



MICHIGAN DEPARTMENT OF
ENVIRONMENT, GREAT LAKES, AND ENERGY

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM

ROUND 1

REQUEST FOR PROPOSALS (RFP)

Issue Date: **TBD**

Response Due: TBD

**Michigan Department of Environment, Great Lakes, and Energy (EGLE)
525 W Allegan Street
Lansing, MI 48933**

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DEFINITIONS

NOTE: Below are the definitions for several common terms used throughout this Request for Proposals. Additional terms not included below are defined in the National Electric Vehicle (NEVI) Formula Program [Final Rule](#).

Alternative Fuel Corridor – The term “Alternative Fuel Corridor” means interstate highways in Michigan that have been designated by the [Federal Highway Administration](#) (FHWA) as electric vehicle (EV) corridor ready or pending in Rounds 1-6.

Applicant – The term “applicant” means an entity that submits a formal proposal to EGLE in response to this request for proposals [**INSERT SOLICITATION NUMBER HERE**].

Application – The term “application” means the Online Application in Part IV-A and all associated materials and supporting information required under Part IV of this RFP.

Connector – The term “connector” means the component of the charger that is plugged into the electric vehicle to charge it. Multiple connectors and connector types can be available per port, but only one vehicle will charge using one connector at a time.

Commissioned – The term “commissioned” means the charging station is installed according to plan, is operational according to the specifications, is open for public use, and all construction, utility service, and ancillary construction activities are complete, including but not limited to site cleanup, landscaping, paving and patching, pavement marking, sign installation, etc.

Grant agreement – The term “grant agreement” means the contractual agreement setting forth the scope of work to be performed by the grantee including the description of facilities, work plan, schedule, budget information, the amount of funding to be provided by EGLE, and the terms and conditions under which such funding is made available to the grantee.

Grant award – The term “grant award” means the conveyance of funding from EGLE to a grantee for reimbursement of eligible project costs in accordance with an associated grant agreement.

Grantee – The term “grantee” means the recipient of a grant award made pursuant to this request for proposals.

Grantee share – The term “grantee share” means an amount of funds equal to no less than 20 percent of the total eligible cost requested or awarded as a grant award, to be provided by the grantee.

Operation and maintenance – The term “operation and maintenance” means the charging station has been commissioned and is being upkept to meet program requirements throughout the duration of the grant agreement.

Personally identifiable information – The term “personally identifiable information” means any representation of information that permits the identity of an individual to whom the information applies to be reasonably inferred by either direct or indirect means.

Project – The term “project” means the design, acquisition, installation, network connection and commissioning, operation, and maintenance of qualified electric vehicle charging infrastructure as described in an applicant’s proposal, as well as charging station data sharing.

Program partners – The term “program partners” means state agencies that will participate in the administration of grants made pursuant to this solicitation, including but not limited to the Michigan Department of Transportation (MDOT), Michigan Public Service Commission (MPSC), and Office of Future Mobility and Electrification (OFME).

Proposal – The term “proposal” means a completed application and all required materials and supporting information as specified in Part IV of this RFP.

Total eligible cost – The term “total eligible cost” means the total amount of funding required to deliver a proposed project in compliance with all requirements of the associated grant agreement.

State share – The term “State share” means an amount of funds equal to no more than 80 percent of the total eligible cost, to be provided by the State of Michigan.

Site – The term “site” means the physical location on which a charging station is proposed to be located.

PART I
GENERAL INFORMATION

I-A Purpose

The Michigan Department of Environment, Great Lakes, and Energy (EGLE) is offering grant funding to eligible entities for the strategic deployment of electric vehicle (EV) charging infrastructure to establish an interconnected network to facilitate data collection, access, and reliability. The administration of this program is happening in partnership with the Michigan Department of Transportation (MDOT), Michigan Public Service Commission (MPSC), and Office of Future Mobility and Electrification (OFME) (“program partners”). The National Electric Vehicle Infrastructure (NEVI) Formula Program, funded by the Federal Highway Administration (FHWA), supports Governor Gretchen Whitmer’s priorities to build the infrastructure necessary to support 2 million EVs on Michigan roads by 2030 as stated in the [MI Healthy Climate Plan](#).

I-B Grant Availability

A total of \$104,558,892.40 in funding is expected to be available through FY26. \$37,746,892.45 will be available during Round 1. The goal of Round 1 is to work toward the full build out of Michigan’s designated Alternative Fuel Corridors (AFC) and add redundancy as deemed appropriate. Refer to the [NEVI Formula Program Guidance](#) (pg. 12) for the definition of fully built out. EGLE reserves the right to make more, or fewer, awards and reserves the discretion to alter maximum award sizes upon receiving the full pool of applications and assessing the needs of the program in relation to the priorities.

Applicants must provide a complete Budget using the Approved Budget Form (See Part IV-B). Budgets must be itemized and be accompanied by a budget narrative which adequately describes each budget category to determine eligibility. The Budget must only include eligible costs and sum to the total eligible cost. The grant awards made as a result of this RFP will be subawards of the State’s federal award from the FHWA’s NEVI Formula Program, Grant No. **TBD**. As such, the grant award will adhere to Title 23 and federal funding requirements in the NEVI Formula Program [Final Rule](#).

All applicants must provide a **minimum 20 percent** of the total eligible cost as the grantee share. The total eligible cost may only include eligible expenses as portrayed in Part III-I. Applicants may use cash, bond proceeds, in-kind work, tax-exempt leasing and/or [Michigan Saves](#) financing for some or all of their match. Applicants that provide more than 20 percent grantee share will receive favorable consideration, as described in Part II. This may result in different match/funding scenarios if desired, in order to increase the percentage of leveraged funds and/or incentivize larger projects.

EGLE will award funds to applicants that agree to the terms set forth in this RFP and the [grant agreement](#). EGLE reserves the right to not make an award or any awards, or to award funds for an amount other than that requested, in its sole

discretion. EGLE will be the primary contact with applicants and grantees and negotiate the scope of work, budget, reporting periods, report format, and reporting content. All other requirements are non-negotiable. Charging stations must be commissioned by **TBD**, and first reimbursement request must be submitted no more than 30 days following project commissioning. Reimbursements for the operation and maintenance phase can be made through **TBD**.

I-C Eligibility Requirements

Any public, private, non-profit, or other entity that passes EGLE's due diligence screening and is not disbarred by FHWA is eligible to apply (See Parts III-G, III-H, III-I, and the grant agreement for additional requirements). Applicants can submit multiple proposals. Each proposal must be limited to one site.

I-D Issuing Office and Point of Contact

This RFP has been issued by EGLE. Questions that arise as a result of this RFP must be submitted to EGLE by *email only*. Telephonic questions cannot be answered. All questions must be submitted by **TBD**. All questions regarding this RFP should be directed to:

NEVI Formula Program Team
EGLE-MMD-NEVI@michigan.gov

I-E Changes to the RFP and Responses to Questions

Written answers to questions, changes, and/or clarifications will be posted at [EGLE's NEVI Formula Program website](#).

