse electrical engineering experience. He has extensive background in the design, project engineering, oversight and approval of various projects including new construction and infrastructure upgrades for EV infrastructure, renewable energy, industrial, commercial, utility, institutional and transportation facilities. He has led teams of engineers, designers, and specialists in the preparation of specifications, drawings and calculations for high, medium, and low voltage power distribution systems, power generation, grounding, protective relaying, and DC/UPS systems.

Michael Baker
INTERNATIONAL

Years with Michael Baker
5

Years of Experience
27

Education
B.S., 1998, Electrical Engineering, New Jersey Institute of Technology

Licenses/Certifications
Professional Engineer, California, 2013, 20593

Professional Engineer, Connecticut, 2024, PEN.0034599

Professional Engineer, New Jersey, 2013, 24GE05067700

Professional Engineer - Electrical, New York, 2020, 103152

Professional Engineer, Virginia, 2015, 0402054870

Relevant Experience

City of Rancho Mirage Button Drive Parking Lot Improvements Electrical Task Manager for (9) new Level 2 Chargers with (30) EV-Capable charging spots, Solar Canopy System (400kW Generation), and a 500kW Battery Energy Storage System (BESS) at a redevelopment parking lot in the City of Rancho Mirage. The City of Rancho Mirage is redeveloping a lot adjacent to the community park and amphitheater to service as parking for nearby businesses the park and the amphitheater and host the occasional farmers' market. Design included site lighting calculations, utility coordination, solar canopy sizing, and equipment sizing. Drawings was produced in Autodesk® Autocad, lighting calculations performed in Acuity Visual Lighting, and Solar Calculations performed in PVSyst and Helioscope.

Comprehensive Design Services at BWI Marshall and Martin State Airports Contract X, Baltimore/Washington International Thurgood Marshall (BWI), and Martin State Airports, Maryland. Electrical Task Manager for Electrical/Lighting design engineering services for the installation of a new electric bus charging station. Design included new bus chargers, dispensers, new service equipment, and new site lighting. Provided technical oversight and QAQC review of various electrical design tasks such as design calculations for equipment sizing, overcurrent protection sizing, preparation of wiring diagrams, one-line diagrams, installation details, site plans, specifications and cost estimate. Assisted in post design and construction support services including, coordinating with utility and attending meetings.

Tobyhanna Army Depot OIB Modernization, Tobyhanna, Pennsylvania. Tobyhanna Army Depot. Electrical Task Lead for the comprehensive review and study resulting in an implementation to addresses updating/upgrading facilities, equipment, utilities, and methods of production and manufacturing at Tobyhanna Army Depot, in order to support Army modernization efforts. The primary energy resilience priority is to design a microgrid with the roadmap for microgrid implementation at TYAD is provided. Carlos serves as the lead electrical engineer and has performed a PV sizing analysis using PVsyst for sixteen (16) different location on TYAD property with a total generation capacity of 7.5MW; developed a preliminary 6MW BESS system layout; biomass implementation and existing electrical system resilience review.

AFRL New Science and Technology On-Orbit Research Missions Operations Center, New Mexico. Air Force Research Lab. Electrical Task Manager for a one-story addition to an existing building and the upgrade of approximately 4,800 square feet of existing space in the existing building. Michael Baker Electrical was responsible for the building power distribution design, drawings, technical specifications, and quantity and estimates to all site power distribution equipment, lighting, lightning protection, communication and various miscellaneous low voltage equipment. Design includes cross discipline coordination for power sources, equipment locations, raceway routing and sizing. Design is in accordance with Client specific standards and NEC. Design was produced in Autodesk® AutoCAD.

New Jersey Turnpike Lighting Design, Newark, New Jersey. *New Jersey Turnpike Authority.* Project Manager for interchange lighting and electrical system upgrades to facilities along the entire New Jersey Turnpike. Provided oversight to all electrical tasks and deliverables. The design contracts involve the replacement of the existing lighting system to LED fixtures and to provide an emergency back-up system for the entire roadway lighting/toll plaza. The detailed lighting and power systems scope at 20+ Turnpike and Parkway Interchanges which included a field investigation, performing electrical calculations, equipment sizing specification development, construction cost estimating and construction support. Design drawings included wiring diagrams, one-line diagrams, plan drawings, panel schedules, construction sequence, schedule of lighting standards, temporary lighting plans, and construction details.

ATTACHMENT B
LEGAL STATUS OF OFFEROR

(The Respondent shall fill out the provision and strike out the remaining ones.)

The Respondent is:

- A corporation organized and doing business under the laws of the state of Pennsylvania, for whom Ankur Singh bearing the office title of Vice President/Office Executive whose signature is affixed to this proposal, is authorized to execute contracts on behalf of respondent.*

  *If not incorporated in Michigan, please attach the corporation's Certificate of Authority

- A limited liability company doing business under the laws of the State of _____, whom _____ bearing the title of _____ whose signature is affixed to this proposal, is authorized to execute contract on behalf of the LLC.

- A partnership organized under the laws of the State of _____ and filed with the County of _____ , whose members are (attach list including street and mailing address for each.)

- An individual, whose signature with address, is affixed to this RFP.

Respondent has examined the basic requirements of this RFP and its scope of services, including all Addendum (if applicable) and hereby agrees to offer the services as specified in the RFP.

_____ Date: 03/16/2026

Signature

(Print) Name Ankur Singh, PE, PMP Title Vice President - Dearborn Office Executive

Firm: Baker and Associates

Address: 835 Mason Street, Suite A290, Dearborn, MI 48124

Contact Phone 313-203-4410 Fax 313-203-4401

Email ankur.singh@mbakerintl.com

Registrations

From: LARA-BPL@michigan.gov <noreply@accela.com>
Sent: Tuesday, August 9, 2022 3:23 PM
To: Registrations
Subject: EXTERNAL: Firm Approval for Baker and Associates

Subject: Firm Approval for **Baker and Associates**

Good afternoon,

The above firm is approved under MCL 339.2010 to engage in the practice of architecture, professional engineering, or professional surveying, if the conduct of the firm and its principals comply with applicable laws and rules, 2/3 of the firm's principals are Michigan licensees, and the firm employs a person in responsible charge in the field of services offered at each place of business in this state where services are offered by the firm, except at a field office which provides only a review of construction.

Please note there is no expiration date for this approval email and it's valid as long as the firm continues to meet the 2/3 licensure requirements.

If you have any questions or concerns, please feel free to e-mail our office.

Sincerely,

Licensing Division
Bureau of Professional Licensing
BPLHelp@michigan.gov

NOTE: If you would like to Renew your license follow these instructions:

- You must use a desktop or laptop computer to complete the registration and renewal process.
- Login to MiPLUS.
- Click on the “Licenses” tab.
- Find your License Number under the “Record Number” column. Click on the “Renew License” link located under the “Action” column.

License NLP000453: Architecture

Add to collection

Firm Approval

Record Status: Approved

Record Info Payments

License Details

More Details

Application Information

Application Record Expiration

Record Expiration:	08/09/2023

Person Submitting Request

First Name:	Regina
Last Name:	Hart

License Document Delivery

License Document Delivery:	Electronic Only

Hart, Gina

From: BPLHelp <BPLHelp@michigan.gov>
Sent: Wednesday, January 27, 2021 1:46 PM
To: Registrations
Subject: EXTERNAL: RE: Non-Licensed Principal Certificate of Approval : Principal Name Change Request
Attachments: How to Register for an Account in MiPlus.pdf

Good afternoon,

There is no reason for you to notify us of changes to your principals. As long as you continue to maintain the 2/3 Michigan licensure to meet the approval letter requirements, the current approval letter is valid.

If you would like to obtain a new/updated approval letter, which now does not list the principals, you can follow the steps below.

Our systems have recently changed, therefore, please follow the steps below to submit a request for an architect, professional engineer, and/or professional surveyor firm approval.

If you are a first time user to the MiPLUS licensing platform, a new account must be registered in the system by visiting the MiPLUS login/registration site at https://aca-prod.accela.com/MILARA. In the upper right corner of this site, click on the words Register for an Account. If you are a licensee, when registering your account you must enter your name exactly as it appears on your license and use the e-mail address you have on file with the department to ensure your license correctly links to your account. A license is not required to create a MiPLUS account or to submit a firm approval request. When entering your contact information it will ask for a start date, which will be the date you are registering the account. You do NOT need to enter an end date.

