UNIVERSITY OF ALABAMA SYSTEM BOARD RULE 415 BOARD SUBMITTAL CHECKLIST CRITERIA

BOARD SUBMITTAL CHECKLIST NO. 1 & 2 CAPITAL PROJECT - STAGE I & II SUBMITTAL ^{/1} (General information, Architect Ranking, Project Scope and Project Budget) ^{/8}

CAMPUS: The University of Alabama, Tuscaloosa, Alabama

PROJECT NAME: EV Bus and Charging Infrastructure

MEETING DATE: February 1 - 2, 2024

- 1. Board Submittal Checklist No. 1 and 2
 - 2. Transmittal Letter to Chancellor from Campus President requesting project be placed on the agendas for the forthcoming Physical Properties Committee and Board of Trustees (or Executive Committee) Meetings
- 3. Proposed Board Resolution requesting approval of Stage I and II Submittal (General Information, Architect Ranking, Project Scope and Project Budget; authority to proceed with Owner/Architect contract negotiations) by the Board of Trustees
- 4. Executive Summary Proposed Capital Project ^{/2}
- 5. Executive Summary Architect, Engineer, Selection Process (include Interview Outline). ^{/3, /4, /5}
- 6. Supplemental Project Information Worksheet Exhibit "K", Board Rule 415
- 7. Campus letter requesting approval of the ranking of firms and authority to Submit to the Physical Properties Committee for approval signed by Chair of the Physical Properties Committee and UA System Senior Vice Chancellor for Finance and Administration ⁷⁶
- 8. Preliminary Business Plan (if applicable) ^{/7}
- 9. Campus map(s) showing project site

Note: EV Bus Acquisition Information Included for Reference

Prepared by: Shawn Templeton

Approved by:

- ^{/1} Reference Tab 3H Board Rule 415 Instructional Guide
- ^{/2} Reference Tab 3E Board Rule 415 Instructional Guide
- ⁷³ Reference Tab 3K Board Rule 415 Instructional Guide
- ⁴ Reference Tab 3L Board Rule 415 Instructional Guide
 ⁵ Reference Tab 3M Board Rule 415 Instructional Guide
- ¹⁵ Reference Tab 3M Board Rule 415 Instructional Guide
- ¹⁶ Reference Tab 3N Board Rule 415 Instructional Guide
- ⁷⁷ Reference Tab 3V Board Rule 415 Instructional Guide
- After Completion of negotiations on Owner/Architect Agreement, provide notification to Chair of Physical Properties Committee and Senior Vice Chancellor for Finance & Administration, Reference Tab 3-O-Board Rule 415, Instructional Guide

THE UNIVERSITY OF

Office of the President

December 20, 2023

Chancellor Finis E. St. John IV The University of Alabama System 500 University Boulevard East Tuscaloosa, Alabama 35401

Dear Chancellor St. John:

I am pleased to send to you for approval under Board Rule 415 the attached documents for a Stage I and Stage II submittal for the EV Bus and Charging Infrastructure project.

The resolution requests authorization to establish the preliminary scope, budget and funding for the project, as stipulated, and to enter into an Owner Designer Agreement with Stewart Engineering, Inc. of Anniston, Alabama, as the principal design firm for this project.

While the bus equipment purchase is part of the Capital Construction Project, the equipment purchase documentation for the Buses has been included for reference.

The item has been thoroughly reviewed and has my endorsement. With your concurrence, I ask that it be added to the agenda for The Board of Trustees of The University of Alabama at their regular meeting on February 1 - 2, 2024.

Sincerely,

Stuart R. Bell President

Enclosure



203 Rose Administration Building | Box 870100 | Tuscaloosa, AL 35487-0100 | 205-348-5100 | Fax 205-348-7238 president@ua.edu | http://www.ua.edu

THE UNIVERSITY OF ALABAMA

Approval of the preliminary project scope and budget; providing authorization to execute an Owner/Consultant Agreement for the EV Bus and Charging Infrastructure

RESOLUTION

WHEREAS, in accordance with Board Rule 415, The University of Alabama ("University") is requesting approval of Stage I and Stage II submittals for the Electric Vehicle ("EV") and Bus Charging Infrastructure project ("Project") to be located at the Transportation Maintenance Facility on the University Services Campus of the University; and

WHEREAS, the Project will allow for the purchase of electric buses, and the purchase and installation of electric bus charging equipment and related infrastructure to support the modernization of the campus transportation system and to support the campus electrification/zero emissions plan with regards to battery and traffic research; and