I-F Pre-proposal Webinar

A pre-proposal webinar will be held for this RFP at **TBD**. Registration is available at **TBD**. Any inquiries should be submitted as outlined in Part I-D.

I-G Proposals

To be considered, applicants must submit a complete response to this RFP, addressing the Work Statement provided in Part III, and using the format and attachments provided in Part IV. **Each proposal must be submitted online through Survey Monkey. Short response questions are limited to one page per question (approximately 600 words). File uploads are limited to 16 MB per file. Proposals cannot be funded in part or whole by another state agency, state-sponsored entity, federal agency, or federal-sponsored entity that is not part of the proposing team without EGLE's consent.** For this RFP, the proposal must remain valid for at least 90 calendar days.

I-H Response Date

Proposals must be submitted through Survey Monkey by **TBD. Awards will be made according to the selection process and criteria set forth in Part II of this RFP.**

- I-J **Project Clarifications/Revisions**
During the proposal review process, applicants may be contacted for clarification. EGLE reserves the right to request changes to, or clarification of, the proposed project. This includes revisions for a funding amount other than that requested. These revisions are made if the funding amount requested exceeds the maximum allowance (80% of the total eligible cost), or if EGLE, at its discretion, determines the funding amount requested is unreasonable, in which case, EGLE would provide a rationale for the revisions. EGLE reserves the right to negotiate separately with any source whatsoever in any manner necessary to serve the best interest of the State and to meet federal requirements.
- I-K **Rejection of Proposals**
EGLE reserves the right to reject any and all proposals received as a result of this RFP. Proposals that don't pass all the "Project Readiness" criteria listed in Part II will automatically be rejected. EGLE will not pay for the information solicited or obtained as a result of an applicant's response to any RFP.
- I-L **Acceptance of Proposal Content**
The contents of this RFP, as modified through any negotiations regarding scope of work, budget, reporting periods, report format, and reporting content, as established in Part I-B, and the proposal of the successful applicant (i.e., grantee) become grant obligations if a grant award ensues. Failure of the successful applicant to accept these obligations shall result in cancellation of the award.

The successful applicant, as the grantee, will be required to accept all final terms and enter into a grant agreement with the State within 45 calendar days of being notified of funding availability. The grant agreement consists of standard contract language, work plan, timetable, and budget information, a compensation clause that adheres to guidelines in this RFP, and terms and conditions that outline additional requirements.
- I-M **Incurring Costs**
Costs incurred by an applicant prior to issuance of the grant agreement will not be reimbursable.
- I-N **Economy of Preparation**
Proposals should be prepared simply and economically, providing a straightforward, concise description of the applicant's ability to meet the requirements of the RFP. Professional bindings, promotional materials, and so forth, are not desired. Emphasis should be on completeness and clarity of content. **Each proposal must be submitted online through Survey Monkey. Short response questions are limited to one page per question (approximately 600 words). Text that exceeds the word limit will not be considered. File uploads are limited to 16 MB per file.**

- I-O News Releases
News releases (including promotional literature and commercial advertisements) pertaining to the grant or project to which it relates must not be made without prior written State approval, and then only in accordance with the explicit written instructions of the State. Use of the grant and/or project as references in statements of qualifications or responses to requests for proposals are excepted.
- I-P Disclosure of Proposal Contents
All information in an applicant's proposal and any grant resulting from this RFP is subject to the provisions of the Freedom of Information Act, 1976 Public Act No. 442, as amended, MCL 15.231, et seq.

Results of the proposal evaluations and decisions will be posted at [EGLE's NEVI Formula Program website](#).
- I-Q Davis-Bacon Act Requirements
[The Davis-Bacon Act](#) requires that all laborers and mechanics, that are non-government employees, receive prevailing wages. This requires that the Department of Labor (DOL) wage rate report is included with agreements that are affected by the Davis-Bacon Act requirement. If applicable, all positions that are related to an agreement subject to the Davis-Bacon Act must be classified accordingly. Detailed information about the Davis-Bacon Act can be found at the [U.S. Department of Labor's Federal Contracts-Working Conditions website](#) and on [MDOT's Prevailing Wage Compliance website](#).
- I-R Copyrighted Materials
See Part XXVI – A of the grant agreement for a summary of applicable intellectual property provisions.
- I-S Prime Applicant Responsibilities
The successful applicant, as the grantee, will be required to assume responsibility for all activities offered in the proposal whether or not that grantee itself performs them. Further, the State will consider the grantee to be the sole point of contact with regard to matters related to the grant award and associated grant agreement, including but not limited to payment of any and all costs resulting from the anticipated grant award. The State reserves the right to approve subcontractors for the project and to require the grantee to replace subcontractors found to be unacceptable. The grantee is fully responsible and liable for adherence by the subcontractor to all provisions of the grant award and associated grant agreement. For additional information, see Part XXV – A of the grant agreement for a summary of delegation provisions.

If the grantee will not own the site on which the charging station will be installed, the grantee is required to submit a site host agreement form signed by both the grantee and the site owner, establishing permission to install and operate the grant-funded equipment at the site for the life of the grant. The terms and

conditions within this agreement must not inhibit the grantee’s ability to meet any of the NEVI Formula Program requirements.

In the event of a sale or disposition of the property or site on which the equipment is located during the life of a grant, the grantee agrees to immediately notify EGLE and execute a new site host agreement form with the new site owner, or reimburse the State for grant funds received to-date if a new site host agreement cannot be executed by both the grantee and the new site owner.

Any change in ownership of any grant-funded assets during the term of the grant agreement shall be subject to the prior written consent of EGLE, as provided in EGLE’s sole discretion but which will not be unreasonably withheld. “Change in ownership” means any sale, transfer or disposal of any legal, beneficial, or equitable interest in any or all of grant-funded assets of the grantee and/or any related entity. “Related entity” means any and all of the named entities to be incorporated in the applicant’s proposal that were evaluated for the purposes of the grant award.

The State’s proposed milestone payment schedule is set forth below in Table 1, or as approved by the State. A grantee may propose an alternative milestone payment schedule, but they must provide an explanation as to why their proposed alternative milestone payment schedule provides greater advantage for EGLE and potential users of the charging station compared to the State’s proposed milestone schedule. The decision to accept the grantee’s alternative milestone payment schedule shall be in EGLE’s sole discretion.

Table 1: Milestone Payment Schedule for the NEVI Formula Program

Milestone Event	Deliverable	Milestone Payment of Grantee Share of Total Eligible Cost
Design and permitting	Approved permit application (municipal), approved new service request (utility), and final site plan	10%
Construction and installation	Purchase of material, acquisition of labor, proof the charging station has been installed, tested, commissioned, and is available for public use	80%
Operations and maintenance*	Quarterly and annual reporting submittals meeting the data and performance requirements in the RFP	10%

*Operations and maintenance payments will be made in equal annual increments through the five-year operations and maintenance term. If the data and performance requirements are not met, annual payments will be held back and paid out once the charging station meets the data and performance requirements during a subsequent quarter. See Part III-D 6(b, c, d) of this RFP for additional information regarding operation and maintenance performance requirements and an example of uptime and payment calculation.

