



MICHIGAN DEPARTMENT OF  
ENVIRONMENT, GREAT LAKES, AND ENERGY

## **Clean Fuel & Charging Infrastructure Program- Public Charging**

### **REQUEST FOR PROPOSALS**

Issue Date: February 4, 2026

**Response Due: Proposals will be accepted on a rolling basis  
until all funds are allocated.**

**Michigan Department of Environment, Great Lakes, and Energy  
525 West Allegan Street  
Lansing, Michigan 48933**

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# Clean Fuel & Charging Infrastructure Program- Public Charging Request for Proposals

## PART I

### GENERAL INFORMATION

#### I-A Purpose

The Michigan Department of Environment, Great Lakes, and Energy (EGLE) Energy Unit is offering grants for the deployment of publicly available Level 2 alternating current (AC) and/or direct current fast charging (DCFC) electric vehicle (EV) charging stations. The State anticipates the grant period will start on the date the award approval memorandum is signed by the Director of EGLE and will end when all funds have been allocated.

#### I-B Program Description

EGLE protects Michigan's environment and public health by managing air, water, land, and energy resources, and is focused on addressing climate change. In fiscal year (FY) 2025, EGLE will provide grants to support the accelerated deployment of publicly available Level 2 AC and/or DCFC EV charging stations to address infrastructure gaps and meet the needs of Michigan residents. Applicants must consider the following program objectives, priorities, and tasks in the planning of their proposal.

##### 1. Program Objectives

- a. Design, build, operate, and maintain publicly accessible Level 2 AC and/or DCFC EV charging stations to provide broad and equitable access across Michigan communities.
- b. Accelerate EV adoption and support worry-free EV travel across Michigan by 2030.

##### 2. Program Priorities

- a. Position Michigan as a global leader in the vehicle electrification ecosystem by promoting innovation, investment, and a strong EV industry.
- b. Foster environmentally sustainable communities by advancing transportation decarbonization.
- c. Expand EV charging infrastructure statewide to support Michigan's goal to 2 million EVs on the road by 2030.
- d. Reduce greenhouse gas (GHG) emissions from the transportation sector to contribute to a cleaner and healthier environment.
- e. Promote workforce development, economic growth, and job creation across Michigan.
- f. Align with and support the goals of the [MI Healthy Climate Plan](#) and [MI Future Mobility Plan](#).

##### 3. Applicant Tasks

*NOTE: Applicants must clearly and succinctly explain how they will accomplish each required task below **during the grant period**.*

- a. Equipment and Installation Requirements

- i. Install and deploy DC fast chargers with a minimum continuous power output of 50 kilowatts (kW) per charging port and/or Level 2 AC chargers with a minimum continuous power output of 6.6 kW per charging port.
  - ii. Manage dual port charging stations (if applicable) through power sharing to ensure each port maintains the minimum required continuous output.
  - iii. Equip each DC fast charger with at least one Combined Charging System (CCS) Type 1 connector and each Level 2 charger with at least one SAE J1772 (Type 1) connector. Additional connector types will receive preference as outlined in Part III.
  - iv. Ensure all EV charging equipment is certified by a Nationally Recognized Testing Laboratory (NRTL) recognized by the Occupational Safety and Health Administration (OSHA) to meet safety standards.
  - v. Install protective equipment, including bollards and wheel stops at a minimum, to safeguard charging stations from damage. Additional protective measures beyond these minimums will be given preference as outlined in Part III.
  - vi. Install signage at all EV charging parking spots to clearly communicate parking policies to drivers.
  - vii. Coordinate with the utility provider to verify adequate electrical capacity and ensure timely service connection for the EV charging infrastructure. Applicants must address any required capacity upgrades in coordination with the utility. A “Will Serve Letter” from the utility confirming commitment and interconnection capability is required.
- b. Accessibility, Safety, and Location
- i. Ensure all charging stations are publicly accessible 24 hours a day, 7 days a week, year-round. Temporary service or access interruptions for maintenance or repairs are permitted and do not constitute a violation of this requirement.
  - ii. Locate charging stations to avoid flood zones and weather-related hazards, and ensure adequate drainage and snow removal for safe, year-round access. Installations must not obstruct emergency access routes or interfere with emergency services.
  - iii. Comply with the [Design Recommendations for Accessible Electric Vehicle Charging Stations](#) published by the U.S. Access Board. For sites with four or more charging spaces, at least one space must be ADA-compliant. For sites with fewer than four charging spaces, incorporate accessible features to the greatest extent feasible. All installations must meet applicable local, state, and federal laws. Sites providing additional accessible design elements beyond these requirements will receive preference as outlined in Part III.
  - iv. Implement physical safety and security measures, including adequate site lighting at a minimum. Additional safety and security strategies will receive preference as outlined in Part III.
  - v. Provide accessible reporting mechanisms for customers to report outages, malfunctions, and other issues. These mechanisms must