Log into your MiPLUS account, click on the word Licenses, then click on Apply for a License Application or Submit A Request. After accepting the disclaimer, click Continue Application. Next, choose either Architect, Professional Engineer, or Professional Surveyor from the alphabetical list that populates, and select Firm Approval then click Continue Application. NOTE: the firm approval document that will be issued is for architect, engineering and/or surveying services so, if your firm offers more than one of these services, you only need to choose one of the professions to complete this request.

Under Business Information, click Add New. Enter the applicable business entity information for the firm and then click Add Contact Address to enter the mailing address of the firm, then click Continue. On the next screen, click Continue Application. Enter the name of the person submitting the request and click Continue Application. All firms must have 2/3 or more of its principals licensed in Michigan under Article 20 of the Michigan Occupational Code. Carefully review the certification before checking the box and clicking Continue Application.

Once submitted, you will receive an e-mail of the firm approval. Please note that architect, professional engineer, and professional surveyor firms do not receive a firm license in Michigan. The e-mail confirming the firm approval is all that the department provides under Article 20 of the Michigan occupational code.

If you have any questions or concerns, please feel free to reply to this e-mail or call our office at the number listed below; our phones are open from 9 a.m. to 4 p.m., Monday through Friday.

Best regards,

Kim

Kim M., Licensing Technician
Licensing Team 4 (#Team40217)
Bureau of Professional Licensing
Phone: 517/241-9288
E-mail: bplhelp@michigan.gov
Website: www.michigan.gov/bpl

From: Registrations <Registrations@mbakerintl.com>
Sent: Tuesday, January 19, 2021 6:27 PM
To: CSCLonline <CSCLonline@michigan.gov>
Cc: Shrift, Raymond <Raymond.Shrift@mbakerintl.com>; Heckman, Rhonda <RHeckman@mbakerintl.com>; Tudryn, David <DTudryn@mbakerintl.com>; Chaffin, Joseph <JChaffin@mbakerintl.com>; Gravlin, Steven <Steven.Gravlin@mbakerintl.com>
Subject: Non-Licensed Principal Certificate of Approval : Principal Name Change Request

Hello

I am writing with regard to the attached Michigan, Non-Licensed Principal Certificate of Approval for Baker and Associate. The partners currently listed on the document are Ronald W. Kretz, David B. Tudryn, and David J. Greenwood. We would like to remove Ronald W. Kretz and David J. Greenwood and replace them with R. Joseph Chaffin and Steven S. Gravlin. See below for Mr. Chaffin's and Mr. Gravlin's credentials. Please let me know how to make this replacement.

Name	Licenses/Certifications	State/Province	Number	Earned	Expires	Last Renewal
Mr. Steven S. Gravlin P.E., P.S.	Professional Engineer	OH	61964	1/1/2016	12/31/2021	12/1/2019
	Professional Engineer	MI	6201036219	10/18/1990	10/18/2023	
	Professional Surveyor	MI	4001043054	9/3/1997	9/3/2023	
	Professional Engineer	CA	44738	6/15/1989	9/30/2021	
Mr. R. Joseph Chaffin AIA	Registered Architect	PA	RA016517B	1/29/2001	6/30/2021	6/12/2019
	Registered Architect	IL	001.023037	7/10/2015	11/30/2022	10/26/2020
	Registered Architect	OH	ARC.9410751	9/14/1994	12/31/2021	12/13/2019
	NCARB		51514	5/31/1999	5/31/2021	5/27/2020
	Registered Architect	WV	4370	8/11/2011	6/30/2021	6/26/2020
	Registered Architect	MN	52864	8/24/2015	6/30/2022	6/26/2020
	Registered Architect	MI	1301059194	5/11/2012	5/11/2023	10/26/2020

Thank you,

RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS
LANSING

STEVE ARWOOD
DIRECTOR

CORPORATIONS, SECURITIES & COMMERCIAL LICENSING BUREAU

LICENSING DIVISION
OCCUPATIONAL CODE SECTION

PROOF OF SERVICE

I, Karen Flagg, an employee of the Michigan Department of Licensing and Regulatory Affairs, Corporations, Securities & Commercial Licensing Bureau, Licensing Division, hereby certify that I mailed the attached sealed Non-Licensed Principal Certificate of Approval, issued by the State of Michigan, by first-class mail, in an envelope addressed to:

BAKER AND ASSOCIATES
100 AIRSIDE DR
AIRSIDE BUSINESS PK
MOON TOWNSHIP PA 15108

On this Thursday, April 17, 2014

Karen Flagg, Licensing Analyst

RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS
LANSING

STEVE ARWOOD
DIRECTOR

NON-LICENSED PRINCIPAL
CERTIFICATE OF APPROVAL^

The Corporations, Securities & Commercial Licensing Bureau, Licensing Division, hereby certifies that the below named firm applied for approval to practice with Non-Licensed Principal(s); and on this day was approved to engage in the practice of Architecture in the State of Michigan, in accordance with Public Act 299 of 1980, as amended:

BAKER AND ASSOCIATES
100 AIRSIDE DRIVE
AIRSIDE BUSINESS PARK
MOON TOWNSHIP PA 15108

Firm Principals	Michigan License No.
Ronald W Kretz#	1301057673
David Brendan Tudryn	1301059104
David J Greenwood*	Not Licensed

*Persons(s) designated as "Not Licensed" may not offer or provide professional services in the State of Michigan.
#Person in responsible charge of Michigan projects.

^This certificate of approval is limited to the above named firm and principals. Each licensed principal must hold an active Michigan-issued license for this certificate to remain valid. Any change in the company name or the expiration of any Michigan license would change the makeup of the listed principals and this Certificate of Approval will become null and void, requiring the filing of new Application(s) for Non-Licensed Principal Approval.

Linda Clewley
LINDA CLEWLEY, LICENSING MANAGER
OCCUPATIONAL CODE SECTION

4-14-14
Date

SECTION 2 - NON-LICENSED PRINCIPAL INFORMATION

Name of Non-Licensed Principal	Telephone Number
David Greenwood	703-317-6217

Residence Address: 9745 South Park Circle, Fairfax Station, VA 22039

Date of Birth	Social Security Number	Have you ever filed an application with this office? If yes, indicate the type
5/14/51	[redacted]	☒ No ☐ Yes - Type:

Indicate professional or vocational licenses or registrations held in Michigan

Professional Engineer #6201054266

Have you ever had disciplinary action taken against any license, registration or permit you now hold or have ever held? (suspension, revocation, denial, etc.)?

☐ Yes - Provide type of license, name of state, action and dates of action on a separate sheet of paper. ☒ No

SECTION 3 - AFFIDAVITS

Affidavit by the Responsible Licensed Principal of the Firm

I hereby certify that the statements in this application are true and correct. I further certify that all non-licensed principals will be identified as such and will not be represented or allowed to function as a licensee by the firm and that the firm and the non-licensee will abide by all of the provisions of Act 299 of 1980, as amended and all rules and regulations promulgated thereunder, including rules of professional conduct.

Ronald Kretz

Responsible License Principal

Signature

2.10.2014

Date

Subscribed and sworn to before me this 10th day of February 20 14

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Patricia A. Smith, Notary Public
Moon Twp., Allegheny County
My Commission Expires July 11, 2017
MEMBER, PENNSYLVANIA ASSOCIATION OF NOTARIES

Patricia A. Smith

Notary Public in and for ALlegheny County, PA

My commission expires: 7/11/17

Patricia A. Smith

Affidavit by the Non-Licensed Principal

I hereby certify that the statements in this application are true and correct. I further certify that I will be identified as a non-licensee, will not represent myself or attempt to function as a licensee, and that I have read and will abide by all of the provisions of Act 299 of 1980, as amended and all rules and regulations promulgated thereunder, including rules of professional conduct. I agree the Department is required by law to obtain my social security number pursuant to MCL 338.3434(a), that the information will be used for purposes of identification and to minimize occupational license fraud.

David Greenwood

Non-Licensed Principal

Signature

1/31/2014

Date

Subscribed and sworn to before me this 31st day of January 20 14

TAMMY L. RICE
NOTARY PUBLIC
REG # 7119939
COMMISSION EXPIRES
COMMONWEALTH OF VIRGINIA

Tammy L. Rice

Notary Public in and for City of Alexandria, Virginia

My commission expires:

Please submit this form to the address at the top left of page 1. You will receive acknowledgment of your submittal in approximately 4 to 6 weeks.