I-T Partner Responsibilities

Organizations partnering with the selected applicant, as the grantee, must comply with the requirements of this RFP and will be held to the same standards as the grantee (See Part I-S).

I-U State of Michigan Responsibilities

The State will conduct an environmental review in compliance with the National Environmental Policy Act (NEPA). The anticipated duration for the NEPA review is 60 days. Although preliminary NEPA review has been conducted on eligible sites, a more in-depth review may be needed depending on the type of work proposed at the site. The applicant must secure access to the site prior to the State's environmental review such that the State's or State's contractor has the right to enter the property and visually examine the property and grounds for the purposes of completing the environmental review. Additionally, the applicant must be willing to work with the State to provide any necessary information for the purposes of completing the environmental review. The review process will occur prior to the issuance of a grant agreement. No construction for the project can occur until the NEPA review is complete and a grant agreement is executed.

The State will coordinate to have awarded projects placed on a Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP).

**PART II
SELECTION CRITERIA**

All proposals received shall be subject to an evaluation by EGLE and program partners according to the Selection Criteria described in this Part II of the RFP. The evaluation will be conducted in a manner appropriate to select the applicants for the purpose of entering into a grant agreement to perform the proposed project within the established timeline. Initial screening of the proposals will be conducted to ensure applicants and projects meet all eligibility requirements.

*Proposals failing to meet the eligibility requirements described in Parts I-C, III-G, III-H, III-I, III-J, III-K, and III-L that do not comply with the requirements of the grant agreement, and/or which are incomplete, **will be rejected automatically**.* Proposals meeting the eligibility requirements will be evaluated according to the selection criteria and weighting factors below. Please refer to the [Evaluation Form](#) for further detail on the selection criteria.

Total maximum points are 200.

Project Readiness (pass/fail)
Proposals will be evaluated on project readiness as it pertains to the project meeting all the requirements in Tasks 1 – 8 stated in Part III-D.

Site Attributes (60 points)
Proposals will be evaluated on site attributes as it pertains to ability to fill gaps, proximity to nodes, proximity to and availability of amenities, presence of safety and security features, presence of existing infrastructure, and presence in [air quality non-attainment areas](#), [environmental justice areas](#), or rural areas.

Team Readiness (50 points)
Proposals will be evaluated on team readiness as it pertains to the applicant's and project partners' qualifications and experience, incorporation of local/small business workforce, and existence of utility contribution.

Future Proof (50 points)
Proposals will be evaluated on the project's ability to future proof as it pertains to ability to meet medium-duty/heavy-duty electric vehicle charging requirements, ability to add more power per port, inclusion of additional site prep for future expansion, inclusion of additional chargers where need is demonstrated, availability of additional accessible parking spaces, and availability of pull-through spaces.

Sustainability (20 points)
Proposals will be evaluated on the project's ability to use renewable energy sources, generate clean energy, use clean energy storage, and incorporate environmental best practices.

Cost

(20 points)

Proposals will be evaluated on the project's ability to incorporate cost containment strategies and minimize state investment.

PART III
WORK STATEMENT

III-A Purpose

The Michigan Department of Environment, Great Lakes, and Energy (EGLE) is offering grant funding to eligible entities to strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. The administration of this program is happening in partnership with the Michigan Department of Transportation (MDOT), Michigan Public Service Commission (MPSC), and Office of Future Mobility and Electrification (OFME) ("program partners"). The National Electric Vehicle Infrastructure (NEVI) Formula Program, funded by the Federal Highway Administration, supports Governor Gretchen Whitmer's priorities to build the infrastructure necessary to support 2 million EVs on Michigan roads by 2030 as stated in the [MI Healthy Climate Plan](#).

NOTE: EGLE reserves the right to award funds for an amount other than that requested and/or request changes to, or clarification of any and all proposals received as a result of this RFP.

III-B Problem Statement

Air pollution resulting from light-duty, medium-duty, and heavy-duty vehicles fueled by gasoline, diesel, and flex fuel (E85) emit greenhouse gases (GHG) and smog-forming pollutants from their tailpipes. Tailpipe emissions are a serious threat to human and environmental health. One potential solution to mitigate tailpipe emissions is to convert our transportation sector from internal combustion engines (ICE) to electric motors. EVs not only have zero tailpipe emissions, but also have lower GHG emissions across their life cycle compared to their ICE counterparts ([International Council on Clean Transportation, 2021](#)). This grant funding opportunity seeks to support the transition toward EVs through the provision of funding for electric vehicle charging infrastructure.

III-C Objectives

The objectives of the NEVI Formula Program, this RFP, and projects funded hereunder are:

1. Establish a network of fast chargers across Michigan as part of a larger nationwide network to accelerate the adoption of EVs and increase the confidence of long-distance travel using an EV.
2. Make progress toward deploying the infrastructure necessary to support 2 million EVs on Michigan roads by 2030.
3. Reduce transportation related GHG emissions.
4. Position U.S.-based industries for global leadership in the vehicle

- electrification ecosystem.
5. Ensure a convenient, reliable, affordable, and equitable charging experience for all users.

III-D Tasks

Applicants must clearly and succinctly explain how they will accomplish each task, which must be completed during the period of the grant agreement. Applicants are encouraged to design additional tasks that address the expressed needs of the program and the State, but also capitalize on the strengths of the applicant. A single proposal must not include more than one candidate site; however, an applicant may submit multiple proposals based on the State's charging station needs.

NOTE: The majority of these tasks are based on the NEVI Formula Program [Final Rule](#) issued by the FHWA.

1. Installation, Operation, and Maintenance by Qualified Technicians of Electric Vehicle Charging Infrastructure
 - a. The owner and operator of the charging station will set the price for use. EGLE expects the price to be set at a fair and competitive market rate, with adherence to [Section 445.903 of the Michigan Consumer Protection Act](#). Public disclosure for the documents (made publicly available whether through an announcement, public comment period, or other means) concerning the operations of charging stations where price setting is involved must include the following:
 - i. Summary of the procurement process used
 - ii. Number of proposals received
 - iii. Identification of the awardee
 - iv. Proposed contract with the awardee
 - v. In accordance with State law, the financial summary of contract payments (including the price and cost data)
 - vi. Any information describing how prices for charging are to be set under the contract
 - b. Charging stations must be located no more than one driving mile from the end of the nearest designated Alternative Fuel Corridor off ramp for limited access routes, and no more than one driving mile from any point along a non-limited access Alternative Fuel Corridor. The [Michigan NEVI Planning Map](#) shows the eligible areas that the State is requesting chargers as part of this RFP. These locations were generated with consideration for the federal requirement of no more than one driving mile driving distance from an Alternative Fuel Corridor, the federal requirement of no more than 50 miles driving distance between charging stations, and other factors considered for optimal charging station placement identified in the [Michigan State Plan for Electric Vehicle Infrastructure Deployment](#).
 - c. A minimum of four network-connected direct current (DC) 150 kilowatt (kW) charging ports capable of simultaneously and continuously charging

four EVs; charging station power capability should be no less than 600 kW. Charging ports must support output voltages between 250 volts DC and 920 volts DC. Charging stations may conduct power sharing so long as each charging port continues to meet an EV's request for 150 kW. Throttling the charging speed below 150 kW per port is prohibited. The provision of charging speeds below 150 kW per port is not allowed under any circumstance.

