MICHIGAN STATE PLAN for

Electric Vehicle Infrastructure Deployment 2024 Update

VERSION 1.0 **JULY 2024**

CONTENTS

LIST OF TABLES

LIST OF FIGURES

Contributors

Michigan Department of Transportation (MDOT)

Michigan Department of Environment, Great Lakes, and Energy (EGLE)

Michigan Office of Future Mobility and Electrification (OFME)

Michigan Public Service Commission (MPSC)

Michigan Department of Labor and Economic Opportunity (LEO)

Federal Highway Administration (FHWA) Michigan Division

HNTB

Michigan State University (MSU)*

EVNoire*

Atlas Public Policy*

CALSTART*

* = contributors to prior year updates to the Michigan State Plan for Electric Vehicle Infrastructure Deployment

Table 1: Acronyms/Abbreviations

Acronyms/Abbreviations	Definitions
ACEC	American Council of Engineering Companies
AFC	Alternative fuel corridor
AFDC	Alternative Fuels Data Center
BIL (also known as IIJA)	Bipartisan Infrastructure Law
CCS	Combined charging system
CEJST	Climate and Economic Justice Screening Tool
CFME	Council on Future Mobility and Electrification
CFR	Code of Federal Regulations
DAC	Disadvantaged community
DBOM	Design-build-operate-maintain contract
DCFC	Direct current fast charger
DNR	Michigan Department of Natural Resources
DOE	U.S. Department of Energy
DOL	U.S. Department of Labor
EGLE	Michigan Department of Environment, Great Lakes, and Energy
EV	Electric vehicle
EV-ChART	Electric Vehicle Charging Analytics and Reporting Tool
EVITP	Electric Vehicle Infrastructure Training Program
EVSE	Electric vehicle supply equipment
FHWA	Federal Highway Administration
FY	Fiscal year
GHG	Greenhouse gas
HHS	U.S. Department of Health and Human Services
ICE	Internal combustion engine
IIJA (also known as BIL)	Infrastructure Investment and Jobs Act
kW	Kilowatt
kWh	Kilowatt hour
LARA	Michigan Department of Licensing and Regulatory Affairs
LEO	Michigan Department of Labor and Economic Opportunity
MAASTO	Mid America Association of State Transportation Officials
MDARD	Michigan Department of Agriculture and Rural Development
MDOT	Michigan Department of Transportation
MI	Michigan
MPO	Metropolitan planning organization
MPSC	Michigan Public Service Commission
MPTA	Michigan Public Transit Association
MTPA	Michigan Transportation Planning Association
MWh	Megawatt hour
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act

Acronyms/Abbreviations	Definitions
NEVI	National Electric Vehicle Infrastructure
O&M	Operations and maintenance
OEM	Original equipment manufacturer
OFME	Office of Future Mobility and Electrification
PHEV	Plug-in hybrid electric vehicle
RFP	Request for Proposals
SEMCOG	Southeast Michigan Council of Governments
SOM	State of Michigan
SOQ	Statement of Qualifications
U.S.	United States
U.S.C.	United States Code
USDOT	U.S. Department of Transportation
USEPA MOVES	U.S. Environmental Protection Agency Motor Vehicle Emissions Simulator
VSS	Vendor self-service
WIN	Workforce Intelligence Network

Chapter 1 Introduction

The Michigan State Plan for Electric Vehicle Infrastructure Deployment for Fiscal Year (FY) 2024 follows the latest program guidance and streamlined plan update template provided by the Federal Highway Administration (FHWA) on June 11, 2024, for the National Electric Vehicle Infrastructure (NEVI) program. Throughout this document, any reference to plan updates or lack thereof is in reference to the FY 2023 Michigan State Plan for Electric Vehicle Infrastructure Deployment, which was approved by FHWA on Sept. 29, 2023. The FY 2022 and FY 2023 plans can be found on the Michigan Department of Transportation's (MDOT) website.

1.1 Updates from the 2023 Michigan NEVI Plan

Table 2 provides an overview of the 2024 updates made to the plan based on the State Plan Update for Electric Vehicle (EV) infrastructure Deployment Template released by FHWA on June 11, 2024.

Table 2: Plan Updates Since 2023

Chapter	Update
Chapter 1: Introduction	Summary of FY 2024 plan updates.
Chapter 2: State Agency Coordination	Updated information on state agency coordination meetings.
Chapter 3: Stakeholder and Public Engagement	Updated Community Engagement Outcomes Report. Updated engagement activities since prior plan submission.
Chapter 4: Plan Vision and Goals	No updates.
Chapter 5: Contracting	Updated to reflect the current status of contracting and award process. Added **Table 4** on contracting process. Added **Table 5** on Round 1 site selections. Updated the section on scoring methodologies utilized, which reflects scoring of the RFP. Added a section and **Table 7** on Round 2 contracting approach, which provides a modified seven-step contracting approach.
Chapter 6: Civil Rights	No updates.
Chapter 7: Existing and Future Conditions Analysis	Updated **Figure 1** and **Table 8** to reflect existing charger locations.

Chapter	Update
Chapter 8: EV Charging Infrastructure Deployment	Updated information on stations under construction and planned charging stations, including the addition of **Table 9** and **Table 10**. Updated information on plans toward fully built out determination, including the addition of **Table 11** and **Table 12**. Added section discussing Michigan's priorities for EV charging infrastructure after alternative fuel corridors (AFCs) are fully built out.
Chapter 9: Implementation	Updated information about compliance with state and federal laws and program requirements. Added **Table 13** on implementation compliance approach.
Chapter 10: Equity Considerations	Updated information on the identification of DACs in the state and what mapping tools the state is using to identify disadvantaged communities (DACs). Reorganized chapter to match updated guidance. Updated the section on outreach to DACs in the state. Added **Table 15** to track the benefits of the NEVI program to DACs, including metrics, baselines, goals, data collection and analysis, and community validation.
Chapter 11: Labor and Workforce Considerations	Updated to reflect status of electric vehicle (EV) programs underway. Included language confirming intent to comply with 23 CFR 680.106(j).
Chapter 12: Physical Security and Cybersecurity	Updated information on physical security and request that RFP respondents share their physical security strategy in response to the RFP. Added language stating third-party providers will be required to agree to data collection to be shared with EV-ChART as requested by EV-ChART guidance and templates.
Chapter 13: Program Evaluation	No updates.
Chapter 14: Discretionary Exceptions	Updated information, **Table 17**, and five figures describing discretionary exceptions for future charger locations due to geography.

Chapter 2 State Agency Coordination

The Michigan State Plan for Electric Vehicle Infrastructure Deployment continues to be developed with the involvement of multiple state agencies, as well as coordination with border states and international entities.