M130917 001 R -0012

CUT OUT FOR WALLET CARD

STATE OF MICHIGAN - DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS

CORPS, SECURITIES & COMM LIC BUR
ARCHITECT LICENSE

RONALD W. KRETZ
104 MINE DRIVE
ALIQUIPPA PA 15001

PERMANENT I.D. NO.	EXPIRATION DATE	AUDIT NO.
1301057673	10/31/2015	2735024

Please tell us about your licensing experience by completing our anonymous customer survey at: www.michigan.gov/larasurvey

YOUR LICENSE MUST BE DISPLAYED IN A PROMINENT PLACE.

REVERSE SIDE OF LICENSE CONTAINS IMPORTANT INFORMATION.

Inquiries Regarding this License

Please provide your license number on all correspondence, and when contacting the Department.

www.michigan.gov/commerciallicensing

CORPORATIONS, SECURITIES & COMMERCIAL LICENSING
Department of Licensing and Regulatory Affairs
P.O. Box 30018
Lansing, MI 48909

(517) 241-9288

Complaint Information

The issuance of this license or permit should not be construed as a waiver or dismissal of any complaints or violations pending against the licensee, its agents, employees or qualifying officer.

RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF LICENSING AND REGULATORY AFFAIRS

A1620969

CORPORATIONS, SECURITIES & COMMERCIAL LICENSING BUREAU
ARCHITECT LICENSE

RONALD W. KRETZ
104 MINE DRIVE
ALIQUIPPA PA 15001

PERMANENT I.D. NO.	EXPIRATION DATE	AUDIT NO.
1301057673	10/31/2015	2735024

THIS DOCUMENT IS DULY ISSUED UNDER THE LAWS OF THE STATE OF MICHIGAN.

Baker

Baker and Associates

Airside Business Park
100 Airside Drive
Moon Township, PA 15108
412-269-6300

February 10, 2014

Michigan Dept. of Licensing and Regulatory Affairs
Corporations, Securities & Commercial Licensing Bureau
Licensing Division – Non-Licensed Principal
P.O. Box 30018
Lansing, MI 48909

Re: Baker and Associates

To Whom It May Concern:

Enclosed is an Application for Non-Licensed Principal Approval which has been signed and notarized by the Architect in charge and the non-licensed partner of Baker and Associates. Also enclosed is the Partnership Agreement and Certificate of Co-Partnership for the County of Ingham.

Please let me know if you require any further information and please send any correspondence to me at the following address:

Pattie A. Smith
Baker and Associates
Airside Business Park
100 Airside Drive
Moon Township, PA 15108

Send Mary + Kristy Kalich & Toni Thompson C of Co A

Sincerely,

Baker and Associates

Pattie A. Smith

Pattie A. Smith
Executive Legal Assistant

Enc.

Michigan Department of Licensing and Regulatory Affairs
Corporations, Securities & Commercial Licensing Bureau
Licensing Division - Non-Licensed Principal
P.O. Box 30018, Lansing, MI 48909
517-241-9288
www.michigan.gov/lara

Karen Flagg
517.241.1306
or
517.373.2062
FlaggK@mi.gov

APPLICATION FOR NON-LICENSED PRINCIPAL APPROVAL

AUTHORITY: P.A. 299 of 1980, MCL 338.3434(A), AND 42 USC 654
PENALTY: FAILURE TO PROVIDE THIS INFORMATION MAY RESULT IN DENIAL OF THE APPLICATION AND/OR DISCIPLINARY ACTION.

INSTRUCTIONS:

A firm may engage in the practice of architecture, professional engineering or professional surveying in Michigan if not less than two-thirds [illegible] of the firm are licensed in Michigan. A principal is defined as a sole proprietor, partner, president, vice-president, secretary, treasurer or director of a corporation, or a member or manager of a limited liability company. If your firm will include principals that are not licensed, each non-licensed principal must submit an Application for Non-Licensed Principal Approval. Your submittal of the application must include a copy of the filed documents organizing the firm (i.e., Articles of Incorporation, Articles of Organization, etc.) Approval shall be limited to the firm and principals named therein. If a change occurs in the company name, or a change in unlicensed principals, a new application must be filed.

SECTION 1 - COMPANY INFORMATION

NEPA
ENVIRONMENTAL
CULTURAL
RESOURCES

Name of Firm
Baker and Associates

Main Office Address	Telephone Number
100 Airside Drive, Airside Business Park Moon Township, PA 15108	412-269-6300
Michigan Address	Has this firm previously filed an Principal Approval? ☐ Yes

List Type of Services Offered by the Firm:

- ☒ Architectural
- ☐ Professional Engineering
- ☐ Professional Surveying

Name of Michigan licensee in responsible charge of Michigan projects. A Michigan licensee must be designated for each type of service being offered.

Ronald Kretz

LIST ALL OF THE FIRM'S PRINCIPALS, (INCLUDING NON-LICENSED PRINCIPALS). ATTACH ADDITIONAL SHEETS, IF NECESSARY.

NAME (For Michigan licensees, name must be listed exactly as it appears on Michigan license.)	TYPE OF LICENSE	LICENSE NUMBER
Ronald W. Kretz	Architecture	1301057673
David Brendan Tudryn	Architecture	1301059104
David J. Greenwood		

517-373-1820
Zara
[redacted]

Michigan Department of Licensing and Regulatory Affairs
Corporations, Securities & Commercial Licensing Bureau
Licensing Division - Non-Licensed Principal
P.O. Box 30018, Lansing, MI 48909
517-241-9288
www.michigan.gov/lara

APPLICATION FOR NON-LICENSED PRINCIPAL APPROVAL

w/copy of Joinder Agt
mailed 7-24-14

AUTHORITY: P.A. 299 of 1980, MCL 338.3434(A), AND 42 USC 654
PENALTY: FAILURE TO PROVIDE THIS INFORMATION MAY RESULT IN DENIAL OF THE APPLICATION AND/OR DISCIPLINARY ACTION.

INSTRUCTIONS:

A firm may engage in the practice of architecture, professional engineering or professional surveying in Michigan if not less than two-thirds of the principals of the firm are licensed in Michigan. A principal is defined as a sole proprietor, partner, president, vice-president, secretary, treasurer or director of a corporation, or a member or manager of a limited liability company. If your firm will include principals that are not licensed, each non-licensed principal must submit an Application for Non-Licensed Principal Approval. Your submittal of the application must include a copy of the filed documents organizing the firm (i.e., Articles of Incorporation, Articles of Organization, etc.) Approval shall be limited to the firm and principals named therein. If a change occurs in the company name, or a change in unlicensed principals, a new application must be filed.

SECTION 1 - COMPANY INFORMATION

Name of Firm
Baker and Associates

Main Office Address	Telephone Number
Airside Business Park 100 Airside Drive, Moon Township, PA 15108	412-269-2535
Michigan Address	Has this firm previously filed an application for Non-Licensed Principal Approval? [X] Yes [ ] No
List Type of Services Offered by the Firm: [X] Architectural [ ] Professional Engineering [ ] Professional Surveying	Name of Michigan licensee in responsible charge of Michigan projects. A Michigan licensee must be designated for each type of service being offered. R. Joseph Chaffin

LIST ALL OF THE FIRM'S PRINCIPALS, (INCLUDING NON-LICENSED PRINCIPALS). ATTACH ADDITIONAL SHEETS, IF NECESSARY.

NAME (For Michigan licensees, name must be listed exactly as it appears on Michigan license.)	TYPE OF LICENSE	LICENSE NUMBER
R. Joseph Chaffin	Architecture	1301059194
David B. Tudryn	Architecture	1301059104
David J. Greenwood	Engineering	6201054266

SECTION 2 - NON-LICENSED PRINCIPAL INFORMATION

Name of Non-Licensed Principal	Telephone Number
David J. Greenwood	703-317-6217

Residence Address: 9745 South Park Circle, Fairfax, VA 22039

Date of Birth	Social Security Number	Have you ever filed an application with this office? If yes, indicate the type
5/14/51	[redacted]	☐ No ☒ Yes - Type: Non-Licensed Principal Approval

Indicate professional or vocational licenses or registrations held in Michigan
Professional Engineer 6201054266

Have you ever had disciplinary action taken against any license, registration or permit you now hold or have ever held? (suspension, revocation, denial, etc.)?

