

## Lake Michigan Circuit – Q&A Extended

**Question:** If we apply for four Level 2 chargers but have them split between two locations ( four in total) are they eligible for up to a \$5K grant for each location or is it \$5K total?

**Answer:** It would be up to \$5,000 per charger. So, if you have two chargers in the same location. It would be up to \$10,000 for that project. For different locations, the applicant should apply for each location separately.

**Question:** The budget form wants every employee the total amount of hours and their wage. We don't do estimates like that, why is this being requested?

**Answer:** As stated in the RFP:

*Personnel – include all internal staff performing work on the project. For each staff person, provide their name, job title, annual salary/wages, and percent of time dedicated to the project. NOTE: Personnel will not typically be applicable to LMC projects (it is expected that most labor will be covered under “Contractual Services”). These projects normally have vehicle & equipment expenses.*

*All budget categories must be addressed. Please use “N/A” or “None” to indicate there are no costs associated with a given budget category.*

**Question:** What is the State of Michigan SIGMA Vendor Self Service ID #?

**Answer:** SIGMA Vendor Registration All selected applicants must be registered as a vendor of the State of Michigan on the SIGMA Vendor Self Services (VSS) before entering into a Grant Agreement. If you are an existing vendor and have an account in [Sigma VSS](#), please verify that all your account information is correct. If not, please use the [Sigma VSS](#) to register. This website is for the exclusive use of the vendors and individuals intent on doing business with the State of Michigan and allows you to be paid in the event that you are awarded a contract. Your registration may take up to two weeks to be processed.

**Question:** The website has “Public or private organizations that can host publicly accessible charging stations, can fulfill program priorities, and **are enrolled in a utility rebate program** are eligible to apply for this grant.”

If we are not enrolled in a utility rebate program and fulfill other program priorities do we still stand eligible for the program and can apply?

**Answer:** The RFP states that “Any public, private, non-profit, or other entity physically located in Michigan that can meet the tasks specified in Part I-B(iii) is eligible to apply.”

**Question:** The website has "The grant amount will be the lesser of 33.3% of the total cost or a **direct match of the amount the electric utility is paying**, up to \$5,000 for level 2 chargers or up to \$70,000 for DC fast chargers"

Is it ok if there is no funding match that the utility is contributing to the project? In such a case the applicant's and state's share still remain the same (33%)?

**Answer:** If there isn't a utility contribution, typically the application would have to cover the remaining 33% however we do that this clause within the RFP about funding.

*NOTE: EGLE has the discretion to alter maximum award sizes and/or funding distribution across charger types upon receiving the full pool of applications and assessing the needs of the program in relation to the priorities*

**Question:** First, the [EV infrastructure programs map](#) says that there are still opportunities to build out 2 chargers in the village of Empire, and 12 additional chargers for the village of Suttons Bay, both in Leelanau County. Could you verify that these opportunities are correct and still available?

**Answer:** Yes, that is correct. However, since there isn't enough funding to fund all of them the minimum amount will be funded.

**Question:** Is there a way that either of your programs would consider other charging station locations that we might suggest?

**Answer:** No, the node selection is based on Michigan State University's Electric Vehicle Charger Placement Optimization in Michigan: Phase III - Lake Michigan Circuit.

**Question:** Can we apply for a DCFC at a Level 2 locations and has this been allowed in other programs?

**Answer:** This is a competitive grant therefore we can not provide any guidance other than what is stated in the RFP. This is the first program that has include both level 2 and DCFC and therefore it hasn't been reviewed before.

**Question:** This is a reimbursement grant. What is the date at which we can start getting paid for our project?

**Answer:** EGLE will not fund any expenditures that have occurred before a grant agreement has been executed.

**Question:** Benton Harbor, depending on where the city decides to place the chargers, may be outside of the 5-mile radius from a node. Since BH is located at a major interchange (I-94/US-31) and is located on the lake, do you think we have a chance with this grant? I understand this may be more nuanced than you are able to answer at this stage in the process.

**Answer:** Since this is competitive, I can not give an answer than what is currently in the RFP.

**Question:** Does the organization installing the charging stations need to install the number that the GIS Layer says are needed, or would 1-2 charging stations be eligible for funding?

**Answer:** No they do not need to install the number on the GIS layer. Since there isn't enough funding to fund the number on the GIS layer the minimum amount will be funded.

**Question:** The RFP says the stations need to be communicating with other charging networks by February 2024. Does this mean the station needs to be installed and ready for use by February 28, 2024? That seems like a very quick turnaround, so if not, when is the deadline for having the station up and running?

**Answer:** No, this is making sure that the communication is meeting the higher requirements. The grant period are anticipated to end on December 31, 2025 therefore the project needs to be completed by that date.

**Question:** Would a letter of intent suffice for a site host agreement or is a site host agreement needed?

**Answer:** A letter of intent would suffice

**Question:** If the utility would not offer us a rebate for the Lake Michigan Circuit Program but would for the Charge Up Michigan Program, would the state be open to being flexible on project location (ie use funding from Charge Up Michigan Program to put Chargers in a Lake Michigan Circuit Program Location)?

**Answer:** First have a conversation with the utility to see if they do have funding for Lake Michigan Circuit. If they do not, you can still apply however you will need a letter of support from the utility. For Lake Michigan Circuit, the applications will be evaluated after January 31, 2024 on a competitive basis. If you are not selected under Lake Michigan Circuit, you are still able to apply for Charge Up Michigan. For Charge Up Michigan, applications are evaluated case by case and on a rolling basis. If you are not selected under Charge Up Michigan it doesn't prevent you from applying to Lake Michigan Circuit.