2.1 Michigan State Agency Coordination

The Michigan State Plan for Electric Vehicle Infrastructure Deployment was spearheaded by MDOT, the Michigan Department of Environment, Great Lakes, and Energy (EGLE), the Michigan Department of Labor and Economic Opportunity (LEO), and the Michigan Public Service Commission (MPSC), with support from multiple other agencies. Throughout the past year, monthly meetings were held between MDOT, EGLE, LEO, and MPSC to set priorities, review progress, evaluate results, and identify next steps to help the state maximize electrification opportunities for motorists and the local workforce. In addition to coordinating on the development of the Michigan State Plan for Electric Vehicle Infrastructure Deployment, these agencies are collaborating on other complementary EV initiatives across Michigan, as well as with other states, as discussed later in this chapter. Updates on Michigan initiatives include the following:

- **North America's first wireless EV charging road system** was installed in Detroit in November 2023. Using technology from Electreon, Detroit streets equipped with inductive-charging coils will be able to charge EVs with Electreon receivers as they drive on the road. The roadway system will be used to test and modify the wireless charging technology through real-time roadway use.
- **National Park Michigan Mobility Challenge**, announced in August 2023, is a collaboration between the National Parks Service (NPS), the Michigan Department of Natural Resources (DNR) and the Office of Future Mobility and Electrification (OFME) to identify and deploy advanced mobility and electrification technology projects within and around national and state parks and shorelines within the state. The Challenge will enable NPS visitors and staff to improve access to charging stations, reduce congestion and enhance accessibility through advanced mobility services. In 2024, the Challenge will seek to implement pilot projects.
- **Michigan State Park EV Charger Deployment** will install more than 15 EV charging sites at state parks and Oden State Fish Hatchery in Michigan through a state partnership with Adopt a Charger and Rivian. These chargers will add to three existing state park charging locations.[1,2]
- **EGLE's Charge Up Michigan Program** is an EV charger program that aims to build the infrastructure for direct current fast charger (DCFC) stations in Michigan to ensure the feasibility of long-distance trips for EV users within the state and to neighboring states and Canada. To achieve this, EGLE and its electric utility and applicant partners provide funding for site preparation, DCFC EV charging equipment, equipment installation, networking fees, and signs. Sites are selected and funds distributed through a competitive grant process.[3] To date, the program has allocated $7.8 million in Volkswagen settlement funds, leveraging a total of $20.4 million in EV infrastructure investment. This has resulted in the installation of 278 chargers.
- The **Michigan Mobility Funding Platform (MMFP)** was launched by MDOT and OFME in 2021 to provide grants to mobility and electrification companies to deploy technology solutions in the state of Michigan. The funding program is designed to accelerate investment in:
    - Mobility and electrification solutions that create safer, more equitable and environmentally conscious transportation for all Michigan residents, and
    - High-potential mobility and electrification companies that anticipate long-term growth in Michigan[4] and seek to play a meaningful role in the state's mobility ecosystem.

  To date, the program has awarded five rounds of grants, distributing a total of $22,641,495 to 165 awardees.[5] The MMFP projects have been deployed in every "Michigan Prosperity Region".
- **MI Power Grid** initiative was launched in 2019 as a customer-focused, multi-year stakeholder initiative established by Gov. Gretchen Whitmer in collaboration with the MPSC

to maximize the benefits of the transition to clean, distributed energy resources for Michigan residents and businesses. Due to the potential increase of reliance on the power grid due to the electrification of the transportation system, the state focused on outreach, education and changes to utility regulation designed to ensure that the state's clean energy future provides safe, reliable, affordable, and accessible energy resources. MI Power Grid concentrated on three areas of emphasis:

- Customer engagement,
- Integrating emerging technologies, and
- Optimizing grid performance and investments.[6]

The final report for the initiative was released in April 2023. Throughout the course of the MI Power Grid initiative, 70 stakeholder meetings were held, with participation from 386 stakeholder groups. This resulted in 75 commissioner orders in 16 MI Power Grid-related dockets. The commission also implemented new rules on performance and quality of service of the electric grid, streamlined the process to interconnect energy resources, and expanded customer options, such as time of day rates and access to green pricing program.[7]

2.2 Border and Partner State Agency Coordination

Collaboration continues with the Mid America Association of State Transportation Officials (MAASTO) states of Indiana, Illinois, Iowa, Kansas, Kentucky, Minnesota, Missouri, Ohio, and Wisconsin. One such area of coordination is through the **Lake Michigan EV Circuit Tour.** EGLE, DNR, LEO, and OFME, along with the states of Illinois, Indiana, and Wisconsin, are partnering with the private sector to establish a reliable network of electric vehicle supply equipment (EVSE) around Lake Michigan to support coastal tourism. The states have created a scenic route with charging at small businesses, lodging and resort businesses, and every feasible state park, lighthouse and shoreline. The network is intended to provide a long-distance EV route with zero range anxiety and promote ecotourism around Lake Michigan.

In July 2024, EGLE announced the awards of 17 grants totaling $905,567 for EVSEs for the continued development of the Lake Michigan Circuit Program. MDOT is coordinating with EGLE to ensure future NEVI program deployments complement EGLE's awarded locations.

The awards were announced after an FY 2025 budget deal that included more than $30 million to build out the state's EVSE network, including resources to support inductive charging and fleet transition efforts.

2.3 International Agency Coordination

No changes.

Chapter 3 Stakeholder and Public Engagement

There are no updates to the approach that MDOT is taking in stakeholder and public engagement. Several meetings and outreach events were held since last year's plan approval.

3.1 Community Engagement Outcomes Report

Building on previous stakeholder engagement efforts, the State of Michigan has continued outreach since the 2023 NEVI Deployment Plan development with engagement efforts specific to the Michigan State Plan for EV Infrastructure Deployment development.

The state has met with organizations such as metropolitan planning organizations (MPOs), the Michigan Transportation Planning Association (MTPA), the Michigan Council on Future Mobility and Electrification (CFME), municipal leagues, industry, utilities, community-based organizations, the general public, and workforce trade organizations, which has enabled the state to gather input on current AFC and future funding priorities.

Based on these meetings, the state received the following feedback:

MPOs: Following a presentation on NEVI program status, as well as proposed priorities for future discretionary funding rounds, attendees provided feedback on the following:

- Where to prioritize charging stations: highway corridors, urban and commercial areas, public and recreational facilities, tourist attractions, and residential and long-term parking locations. Feedback was also provided that charging locations should be market and demand driven, coordinate with existing infrastructure plans, and be accessible and visible for ease of use and recognition.
- When communicating with the public on EV charging infrastructure plans, the following information is important to share: cost to charge vehicles, real-time station status and availability, potential savings and charging speeds, detailed maps of charger locations, transparency on costs and maintenance, environmental benefits (such as improved air quality and reduced emissions), and available tax incentives. Additionally, consider highlighting the role of charging infrastructure in workforce development and its potential as a recruitment tool for businesses.
- How to effectively share information on EVs and charging infrastructure: Digital strategies, including website and social media updates by MDOT and their state and regional partners.

State Agencies: As discussed in **Chapter 2**, monthly meetings are held with MDOT, EGLE, LEO and LARA. At the May 2024 meeting, priorities for future discretionary funding rounds were presented. Feedback on the proposed priorities was positive and MDOT will continue to coordinate with state agencies as future procurement rounds are developed.