☐ Yes - Provide type of license, name of state, action and dates of action on a separate sheet of paper. ☒ No

SECTION 3 - AFFIDAVITS

Affidavit by the Responsible Licensed Principal of the Firm

I hereby certify that the statements in this application are true and correct. I further certify that all non-licensed principals will be identified as such and will not be represented or allowed to function as a licensee by the firm and that the firm and the non-licensee will abide by all of the provisions of Act 299 of 1980, as amended and all rules and regulations promulgated thereunder, including rules of professional conduct.

R. Joseph Chaffin
Responsible License Principal

R. Joseph Chaffin
Signature

7/17/2014
Date

Subscribed and sworn to before me this 17th day of July 20 14

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Patricia A. Smith, Notary Public
Moon Twp., Allegheny County
My Commission Expires July 11, 2017
MEMBER, PENNSYLVANIA ASSOCIATION OF NOTARIES

Patricia A. Smith
Notary Public in and for
Allegheny Co - Pennsylvania

My commission expires: 7-11-17

Affidavit by the Non-Licensed Principal

I hereby certify that the statements in this application are true and correct. I further certify that I will be identified as a non-licensee, will not represent myself or attempt to function as a licensee, and that I have read and will abide by all of the provisions of Act 299 of 1980, as amended and all rules and regulations promulgated thereunder, including rules of professional conduct. I agree the Department is required by law to obtain my social security number pursuant to MCL 338.3434(a), that the information will be used for purposes of identification and to minimize occupational license fraud.

David J. Greenwood
Non-Licensed Principal

David J. Greenwood
Signature

7/21/2014
Date

Subscribed and sworn to before me this 21st day of July 20 14

TAMMY L. RICE
NOTARY PUBLIC
REG # 7119939
COMMISSION EXPIRES 7/31/2015
COMMONWEALTH OF VIRGINIA

Tammy Rice Tammy L. Rice
Notary Public in and for
City of Alexandria, VA

My commission expires: 7/31/15

Please submit this form to the address at the bottom of page 1. You will receive acknowledgment of your submittal in approximately 4 to 6 weeks.

Pattie A Smith

From: Flagg, Karen (LARA) <flaggk@michigan.gov>
Sent: Tuesday, July 01, 2014 8:13 AM
To: Pattie A Smith
Subject: RE: Baker and Associates

Good Moring, Pattie,

How are you? Yes. Please submit an updated Application for Non-Licensed Principal Approval with the new architect listed in the place of Ron Kretz.

Make it a great day!

Karen Flagg, Licensing Analyst
LARA► Customer Driven–Business Minded
CORPORATIONS, SECURITIES & COMMERCIAL LICENSING BUREAU
PO Box 30018 ♦ Lansing MI 48909
Division 517.241.9288 ♦ Fax 517.373.2162

From: Pattie A Smith [mailto:PASmith@mbakerintl.com]
Sent: Monday, June 30, 2014 4:36 PM
To: Flagg, Karen (LARA)
Subject: Baker and Associates

Hi Karen,
You helped me a few months back when Baker and Associates needed to get a Non-Licensed Principal Certificate of Approval.
Now that we have that, our architect in responsible charge (Ron Kretz) has left the company.
We are in the process of appointing a licensed architect in Michigan as a replacement for Ron. When that is completed, is there anything I need to do as far as Lara is concerned?
Thank you,
Pattie Smith

Pattie A. Smith
Michael Baker International, LLC
Airside Business Park
100 Airside Drive
Moon Township, PA 15108
(412) 269-2535
pasmith@mbakercorp.com

Pattie A Smith

From: Flagg, Karen (LARA) <flaggk@michigan.gov>
Sent: Monday, March 24, 2014 5:33 PM
To: Pattie A Smith
Subject: RE: Baker and Associates

Pattie,

It is good that you are in touch with the attorneys in your office, as the State of Michigan's disclaimer states, I am not an attorney nor am I authorized or licensed to provide legal advice.

This department does not license design profession firms. Firms must, however, properly register their business in the State of Michigan to transact business in compliance with local (city, county, township) and state statutes, rules, ordinances and policies.

Each county office registers business names at the county level, where the documents are filed. Your firm filed for a Certificate of Co-Partnership in Ingham County.

> **General Partnership Definition**
> A partnership exists when two or more persons join together in the operation and management of business for profit. Partnerships, like sole proprietorships, are subject to relatively little regulation and are fairly easy to establish. A formal partnership agreement is recommended in order to address potential conflicts before they arise. Under a general partnership, each partner is liable for all debts of the business. All profits are taxed as income to the partners based on their percentage of ownership. A general partnership, like a sole proprietorship, must file a "Certificate of Co-Partnership" or a "Certificate of Persons Conducting Business Under Assumed Name" with the county clerk's office in the counties in which the business is located.

Your firm obtained a Co-Partnership for Ingham County only. Firms that seek authority to transact design services throughout the State of Michigan must obtain a Certificate of Authority from the Corporation Division. The links to those services are contained in the e-blurb you received.

In addition to the county level, there may be other local, state and federal agencies that handle requirements and regulations which affect your business. For further information, please refer to the following links:

Michigan Business One Stop http://www.mi.gov/business
Your source for doing business
find out more

More information on the proper registration and filings regarding business is available through these links regarding Choosing a Business Name. Business registrations must be filed at the proper municipal, county and state levels.

Sincerely,

Karen Flagg, Licensing Analyst
LARA► Customer Driven–Business Minded
CORPORATIONS, SECURITIES & COMMERCIAL LICENSING BUREAU
PO Box 30018 ♦ Lansing MI 48909
Division 517.241.9288 ♦ Fax 517.373.2162

Registrations

From: LARA-BPL@michigan.gov <noreply@accela.com>
Sent: Tuesday, August 9, 2022 3:28 PM
To: Registrations
Subject: EXTERNAL: Firm Approval for Baker and Associates

Subject: Firm Approval for **Baker and Associates**

Good afternoon,

The above firm is approved under MCL 339.2010 to engage in the practice of architecture, professional engineering, or professional surveying, if the conduct of the firm and its principals comply with applicable laws and rules, 2/3 of the firm's principals are Michigan licensees, and the firm employs a person in responsible charge in the field of services offered at each place of business in this state where services are offered by the firm, except at a field office which provides only a review of construction.

Please note there is no expiration date for this approval email and it's valid as long as the firm continues to meet the 2/3 licensure requirements.

If you have any questions or concerns, please feel free to e-mail our office.

Sincerely,

Licensing Division
Bureau of Professional Licensing
BPLHelp@michigan.gov

Home Search New Help

Logged in as:Regina Hart Reports (17) Account Management Logout

NOTE: If you would like to Renew your license follow these instructions:

- You must use a desktop or laptop computer to complete the registration and renewal process.
- Login to MiPLUS.
- Click on the “Licenses” tab.
- Find your License Number under the “Record Number” column. Click on the “Renew License” link located under the “Action” column.

Home Licenses Enforcement

Apply for a License or Submit a Request (Certified License Verification)

License NLP000454: Professional Engineering Add to collection

Firm Approval

Record Status: Approved

Record Info Payments

License Details

More Details

Application Information

Application Record Expiration

Record Expiration:	08/09/2023

Person Submitting Request

First Name:	Regina
Last Name:	Hart

License Document Delivery

License Document Delivery:	Electronic Only

ID Number: 801994808 Request certificate Return to Results New search

Summary for: MICHAEL BAKER INTERNATIONAL, INC.

The name of the FOREIGN PROFIT CORPORATION: MICHAEL BAKER INTERNATIONAL, INC.