comply with ADA requirements and offer multilingual access to ensure equity.

- vi. Provide access to on-site or nearby restrooms for users. Sites offering additional user amenities will receive preference according to the selection criteria outlined in Part III.
- c. Operational and Performance Requirements
  - i. Operate and maintain the EV charging infrastructure for at least five years after commissioning, including warranty coverage for all major equipment throughout this period. If warranties are shorter, provide a maintenance agreement or plan to ensure ongoing serviceability.
  - ii. Maintain charging port uptime of greater than 97 percent for each port.
    - a. A port is considered “up” when it’s hardware and software are online and available for use, or actively in use and successfully dispensing electricity at the required minimum power level.
    - b. Calculate charging port uptime on a monthly basis over the previous 12 months.
    - c. Use the following formula to calculate the uptime percentage:

$$\mu = \left( \frac{525,600 - (T_{outage} - T_{excluded})}{525,600} \right) \times 100$$

Where:  $\mu$  = port uptime percentage

$T_{outage}$  = total minutes of outage in the past year

$T_{excluded}$  = total minutes of outage due to causes outside the operator’s control (e.g., utility outages, vehicle faults, scheduled maintenance, vandalism, natural disasters), with documentation demonstrating the port would otherwise be operational.

- iii. Collect, process, retain, and share both near real-time and static operational data in compliance with program requirements. Data must be provided to the program administrator upon request to demonstrate performance, usage, and uptime within the five-year operations and maintenance requirement.
- iv. Implement cybersecurity measures that protect user data from unauthorized access or breaches. Ensure payment systems are accessible to persons with disabilities and individuals with limited English proficiency to provide equitable access to charging services. Sites incorporating additional cyber security strategies and accessible payment methods will receive preference as outlined in Part III.
- d. Encouraged (Bonus) Features- All of the following features will be given preference according to the section criteria outlined in Part III:
  - i. Integration of renewable energy sources such as solar, wind, or hydro to power charging stations on-site or through green energy contracts.
  - ii. Installation of energy storage systems (e.g. batteries) and implementation of smart charging technology that optimizes charging based on grid conditions and energy prices.

- iii. Infrastructure designed with future proofing in mind to accommodate increased demand and evolving technology.
- iv. Provide pull-through parking spaces to accommodate vehicles with trailers.

I-C Grant Award

A total of \$10,000,000 in funding is expected to be available, with a maximum individual grant award of \$500,000. EGLE reserves sole discretion to determine both the number of awards granted to any eligible organization and the funding allocated, ensuring equitable distribution that represents the needs of Michigan. Applicant(s) must provide a complete Budget using the [Approved Budget Form](#) (See Section II-B). Budgets must be itemized, which adequately describes each budget category. This is a reimbursement-based opportunity, costs must be incurred and paid for before they are reimbursed.

Public Act No. 0121 of 2024, authorizes the Michigan Department of Environment, Great Lakes, and Energy to administer the Clean Fuel and Charging Infrastructure Program. All grants made under this program shall comply with applicable law, regulations, state policies and procedures.

All applicants are required to apply for any applicable utility rebates and provide documentation confirming rebate approval and amount. Rebates must be applied toward the total project cost and will be counted as part of the project match.