Based on the state's continued engagement, the input received has been used to influence future NEVI planning and workforce development programs aimed at training and upskilling the local employment base to be able to capitalize on EVSE installation and operations and maintenance (O&M) opportunities.

The state also released its draft Request for Proposals (RFP) for industry input to refine the procurement process. EGLE established the Electric Vehicle Infrastructure Project Partners Directory to assist interested applicants in building teams to apply to the state's procurement process. **Table 3** describes the stakeholder engagement and type of events MDOT has engaged in since the last plan update.

Table 3: Stakeholder Engagement

Stakeholder	Number of Events	Type of Events
Michigan Metropolitan Planning Organizations (MPOs)	Three	Quarterly meeting
Utility Engagement	One	Coordination meeting/program discussion
Tribal Transportation Summit	One	Coordination meeting/program discussion
Michigan Transportation Planning Association (MTPA)	One	Program discussion
Oakland County	Two	Coordination meeting
Michigan Legislators	Three	Program discussion
USDOE in Detroit	One	Program discussion
SEMCOG	One	Program discussion
EGLE MI Healthy Climate Conference	One	Program discussion
American Council of Engineering Companies (ACEC)/MDOT Partnering Conference	One	Program discussion
Southeast Michigan Municipal League	One	Program discussion
MAASTO CAV/EV Conference	One	Program discussion
EV Industry Forum Focused on Round 2 Procurement	One	Program discussion
CFME EV Action Team	One	Program discussion
2024 Annual Small Business Conference	One	Program discussion

3.2 Tribal Engagement

Tribal engagement occurred prior to the approval of the Michigan State Plan for EV Infrastructure Deployment in 2022. The state is continuing to coordinate with tribal stakeholders and will conduct additional engagement in the future, such as tribal community meetings and the Tribal Transportation Summit.

3.3 Utility Engagement

In February 2024, MDOT met with the state's utilities to provide an update on the current NEVI plan as well as to receive feedback on NEVI and what changes should be considered for future rounds of funding.

The meeting focused on:

- NEVI procurement process update

- Utility infrastructure costs as it relates to the upcoming procurement process and the change in utility cost process that was implemented prior to proposals being due
- Information needs for utilities, including electric loads, hardware, site plan/site map, and load sharing capabilities
- Utility points of contact
- Schedule, post-award and next steps of the procurement process
- Upcoming Round 2 procurement

In order to ensure a successful procurement and deployment process in the NEVI funding rounds, MDOT is engaging in recurring meetings with the two utilities that service a majority of the NEVI sites. MDOT believes that strong communication with these utilities is key in efficiently implementing the NEVI program to reach fully built out status.

3.4 Site-Specific Public Engagement

The state announced Round 1 of site selection and contingent awards in early 2024. As such, the state is in the process of working with awardees on site-specific engagement to promote the EV charging station. The engagement will include promoting the new NEVI site on blog posts and new articles throughout the community; providing information to rural communities on the benefits of EV technologies; and the use of social media to promote and educate the public on the NEVI station.

Chapter 4 Plan Vision and Goals

No changes.

Chapter 5 Contracting

Since August 2023, the state completed the first round of procurement for 39 sites based on the established contracting mechanism developed over the previous year and began the second round of procurement utilizing the same contracting mechanism but with updates based on lessons learned from Round 1.

The first round of NEVI procurement was a two-step design-build-operate-maintain (DBOM) process that established a contract with a DBOM team to administer, design, build, operate, and maintain a NEVI site at the identified nodes. The first step was a Request for Qualifications (RFQ) to solicit information, in the form of a Statement of Qualifications (SOQ). SOQs received were evaluated to determine which teams are qualified to successfully deliver a NEVI site. In the second step, MDOT issued an RFP[8] to the teams prequalified during Step 1. These teams were eligible to submit a technical and price proposal in response to the RFP. The state awarded each NEVI site to the RFP respondent team that offers the best value. Proposals were submitted, evaluated and selected for each individual node. For more information on the contracting approach for Round 1, please refer to the previous year's deployment plan.

Using lessons learned from the first round of procurement, the major update in contracting from Round 1 to Round 2 was utilizing a one-step DBOM process instead of a two-step process. Of the 47 different teams that submitted an RFQ, 44 became pre-qualified. Recognizing the extra time and effort required to release and score two separate requests, the state combined both steps into one for Round 2, saving up to 10 weeks in the procurement processes.

5.1 Status of Contracting Process

In Round 1 of procurement, the state received 93 proposals for 35 different nodes from 22 different prime submitters. Using Best Value Selection to evaluate the submitter's technical and price proposal, the state selected 39 proposed sites from 13 different prime submitters. The first submitters were notified of the first round of selections on Feb. 13, 2024. Following selection, the sites are moving through MDOT's contracting process to obtain an awarded contract. Once the site-specific award is made, the prime submitters will enter the design and construction phase. Existing and upcoming RFPs are described in **Table 4**. The Round 2 RFP release is anticipated in August 2024.

Table 4: Status of Contracting Process

Round of Contracting	Number of Proposals or Applications received	Contract Type	Date Solicitation Released	Date Solicitation Closed	Notification of Selection
Round 1	93	DBOM	Aug. 31, 2023	Nov. 3, 2023	Feb. 13, 2024
Round 2	TBD	DBOM	August 2024*	October 2024*	January 2025*

* Round 2 dates are based on an anticipated schedule.

5.2 Awarded Contracts

Sites selected by MDOT in the Round 1 RFP are summarized in **Table 5.** Contract awards for the selected sites are currently under negotiation.

Table 5: Round 1 Selected Sites

Round of Contracting	Selected Recipient	Contract Type	Location of Charging Station	Total Funds Requested	Estimated Date of Operation
Round 1	GPM Southeast, LLC	DBOM	4135 1-75 Business Spur Sault Ste. Marie, MI 49783	$589,371	FY 2025
Round 1	Red E Charging LLC	DBOM	409 N 9th St. Gladstone, MI 49837	$589,371	FY 2025
Round 1	GPM Southeast, LLC	DBOM	309 S Nicolet St. Mackinaw City, MI 49701	$392,120	FY 2025
Round 1	Red E Charging LLC	DBOM	2632 Crossing Circle Traverse City, MI 49684	$424,605	FY 2025
Round 1	GPM Southeast, LLC	DBOM	2615 S I-75 Business Loop Grayling, MI 49738	$415,913	FY 2025
Round 1	FLO Infra US MI 1 LLC (FLO)	DBOM	4460 US-10 Ludington, MI 49431	$492,768	FY 2025