Entity type: FOREIGN PROFIT CORPORATION

Identification Number: 801994808 **Old ID Number:** 60761E

Date of Qualification in Michigan: 04/19/2016

Incorporated under the laws of: the state of Pennsylvania

Purpose:

Term: Perpetual

Most Recent Annual Report: 2021 **Most Recent Annual Report with Officers & Directors:**

The name and address of the Resident Agent:

Resident Agent Name: THE CORPORATION COMPANY

Street Address: 40600 ANN ARBOR RD E STE 201

Apt/Suite/Other:

City: PLYMOUTH State: MI Zip Code: 48170

Registered Office Mailing address:

P.O. Box or Street Address: 100 AIRSIDE DRIVE

Apt/Suite/Other:

City: MOON TOWNSHIP State: PA Zip Code: 15108

The Officers and Directors of the Corporation:

Title	Name	Address
PRESIDENT	BRIAN A. LUTES	500 GRANT STREET SUITE 5400 PITTSBURGH, P. USA
TREASURER	JILL BELL	500 GRANT STREET SUITE 5400 PITTSBURGH, P. USA
SECRETARY	JOHN M. TEDDER	500 GRANT STREET SUITE 5400 PITTSBURGH, P. USA

DIRECTOR	MICHAEL BRESCIA	500 GRANT STREET SUITE 5400 PITTSBURGH, P. USA
DIRECTOR	AMY N. DAVIS	500 GRANT STREET SUITE 5400 PITTSBURGH, P. USA
DIRECTOR	JOHN M. TEDDER	500 GRANT STREET SUITE 5400 PITTSBURGH, P. USA

Total Authorized Shares	Shares Attributable to Michigan	Most Recent Apportionment %	Yea
1	60,000	0.3424%	

View filings for this business entity:

ALL FILINGS
ANNUAL REPORT/ANNUAL STATEMENTS
CERTIFICATE OF CORRECTION
CERTIFICATE OF CHANGE OF REGISTERED OFFICE AND/OR RESIDENT AGENT
RESIGNATION OF RESIDENT AGENT

View filings

Comments or notes associated with this business entity:

UNITED STATES OF AMERICA

The State of Michigan

Department of Licensing and Regulatory Affairs

Lansing, Michigan

This is to Certify That

MICHAEL BAKER INTERNATIONAL, INC.

a corporation existing under the laws of the State of PENNSYLVANIA was validly authorized to transact business in Michigan on the 19th day of April, 2016, in conformity with 1972 PA 284, as amended.

Said corporation is authorized to transact in this state any business of the character set forth in its application which a domestic corporation formed under this act may lawfully conduct. The authority shall continue as long as said corporation retains its authority to transact such business in the jurisdiction of its incorporation and its authority to transact business in this state has not been surrendered, suspended or revoked.

This certificate is in due form, made by me as the proper officer, and is entitled to have full faith and credit given it in every court and office within the United States.

LICENSING AND REGULATORY AFFAIRS
Corporations, Securities & Commercial Licensing Bureau

In testimony whereof, I have hereunto set my hand, in the City of Lansing, this 19th day of April, 2016.

Julia Dale

Julia Dale, Director
Corporations, Securities & Commercial Licensing Bureau

Sent by Facsimile Transmission
60761E

COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF STATE

03/30/2016

TO ALL WHOM THESE PRESENTS SHALL COME, GREETING:

I DO HEREBY CERTIFY THAT,

Michael Baker International, Inc.

is duly registered as a Pennsylvania Business Corporation under the laws of the Commonwealth of Pennsylvania and remains subsisting so far as the records of this office show, as of the date herein.

I DO FURTHER CERTIFY THAT this Subsistence Certificate shall not imply that all fees, taxes and penalties owed to the Commonwealth of Pennsylvania are paid.

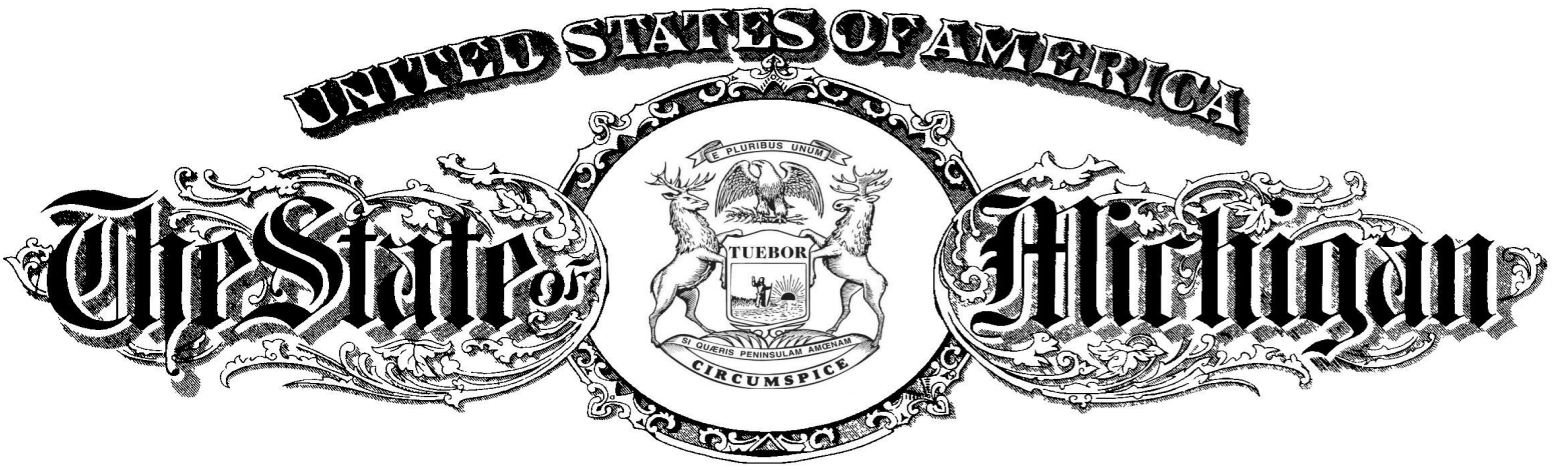
IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Seal of the Secretary's Office to be affixed, the day and year above written

Pedro A. Cortés

Secretary of the Commonwealth

Certification Number: TSC160330110831-1

Verify this certificate online at http://www.corporations.pa.gov/orders/verify.aspx



Department of Licensing and Regulatory Affairs

Lansing, Michigan

This is to Certify That

MICHAEL BAKER INTERNATIONAL, INC.

a(n) Pennsylvania FOREIGN PROFIT CORPORATION,
was validly authorized on April 19 , 2016 to transact business in Michigan, and that said corporation holds a valid certificate of authority to transact business in this state.

This certificate is issued pursuant to the provisions of 1972 PA 284 to attest to the fact that the corporation is in good standing in Michigan as of this date and is duly authorized to transact in this state any business set forth in its application which a domestic corporation formed under this act may lawfully conduct.

This certificate is in due form, made by me as the proper officer, and is entitled to have full faith and credit given it in every court and office within the United States.

In testimony whereof, I have hereunto set my hand,
in the City of Lansing, this 17th day of January , 2025.

Linda Clegg

Linda Clegg, Director

Corporations, Securities & Commercial Licensing Bureau

Sent by electronic transmission

Certificate Number: 25010360502

Verify this certificate at: URL to eCertificate Verification Search http://www.michigan.gov/corpverifycertificate.

ATTACHMENT C
CITY OF ANN ARBOR DECLARATION OF COMPLIANCE

Non-Discrimination Ordinance

The "non discrimination by city contractors" provision of the City of Ann Arbor Non-Discrimination Ordinance (Ann Arbor City Code Chapter 112, Section 9:158) requires all contractors proposing to do business with the City to treat employees in a manner which provides equal employment opportunity and does not discriminate against any of their employees, any City employee working with them, or any applicant for employment on the basis of actual or perceived age, arrest record, color, disability, educational association, familial status, family responsibilities, gender expression, gender identity, genetic information, height, HIV status, marital status, national origin, political beliefs, race, religion, sex, sexual orientation, source of income, veteran status, victim of domestic violence or stalking, or weight. It also requires that the contractors include a similar provision in all subcontracts that they execute for City work or programs.

In addition the City Non-Discrimination Ordinance requires that all contractors proposing to do business with the City of Ann Arbor must satisfy the contract compliance administrative policy adopted by the City Administrator. A copy of that policy may be obtained from the Purchasing Manager

The Contractor agrees:

(a) To comply with the terms of the City of Ann Arbor's Non-Discrimination Ordinance and contract compliance administrative policy.

(b) To post the City of Ann Arbor's Non-Discrimination Ordinance Notice in every work place or other location in which employees or other persons are contracted to provide services under a contract with the City.

(c) To provide documentation within the specified time frame in connection with any workforce verification, compliance review or complaint investigation.

(d) To permit access to employees and work sites to City representatives for the purposes of monitoring compliance, or investigating complaints of non-compliance.

The undersigned states that he/she has the requisite authority to act on behalf of his/her employer in these matters and has offered to provide the services in accordance with the terms of the Ann Arbor Non-Discrimination Ordinance. The undersigned certifies that he/she has read and is familiar with the terms of the Non-Discrimination Ordinance, obligates the Contractor to those terms and acknowledges that if his/her employer is found to be in violation of Ordinance it may be subject to civil penalties and termination of the awarded contract.