All applicants must provide a **minimum percent (%) match** of the total project cost based on the project location as follows:

1. Projects located within environmental justice communities (as determined by using a copy of [Environmental Protection Agency's EJScreen Tool](#) for Designated Disadvantaged Communities/ EPA IRA Disadvantaged Communities) must provide a **minimum of 20% match** of the total project cost.
2. Projects within five miles of nodes identified in the Lake Michigan Circuit layer of the [Michigan Electric Vehicle Infrastructure Programs Map](#), where DC and/or Level 2 AC chargers are still needed, must provide a **minimum of 20% match** of the total project cost.
3. Projects located in the Upper Peninsula of Michigan must provide a **minimum of 20% match** of the total project cost.
4. All other projects must provide a **minimum of 40% match** of the total project cost.

Reference section IV-A on acceptable match types. The sum of the State share plus the Recipient share of allowable costs will equal the total allowable project cost.

The Energy Unit will award funds to applicants that agree to the terms set forth in this RFP and the [Grant Agreement](#). The Energy Unit, an entity within EGLE, will

be the primary contact with selected applicants to negotiate the scope of work, budget, reporting periods, reporting format, and reporting content. All other requirements are non-negotiable. Funds must be expended by **September 30, 2027**.

I-D Eligibility Criteria

Any organization is eligible to apply. For purposes of this RFP, eligible entities include private, public, and nonprofit organizations.

Eligible projects must be physically located in Michigan and involve the deployment of publicly available Level 2 AC and/or DCFC charging stations to address infrastructure gaps and meet the needs of Michigan residents. Impacted facilities must have long-range plans for continued use.

All eligible applicants must provide a Unique Entity Identifier (UEI) number from the System for Award Management (SAM.gov) website. **UEI registration can take up to 10 business days to become active.**

I-E Ineligible Projects

1. Projects deemed illegal under the law or inappropriate under contract management standards.
2. Projects considered scientifically unsound or significantly increase risks to workers and/or the public.
3. Projects that will not be conducted in Michigan.
4. Projects involving demonstration of non-commercially available equipment and technologies.
5. Projects that cannot be shared with or have restricted transferability to other entities in Michigan.
6. Fossil fuel-based alternative fuel stations (e.g. propane, natural gas).
7. Any costs incurred prior to award approval, which are not eligible for reimbursement and cannot be counted toward the total allowable project cost.
8. Projects located at multifamily housing properties (these projects may be eligible under a separate RFP focused on deployment of Level 2 AC EV charging stations at multifamily housing units in Michigan).

I-F Issuing Office and Point of Contact

This RFP has been issued by EGLE's Energy Unit. Questions that arise as a result of this RFP must be submitted to the Energy Unit by **email only**. All questions regarding this solicitation should be directed to:

M. Cody Rakoff

[Rakoffm@michigan.gov](mailto:Rakoffm@michigan.gov)

I-G Changes to the RFP and Responses to Questions

Written answers to questions, changes, and/or clarifications will be posted at: [Clean Fuel and Charging Infrastructure Program](#)

- I-H Proposals  
To be considered, applicants must submit a complete response to this RFP, addressing the Program Objectives, Program Priorities, and Applicant Tasks listed in the Program Description I-B, and using the format and attachments provided in Part II.
- I-I Response Date  
**Proposals will be accepted on a rolling basis until all funds are allocated.**