Round of Contracting	Selected Recipient	Contract Type	Location of Charging Station	Total Funds Requested	Estimated Date of Operation
Round 1	EVgo Services LLC	DBOM	1100 Michigan St. NE Grand Rapids, MI 49503	$718,654	FY 2025
Round 1	GPM Southeast, LLC	DBOM	2366 Alpine Ave. NW Walker, MI 49544	$390,534	FY 2025
Round 1	Meijer, Inc.	DBOM	1350 W Lake Lansing Road East Lansing, MI 48823	$904,693	FY 2025
Round 1	Rivian, LLC	DBOM	6200 S Pennsylvania Ave. Lansing, MI 48911	$431,624	FY 2025
Round 1	Francis Energy Charging, LLC	DBOM	3129 Miller Road Flint, MI 48507	$679,567	FY 2025
Round 1	GPM Southeast, LLC	DBOM	3930 Corunna Road Flint, MI 48532	$392,120	FY 2025
Round 1	Love's Travel Stops & Country Stores, Inc.	DBOM	1336 Wadhams Road St. Clair, MI 48079	$550,000	FY 2025
Round 1	Pilot Travel Centers LLC	DBOM	1860 East Napier Ave. Benton Harbor, MI 49022	$594,890	FY 2025
Round 1	EVgo Services LLC	DBOM	6110 S Westnedge Ave. Portage, MI 49024	$717,402	FY 2025
Round 1	Pilot Travel Centers LLC	DBOM	15901 Eleven Mile Road Battle Creek, MI 49014	$502,450	FY 2025
Round 1	Red E Charging LLC	DBOM	714 E Warren Ave. Detroit, MI 48201	$362,397	FY 2025
Round 1	Red E Charging LLC	DBOM	4180 Luna Pier Road Luna Pier, MI 48197	$459,448	FY 2025
Round 1	Red E Charging LLC	DBOM	630 W Mitchell St. Petoskey, MI 49770	$599,341	FY 2025
Round 1	Francis Energy Charging, LLC	DBOM	829 W Main St. Gaylord, MI 49734	$665,581	FY 2025
Round 1	Red E Charging LLC	DBOM	4921 S 220th Ave. Reed City, MI 49677	$489,716	FY 2025
Round 1	GPM Southeast, LLC	DBOM	2982 W Monroe Road Alma, MI 48801	$403,223	FY 2025
Round 1	Love's Travel Stops and Country Stores, Inc.	DBOM	3191 Capac Road Capac, MI 48014	$550,000	FY 2025
Round 1	Francis Energy Charging, LLC	DBOM	1285 Boardman Road Jackson, MI 49202-1995	$848,857	FY 2025

Round of Contracting	Selected Recipient	Contract Type	Location of Charging Station	Total Funds Requested	Estimated Date of Operation
Round 1	GPM Southeast, LLC	DBOM	2500 Airport Road Jackson, MI 49202	$404,016	FY 2025
Round 1	Jule (DBA eCAMION USA, Inc.)	DBOM	2801 US-2 Iron Mountain, MI 49801	$615,457	FY 2025
Round 1	Cloverland Electric Cooperative	DBOM	US-2 E. Rte. 1, 5630 US-2 Manistique, MI 49854	$853,467	FY 2025
Round 1	Francis Energy Charging, LLC	DBOM	12991 Pleasanton Highway Bear Lake, MI 49614-9315	$907,987	FY 2025
Round 1	Red E Charging LLC	DBOM	2983 Benzie Highway Benzonia, MI 49616	$488,017	FY 2025
Round 1	AGI	DBOM	9391 W Lake City Road Houghton, MI	$542,807	FY 2025
Round 1	Red E Charging LLC	DBOM	2997 Cook Road West Branch, MI 48661	$328,177	FY 2025
Round 1	Red E Charging LLC	DBOM	1819 E Apple Ave. Muskegon, MI 49442	$457,862	FY 2025
Round 1	Pilot Travel Centers LLC	DBOM	853 Interchange Drive Holland, MI 49423	$598,408	FY 2025
Round 1	Red E Charging LLC	DBOM	602 W Grand River Ave. Brighton, MI 48116	$424,605	FY 2025
Round 1	Red E Charging LLC	DBOM	3700 Joslyn Road Auburn Hills, MI 48326	$365,513	FY 2025
Round 1	Red E Charging LLC	DBOM	8733 Swan Creek Road Newport, MI 48166	$206,144	FY 2025
Round 1	GLG, LLC DBA Noonday Market	DBOM	1150 129th Ave. Shelbyville, MI 49344	$701,353	FY 2025
Round 1	GPM Southeast, LLC	DBOM	720 N Lincoln Road Escanaba, MI 49829	$589,371	FY 2025
Round 1	AGI	DBOM	720 N Main St. Perry, MI 48872	$559,638	FY 2025

5.3 Scoring Methodologies Utilized

Table 6 details the evaluation criteria used in the RFP process to determine the best value selection. Each proposal was only scored against other proposals at the same location.

Table 6: Round 1 Scoring Methodology

ID	Category	Points will be awarded based on the following:	Points Possible
1	**Project Readiness**		**Pass/Fail**
1.1	NEVI Requirements	- Ability to meet minimum NEVI requirements.	Pass/Fail
1.2	Complete Proposal	- Proposal submitted that provides all information requested within the RFP, including all required attachments and form.	Pass/Fail
2	**Project Approach**		**15**
2.1	Design and Construction	- Project planning, design, permitting, governmental approvals. - Site development, contamination/remediation, risks/challenges, construction process. - Coordination with utility provider, upgrades and site activation. - Clear understanding on the project schedule and work activities needed through the various project phases, long lead time items, dependent events, and sequencing of activities.	10
2.2	Operations and Maintenance	- Operations and maintenance plan and ability to meet uptime requirements, and data sharing. - Software and applicable user friendliness and data sharing capabilities.	5
3	**Site Location and Attributes**		**50**
3.1	Site and Charger Location	- Site located within a preferred polygon as identified on the Michigan NEVI Planning Map. - Ability to minimize environmental impacts. - Charger location within the site, ease of access, and wayfinding (onsite and offsite).	15
3.2	Site Amenities	- Type of amenities provided (e.g., restrooms, food, benches/tables). - Availability of amenities (e.g., available 24/7, during business hours). - Access from the charging station to the amenities (e.g., on-site versus adjacent, ease of access, safe access, route accessibility). - Presence of physical safety and security features (e.g., camera monitoring, canopy, line of sight from roadway).	25
3.3	Other Site Attributes	Security features: - If the site has additional cybersecurity beyond user data protection (e.g., safeguards to utility and car hacking).	10

ID	Category	Points will be awarded based on the following:	Points Possible
		Exceeding NEVI requirements - If the charging station exceeds the NEVI requirements (e.g., more than four charging ports, power capacity above 150 kW, pull-through access, and/or additional charging port types).	
		Future Proof - Ability to add charger power capacity, additional chargers, pull-through access, accessible charging station spaces, and/or charger port types.	
		Environmental - If the charging station is powered by a renewable energy system (e.g., on-site or through a power purchase agreement), utilize energy efficient products, or other environmental best practices. - If the charging station utilizes on-site clean energy storage to reduce grid demand and/or operate for a period of time during a power outage. - If charging stations utilize weather hardening features that enable the ability to maintain access and operate during severe weather events.	
4	**Equity**		**10**
4.1	Environmental Justice	- If the proposed site is in a Justice40 "Disadvantaged Community."	10
		- If the proposer is supporting the implementation of Justice40 in alignment with the USDOT's three major components, such as understanding strategies for inclusive engagement, community needs and potential benefits. - If the proposer is using workforce that includes individuals from disadvantaged communities as defined by federal or state government.	
5	**Cost**		**25**
5.1	Price Proposal Amount	Cost score = (low Total Funds Requested for subject node/Total Funds Requested).	25
6	**Evaluation Score**		**100**

5.4 Round 2 Contracting Approach

MDOT gained valuable insights from the Round 1 procurement process that informed the contracting changes from Round 1 to Round 2 of procurement. Lessons learned include:

- Remove the RFQ as an individual step and turn the contracting process into one-step instead of two-step;
- Streamline the proposal response forms by removing questions that are not value-added in the selection process;
- Modify scoring methodology to reflect the goals of the current procurement round; and
- Develop a map that contains preferred locations that satisfy requirements for a full AFC buildout independent of the selected site in other preferred locations.