- d. Each charging port must be capable of charging any Combined Charging System (CCS)-compliant vehicle and each charging port must have at least one permanently attached CCS Type 1 connector. Adding permanently attached proprietary connectors, such as CHAdeMO, is allowed using FY22 NEVI Formula allocations and after aforementioned CCS requirement has been met.
- e. Charging stations must be available for use by the public 24 hours a day, seven days a week, and on a year-round basis, with minor exceptions (e.g., isolated or temporary interruption to service or access for maintenance and repairs would not constitute a violation of this proposed requirement).
- f. Charging stations must be located with consideration given to flood and other weather-related risks, as required by [23 CFR Subpart A](#), as well as drainage and the ability for prompt snow removal and shall not interfere with emergency services.
- g. Charging stations must have basic user amenities on-site or nearby, which at minimum includes restrooms. Sites with additional amenities will be given preference according to the selection criteria listed in Part II. All facilities must be connected to an American with Disabilities Act (ADA) compliant charging space via an [accessible route](#).
- h. Payment options must:
 - i. Provide secure payment methods, accessible to persons with disabilities, which at a minimum shall include a contactless payment method that accepts major debit and credit cards, and either an automated toll-free phone number or a short message/messaging system (SMS) that provides the charging customer with the option to initiate a charging session and submit payment; and access and service must not be restricted by membership or payment method type
 - ii. Not require membership for use
 - iii. Not delay, limit, or curtail power flow to vehicles on the basis of payment method or membership
 - iv. Provide access for users that are limited English proficient and accessibility for people with disabilities; automated toll-free phone numbers and SMS payment options must clearly identify payment access for these populations
- i. Chargers must obtain certification from an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory.
- j. Safety and security strategies must include:

- i. Physical safety and security strategies, which at minimum includes site lighting. Sites with additional strategies will be given preference according to the selection criteria listed in Part II.
 - ii. Cybersecurity safety and security strategies, which at minimum includes user data protection. Sites with additional strategies will be given preference according to the selection criteria listed in Part II.
- k. Operate and maintain charging infrastructure in compliance with the provisions in this program for at least five years following the date when the charging station is commissioned.
- l. All electricians installing, maintaining, and operating chargers must meet ONE of the following requirements:
 - i. Certified through the [Electric Vehicle Infrastructure Training Program](#) (EVITP) (with the exception of apprentices)
 - ii. Graduated or continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as part of a national guideline standard approved by the U.S. Department of Labor in consultation with the U.S. Department of Transportation
NOTE: For projects requiring more than one electrician, at least one electrician must meet the requirements above, and at least one electrician must be enrolled in an electrical registered apprenticeship program.
- m. All other onsite, non-electrical workers directly installing, operating, and maintaining chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the State.
- n. All agencies or persons installing, maintaining, and operating chargers must be registered through the Michigan Department of Agriculture and Rural Development's [Serviceperson/Service Agency Registration](#).
- o. Chargers must allow for customers to report outages, malfunctions, and other issues with charging infrastructure. Reporting mechanisms must be accessible and equitable by complying with ADA requirements and multilingual access.
- p. All program income or revenue earned from the operation of a charging station must only be used for:
 - i. Debt service with respect to the charging station, including funding of reasonable reserves and debt service on refinancing
 - ii. A reasonable return on investment of any private person financing the charging station, as determined by the State
 - iii. Any costs necessary for the improvement and proper operation and maintenance of the charging station, including reconstruction, resurfacing, restoration, and rehabilitation
 - iv. If the charging station is subject to a public-private partnership agreement, payments that the party holding the right to the revenues owes to the other party under the public-private partnership agreement

- v. Any other purpose for which Federal funds may be obligated under this title 23, United States Code
2. Interoperability of Electric Vehicle Charging Infrastructure
 - a. Chargers must conform to ISO 15118-3 and must have hardware capable of implementing both ISO 15118-2 and ISO 15118-20.
 - b. By February 28, 2024, charger software must conform to ISO 15118-2 and be capable of Plug and Charge. Conformance testing for charger software and hardware should follow ISO 15118-4 and ISO 15118-5, respectively.
 - c. Chargers must conform to Open Charge Point Protocol (OCPP) 1.6J or higher. By February 28, 2024, chargers must conform to OCPP 2.0.1.
 - d. By February 28, 2024, charging networks must be capable of communicating with other charging networks in accordance with Open Charge Point Interface (OCPI) 2.2.1.
 - e. Chargers must be designed to securely switch charging network providers without any changes to hardware.
 3. Traffic Control Devices or On-Premises Signs Acquired, Installed or Operated
 - a. All traffic control devices must comply with [Part 655](#) of the [Manual on Uniform Traffic Control Devices for Streets and Highways](#).
 - b. On-property or on-premise advertising signs must comply with [Part 750](#) of the [Manual on Uniform Traffic Control Devices for Streets and Highways](#).

4. Data Collection and Submittal

Charging station operators must collect, process, and retain only the personal information strictly necessary to provide the charging service to a customer, including information to complete the charging transaction and to provide the location of charging stations to the customer. Chargers and charging networks should be compliant with appropriate Payment Card Industry Data Security Standards (PCI DSS) for the processing, transmission, and storage of cardholder data. Charging station operators must also take reasonable measures to safeguard customer data.

Electric vehicle network providers that wish to participate in the NEVI Formula Program must agree to provide EGLE and EGLE's third-party data curator free access to the data collected from EGLE funded charging stations. Data shared with EGLE shall be de-identified to be free of personally identifiable information for any customer using the charging station. Examples of personally identifiable information are name, address, social security or credit card information.

Grantees must submit data to EGLE in three distinct areas including quarterly, annually, and one-time data submittals according to templates determined by EGLE. Electric vehicle network providers must submit data to EGLE in near-real time via an application programming interface (API).