WHEREAS, the Project will support research in battery technology and performance, electric fleet operations, and charging infrastructure by providing University researchers access to equipment and data in a real world environment and application; and

WHEREAS, the location for the charging is immediately adjacent to the existing Transit Maintenance Facility and bus parking and the use is appropriate and consistent for that area of the University Services Campus and as the charging will take off peak it will help balance the load on the University's electric distribution system; and

WHEREAS, Stewart Engineering, Inc., Anniston, Alabama, ("Stewart Engineering"), was engaged by the University to perform due diligence and initial studies for this Project as necessary during the grant application process related to the bus purchases and provided these services at no cost to the University; and

WHEREAS, due to Stewart Engineering's familiarity and knowledge of the University's electric distribution grid and existing facilities and specific needs of the EV bus charging stations as well as their knowledge of the University's standards, design principles, and procedures; which will facilitate an efficient design process and ensure coordination with the existing infrastructure and systems; the University is requesting approval to waive the Consultant Selection Process and to utilize Stewart Engineering for design services for this Project; and

WHEREAS, the University has negotiated a final design fee for the Project based on 7.2% of the cost of construction with no application of the design fee to Owner Furnished Contractor Installed Equipment; which is a financial benefit to the University; and WHEREAS, the Project location and program have been reviewed and are consistent with the University Campus Master Plan, University Design Standards and the principles contained therein; and

WHEREAS, the Project will be funded from Grant Funds in the amount of \$7,890,065, Center for Advanced Vehicle Technologies funds in the amount of \$180,000 and University Central Reserves funds in the amount of \$1,530,644 for a total of \$9,600,709; and

WHEREAS, the execution and the performance of the Project is subject to award of the Federal grant; which is pending; and

WHEREAS, the Project will address approximately \$4,000,000; or 42% of the project cost; in campus capital renewal liability through the replacement of eight (8) of the existing bus fleet; and

WHEREAS, the preliminary budget for the Project is as stipulated below:

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DIDOD

PE	KELIMINAKY
\$	1,109,800
\$	25,000
\$	650,000
\$	7,440,065
\$	10,000
\$	10,000
\$	89,240
\$	84,332
\$	79,906
\$	60,000
\$	42,366
\$	9,600,709
	PF \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$

*Contingency is based on 5% of the cost of Construction, Landscaping, and Owner Furnished Charging Equipment.

**UA Project Management Fee is based on 4.5% of the cost of Construction, Landscaping, Owner Furnished Charging Equipment, and Contingency.

***Architect/Engineer Fee is based on 7.2% of the cost of Construction.

****Other expenses include Geotech, Construction Materials Testing, Inspections, Advertising, Printing, and other associated project costs, as applicable.

***** Escalation is currently based on an anticipated 1% inflation per month through September of 2024 and 0.5% per month thereafter of the subtotal project cost. The subtotal project cost in this instance excludes the cost of the Electric Buses. Therefore, escalation is calculated on a 2% basis for this project based on the anticipated bid date of April 2024 as included in the Project Status. NOW, THEREFORE, BE IT RESOLVED by The Board of Trustees of The University of Alabama that:

- 1. The Stage I submittal package for the Project is hereby approved.
- 2. The preliminary Project scope, budget, and funding, as stipulated above, are hereby approved.

BE IT FURTHER RESOLVED that Stuart R. Bell, President; Matthew M. Fajack, Vice President for Finance and Operations and Treasurer; or, those officers named in the most recent Board Resolution granting signature authority for the University be, and hereby are, authorized for and on behalf of the Board to execute an engineering design agreement with Stewart Engineering, Inc. of Anniston, Alabama for engineering services in accordance with Board Rule 415 for this Project.

EXECUTIVE SUMMARY PROPOSED CAPITAL PROJECT BOARD OF TRUSTEES SUBMITTAL

EV Bus and Charging Infrastructure

MEETING DATE:

February 1 - 2, 2024

CAMPUS:

The University of Alabama, Tuscaloosa, Alabama

PROJECT NAME:

PROJECT NUMBER: TRN-23-3446

PROJECT LOCATION:

UA Transportation Maintenance Facility, USC Campus

ARCHITECT:

Stewart Engineering, Inc., Anniston, AL, pending approval

THIS SUBMITTAL:

PREVIOUS APPROVALS:

🛛 Stage I

⊠ Stage II, Waiver

 \Box Campus Master Plan Amendment

□ Stage III

□ Stage IV

PROJECT TYPE	SPACE CATEGORIES	PERCENTAGE	GSF
□ Building Construction			
□Building Addition			
□Building Renovation			
⊠Campus Infrastructure			
⊠Equipment			
	TOTAL		N/A

BUDGET	Pı	reliminary
Construction	\$	1,109,800
Landscaping	\$	25,000
Owner Furnished Charging Equipment	\$	650,000
Electric Buses	\$	7,440,065
Security/ Access Control	\$	10,000
Telecommunication/Data	\$	10,000
Contingency* (5%)	\$	89,240
UA Project Management Fee** (4.5%)	\$	84,332
Architect/Engineer Fee*** (7.2%)	\$	79,906
Other ****	\$	60,000
Escalation *****	\$	42,366
TOTAL PROJECT COST	\$	9,600,709
Total Construction Cost per square foot – N/A		

*Contingency is based on 5% of the cost of Construction, Landscaping, and Owner Furnished Charging Equipment.

**UA Project Management Fee is based on 4.5% of the cost of Construction, Landscaping, Owner Furnished Charging Equipment, and Contingency.

***Architect/Engineer Fee is based on 7.2% of the costs of Construction.

****Other fees and expenses include Geotech, Construction Materials Testing, Inspections, Advertising, Printing, and other associated project costs, as applicable.

***** Escalation is currently based on an anticipated 1% inflation per month through September of 2024 and 0.5% per month thereafter of the subtotal project cost. The subtotal project cost in this instance excludes the cost of the Electric Buses. Therefore, escalation is calculated on a 2% basis for this project based on the anticipated bid date of April 2024 as included in the Project Status.

ESTIMATED ANNUAL OPERATING AND MAINTENANCE (O&M) COSTS:				
(Utilities, Housekeeping, Maintenance, Insurance, Other) Per GSF: gsf x ~\$/sf \$ N/A				
Total Estimated Annual O&M Costs:	\$	*		

* The O & M costs for this initiative will be offset by the reduced maintenance realized from the replacement of the aging bus fleet. Diesel fuel costs will be greatly reduced and electric costs will increase proportionally. The University realizes a significant electric rate benefit over typical commercial electric rates through the rate structure negotiated by the University's Energy Management group.

The charging stations capture the amount of consumption so that electric cost for charging the buses can be distinctly captured and accounted for. The buses will also be charged at off peak periods helping to balance the load on the system.

FUNDING SOURCE:		
	Grant Funds \$	7,890,065
		*
	Center for Advanced Vehicle Technologies \$	180,000
	University Central Reserves \$	1,530,644
O&M Costs:	University Annual Operating Funds \$	N/A
*Project execution and performance is	subject to award of the Federal grant which is p	bending.
NEW EQUIPMENT REQUIRED		
	Electrical Equipment	\$650,000

Electric Buses

Total Equipment Costs:

\$8,090,065

\$7,440,065*

*EV Bus Acquisition procurement information is included for reference.

PROJECT SCOPE:

The EV Bus and Charging Infrastructure Project will purchase eight (8) electric buses and purchase and install electric distribution infrastructure and charging equipment to support new electric bus charging, assisting in modernizing the campus Crimson Ride bus fleet. This modernization is a foundational stage in the UA Transportation department's "Zero-Emission Fleet Transition Plan".

These electric bus chargers will be located at the Transportation Maintenance Facility, adjacent to the existing bus parking area on the University Services Campus for overnight fleet charging.

The new electric vehicle charging system and the electric bus fleet will also be utilized by the Alabama Mobility and Power (AMP) Center in multiple electric vehicle Research and Development and workforce training initiatives.

PROJECT STATUS		
SCHEMATIC DESIGN:	Date Initiated % Complete Date Completed	September 2023 100% November 2023
PRELIMINARY DESIGN:	Date Initiated % Complete Date Completed	November 2023 0% February 2024
CONSTRUCTION DOCUMENTS:	Date Initiated % Complete Date Completed	February 2024 0% April 2024
SCHEDULED BID DATE:		April 2024

*N/A on Stage I Projects

RELATIONSHIP AND ENHANCEMENT OF CAMPUS PROGRAMS

This project will enhance existing programs and student enrollment by supporting the modernization of the campus transportation system, Crimson Ride, from a fossil fuel based (diesel) operation to an electric fleet. This transition will reduce the campus CO2 emissions which will provide a clearer and quieter academic environment for students and the greater University community.