The lessons learned from the Round 1 procurement process have been used to streamline the contracting approach for Round 2 procurement. **Table 7** details the modified seven-step approach to contract that MDOT will utilize for Round 2.

Table 7: Round 2 Contracting Approach

Step	Actions	Completion Status
Step 1: Determine charging location needs	▪ Update the Michigan NEVI Planning Map to reflect all gaps requiring charging stations for a fully built-out AFC. ▪ Published an online map showing the needed EV charging locations.	Completed
Step 2: Update RFP from lessons learned of Round 1 and advertise	▪ Update the RFP distributed in Round 1 with lessons learned. ▪ Advertise RFP to all interested parties on MDOT website. ▪ Conduct a webinar to review the RFP and answer questions from submitters.	Anticipated August 2024
Step 3: Evaluate applications and award contracts	▪ Receive, review, score, and select submitters for award. ▪ Identify nodes that may require a discretionary exception.	Anticipated October - December 2024
Step 4: Perform NEPA clearance & contracting	▪ Complete NEPA clearance activities. ▪ Award and execute contracts with selected submitters. ▪ Identify procurement lessons learned to inform future rounds of NEVI procurement.	Anticipated January 2025

Step	Actions	Completion Status
Step 5: Provide planning, design, and construction support and oversight	▪ Manage and oversee the planning, designing, permitting, constructing, and inspecting of EV charging stations. ▪ Perform inspection, staff qualifications and fee structures to approve and transition stations into O&M, such as: ▪ Municipality inspections as per applicable code(s). ▪ Michigan Department of Agriculture and Rural Development (MDARD) inspections prior to new devices being placed into commercial service.	Future Task
Step 6: Provide O&M oversight	▪ Oversee and monitor program performance and contract adherence. ▪ MDARD to establish inspection frequency and conduct inspections during the O&M phase.	Future Task
Step 7: Facilitate project closeout	▪ Facilitate the closing out of projects and supporting transitions when the O&M period expires.	Future task

5.5 Plan for Compliance with Federal Requirements

Submitters have been advised that the RFP will be drafted based on the assumption that the project will be eligible for federal-aid funds. Therefore, the procurement documents and the contract shall conform to requirements of applicable federal law, regulations and policies. MDOT anticipates that certain federal procurement requirements will apply, including but not limited to Equal Opportunity requirements (Title VI of the Civil Rights Act of 1964, as amended), Buy America requirements (49 Code of Federal Regulations Part 661), Waiver of Buy America Requirements for Electric Vehicle Chargers established by FHWA on Feb. 21, 2023 (Document 88 FR 10619), and Davis-Bacon wage rates. MDOT reserves the right to modify the procurement process to address any concerns, conditions or requirements of federal agencies, including FHWA.

Chapter 6 Civil Rights

No changes.

Chapter 7 Existing and Future Conditions Analysis

There have been no updates to Michigan's existing and future conditions, including geography, terrain, climate, land use, travel patterns, industry and market conditions, and known risks and challenges that impact the state's plan for EV infrastructure deployment. Previous plans provide a detailed summary and mapping on the various existing conditions; please refer to the FY 2022 and FY 2023 Michigan State Plan for Electric Vehicle Deployment for more information.

7.1 AFC Designations and Existing Charging Stations

Michigan's AFCs and existing 4x150+ kW CCS stations are identified in **Figure 1**. No additional AFCs were nominated in rounds 7 or 8. MDOT plans to allow existing stations located within 1 mile from an AFC to apply for NEVI funds to ensure all necessary requirements under 23 CFR 680 are met. If an existing station is awarded NEVI funds, MDOT plans to count the station toward Fully Built Out determination.

Figure 1: Michigan AFCs and NEVI Compliant Stations[9]