- a. Grantees must submit quarterly data that includes:

- i. Charging station name or identifier (this must be the same charging station name or identifier used to identify the charging station in data made available to third-parties in Part III-D 4(d))
 - ii. Charging port name or identifier (this must be the same charging port name or identifier used to identify the charging port in data made available to third-parties in Part III-D 4(d))
 - iii. Charging session start time, end time, and any error codes associated with an unsuccessful charging session by port
 - iv. Energy (kilowatt-hour [kWh]) dispensed to EVs per session by port
 - v. Peak session power (kW) by port
 - vi. Payment method associated with each charging session
 - vii. Charging station uptime in accordance with the equation in Part III-D 6(b) for each of the previous three months
 - viii. Duration (minutes) of each outage
- b. Grantees must submit annual data on or before February 1 that includes:
 - i. Maintenance and repair cost per charging station for the previous year
 - ii. Whether the charging station operator, installer, or maintenance organizations participate in State or local business opportunity certification programs (e.g., programs for minority-owned businesses, Veteran-owned businesses, woman-owned businesses, and/or businesses owned by economically disadvantaged individuals for private entities)
- c. Grantees must submit one-time data on or before February 1 that includes:
 - i. The name and address of the private entity(ies) involved in the operation and maintenance of chargers
 - ii. Distributed energy resource installed capacity, in kW or kWh as appropriate, of asset by type (e.g., stationary battery, solar, etc.) per charging station
 - iii. Charging station real property acquisition cost, charging equipment acquisition and installation cost, and distributed energy resource acquisition and installation cost
 - iv. Aggregate grid connection and upgrade costs paid to the electric utility as part of the project, separated into
 - Total distribution and system costs, such as extensions to overhead/underground lines, and upgrades from single-phase to three-phase lines
 - Total service costs, such as the cost of including poles, transformers, meters, and on-service connection equipment
- d. Electric vehicle network providers must share the following data fields, free of charge and via API with third party software developers and EGLE in near-real time:
 - i. Unique charging station name or identifier
 - ii. Address (city, state, and zip code) of the property where the charging station is located

- iii. Geographical coordinates in decimal degrees of exact charging station location
 - iv. Charging station operator name
 - v. Charging network provider name
 - vi. Charging station status (operational, under construction, planned, or decommissioned)
 - vii. Charging station access information:
 - Charging station access type (public or limited to commercial vehicles)
 - Charging station access days/times (hours of operation for the charging station)
 - viii. Charging port information:
 - Number of charging ports
 - Unique port identifier
 - Connector types available by port
 - Charging level by port (DC fast charger, Level 2, etc.)
 - Power delivery rating in kW by port
 - Accessibility by vehicle with trailer (pull-through stall) by port (yes/no)
 - Real-time status by port in terms defined by Open Charge Point Interface
 - ix. Pricing and payment information:
 - Pricing structure
 - Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1
 - Payment methods accepted at charging station
5. Charging Network Connectivity of Electric Vehicle Charging Infrastructure
- a. Charger to charger network communication:
 - i. Chargers must communicate with a charging network via a secure communication method
 - ii. Chargers must have the ability to receive and implement secure, remote software updates and conduct real-time protocol translation, encryption and decryption, authentication, and authorization in their communication with charging networks
 - iii. Charging networks must perform and chargers must support remote charger monitoring, diagnostics, control, and smart charge management
 - iv. Chargers and charging networks must securely measure, communicate, store, and report energy and power dispensed, real-time charging-port status, real-time price to the customer, and historical charging-port uptime
 - b. Charging network to charging network communication:
 - i. A charging network must be capable of communicating with other charging networks to enable an EV driver to use a single method of identification to charge at charging stations that are a part of

- multiple charging networks
 - c. Charging network to grid communication:
 - i. Charging networks must be capable of secure communication with electric utilities, other energy providers, or local energy management systems
 - d. Disrupted network connectivity:
 - i. Chargers must remain functional if communication with the charging network is temporarily disrupted, such that they initiate and complete charging sessions, providing the minimum required power level
6. Information on Publicly Available Electric Vehicle Charging Infrastructure Locations, Pricing, Real-Time Availability, and Accessibility Through Mapping Applications
- a. Requires chargers to do the following as it pertains to pricing:
 - i. Display and base the price of electrical charge in \$/kWh
 - ii. Price of charging displayed on the chargers and communicated via the charging network must be the real-time price (i.e., price at that moment in time); the price at the start of the session cannot change during the session
 - iii. Price structure including any other fees in addition to the price for electricity to charge must be clearly displayed and explained
 - b. Requires a minimum annual average uptime of greater than 97 percent for each charging port.
 - i. A charging port is considered “up” when its hardware and software are both online and available for use, or in use, and the charging port successfully dispenses electricity in accordance with requirements for minimum power level
 - ii. Charging port uptime must be calculated on a monthly basis for the previous twelve months
 - iii. Charging port uptime percentage must be calculated using the following equation:

$$\mu = ((525,600 - (T_{\text{outage}} - T_{\text{excluded}})) / 525,600) \times 100$$

μ = port uptime percentage
 T_{outage} = total minutes of outage in previous year
 T_{excluded} = total minutes of outage in previous year caused by the following reasons outside the charging station operator’s control, provided that the charging station operator can demonstrate that the charging port would otherwise be operational: electric utility service interruptions, failure to charge or meet the EV charging customer’s expectation for power delivery due to the fault of the vehicle, scheduled maintenance, vandalism, or natural disasters. Also excluded are hours outside of the identified hours of operation of the charging station.

- c. Uptime calculation based on proposed payment schedule:
- i. The proposed payment schedule withholds 10% of the grantee share of total eligible cost which is paid out annually in equal amounts over the five-year operation and maintenance period. Each individual charging port requires an annual average uptime of 97% over the 525,600 minutes per year. Therefore, if a port is down for 15,768 minutes (3%) or more for reasons other than those included in T_outage, then payment will not be made until a future data submittal showing 97% uptime in a subsequent quarter is made. A port must not exceed 3,941 minutes of downtime in a quarter for reasons other than those included in T_outage to justify payment for a missed annual operation and maintenance payment.
- d. Example uptime calculation:
- i. If grantee share of total eligible cost is \$1,000,000, annual operation and maintenance payments would be $(\$1,000,000 \times 10\%) / 5 \text{ years} = \$20,000$ per year
 - ii. Charger #1 Example
 - Year 1
 - 5,500 minutes of downtime (does not exceed annual limit)
 - Operation and maintenance payment for Year 1: \$20,000
 - Year 2
 - 18,000 minutes of downtime (exceeds annual limit)
 - Operation and maintenance payment for Year 2: \$0
 - Year 3, Quarter 2
 - 2,500 minutes of downtime (does not exceed quarter limit)
 - Operation and maintenance payment for Year 2: \$20,000
 - Year 3
 - 12,000 minutes of downtime (does not exceed annual limit)
 - Operation and maintenance payment for Year 3: \$20,000
 - Year 4
 - 20,000 minutes of downtime (exceeds annual limit)
 - Operation and maintenance payment for Year 4: \$0
 - Year 5, Quarter 2
 - 4,000 minutes of downtime (exceeds quarter limit)
 - Operation and maintenance payment for Year 4: \$0
 - Year 5, Quarter 3
 - 1,000 minutes of downtime (does not exceed quarter limit)
 - Operation and maintenance payment for Year 4: \$20,000
 - Year 5
 - 14,000 minutes of downtime (does not exceed annual limit)
 - Operation and maintenance payment for Year 5: \$20,000

Table 2: Minutes of Allowable Annual Downtime.