Baker and Associates
Company Name

03/16/2026
Signature of Authorized Representative Date

Ankur Singh, PE, PMP Vice President - Dearborn Office Executive
Print Name and Title

835 Mason Street, Suite A290, Dearborn, MI 48124
Address, City, State, Zip

313-203-4410/ankur.singh@mbakerintl.com
Phone/Email address

Questions about the Notice or the City Administrative Policy, Please contact:
Procurement Office of the City of Ann Arbor
(734) 794-6500

Revised 3/31/15 Rev. 0 NDO-2

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ATTACHMENT D
CITY OF ANN ARBOR
LIVING WAGE ORDINANCE DECLARATION OF COMPLIANCE

The Ann Arbor Living Wage Ordinance (Section 1:811-1:821 of Chapter 23 of Title I of the Code) requires that an employer who is (a) a contractor providing services to or for the City for a value greater than $10,000 for any twelve-month contract term, or (b) a recipient of federal, state, or local grant funding administered by the City for a value greater than $10,000, or (c) a recipient of financial assistance awarded by the City for a value greater than $10,000, shall pay its employees a prescribed minimum level of compensation (i.e., Living Wage) for the time those employees perform work on the contract or in connection with the grant or financial assistance. The Living Wage must be paid to these employees for the length of the contract/program.

Companies employing fewer than 5 persons and non-profits employing fewer than 10 persons are exempt from compliance with the Living Wage Ordinance. If this exemption applies to your company/non-profit agency please check here [___] *No. of employees__*

The Contractor or Grantee agrees:

(a) To pay each of its employees whose wage level is not required to comply with federal, state or local prevailing wage law, for work covered or funded by a contract with or grant from the City, no less than the Living Wage. The current Living Wage is defined as $17.08/hour for those employers that provide employee health care (as defined in the Ordinance at Section 1:815 Sec. 1 (a)), or no less than $19.04/hour for those employers that do not provide health care. The Contractor or Grantor understands that the Living Wage is adjusted and established annually on April 30 in accordance with the Ordinance and covered employers shall be required to pay the adjusted amount thereafter to be in compliance with Section 1:815(3).

Check the applicable box below which applies to your workforce

[___] Employees who are assigned to any covered City contract/grant will be paid at or above the applicable living wage without health benefits

[X] Employees who are assigned to any covered City contract/grant will be paid at or above the applicable living wage with health benefits

(b) To post a notice approved by the City regarding the applicability of the Living Wage Ordinance in every work place or other location in which employees or other persons contracting for employment are working.

(c) To provide to the City payroll records or other documentation within ten (10) business days from the receipt of a request by the City.

(d) To permit access to work sites to City representatives for the purposes of monitoring compliance, and investigating complaints or non-compliance.

(e) To take no action that would reduce the compensation, wages, fringe benefits, or leave available to any employee covered by the Living Wage Ordinance or any person contracted for employment and covered by the Living Wage Ordinance in order to pay the living wage required by the Living Wage Ordinance.

The undersigned states that he/she has the requisite authority to act on behalf of his/her employer in these matters and has offered to provide the services or agrees to accept financial assistance in accordance with the terms of the Living Wage Ordinance. The undersigned certifies that he/she has read and is familiar with the terms of the Living Wage Ordinance, obligates the Employer/Grantee to those terms and acknowledges that if his/her employer is found to be in violation of Ordinance it may be subject to civil penalties and termination of the awarded contract or grant of financial assistance.

Baker and Associates
Company Name

Signature of Authorized Representative

03/16/2026
Date

Ankur Singh, PE, PMP Vice President - Dearborn Office Executive
Print Name and Title

835 Mason Street, Suite A290
Street Address

Dearborn, MI 48124
City, State, Zip

313-203-4410/ankur.singh@mbakerintl.com
Phone/Email address

ATTACHMENT E

VENDOR CONFLICT OF INTEREST DISCLOSURE FORM

All vendors interested in conducting business with the City of Ann Arbor must complete and return the Vendor Conflict of Interest Disclosure Form in order to be eligible to be awarded a contract. Please note that all vendors are subject to comply with the City of Ann Arbor's conflict of interest policies as stated within the certification section below.

If a vendor has a relationship with a City of Ann Arbor official or employee, an immediate family member of a City of Ann Arbor official or employee, the vendor shall disclose the information required below.

1. No City official or employee or City employee's immediate family member has an ownership interest in vendor's company or is deriving personal financial gain from this contract.
2. No retired or separated City official or employee who has been retired or separated from the City for less than one (1) year has an ownership interest in vendor's Company.
3. No City employee is contemporaneously employed or prospectively to be employed with the vendor.
4. Vendor hereby declares it has not and will not provide gifts or hospitality of any dollar value or any other gratuities to any City employee or elected official to obtain or maintain a contract.
5. Please note any exceptions below:

Conflict of Interest Disclosure*	
Name of City of Ann Arbor employees, elected officials or immediate family members with whom there may be a potential conflict of interest.	( ) Relationship to employee ( ) Interest in vendor's company ( ) Other (please describe in box below)
N/A	

*Disclosing a potential conflict of interest does not disqualify vendors. In the event vendors do not disclose potential conflicts of interest and they are detected by the City, vendor will be exempt from doing business with the City.

I certify that this Conflict of Interest Disclosure has been examined by me and that its contents are true and correct to my knowledge and belief and I have the authority to so certify on behalf of the Vendor by my signature below:		
Baker and Associates		313-203-4410
Vendor Name		**Vendor Phone Number**
Ankur	03/16/2026	Ankur Singh, PE, PMP Vice President - Dearborn Office Executive
Signature of Vendor Authorized Representative	**Date**	**Printed Name of Vendor Authorized Representative**

ATTACHMENT F
CITY OF ANN ARBOR NON-DISCRIMINATION ORDINANCE

Relevant provisions of Chapter 112, Nondiscrimination, of the Ann Arbor City Code are included below. You can review the entire ordinance at www.a2gov.org/humanrights.

Intent: **It is the intent of the city that no individual be denied equal protection of the laws; nor shall any individual be denied the enjoyment of his or her civil or political rights or be discriminated against because of actual or perceived age, arrest record, color, disability, educational association, familial status, family responsibilities, gender expression, gender identity, genetic information, height, HIV status, marital status, national origin, political beliefs, race, religion, sex, sexual orientation, source of income, veteran status, victim of domestic violence or stalking, or weight.**

Discriminatory Employment Practices: **No person shall discriminate in the hire, employment, compensation, work classifications, conditions or terms, promotion or demotion, or termination of employment of any individual. No person shall discriminate in limiting membership, conditions of membership or termination of membership in any labor union or apprenticeship program.**

Discriminatory Effects: **No person shall adopt, enforce or employ any policy or requirement which has the effect of creating unequal opportunities according to actual or perceived age, arrest record, color, disability, educational association, familial status, family responsibilities, gender expression, gender identity, genetic information, height, HIV status, marital status, national origin, political beliefs, race, religion, sex, sexual orientation, source of income, veteran status, victim of domestic violence or stalking, or weight for an individual to obtain housing, employment or public accommodation, except for a bona fide business necessity. Such a necessity does not arise due to a mere inconvenience or because of suspected objection to such a person by neighbors, customers or other persons.**

Nondiscrimination by City Contractors: **All contractors proposing to do business with the City of Ann Arbor shall satisfy the contract compliance administrative policy adopted by the City Administrator in accordance with the guidelines of this section. All city contractors shall ensure that applicants are employed and that employees are treated during employment in a manner which provides equal employment opportunity and tends to eliminate inequality based upon any classification protected by this chapter. All contractors shall agree not to discriminate against an employee or applicant for employment with respect to hire, tenure, terms, conditions, or privileges of employment, or a matter directly or indirectly related to employment, because of any applicable protected classification. All contractors shall be required to post a copy of Ann Arbor's Non-Discrimination Ordinance at all work locations where its employees provide services under a contract with the city.**

Complaint Procedure: **If any individual believes there has been a violation of this chapter, he/she may file a complaint with the City's Human Rights Commission. The complaint must be filed within 180 calendar days from the date of the individual's knowledge of the allegedly discriminatory action or 180 calendar days from the date when the individual should have known of the allegedly discriminatory action. A complaint that is not filed within this timeframe cannot be considered by the Human Rights Commission. To file a complaint, first complete the complaint form, which is available at www.a2gov.org/humanrights. Then submit it to the Human Rights Commission by e-mail (hrc@a2gov.org), by mail (Ann Arbor Human Rights Commission, PO Box 8647, Ann Arbor, MI 48107), or in person (City Clerk's Office). For further information, please call the commission at 734-794-6141 or e-mail the commission at hrc@a2gov.org.**

Private Actions For Damages or Injunctive Relief: **To the extent allowed by law, an individual who is the victim of discriminatory action in violation of this chapter may bring a civil action for appropriate injunctive relief or damages or both against the person(s) who acted in violation of this chapter.**

THIS IS AN OFFICIAL GOVERNMENT NOTICE AND
MUST BE DISPLAYED WHERE EMPLOYEES CAN READILY SEE IT.