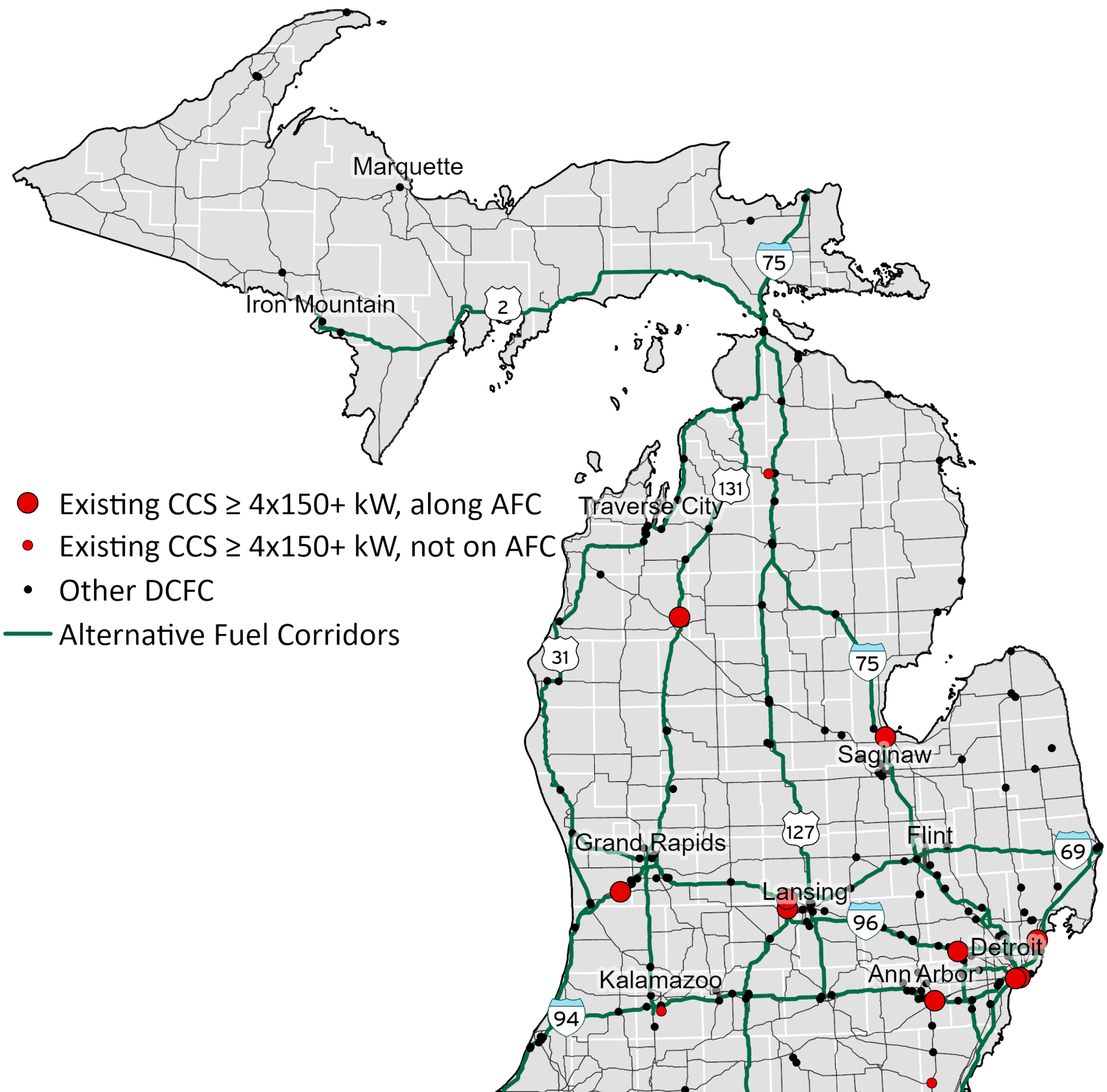


Table 8 provides details about the existing charging infrastructure locations along Michigan's AFCs, as of July 2024.

Table 8: Existing Michigan DC Fast Charging Infrastructure (at least four CCS ports at 150kW+), as of July 2024

State EV Charging Location Unique ID[10]	Route	Location (Street Address or AFC Plus Mile Marker)	Number, Power of Charging Ports	EV Network	Meets All Relevant Requirements in 23 CFR 680*	Intent to Count Toward Fully Built Out Determination
121721	I-96, I-69	Walmart 2869 409 N Marketplace Blvd. Lansing, MI 48917	Two 150 kW Two 350 kW	Electrify America	TBD	No*
121727	I-94	Sam's Club 6661 7021 S Westnedge Ave. Portage, MI 49002	Four 50 kW Two 350 kW	Electrify America	TBD	No**
145371	I-94	Roundtree Place 2539 Ellsworth Road Ypsilanti, MI 48197	Four 150 kW Two 350 kW	Electrify America	TBD	No*
145401	I-96	Walmart 5893 26090 Ingersol Drive Novi, MI 48375	Two 50 kW* Three 150 kW Two 350 kW	Electrify America	TBD	No*
170328	I-94	Meijer Roseville 30800 Little Mack Ave. Roseville, MI 48066	Two 150 kW Two 350 kW	Electrify America	TBD	No*

State EV Charging Location Unique ID[10]	Route	Location (Street Address or AFC Plus Mile Marker)	Number, Power of Charging Ports	EV Network	Meets All Relevant Requirements in 23 CFR 680*	Intent to Count Toward Fully Built Out Determination
171393	I-75	Meijer Bay City 2980 Wilder Road Bay City, MI 48706	Two 150 kW Two 350 kW	Electrify America	TBD	No*
171394	US-131	Meijer Cadillac 8605 E 34 Road Cadillac, MI 49601	Two 50 kW* Three 150 kW Two 350 kW	Electrify America	TBD	No*
171395	I-75	Meijer Gaylord 250 Meijer Drive Gaylord, MI 49735	Two 150 kW Two 350 kW	Electrify America[11]	TBD	No**
228584	US-375	Renaissance Center 100 Renaissance Center Detroit, MI 48243	Four 349.92 kW	EVgo	TBD	No*
260740	I-196	Meijer 254 4075 32nd Ave. Hudsonville, MI	Six 350 kW	Electrify America	TBD	No*
313002	US-223	Pilot Travel Center 26 6158 US-223 Ottawa Lake, MI	Four 350 kW	EVgo	TBD	No**
350005	I-96	Flying J 667 7800 W Grand River Ave. Grand Ledge, MI 48837	Four 350 kW	EVgo	TBD	No*

State EV Charging Location Unique ID[10]	Route	Location (Street Address or AFC Plus Mile Marker)	Number, Power of Charging Ports	EV Network	Meets All Relevant Requirements in 23 CFR 680*	Intent to Count Toward Fully Built Out Determination
351289	I-75	Bagley Mobility Hub 1501 Wabash St. Detroit, MI 48216	Four 240 kW	Red E	TBD	No*

*Will meet all relevant requirements in 23 CFR 680 and be counted if awarded through MDOT's RFP process.
**Location of chargers are greater than 1 mile from the AFC.

Chapter 8 EV Charging Infrastructure Deployment

As discussed in previous chapters, MDOT announced $21.2 million in Round 1 funding on Feb. 13, 2024. Funding was awarded to 39 proposed sites from 13 different prime submitters.

8.1 Planned Charging Stations

MDOT does not yet have charging stations that are under construction, but it is anticipated that construction for the charging station locations selected in Round 1 will commence in the third/fourth quarters of 2024. A total of 39 stations have been selected, adding 164 ports along AFCs as detailed in **Table 10** and shown in **Figure 2**.

Table 9: Stations Under Construction*

State EV Charging Location Unique ID*	Route (Note if AFC)	Location (Street Address)	Number of Ports	Estimated Quarter/ Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade?
TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

* Table to be populated after the contracts are awarded by the State.