Year	Minutes of Downtime Allowed for Any Port
1	15,767
2	15,767
3	15,767
4	15,767
5	15,767

- e. Electric vehicle network providers are required to share the data fields listed in Part III-D 4(d), free of charge and via API with third party software developers and EGLE.
7. Other Federal Requirements
- a. All statutory and regulatory requirements that are applicable to funds apportioned under [Chapter 1 of Title 23, United States Code](#), such as
 - i. Buy America requirements at [Section 313 of Title 23, United States Code](#)
 - ii. Build America, Buy America Act ([Public Law 117-58, Division G, Sections 70901-70927](#)), with consideration to the [Temporary Waiver](#)
 - All chargers which are manufactured from March 23, 2023 until June 30, 2024 would be covered by this waiver only if final assembly occurs in the United States. This phase applies only to chargers that are manufactured during this period and for which grantees begin installation by October 1, 2024. In addition, all predominantly steel and iron housing components are excluded from the waiver and must meet FHWA's Buy America requirements for steel and iron.
 - Any chargers which are manufactured on and after July 1, 2024, would be covered by this waiver only if final assembly occurs in the United States and the cost of components manufactured in the United States exceeds 55 percent of the cost of all components. All predominantly steel and iron housing components continue to be excluded from the waiver and must meet FHWA's Buy America requirements for steel and iron. The cost of any such housing shall be included as a cost of a charger's components when calculating whether the cost of components manufactured in the United States exceed 55 percent of the cost of all components. The FHWA considers the "date of manufacture" to be the date on which the charger has its final assembly occur and is in an operational state.
 - b. All statutory and regulatory requirements that are applicable to funds apportioned under [2 CFR Part 200](#) apply.
 - c. As provided at [Section 109\(s\) of Title 23, United States Code](#), projects to install chargers are treated as if the project is located on a Federal-aid

highway. As a project located on a Federal-aid highway, [Section 113 of Title 23, United States Code](#), applies and Davis Bacon Federal wage rate requirements included at [Subchapter IV of Chapter 31 of Title 40, United States Code](#), must be paid for any project funded with NEVI Formula Program funds.

- d. The American with Disabilities Act of 1990 (ADA), and implementing regulations, apply to charging stations by prohibiting discrimination on the basis of disability by public and private entities. Charging stations must comply with applicable accessibility standards adopted by the Department of Transportation into its ADA regulations ([49 CFR Part 37](#)) in 2006, and adopted by the Department of Justice into its ADA regulations ([28 CFR Part 35](#) and [Part 36](#)) in 2010.
 - i. Projects should abide by the [Design Recommendations for Accessible Electric Vehicle Charging Stations](#) published by the U.S. Access Board and must have at least one of the four charging spaces be ADA compliant
 - e. Title VI of the Civil Rights Act of 1964, and implementing regulations, apply to this program to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.
 - f. All applicable requirements of Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), and implementing regulations, apply to this program.
 - g. The National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality's NEPA implementing regulations, and applicable agency NEPA procedures apply to this program by establishing procedural requirements to ensure that federal agencies consider the consequences of their proposed actions on the human environment and inform the public about their decision making for major federal actions significantly affecting the quality of the human environment.
8. Other State Requirements
- a. Applicant must have written support from the electric utility provider that demonstrates the utility's intent to provide interconnection services and the amount, if any, that the utility can contribute to the project.
 - b. Applicant must register to receive payments by Electronic Funds Transfer (EFT) through the State of Michigan's [SIGMA Vendor Self Service](#)
 - c. Applicant is responsible for adhering to the relevant regulations and permitting processes of the local municipality that has jurisdiction over the site.
 - d. Applicant is responsible for adhering to the relevant regulations of the State of Michigan, such as, but not limited to, the [Weights and Measures Act](#).
 - e. Applicant must make the site available to State staff or State contractors upon request for the purposes of inspection, testing, and audits throughout the term of the grant agreement.

III-E Areas of Interest

1. Electric vehicle charging infrastructure
2. Economic development
3. Environmental sustainability
4. Transportation

III-F Program Priorities

To better allow EGLE to achieve the goals and requirements of the NEVI Formula Program, applicants are encouraged to consider and incorporate the following funding priorities within their proposals to the fullest extent possible:

1. Showcasing charging stations as an affordable, reliable, adaptable, and environmentally protective solution for Michigan's future.
2. Increasing accessibility to charging stations and the associated benefits for a broad range of end-users.
3. Strategic deployment of charging stations across Michigan that leverages regional strengths and opportunities.
4. Increasing opportunities for business investment, talent enhancement, state branding, and community vitality.
5. Supporting the goals of the MI Healthy Climate Plan.

NOTE: EGLE reserves the right to award funds for the purpose of achieving a range of projects, and to assure projects demonstrate their unique contribution and are not duplicative, or effectively duplicative, of previously funded projects.

III-G Eligible Applicants

For purposes of this RFP, the following types of entities are eligible to apply: any public, private, non-profit, or other entity. Additionally, applicants must also pass EGLE's due diligence screening and be in good standing with FHWA. EGLE's due diligence screening involves assessing an applicant's compliance with regulations enforced by EGLE, the Michigan Department of Licensing and Regulatory Affairs, and the Michigan Department of Labor.

Eligible charitable organizations and professional fundraisers (unless exempt) must be registered with the Michigan Attorney General's Office Charitable Trust Section. For more information, please visit the [Attorney General's website](#).

Priority will be given to applicants who are in [air quality non-attainment areas](#), [Environmental Justice areas](#), and rural areas according to the selection criteria listed in Part II.

III-H Eligible Projects

All funding distributed under the NEVI Formula Program shall be for projects directly related to the charging of a vehicle and only to support charging infrastructure that is open to the general public 24/7 or to authorized commercial motor vehicle operators from more than one company. Initially, funding under this program is directed to designated Alternative Fuel Corridors.

Eligible projects must involve/address the applicable tasks set forth in Part III-D.

Impacted facilities must be occupied and have long range plans of continued use.