## **PART II INFORMATION REQUIRED FROM APPLICANTS.**

**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. Application ([see link and instructions below](#))
2. Approved Budget Form ([see link and instructions below](#))
3. Additional Attachments:
  - a. Detailed Timeline – Provide a timeline in weeks from award approval for completing each required task, including key sub-tasks and critical decision points.
  - b. Applicant Organizational Chart and Team Experience - Provide an organizational chart showing the applicant’s management structure and key personnel. Include a brief summary of relevant experience, qualifications, and prior projects for all individuals who will be directly responsible for implementing the proposed work, whether they are part of the applicant organization or an external partner, contractor, or site host.
  - c. Financial Documentation – Provide either the most recent A-133 Single Audit or outside audit, or the most recent financial statements (balance sheet and income statement). Applicants receiving cumulative federal funding over \$750,000, or a single state award over \$500,000, are required to submit an A-133 Single Audit.
  - d. Expenditure Quotes – Provide quotes for all expenditures detailed in the Approved Budget Form.
  - e. Site Plan – Provide a detailed site plan that includes:
    - i. Property layout showing the location of all EV charging stations and designated EV charging spaces.
    - ii. The number of EV parking spaces and the total number of parking spaces on the property. The percentage of EV parking spaces must not exceed 30% unless the applicant provides supporting documentation demonstrating the need for a higher allocation.
    - iii. Placement of required site lighting and any additional physical security measures, if applicable.
    - iv. Placement of protective equipment, including required bollards and wheel stops, and any additional protective measures, if applicable.

- v. EV parking spot signage.
  - vi. Accessibility features compliant with the Americans with Disabilities Act (ADA).
  - vii. Pull-through space design, if applicable.
  - viii. Space allocated for future expansion, if applicable.
  - f. Site Host Agreement (if applicable) – Provide a signed agreement with the site host if the applicant is not the owner or operator of the property where the publicly accessible EV chargers will be located.
  - g. Technical Specifications – Provide manufacturer technical specifications for all charging station(s) to be deployed, including:
    - i. Hardware details such as power output per port, connector types, certifications, and warranty coverage.
    - ii. Software details including interface communication protocols (e.g., OCPP), payment processing capabilities, user interface features, remote management, and cybersecurity measures.
  - h. Operational Model – Provide a detailed description identifying the applicant, site host (if applicable), charging hardware provider, charging software provider, relevant electrical utility, contractor(s), EV charging station ownership and insurance responsibilities, warranty coverage responsibility, and the party accountable for ongoing operations and maintenance.
  - i. Will Serve Letter – Provide a letter from the electric utility provider confirming their commitment and capability to provide interconnection services.
  - j. Utility Rebate Documentation – Provide documentation confirming acceptance of any applicable utility rebates, including the approved rebate amount.
  - k. Operations and Maintenance Plan – Submit a plan with a minimum duration of five years demonstrating the applicant’s capacity to maintain all charging equipment and associated software, ensuring continued functionality and achieving a minimum annual average uptime of at least 97 percent per charging port.
  - l. Site Proposal Summary – Provide a narrative explaining why the proposed site was selected. Include factors such as community need, expected usage, accessibility, proximity to transportation corridors, and nearby amenities or activities (e.g., restaurants, parks, trails) that enhance the user experience and support the long-term viability of the charging station.
4. If Applicable:
- a. Charitable organizations and professional fundraisers (unless exempt) must complete Michigan Charitable Trust Registration. For more information, please visit the [Attorney General’s website](#).
  - b. Parent Organizational Chart – organizational chart detailing the management hierarchy of the Parent Organization, and its relationship to the applicant organization.
  - c. Partner Organizational Chart – organizational chart detailing the management hierarchy of the Partner Organization, and its relationship to

the applicant organization. Attach an organizational chart for each Partner Organization.

- d. Letter(s) of support / commitment from Partner Organization(s).
- e. [State Historic Preservation Office \(SHPO\) Section 106 Review Form](#) (see [link and instructions below](#))

**Please see the instructions below for additional information:**

II-A Online Application

Complete the [Online Application](#). Questions marked with an asterisk (\*) require a response. Applicable materials listed in Section II must be uploaded within the Online Application. Applicants can submit their completed Online Application by clicking “Submit” button on the bottom of the application page. Applicants can preview the [Application Questions](#) prior to starting an Online Application.