Table 10: Planned Stations

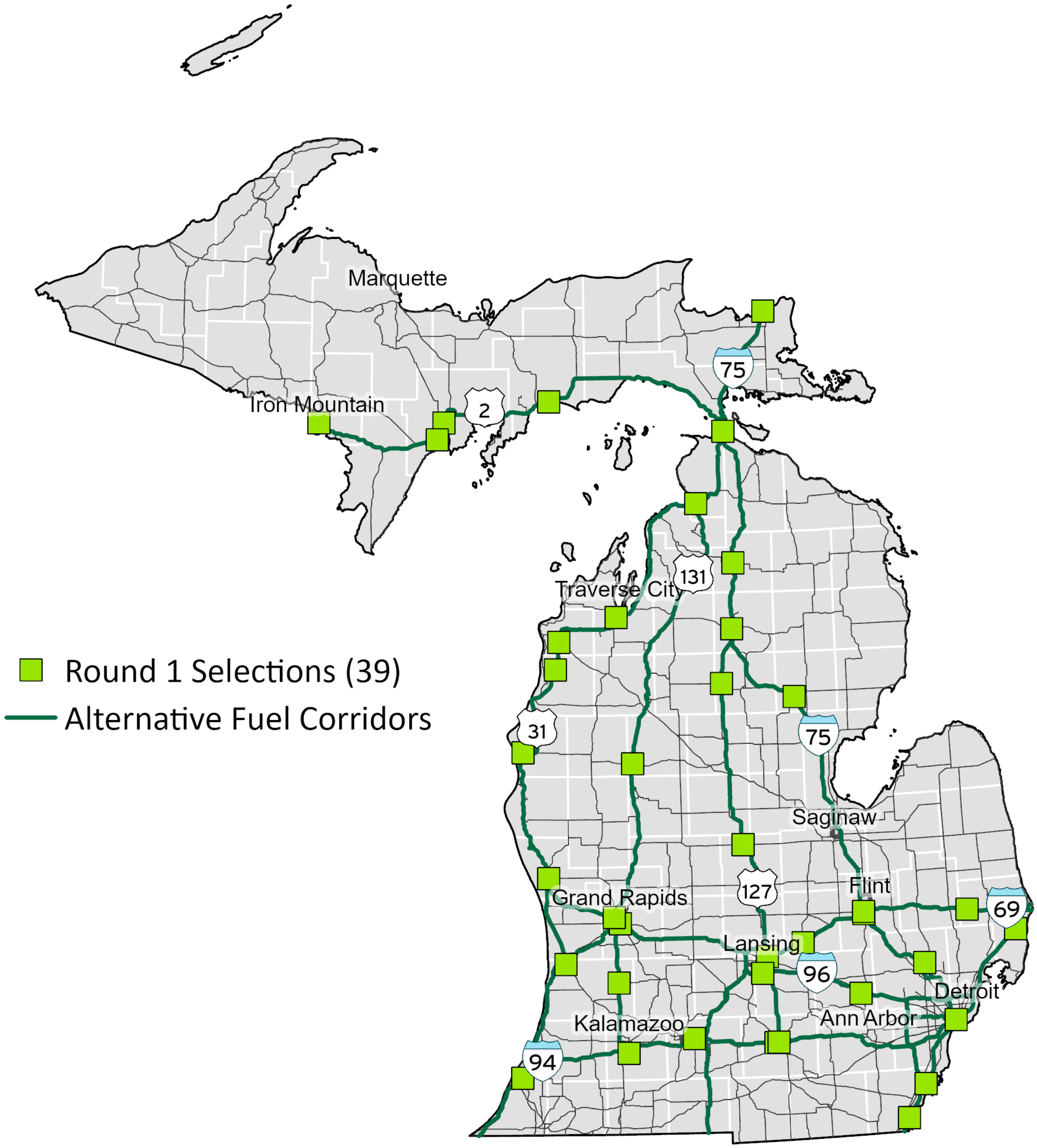
State EV Charging Location Unique ID	Route	Location	Number of Ports	Estimated Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade?
03000-101	US-131	1150 129th Ave. Shelbyville, MI 49344	Four	2025	$876,691*	FY22/FY23	New
03000-102	I-196	853 Interchange Drive Holland, MI 49423	Four	2025	$854,868*	FY22/FY23	New
10000-101	US-31	2983 Benzie Highway Benzonia, MI 49616	Four	2025	$694,476	FY22/FY23	New
11000-101	I-94	1860 East Napier Ave. Benton Harbor, MI 49022	Four	2025	$887,896*	FY22/FY23	New
13000-101	I-94	15901 Eleven Mile Road Battle Creek, MI 49014	Four	2025	$797,540*	FY22/FY23	New
17000-101	I-75	4135 1-75 Business Spur Sault Ste. Marie, MI 49783	Four	2025	$802,013	FY22/FY23	New
20000-101	I-75	2615 S I-75 Business Loop Grayling, MI 49738	Four	2025	$594,161*	FY22/FY23	New
21000-101	US-2	720 N Lincoln Road Escanaba, MI 49829	Four	2025	$758,055	FY22/FY23	New
21000-102	US-2	409 N 9th St. Gladstone, MI 49837	Four	2025	$771,878	FY22/FY23	New
22000-101	US-2	2801 US-2 Iron Mountain, MI 49801	Four	2025	$769,321	FY22/FY23	New
24000-101	I-75	309 S Nicolet St. Mackinaw City, MI 49701	Four	2025	$627,219	FY22/FY23	New
24000-102	US-131, US-31	630 W Mitchell St. Petoskey MI 49770	Four	2025	$799,536	FY22/FY23	New
25000-101	I-69	3129 Miller Road Flint, MI 48507	Four	2025	$873,198	FY22/FY23	New

State EV Charging Location Unique ID	Route	Location	Number of Ports	Estimated Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade?
25000-102	I-75	3930 Corunna Road Flint, MI 48532	Four	2025	$619,530	FY 2022/2023	New
28000-101	US-31	2632 Crossing Circle Traverse City MI 49684	Four	2025	$708,691	FY 2022/2023	New
29000-101	US-127	2982 W Monroe Road Alma, MI 48801	Four	2025	$614,765	FY 2022/2023	New
33000-102	US-127	1350 W Lake Lansing Road East Lansing, MI 48823	Four	2025	$621,793	FY 2022/2023	New
33000-103	I-96	6200 S Pennsylvania Ave. Lansing, MI 48911	Six	2025	$1,106,935	FY 2022/2023	New
38000-101	I-94, US-127	1285 Boardman Road Jackson, MI 49202-1995	Four	2025	$625,888	FY 2022/2023	New
38000-102	I-94	2500 Airport Road Jackson MI 49202	Four	2025	$708,691	FY 2022/2023	New
39000-101	I-94	6110 S Westnedge Ave. Portage, MI 49024	Six	2025	$997,471	FY 2022/2023	New
41000-101	I-196	1100 Michigan St. NE Grand Rapids, MI 49503	Six	2025	$973,439	FY 2022/2023	New
41000-102	I-96	2366 Alpine Ave NW Walker, MI 49544	Four	2025	$557,905*	FY 2022/2023	New
47000-101	I-96	602 W Grand River Ave. Brighton, MI 48116	Four	2025	$653,239*	FY 2022/2023	New
51000-101	US-31	12991 Pleasanton Highway Bear Lake, MI 49614-9315	Four	2025	$1,134,984*	FY 2022/2023	New
53000-101	US-31	4460 US-10 Ludington, MI 49431	Four	2025	$615,960*	FY 2022/2023	New
58000-101	I-75	8733 Swan Creek Road Newport, MI 48166	Two	2025	$414,164	FY 2022/2023	Upgrade