III-I Eligible Expenses

1. Costs for site preparation, permitting, and design.
2. Costs to purchase, construct/install, integrate, test, and implement charging stations.
3. Construction costs directly related to a charging station.
4. Costs for planning, permitting, acquisition, and installation of on-site distributed energy resource equipment (e.g., solar arrays, stationary batteries).
5. Costs to acquire and install on-site electric service equipment (e.g., power meter, transformer, switch gear).
6. Costs of minor grid updates (work necessary to connect a charging station to the electric grid distribution network like extending power lines several miles or upgrading existing power lines).
7. Costs of charger hardware.
8. Costs of charger software.
9. Costs to repair, upgrade, and/or replace existing chargers to meet NEVI Formula Program's minimum standards and requirements.
10. Costs to meet ADA requirements.
11. Costs to purchase proprietary adapters (only applicable for FY22 funds).
12. Costs to install signage at site.
13. Costs for workforce development activities.
14. Fixed operating and maintenance costs up to five years after the charging station is commissioned, such as:
 - a. Charger lease fees
 - b. Cellular network fees, internet service fees, or other similar feesOther operation and maintenance costs that are paid in advance through a contract for networking, data sharing, and warranty purposes

NOTE: To be considered directly related to charging of vehicles, the items must be a necessary component in the charging station, be a necessary component to connect the charging station to the electricity source (or to supply power from the electricity source), provide eligible signage to direct EVs to the charging station, or provide information to EV users about use of the charging station. This includes costs of new public charging stations, as well as upgrades to existing charging stations.

III-J Ineligible Applicants

For purposes of this RFP, any applicant that fails EGLE's due diligence screening or that is suspended or debarred by FHWA is ineligible to submit a proposal. EGLE's due diligence screening involves assessing an applicant's compliance with regulations enforced by EGLE, the Michigan Department of Licensing and Regulatory Affairs, and the Michigan Department of Labor.

III-K Ineligible Projects

1. Projects that fail to meet the criteria specified in Part III-D.
2. Projects deemed illegal under the law or inappropriate under contract management standards.
3. Projects considered scientifically unsound or significantly increase risks to workers and/or the public.
4. Projects that will not be conducted in Michigan.
5. Projects involving demonstration of non-commercially available equipment and technologies. This also includes projects involving the purchase of equipment to conduct research, development, or demonstration of charger technologies that are not commercially available.
6. Projects that cannot be shared with or have restricted transferability to other entities in Michigan.
7. Projects requiring an environmental assessment study under NEPA.

III-L Ineligible Expenses

1. Any costs incurred prior to execution of the grant agreement.
2. Any construction costs incurred prior to NEPA approval.
3. Any costs not directly related to a charging station.
4. Costs of major grid upgrades (e.g., line extensions or upgrades over several miles, improvements to off-site power generation, bulk power transmission, or substations).
5. Purchase or rental of real estate.
6. Construction or general maintenance of building and parking facilities if not directly related to a charging station.
7. Sales tax.
8. Variable operating and maintenance costs, including costs for electricity, insurance, and other recurrent business costs such as staffing.
9. Fixed operations or maintenance costs incurred outside of an up-front contract at or near time of charging station commissioning.
10. Utility service costs during operation and maintenance.

PART IV
INFORMATION REQUIRED FROM APPLICANTS

Applicants must complete the Online Application in Part IV-A and include the materials listed below. No other type of application will be accepted.

NOTE: The following information must be submitted by all applicants to be considered. Failure to attach/include the requested information will result in the rejection of the proposal.

1. **Online Application** ([see instructions below](#))
2. [Approved Budget Form](#) ([see instructions below](#))
 - a. If an indirect cost rate is used in the budget, the [Certificate of Indirect Costs](#) must be submitted ([see instructions below](#))
3. Price quotes for the proposed project, including:
 - a. Design and permitting
 - b. Construction and installation
 - c. Utility infrastructure
 - d. Charger hardware
 - e. Charger software
 - f. Operation and maintenance
 - g. Other
4. Utility support letter that includes relevant tasks set forth in Part III-D, including:
 - a. Utility's commitment to provide interconnection services
 - b. Utility's match contribution
5. Equipment specification sheet that includes relevant tasks set forth in Part III-D, including:
 - a. Power capacity per port
 - b. Connector type
 - c. Payment capabilities
 - d. Interface
 - e. Communication protocol
6. Material certification that includes relevant tasks set forth in Part III-D, including:
 - a. Build America compliance
 - b. Build America, Buy America compliance
7. Site plan that includes relevant tasks set forth in Part III-D, including:
 - a. Accessible charging station layout
 - b. Accessible route
 - c. Physical safety and security strategies
 - d. Pull-through spaces [if applicable]
8. Electrician Certification that include relevant tasks set forth in Part III-D, including:
 - a. EVITP certificate OR certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as

- part of a national guideline standard
9. Resumes that include relevant preferences set forth in Part II
 10. Local business opportunity certifications [if applicable]
 11. Site host agreement [if applicable]
 12. Most recent copy of the A-133 or outside audit (IF an A-133 or outside audit has been completed) OR the most recent financial statements (balance sheet and income statement) if the applicant has received \$750,000 or more in federal awards during their current fiscal year [if applicable]
 13. Additional supporting documents [if applicable]

Please see instructions below for additional information:

IV-A Online Application

Complete the [Online Application](#) through Survey Monkey. Questions marked with an asterisk (*) require a response. Applicable materials listed in Part IV must be uploaded within the Online Application. Applicants can submit their completed Online Application by clicking the “Submit” button on the bottom of the application page. **Until the Online Application is available, an applicant can view the [Draft Application Questions](#) in the meantime.**

NOTE: DO NOT CLOSE THE ONLINE APPLICATION PRIOR TO SUBMITTING OR ELSE ALL PROGRESS WILL BE LOST.

IV-B Approved Budget Form

1. Applicants must use the [Approved Budget Form](#). All budget categories must be addressed. Please use “N/A” or “None” to indicate there are no costs associated with a given budget category.
NOTE: The amounts entered in the budget form must be firm, as these will be the values used in the grant agreement if awarded.
2. The following costs are **allowed**: personnel, fringe benefits, contractual services, supplies & materials, equipment, other direct costs, travel, and indirect. The following costs are **disallowed**: sick pay, holiday pay, paid vacation time, payroll taxes, vehicles, computers, real property (e.g., land and buildings), parking, tuition reimbursement/remission, vehicle allowance, car rental, subscriptions, dues, memberships.
3. All applicants must provide a **minimum 20 percent** of the total eligible cost as the grantee share.
4. The sum of the State share plus the grantee share will equal the total eligible project cost. The total eligible cost may only include eligible expenses as portrayed in Part III-I.
5. Personnel – include all 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 NEVI Formula Program projects (it is expected that most labor will be covered under “Contractual Services”).*
6. Fringe Benefits – allowable benefits typically include health insurance, dental