II-B Approved Budget Form

1. Applicant(s) **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.
2. 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, and repair of buildings and structures.
3. All applicants must provide a **minimum percentage match** of the total project costs, per Part I General Information, I-C Grant Award.
4. **Fringe Benefits** –Applicant(s) will be required to 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. 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 and the base amount they were applied to. Please include how the base was derived, and a total for each.
5. **Equipment** –All Equipment expenses must be justified in your 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% dedicated to this project. Equipment purchases over \$10,000 will require additional documentation, such as Lien or Uniform Commercial Code Filing, and the State of Michigan listed as the lienholder/creditor for 5 years prior to reimbursement.
6. **Travel** – All listed travel must be necessary or beneficial to the performance of the proposed project. The State of Michigan travel rates must be used for all travel expenses. The most recent State of Michigan Travel Rates are posted by the [Michigan Department of Technology, Management & Budget](#).

7. **Indirect Rate** – Provide the indirect rate (*up to 15% maximum*) used by applicant’s organization as a percentage of **total personnel and fringe benefits**. If the applicant’s indirect cost rate has been approved by a federal agency, identify the agency, date of the latest rate agreement, and submit a copy of the agreement with the application.  
**Note: Applicant(s) will be required to justify their indirect rate given in their budget if it exceeds 15%.**
8. **Incurring Costs** – The State is not liable for any costs incurred by an applicant prior to issuance of a [Grant Agreement](#). The following documentation will be required by selected applicants to receive reimbursement:
  - a. Receipt/Invoice or payroll summary for cost incurred.
  - b. Proof of payment via bank statement, Automated Clearing House (aka ACH) payment, or scanned cashed check.**Note: All match types (cash, in-kind, third-party) will be held to the same documentation requirements.**

**Additional Budget Information:**

1. In the event of a partially funded proposal, selected applicant(s) will be required to submit a revised proposal before entering into a Grant Agreement. 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. Selected applicant(s) assumes the responsibility for ensuring the grant project is performed within the established timeline.
3. 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.
4. Selected applicant(s) may not commingle award funds with current or future awards received from EGLE’s Energy Unit. Financial assistance from each funding source must be managed, reported, and accounted for separately from all other funding sources.
5. Should selected applicant(s) cease business operations or dissolve the program established under the grant agreement, existing capital must be returned to the State of Michigan.

## **PART III SELECTION CRITERIA**

All proposals received shall be subject to an evaluation by EGLE’s Energy Unit. The evaluation will be conducted in a manner appropriate to select the applicant(s) for the purpose of entering into a [Grant Agreement](#) to perform the proposed project within the established timeline. Initial screening of the applications will be conducted to ensure applicants and projects meet all eligibility requirements.

Proposals failing to meet the eligibility requirements described in Sections I-C, 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 scoring criteria and weighting factors below.

### III-A Scoring of Proposals

**Total maximum points are 100.**

*Project Alignment, Quality, and Completeness* (35 Points)

Proposals will be evaluated based on how well the proposed project aligns with program objectives and priorities and demonstrates the ability to meet all minimum program requirements, including submission of all required information, attachments, and forms as outlined in the RFP. Emphasis will be placed on the quality, clarity, and thoughtfulness of the proposal.

*Project Feasibility and Operational Readiness* (35 Points)

Proposals will be evaluated on their feasibility to achieve the purpose and outcomes of this RFP within the established timeframe. Emphasis will be placed on the operational model and operations and maintenance plan, demonstrating the management structure, roles, and responsibilities needed to maintain each charging station at a minimum of 97% uptime over five years. Evaluation will also consider the relevant experience and qualifications of key project team members, including internal staff and any external partners or contractors directly involved in deployment and operation.

*Project Impact and Site Rationale* (30 Points)

Proposals will be evaluated based on the anticipated short- and long-term benefits to the community, EV adoption, and broader program goals. Special emphasis will be placed on the site proposal summary, which should clearly explain the rationale for selecting the proposed site, including factors such as community need, expected usage, accessibility, and proximity to transportation corridors or nearby amenities that enhance the user experience.

*Bonus/Incentive Points* (20 Points)

Proposals may receive additional points for incorporating features beyond the minimum program requirements, including;

1. Providing additional charging connector types beyond the required CCS Type 1 for DC fast chargers and SAE J1772 for Level 2 chargers.
2. Installing enhanced protective equipment beyond the required bollards and wheel stops to safeguard charging stations.
3. Implementing additional physical safety and security measures beyond the required site lighting.
4. Offering additional user amenities beyond the required on-site or nearby restrooms.