ATTACHMENT G

CITY OF ANN ARBOR LIVING WAGE ORDINANCE

RATE EFFECTIVE APRIL 30, 2025 - ENDING APRIL 29, 2026

$17.08 per hour
If the employer provides health care benefits*

$19.04 per hour
If the employer does **NOT** provide health care benefits*

Employers providing services to or for the City of Ann Arbor or recipients of grants or financial assistance from the City of Ann Arbor for a value of more than $10,000 in a twelve-month period of time must pay those employees performing work on a City of Ann Arbor contract or grant, the above living wage.

ENFORCEMENT

The City of Ann Arbor may recover back wages either administratively or through court action for the employees that have been underpaid in violation of the law. Persons denied payment of the living wage have the right to bring a civil action for damages in addition to any action taken by the City.

Violation of this Ordinance is punishable by fines of not more than $500/violation plus costs, with each day being considered a separate violation. Additionally, the City of Ann Arbor has the right to modify, terminate, cancel or suspend a contract in the event of a violation of the Ordinance.

* Health Care benefits include those paid for by the employer or making an employer contribution toward the purchase of health care. The employee contribution must not exceed $.50 an hour for an average work week; and the employer cost or contribution must equal no less than $1/hr for the average work week.

The Law Requires Employers to Display This Poster Where Employees Can Readily See It.

For Additional Information or to File a Complaint contact
Colin Spencer at 734/794-6500 or cspencer@a2gov.org

FEDERAL ADDENDUM
FEDERAL HIGHWAY ADMINISTRATION / UNITED STATES DEPARTMENT OF TRANSPORTATION CHARGING AND FUELING INFRASTRUCTURE DISCRETIONARY GRANT PROGRAM

Notice: The contract or purchase order to which this addendum is attached is made using federal funding provided to the City of Ann Arbor ("the City") through the Federal Highway Administration under the United States Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program, which is part of the Infrastructure Investment and Jobs Act. In using such funds, the City and its contractors must comply with the terms and conditions of the Grant Agreement between the Federal Highway Administration and the City, including 2 C.F.R. Part 200, as well as the applicable federal provisions below.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities, including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq*., 78 stat. 252),(prohibits discrimination on the basis of race, color, national origin); and 49 C.F.R. Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq*.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq*.), as amended, (prohibits discrimination on the basis of disability); and 49 C.F.R. Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq*.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);

- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. Parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 et seq).

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.

2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. Part 21.

   Further, the contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and

administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

(1) Withholding monthly progress payments;

(2) Assessing sanctions;

(3) Liquidated damages; and/or

(4) Disqualifying the contractor from future bidding as non-responsible.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

    a. withholding payments to the contractor under the contract until the contractor complies; and/or
    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any

subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

7. **Termination for Cause and for Convenience.** The City reserves the right to immediately terminate this Contract in the event of a breach or default of the Contract by the Contractor in the event Contractor fails to: 1) meet schedules, deadlines, and/or delivery dates within the time specified in the Contract; 2) make any payments owed; or 3) otherwise perform in accordance with the Contract. The City also reserves the right to terminate this Contract immediately, with written notice to Contractor, for convenience, if the City believes, in its sole discretion that it is in the best interest of the City to do so. Contractor will be compensated for work performed and accepted and goods accepted by the City as of the termination date if the Contract is terminated for convenience of the City.

8. **Equal Employment Opportunity.** During performance of this Contract, the Contractor agrees as follows:

    (1) The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following:

    Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

    (2) The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.

    (3) The Contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the

employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the Contractor's legal duty to furnish information.

(4) The Contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the Contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(5) The Contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(6) The Contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(7) In the event of the Contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this Contract may be canceled, terminated, or suspended in whole or in part and the Contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(8) The Contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the administering agency

may direct as a means of enforcing such provisions, including sanctions for noncompliance:

Provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

The applicant further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: *Provided,* That if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The applicant agrees that it will assist and cooperate actively with the administering agency and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor, that it will furnish the administering agency and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the administering agency in the discharge of the agency's primary responsibility for securing compliance.

The applicant further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the administering agency or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order. In addition, the applicant agrees that if it fails or refuses to comply with these undertakings, the administering agency may take any or all of the following actions: Cancel, terminate, or suspend in whole or in part this grant (contract, loan, insurance, guarantee); refrain from extending any further assistance to the applicant under the program with respect to which the failure or refund occurred until satisfactory assurance of future compliance has been received from such applicant; and refer the case to the Department of Justice for appropriate legal proceedings.

9. **Davis-Bacon Act (Prevailing Wage).** During performance of this Contract the Contractor agrees as follows:

(1) All transactions regarding this contract shall be done in compliance with the Davis-Bacon Act (40 U.S.C. 3141- 3144, and 3146-3148) and the requirements of 29C.F.R. pt. 5 as may be applicable. The contractor shall comply with 40 U.S.C. 3141-3144, and 3146-3148 and the requirements of 29 C.F.R. pt. 5 as applicable.

(2) Contractors are required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor.

(3) Additionally, contractors are required to pay wages not less than once a week.

10. **Copeland "Anti-Kickback" Act.** During performance of this Contract the Contractor agrees as follows:

(1) Contractor. The Contractor shall comply with 18 U.S.C. §874, 40 U.S.C. § 3145, and the requirements of 29 C.F.R. pt. 3 as may be applicable, which are incorporated by reference into this contract.

(2) Subcontracts. The Contractor or Subcontractor shall insert in any subcontracts the clause above and such other clauses as FEMA or the applicable federal awarding agency may by appropriate instructions require, and also a clause requiring the Subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all of these contract clauses.

(3) Breach. A breach of the contract clauses above may be grounds for termination of the contract, and for debarment as a Contractor and Subcontractor as provided in 29 C.F.R. § 5.12.

11. **Contract Work Hours and Safety Standards Act.** During performance of this Contract the Contractor agrees as follows:

(1) Overtime requirements. No Contractor or Subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(2) Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1) of this section the Contractor and any Subcontractor responsible therefor shall be liable for the unpaid

wages. In addition, such Contractor and Subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this section, in the sumof $27 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this section.

(3) Withholding for unpaid wages and liquidated damages. The State shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the Contractor or Subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this section.

(4) Subcontracts. The Contractor or Subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1) through (4) of this section and also a clause requiring the Subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this section.

12. **Clean Air Act and the Federal Water Pollution Control Act.** During performance of this Contract the Contractor agrees as follows:

Clean Air Act

The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.

The Contractor agrees to report each violation to the State and understands and agrees that the State will, in turn, report each violation as required to assure notification to the Federal Emergency Management Agency or the applicable federal awarding agency, and the appropriate Environmental Protection Agency Regional Office.

The Contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FEMA or the applicable federal awarding agency.

Federal Water Pollution Control Act

1. The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.

2. The Contractor agrees to report each violation to the State and understands and agrees that the State will, in turn, report each violation as required to assure notification to the Federal Emergency Management Agency or the applicable federal awarding agency, and the appropriate Environmental Protection Agency Regional Office.

3. The Contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FEMA or the applicable federal awarding agency.

13. **Debarment and Suspension.** A "contract award" (see 2 CFR 180.220) must not be made to parties listed on the government-wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 CFR 180 that implement Executive Orders 12549 (51 FR 6370; February 21, 1986) and 12689 (54 FR 34131; August 18, 1989), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549.

(1) This Contract is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such, the Contractor is required to verify that none of the Contractor's principals (defined at 2 C.F.R. § 180.995) or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).

(2) The Contractor must comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.

(3) This certification is a material representation of fact relied upon by the State. If it is later determined that the contractor did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to the State, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.