- insurance, and optical insurance. For each listed staff person, provide their fringe benefit rate, and confirm their annual fringe benefit cost. Applicants will be required to detail/justify the fringe rates given in their proposed budget prior to an agreement being finalized. If fringe cost rates are approved by a federal agency, identify the agency and date of latest rate agreement and include a copy of the rate agreement with the application. If fringe cost rates are not approved by a federal agency, explain how total fringe benefit costs were calculated. Your calculations should identify all rates used along with the base they were applied to (and how the base was derived), and a total for each (along with the grand total). *NOTE: Fringe benefits will not typically be applicable to NEVI Formula Program projects.*
7. Contractual Services – include all anticipated service contracts required for the project. All sub-grantees, vendors, contractors, and consultants and their estimated costs should be identified. Provide the vendor or contract name, the service to be provided, and the dollar amounts to be paid using grant funds and/or matching funds. Use TBD if the entity is unknown. Include the basis of cost for each item (competitive, historical, quote, catalog, etc.).
 - a. Design and Permitting – includes activities related to site planning and analysis, engineering services, support during construction as needed, and, if applicable, architectural services, that are necessary to establish the technical scope and specifications of the project, and all related technical requirements, at a sufficient level of detail to satisfy all relevant codes, permit requirements, regulations, agreements, covenants, and statutes required to begin construction, commissioning, and operations, as well as to timely obtain all relevant permits from any and all authorities having jurisdiction regarding the same.
 - b. Construction and Installation – includes all works, goods, services, and activities, including materials, labor, inspection/ testing, and management services, necessary to complete the project in accordance with the agreed upon design, as well as all relevant codes, permit requirements, regulations, agreements, covenants, and statutes.
 - c. Operations and Maintenance – includes the functions, duties, goods, materials, and labor associated with the daily operations and prompt repairs, replacement of parts and structural components, and other activities needed to preserve the charger so that it continues to meet all functional and performance requirements and achieve its expected useful life.
 8. Supplies and Materials – include items costing less than \$5,000 per unit or a useful life expectancy of less than one year. Supplies are generally consumed during the project performance. Supply items must be direct costs to the project and not duplicative of supply costs included in the indirect pool that is the basis of any indirect rate applied for this project. Provide the item, unit cost, and quantity of units. Confirm the matching funds amount, if applicable. *NOTE: Supplies and materials will not typically be applicable to NEVI Formula Program projects (it is expected that most goods will be covered under “Equipment”).*

9. Equipment – include items costing \$5,000 or more per unit and having a useful life of one year or more. Provide the item, unit cost, quantity of units, and the dollar amounts to be paid using grant funds, and/or matching funds. List all proposed equipment and briefly justify its needs as it applies to the objectives of this proposal. If the equipment is being proposed as cost match and was previously acquired, provide the value of its contribution to the project and a rationale for the estimated value shown. If it is new equipment that will retain a useful life upon completion of the project, provide a rationale for the estimated value shown. Also, indicate whether the equipment is being used for other projects or is 100 percent dedicated to this project.
 - a. Utility Infrastructure – includes the physical equipment, systems, appliances, and associated structures which supply or enable a utility service, including but not limited to pipes, conduits, cables, valves, vaults, poles, wires, metering devices, transformers, electrical installations, or communications equipment to provide for networking or other operational support.
 - b. Charger Hardware – includes the physical object, device, or appliance that can supply electricity to an electric vehicle.
 - c. Charger Software – includes the technology that allows for the monitoring, management, and optimization of electric vehicle charging operations.
10. Other Direct Costs – include all other known direct costs not otherwise categorized or disallowed. Provide the title/name and the cost of each item/service listed.
11. Travel – include all mileage, lodging, meals, and other known travel costs. Provide travel costs separately as mileage, lodging, meals, and other known travel costs. All listed travel must be necessary or beneficial to the performance of the proposed grant. State of Michigan travel rates must be used for all travel expenses and out-of-state travel must be directly related to the grant project and approved by the State. Use the most recent State of Michigan Travel Rates posted by the [Michigan Department of Technology, Management & Budget](#). Travel expenses that meet any criteria listed in Part III-L are ineligible for reimbursement. *NOTE: Travel will not typically be applicable to NEVI Formula Program projects.*
12. Indirect Rate – provide the indirect rate (up to **20 percent de minimus**) used by applicant's organization as a percentage of total personnel and fringe benefits. Confirm the resulting dollar amount for grant funds. If the indirect cost rate is over 20 percent and the applicant has been approved by a federal agency, identify the agency and the date of the latest rate agreement and submit a copy of the agreement with the application. If the indirect cost rate has not been approved by a federal agency, provide the basis for computation of rates including the types of benefits to be provided, the rate(s) used and the cost basis for each rate. *NOTE: Applicants will be required to detail/justify their indirect rate given in their budget prior to an agreement being finalized. All applicants including an indirect rate must sign and submit the [Certificate of Indirect Costs](#). NOTE: Indirect will not typically be applicable to NEVI Formula Program projects.*

13. Totals – confirm the total dollar amounts for each listed line item and each column.

IV-C Additional Budget Information

1. At such time that proposals are approved by EGLE, modifications of proposals may be necessary. If EGLE does not award the total amount requested in the original proposal, successful applicants will be required to submit a revised proposal for the purpose of entering into a grant agreement. For those receiving less than requested in their proposals, the proportion of direct costs to indirect costs will remain the same as in their original request. New line items to the revised budget are not allowed.
2. Grantees assume the responsibility for ensuring the grant project is performed within the established timeline.
3. If the award is granted in an advance, grantees assume the responsibility of ensuring all unexpended grant funds are returned to the State of Michigan at the end of the grant period.
4. If the award is granted in a reimbursement, grantees understand that all unexpended grant funds will be retained by the State at the end of the grant period.
5. If the entire State share of the grant award is expended, the entire in-kind and/or matched funds must be spent and supported by source documentation. If the entire State share of the grant award is not spent, the in-kind and/or matched funds may be reduced proportionately by the percentage of the grant award not spent.
6. Indirect costs *must be proportionately reduced* if the grantee does not expend the entire grant award by the end of the grant term. The adjustment for the reduction shall be calculated by determining the percentage of the grant not spent. This percentage is the amount to be reduced from the indirect costs total. Indirect costs shall be based on a percentage of the budget line items listed under the State share column. Indirect costs must be utilized for this grant within the established timeline.
7. Grantees may not commingle award funds with current or future awards received from the NEVI Formula Program. Financial assistance from each funding source must be managed, reported, and accounted for separately from all other funding sources.
8. Should grantees cease business operations or dissolve the project established under the grant agreement, existing capital must be returned to the State.
9. Should grantees sell, exchange, or dispose of any project equipment without written approval from EGLE, the grant award must be immediately repaid, in full, to the State.
10. EGLE anticipates the grant period will start **TBD** and will end **TBD**.

IV-D NEPA Review

All activities undertaken with grant funds must comply with NEPA. MDOT has conducted preliminary NEPA review of eligible sites, but construction plans must

be shared with EGLE and MDOT prior to the start of construction activities to allow a NEPA review to be conducted if construction occurs outside of previously developed area. Applicants must be prepared to work with and provide any additional documentation to the Michigan Department of Transportation to ensure compliance with NEPA, the Council on Environmental Quality's NEPA implementing regulations, and applicable agency NEPA procedures.

IV-E Certificate of Indirect Costs

If an indirect cost is included in the proposed budget, it must be certified using the [Certificate of Indirect Costs](#). The certificate must be signed on behalf of the organization by an individual at a level no lower than vice president or chief financial officer of the organization that submits the proposal.

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