Having an electric transportation fleet on campus also provides UA researchers access to equipment and data that can assist them in developing technologies that will shape the future of fleet electrification in the United States.

THE UNIVERSITY OF ALABAMA[•] Finance and Operations Vice President

Division of

December 19, 2023

Dr. Dana S. Keith Senior Vice Chancellor for Finance and Administration Sid McDonald Hall 500 University Boulevard, East Tuscaloosa, AL 35401

Trustee Marietta M. Urguhart Chair, Physical Properties Committee Sid McDonald Hall 500 University Boulevard, East Tuscaloosa, AL 35401

RE: Request for Waiver of Consultant Selection Process EV Bus and Charging Infrastructure UA Project No.: TRN-24-3446

Dear Dr. Keith and Trustee Urguhart,

The University of Alabama ("University") is requesting a Waiver of the Consultant Selection Process for the EV Bus and Charging Infrastructure project ("Project") located at the Transportation Maintenance Facility on the University Services Campus.

The University proposes to utilize Stewart Engineering, Inc., Anniston, Alabama, as the principal design firm for the Project. The services of Stewart Engineering are proposed due to their extensive knowledge of the University of Alabama campus electrical infrastructure and their previous experience as electrical engineering consultant for multiple capital construction projects and infrastructure improvement projects. Combined with their commitment to deliver the Project by end of 2024, Stewart Engineering's participation is critical to the Project's success. Stewart Engineering has also worked closely with the Project team to identify long lead items and secure their early procurement to facilitate the project schedule. Further, Stewart Engineering's familiarity with the University's standards and procedures will facilitate an efficient design process and ensure coordination with the existing infrastructure, systems, and materials from planning through design.

Stewart Engineering also provided substantial due diligence and feasibility studies, at no cost to the University, for the planning of this project and identifying appropriate locations for this phase and future charger locations in coordination with the University medium voltage electrical distribution system. They also have agreed to no application of the fee for the Owner Furnished Contractor Installed equipment, which represents a significant financial benefit to the University.

Approval is hereby requested for:

1. Waiver of Consultant Selection Process for the Project.

271 Rose Administration | 801 University Boulevard | Tuscaloosa, AL 35487 | 205-348-4530 | Fax 205-348-9633

Consultant Selection Process – Waiver EV Bus Charging Infrastructure December 19, 2023 Page 2

- 2. Stewart Engineering, Inc., Anniston, Alabama, as the design service provider for the Project at a negotiated design fee based on 7.2% of the cost of construction with no renovation factor.
- Submittal to the Physical Properties Committee for review and approval.
 For your convenience, a Project Summary has been attached. If you have any questions or concerns, please feel free to contact me.

Sincerely,

M. Fajack

Vice President for Finance and Operations and Treasurer

MMF/ccj

pc: Michael Rodgers Tim Leopard Matt Skinner

> Jessica Morris Shawn Templeton

Recommended for approval.

Decusioned by:

Duna 5 Keith

Dr. Dana S. Keith, Senior Vice Chancellor for Finance and Administration

)

Recommended for approval.

Not Recommendation for Approval. Submit to Physical Properties Committee.

Marietta Urguliart _73592E8B4A08472...

-DocuSigned by:

Trustee Marietta M. Urquhart, Chair for Physical Properties Committee

Attachment K to Board Rule 415

Supplemental Project Information Worksheet Annual Capital Development Plan

FY: 2023 – 2024

Project Name:	EV Bus and Charging Infrastructure
Project Address/Location:	Transportation Maintenance Facility
Campus:	The University of Alabama and University Services Campus

1. Will this Project increase the current space inventory on campus or replace existing space?

increase space inventory	% increase	GSF
replace space inventory	% replacement	GSF
renovation of existing space only		GSF

N/A - Campus Infrastructure

2. If this Project will replace existing space inventory, how will vacated space be utilized or assigned after this Project is completed?

Comments:

N/A

3. Is the proposed Project location consistent with the Campus Master Plan and University Design Standards and the principles contained therein?

X Yes

The area for charging is immediately adjacent to the existing Transit Maintenance Facility and bus parking and the use is appropriate and consistent for that area of the University Services Campus.