(4) The bidder or proposer agrees to comply with the requirements of 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

14. **Byrd Anti-Lobbying Amendment.** Contractors who apply or bid for an award of $100,000 or more shall file the required certification in Exhibit 1 – Byrd Anti-Lobbying Certification below. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, officer or employee of Congress, or an employee of a Member of Congress in connection with obtaining any Federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Each tier shall also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the recipient who in turn will forward the certification(s) to the awarding agency.

15. **Domestic Preference for Procurements.** To the greatest extent practicable, Contractor shall purchase, acquire or use goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products) under the Agreement. In accordance with 2 CFR 200.322, the requirements of this section must be included in all contracts and purchase orders for work or products under this Agreement.

Exhibit 1 - Byrd Anti-Lobbying Certification

Contractor must complete this certification if the purchase will be paid for in whole or in part with funds obtained from the federal government and the purchase is greater than $100,000.

APPENDIX A, 44 C.F.R. PART 18 – CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

The Contractor, Baker and Associates, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. Chap. 38, Administrative Remedies for False Claims and Statements, apply to this certification and disclosure, if any.

Signature of Contractor’s Authorized Official

Ankur Singh, PE, PMP Vice President - Dearborn Office Executive

Name and Title of Contractor’s Authorized Official

03/16/2026

Date

Michael Baker INTERNATIONAL

City of Ann Arbor
EV Charging Station Design and Construction Management Support Services
Cost Proposal

Personnel Classification (Role)		Project Manager	QA/QC Manager	Electrical Engineer	EV Infrastructure Design	Electrical Design	Utility Lead	Civil Engineer	Title 23 Compliance (Senior Planner)	GIS/EV-RIDE	ADA QA/QC	Construction Management	Title 23 Compliance (Junior Planner)	Total Hours	Total Fee
Personnel Name		Jeff Kupko	Ankur Singh	Dakota Bateman/ Carlos Dizon	Gabrielle DaSilva	Richard Farren	James McGuire	Anas Abdulghani	Nicole Rodi/Colleen Turner	Brooks Kehler	Brian Stupp	Erica Rowley	Rebecca Bankard		
Task No.	Task Description	$ 270.00	$ 300.00	$ 210.00	$ 152.82	$ 122.66	$ 220.00	$ 150.00	$ 247.59	$ 97.25	$ 259.04	$ 175.00	$ 127.14		
0	**General Management**	**46**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**52**	**$ 14,010.36**
0.1	Project Management and Meetings	42	0	0	0	0	0	0	0	0	0	0	0	42	$ 11,340.00
0.2	Development of PMP, QMP	1	1	0	0	0	0	0	0	0	0	0	0	2	$ 570.00
0.3	Development of Document Management System	2	1	0	0	0	0	0	0	0	0	0	0	3	$ 840.00
0.4	Title 23 Compliance Checklist Development	1	0	0	0	0	0	0	4	0	0	0	0	5	$ 1,260.36
1	**Electrical Readiness & Requirements Study**	**12**	**0**	**2**	**64**	**70**	**58**	**2**	**2**	**40**	**2**	**0**	**2**	**254**	**$ 40,244.22**
1.1	Customer Side Review	0	0	0	0	30	8	0	0	0	0	0	0	38	$ 5,439.80
1.2	Utility Side Review	0	0	0	0	8	30	0	0	0	0	0	0	38	$ 7,581.28
1.3	Review of Solicitations & Site Host Engagement	6	0	0	16	0	0	0	0	0	0	0	0	22	$ 4,065.12
1.4	EVCS Optimization	1	0	0	8	0	0	0	0	0	0	0	0	9	$ 1,492.56
1.5	EV-RIDE & DTE Capacity Map Desktop Review	1	0	0	8	0	0	0	0	40	0	0	0	49	$ 5,382.56
1.6	Electrical Readiness & Site Prioritization Memo	2	0	2	16	16	16	0	0	0	0	0	0	52	$ 8,887.68
1.7	15% Conceptual Design & Cost Estimate Development	2	0	0	16	16	4	2	2	0	2	0	2	46	$ 7,395.22
2	**Regulatory Compliance Site Review & Design**	**40**	**0**	**35**	**54**	**40**	**50**	**45**	**11**	**0**	**45**	**1**	**33**	**354**	**$ 67,809.59**
2.1	Site Visits	24	0	24	40	0	0	0	0	0	0	0	0	88	$ 17,632.80
2.2	ADA Accessibility Review & Design (30%)	1	0	0	0	0	0	0	0	0	40	0	0	41	$ 10,631.60
2.3	Title 23 Compliance Review (30%)	1	0	0	0	0	0	0	10	0	0	0	30	41	$ 6,560.10
2.4	Site Improvements & Civil Design (30%)	1	0	0	0	0	0	40	0	0	0	0	0	41	$ 6,270.00
2.5	Electrical Design Updates (30%)	1	0	10	0	30	0	0	0	0	0	0	0	41	$ 6,049.80
2.6	Utility Engagement & Coordination	1	0	0	0	0	40	0	0	0	0	0	0	41	$ 9,070.00
2.7	Specification Development (30%)	1	0	1	2	2	2	1	1	0	1	1	1	13	$ 2,429.73
2.8	Check-Ins/Stakeholder Updates	8	0	0	4	0	0	0	0	0	0	0	2	14	$ 3,025.56
2.9	Cost Estimate Updates	2	0	0	8	8	8	4	0	0	4	0	0	34	$ 6,140.00
3	**Regular Check-Ins, Stakeholder Engagement & Rolling**	**19**	**0**	**0**	**19**	**16**	**2**	**0**	**0**	**4**	**0**	**0**	**7**	**67**	**$ 11,715.12**
3.1	Rolling Site Evaluations Through Phase 1	8	0	0	8	0	0	0	0	4	0	0	6	26	$ 4,534.40
3.3	30% Design Revisions	1	0	0	1	16	0	0	0	0	0	0	1	19	$ 2,512.52
3.4	Utility Engagement & Coordination	2	0	0	2	0	2	0	0	0	0	0	0	6	$ 1,285.64
3.5	Check-Ins/Stakeholder Updates	8	0	0	8	0	0	0	0	0	0	0	0	16	$ 3,382.56
	Phase 1 Total Hours and Effort	117	2	37	137	126	110	47	17	44	47	1	42	**727**	**$ 133,779.29**
4	**Final Designs**	**23**	**3**	**191**	**140**	**254**	**114**	**72**	**9**	**0**	**44**	**16**	**34**	**900**	**$ 156,399.27**
4.1	Utility Engagement & Coordination	1	0	0	12	0	24	0	0	0	0	0	0	37	$ 7,383.84
4.2	Check-Ins/Stakeholder Updates	16	0	0	4	0	0	0	0	0	0	0	0	20	$ 4,931.28
4.3	60% Plan Development & Revisions	1	0	80	50	100	30	40	4	0	24	0	10	339	$ 58,055.72
4.6	90% Plan Development & Revisions	1	2	70	40	90	24	30	4	0	12	0	12	285	$ 48,126.72
4.9	Permit Revisions	1	0	35	24	40	16	0	0	0	0	0	0	116	$ 19,714.08
4.1	Bid Document Development	1	0	6	6	24	16	0	0	0	0	8	4	65	$ 10,819.32
4.11	Compliance Checklist Development for Construction	2	1	0	4	0	4	2	1	0	8	8	8	38	$ 7,368.31
5	**Construction Management Support**	**20**	**2**	**16**	**16**	**16**	**10**	**0**	**8**	**0**	**16**	**60**	**16**	**180**	**$ 34,627.28**
	Phase 2 Total Hours and Effort	**43**	**5**	**207**	**156**	**270**	**124**	**72**	**17**	**0**	**60**	**76**	**50**	**1080**	**$ 191,026.55**
	Subtotal Hours	**160**	**7**	**244**	**293**	**396**	**234**	**119**	**34**	**44**	**107**	**77**	**92**	**1807**	**$ 324,805.84**
	Other Direct Costs	**Travel**													$ 5,000.00
	Total Hours and Fee	**$ 43,200.00**	**$ 2,100.00**	**$ 51,240.00**	**$ 44,776.26**	**$ 48,573.36**	**$ 51,480.00**	**$ 17,850.00**	**$ 8,418.06**	**$ 4,279.00**	**$ 27,717.28**	**$ 13,475.00**	**$ 11,696.88**	**1807**	**$ 329,805.84**