5. Incorporating advanced cybersecurity strategies and accessible payment methods beyond the required baseline.
6. Integrating renewable energy sources on-site or through green energy contracts.
7. Installing energy storage systems.
8. Implementing smart charging technology.
9. Designing infrastructure for future proofing.
10. Providing pull-through parking spaces.
11. Incorporating additional accessible design elements beyond the minimum ADA requirements.

**III-B Project Clarifications/Revisions**

During the proposal review process, applicants may be contacted for clarification and for the purpose of negotiating changes in project activities, timetables, and budgeted costs. The Issuing Office reserves the right to award funds for an amount other than that requested and/or request changes to, or clarification of, the proposed project.

**III-C Rejection of Proposals**

EGLE's Energy Unit reserves the right to reject any and all proposals received as a result of this RFP or to negotiate separately with any source whatsoever in any manner necessary to serve the best interest of the State and the Energy Unit. The Energy Unit will not pay for the information solicited or obtained as a result of a consultant/vendor's response to any RFP.

**III-D Acceptance of Proposal Content**

The contents of this RFP and the proposal of the selected applicant become grant obligations if a grant award ensues. Failure of the selected applicant to accept these obligations shall result in cancellation of the award.

The successful applicant(s) will be required to accept all terms and enter into a Grant Agreement with the State within 45 calendar days of being notified of funding availability. The Agreement consists of standard contract language, applicant's work plan, timetable, and budget information, a compensation clause that adheres to guidelines in this solicitation, and terms and conditions that outline additional requirements.

## **PART IV ADDITIONAL INFORMATION**

**IV-A Acceptable Match Types**

Applicants may use cash, bond proceeds, tax-exempt leasing and/or Michigan SAVES financing for some or all of their match, and those that do will receive favorable consideration. Match may be categorized as in-kind or monetary from a third-party, or in-kind or monetary from the applicant organization. Match is

subject to the same backup documentation as expenses incurred.

IV-B 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.**

IV-C 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.

IV-D Disclosure of Proposal Contents

All information in a bidder's proposal and any Grant resulting from this RFP is subject to the provisions of the Freedom of Information Act, 1976 PA 442, as amended, MCL 15.231, *et seq.*

IV-E Copyrighted Materials

See Section VI of the [Grant Agreement](#) for a summary of intellectual property provisions.

IV-F Prime Applicant Responsibilities

The selected applicant will be required to assume responsibility for all grant activities offered in the proposal whether or not that applicant performs them. Further, the State will consider the selected applicant (Recipient) to be the sole point of contact with regard to grant matters, including but not limited to payment of any and all costs resulting from the anticipated grant. If any part of the work is to be subcontracted, the Recipient must notify their Grant Manager and identify the subcontractor(s), including firm name and address, contact person, complete description of work to be subcontracted, descriptive information concerning subcontractor's organizational abilities, Federal Employer Identification Number (FEIN), UEI number, and/or state license number. The State reserves the right to approve subcontractors for the project and to require the Recipient to replace subcontractors found to be unacceptable. The Recipient is totally responsible for adherence by the subcontractor to all provisions of the Grant. For additional information, see Section VII and VIII of the [Grant Agreement](#) for a summary of delegation provisions.

IV-G Partner Responsibilities

Organizations partnering with selected applicant(s) must comply with the

requirements of the solicitation and will be held to the same standards as prime applicants.

IV-H State Historic Preservation Office (SHPO), Section 106 Review Form

If the applicant is conducting ground-disturbing activity or work on a building(s) that is/are at least fifty years of age or older, applicant must complete in full the State Historic Preservation Office Application for Section 106 Review. The review process must be completed prior to the expenditure of federal funds. No project that results in an adverse effect to a historic property will be considered for funding. Projects may be modified to avoid adverse effects. **Submit [this form](#) with your proposal. EGLE's Energy Unit will review and forward it to the State Historic Preservation Office as necessary.**