If Campus Master Plan amendment required, explain:

	Proposed New Space/Facilities				
	Classification	Number (Spaces/Rooms)	Capacity (Persons)	Area (GSF)	Existing Space Utilization Data (See Notations)
100	Classroom Facilities				
200	Laboratory Facilities				
300	Office Facilities				
400	Study Facilities				
500	Special Use Facilities				
600	General Use Facilities				
700	Support Facilities				
800	Health Care Facilities				
900	Residential Facilities				
000	Unclassified Facilities				
WWW	Circulation Area				
XXX	Building Services Area				
YYY	Mechanical Area				

4. Provide information on classification of new space provided by this Project and latest utilization data on similar type space on campus.

Data reported on latest fiscal year data available. Utilization factor based on Scheduled Operating Hours at each Campus – outlined below in notations.

<u>Comments/Notations:</u> N/A - Campus Infrastructure

5. How will this Project enhance existing/new programs and undergraduate/graduate enrollments?

Estimated new Funds from Tuition/Programs

\$ N/A	Yr.

Comments:

This project will help modernize the campus transportation system, Crimson Ride, from a fossil fuel based (diesel) operation to an electric fleet.

6. Has a facility user group been established to provide input for planning, programming, and design purposes? Xes In-Progress

If yes, list key members of user group:

The faculty group supporting this project is also the grant writing team.

• James Knickrehm, jwknickrehm@ua.edu; Associate Director - Transit

- Chris D'Esposito cdesposito@ua.edu; Executive Director of Transportation Services
- Dr. Bharat Balasubramanian bharat@eng.ua.edu; Executive Director Center for Advanced Vehicle Technologies, College of Engineering; Chief Mobility Research and Development Officer, Alabama Transportation Institute
- Dr. Xinwu Qian xinwu.qian@ua.edu; Civil Engineer Traffic
- Dr. Joshua Bittle jbittle@eng.ua.edu; Civil Engineer Traffic
- Dr. Jaber Abu Qahouq jaberq@eng.ua.edu ; Electrical Engineer
- Dr. Nathan Jeong shjeong@eng.ua.edu ; Electrical Engineer
- Dr. Alexander Hainen ahainen@eng.ua.edu ; Civil Engineer Traffic
- Steve Tsapatoris sltsaporis@ua.edu ; Transportation Services Manager

7. Source(s) of funding for Total Project Development Costs.

Source(s)	New Funds (FY 2023)	Reserves	Status /7
Tuition			
Student Fees			
Investment Income			
Auxiliary Income			
• External			
• Internal			
Education Sales/Services			
• External			
• Internal			
Direct Grants	\$7,890,065		Pending
Gifts			
Bonds			
Existing Net Assets			
Other	\$180,000		Pending
UA Central Reserves		\$1,530,644	Pending
Totals	\$8,070,065	\$1,530,644	Pending

/7 Approved, allocated, pending

Comments:

Total Project Budget is \$9,600,709. Project execution and performance is subject to award of the Federal Grant which is pending.

Operations and Maintenance (O&M)Annual Costs Projections				
Expense	FY 2014- 2015 Base Data /8	First Full /YR Occupancy FY	Successive Five (5) Year Projections /9	
Maintenance				
Elevator Service				
Building Repairs				
Building Services				
Electric, Natural Gas, Steam				
Chilled Water				
Water and Sewer				
Insurance				
Safety Support				
Operations Staff Support Funding				
Other – Supply Store expenses				
Totals	N/A	N/A	N/A	

8. Estimate of operations and maintenance (O&M) costs for the initial occupancy year and projections for succeeding five (5) year period.

/8 Latest Fiscal Year Data used as Base Year for Projections

/9 Combined Costs for next Five (5) Years of Occupancy

Comments:

* The O&M costs for this initiative will be offset by the reduced maintenance realized from the replacement of the aging bus fleet. Diesel fuel costs will be greatly reduced and electric costs will increase proportionally. The University realizes a significant electric rate benefit over typical commercial electric rates through the rate structure negotiated by the University's Energy Management group.

The charging stations capture the amount of consumption so that electric cost for charging the buses can be distinctly captured and accounted for. The buses will also be charged at off peak periods helping to balance the load on the system.

9. Source of funds for projected ongoing operations and maintenance (O&M) costs for this project.

Source(s)	Occupancy Yr /9 (FY)	Future Years /10	Status /7
Tuition			
Student Fees			
Investment Income			
Auxiliary Income			
• External			
• Internal			
Educational Sales & Services			
• External			
• Internal			
Direct Grant(s)			
Reallocated Funds /11			
Gifts			
Other			
Total/YR	N/A	N/A	N/A

/9 Initial Full Yr of Occupancy

/10 Next Five (5) Yrs Occupancy

/11 Funds Reallocated from other sources

/7 Approved, allocated, pending

Comments:

Ongoing O&M cost will be funded from the University Transportation Services annual operating budget.

10. Are development expenditures for this Project being used to reduce the current deferred maintenance/facilities renewal liabilities for the Campus?

\$ 4,000,000 42 % of Total Development Costs

Comments:

The project will allow for the cyclical service life replacement of eight (8) diesel buses. The average age of the bus fleet is 12 years and they have a significant amount of operational hours.

11. What other development alternatives were considered in the planning process for this Project? /13

/13 Renovation vs. new construction, adaptive reuse of underutilized buildings, etc.

Comments:

A Federal Transit Administration (FTA) grant was specifically sought to support the campus electrification/zero emissions plan with regards to battery and traffic research. The pending grant will be used to purchase electric buses and chargers for the UA Crimson Ride fleet, but those funds are restricted from being used on electrical system infrastructure improvements to support charging.

12. Explain how the project will promote adequacy of campus facilities in relation to the University's Mission and scope of programs and/or services:

Comments:

The fleet conversion from diesel to electric will better posture the university to meet the needs of an ever-changing transportation landscape and will surpass our current fleet capabilities.

13. How does the project correlate to the University's strategic goals?

Comments:

The first goal of the University's strategic plan is to "provide a premier education that enhances the lives of our students, graduates, and the communities they serve." This Project will advance that goal by reducing the campus CO2 emissions which will provide a clearer and quieter academic environment for students and the greater university community.

The second goal of the University's strategic plan is to *"increase the University's productivity and innovation in research, scholarship and creative activities that impact economic and societal development."* This Project will contribute to that goal by allowing UA researchers to lead the electric transformation of UA, Tuscaloosa, Alabama, while developing technologies that will shape the future of fleet electrification in the United States.

The third goal of the University's strategic plan is to *"enrich our learning and work environment by providing an accepting, inclusive community that attracts and supports a diverse faculty, staff, and student body."* This Project will contribute to that goal by expanding the geographic footprint that community electric buses operate which will impact the lives of those in the campus community as well as our many visitors for academic, cultural and athletic events.

The fourth goal of the University's strategic plan is to *"foster an environment that will aid in the recruitment, retention, growth, and support of outstanding faculty and staff."* This Project will contribute to that goal by showing prospective faculty and staff that UA is truly a leader in the development of new technology, demonstrated every day on campus as we support our mission of teaching, research and service.

14. Which of the six University of Alabama system Core Principles does this project support?

Comments:

The first Core Principle is "assure that everything we do is for the purpose of improving the lives and health of the citizens of the State of Alabama." This Project will support this principle by changing the fleet to electric from a fossil fuel-based system; providing a better outdoor environment for all citizens of the State of Alabama to live and grow to support their available opportunities.

The second Core Principle is "make higher education accessible and diverse, prepare our students for success, and meet the workforce needs of the State." Crimson Ride enhances the campus experience by meeting the transportation needs of its students, faculty/staff, and the campus community which allows everyone on campus to develop to their full potential which will pay dividends to the workforce needs of the State.

The third Core Principle is "be accountable for every dollar we receive while maintaining the highest standards of excellence in every program and endeavor." Converting a fleet to electric is a commitment of money/educational resources and represents an investment into the future of Alabama.

The fifth Core Principle is "work to help lead a unified approach to improving the economy, opportunities, and comprehensive health care of all citizens of Alabama." The research that will be conducted with the acquisition of an electric fleet should grow the States' economy with its automotive industry partners, while increasing the opportunities of all citizens to develop both personally and professional to support multiple new technologies while making Alabama a better place to live and grow.

15. What would be the immediate impact on campus programs and enrollment if this project is not approved?

Comments:

Non-approval of this project would thwart several research initiatives while slowing the modernization of Crimson Ride. It is unknown whether there is an immediate impact on any campus programs and enrollment if the project is not approved. However, it may impact future programs and enrollment as more universities move to support green (electric) initiatives. Today's future students are environmentally aware and may choose other locations to study if they believe that locations support their values.

EV BUS AND CHARGING INFRASTRUCTURE^{40, 227 df 386}

Vantage Points



EV BUS AND CHARGING INFRASTRUCTURE 228 4386

Existing Conditions Transportation Maintenance Facility Warrior Drive



View #2 Looking North East

View #1 Looking North West

EV BUS AND CHARGING INFRASTRUCTURE 220 4 300

LOCATION MAP