State EV Charging Location Unique ID	Route	Location	Number of Ports	Estimated Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade?
58000-102	I-75	4180 Luna Pier Road Luna Pier, MI 48197	Four	2025	$697,128	FY 2022/2023	New
61000-101	US-31	1819 E Apple Ave. Muskegon, MI 49442	Four	2025	$705,264	FY 2022/2023	New
63000-101	I-75	3700 Joslyn Road Auburn Hills, MI 48326	Four	2025	$664,569*	FY 2022/2023	New
65000-101	I-75	2997 Cook Road West Branch, MI 48661	Four	2025	$726,674	FY 2022/2023	New
67000-101	US-131	4921 S 220th Ave. Reed City, MI 49677	Four	2025	$697,304	FY 2022/2023	New
69000-101	I-75	829 W Main St. Gaylord, MI 49734	Four	2025	$894,452	FY 2022/2023	New
72000-101	US-127	9286 W Lake City Road Houghton Lake, MI 48629	Four	2025	$678,509*	FY 2022/2023	New
75000-101	US-2	US-2 E. Rte. 1, 5630 US-2 Manistique, MI 49854	Eight	2025	$1,141,834*	FY 2022/2023	New
76000-101	I-69	702 N. Main St. Perry, MI 48872	Four	2025	$699,548*	FY 2022/2023	New
77000-101	I-69	3191 Capac Road Capac, MI 48014	Four	2025	$1,051,451*	FY 2022/2023	New
77000-102	I-94	1336 Wadhams Road St. Clair, MI 48079	Four	2025	$1,051,451*	FY 2022/2023	New
82000-101	I-75	714 E Warren Ave. Detroit, MI 48201	Four	2025	$873,991	FY 2022/2023	New

* Estimated Cost does not include Utility Infrastructure Cost.

Figure 2: Michigan NEVI Round 1 Selected Sites



8.2 Planning Toward a Fully Built Out Determination

Round 1 procurement selected sites cover the installation of 164 NEVI chargers at 39 sites. Michigan is currently preparing to advertise an RFP for the next round of procurement. To obtain a Fully Built Out determination, calculations indicate that another 43 locations with an additional 172 ports are needed across Michigan's AFCs, as shown in **Table 11**.

Table 11: Fully Built Out Determination

Build Out Information	Response
How many stations are still needed to achieve Fully Built Out status (based on the state's EV AFCs as of the date of this update's submission)?	**~43**
Provide the estimated month/year to achieve Fully Built Out status.	**2026**

Round 2 is intended to fill remaining sites needed to achieve a Fully Built Out determination, including additional sites needed according to a preliminary termini and gap analysis based on FHWA's NEVI Formula Program Guidance Update (June 11, 2024), as shown in **Figure 3** and **Table 12.**

Figure 3: Round 2 Remaining Gaps to Full Build Out

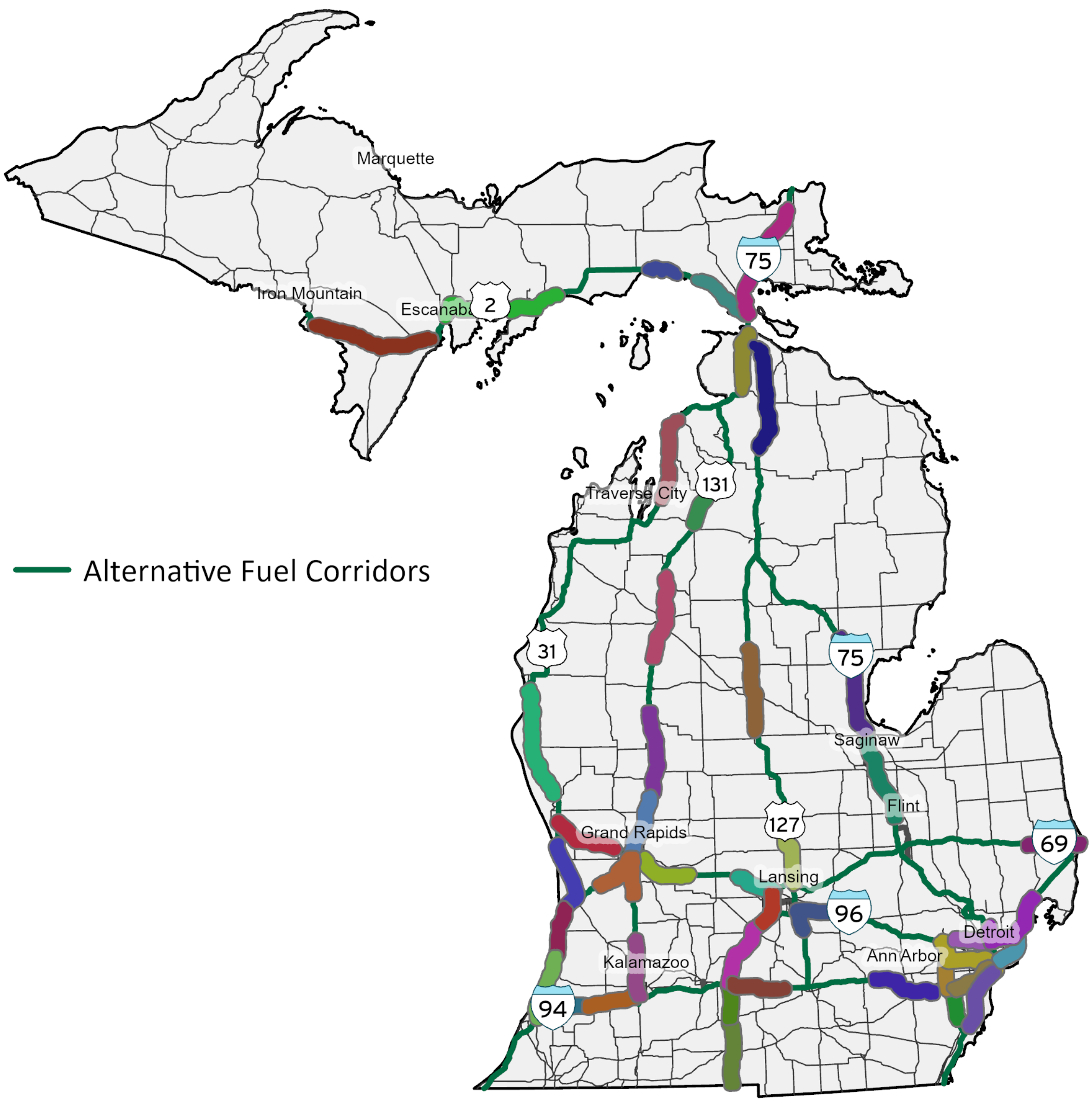


Table 12: Additional Sites Needed to Obtain Fully Built Out Determination

Revised Criteria	Additional Sites Needed
All termini (within 25 miles must have 1 location)	• I-196: One charger location • US-131: One charger location • I-96: Two charger locations (one at each terminus) • I-69: Two charger locations (one at each terminus) • US-31: Two charger locations (one at each terminus) • US-2: One charger location
Segments less than 25 miles = 1 location	• I-275 (less than 30 miles): One charger location • I-696 (less than 30 miles): One charger location
Additional sites to achieve the 50-mile requirement along all logical paths	• I-69: Three charger locations • I-75: Five charger locations • I-94: Seven charger locations • I-96: One charger location • I-275: One charger location • US-2: Three charger locations • US-31: Two charger locations • US-127: Three charger locations • US-131: Five charger locations • US-131/I-196: One charger location • I-75/I-94/I-696: One charger location
Loops: less than 25 miles = One location, 25<x<50 miles = Two locations	N/A
Total	**~43 additional locations needed**

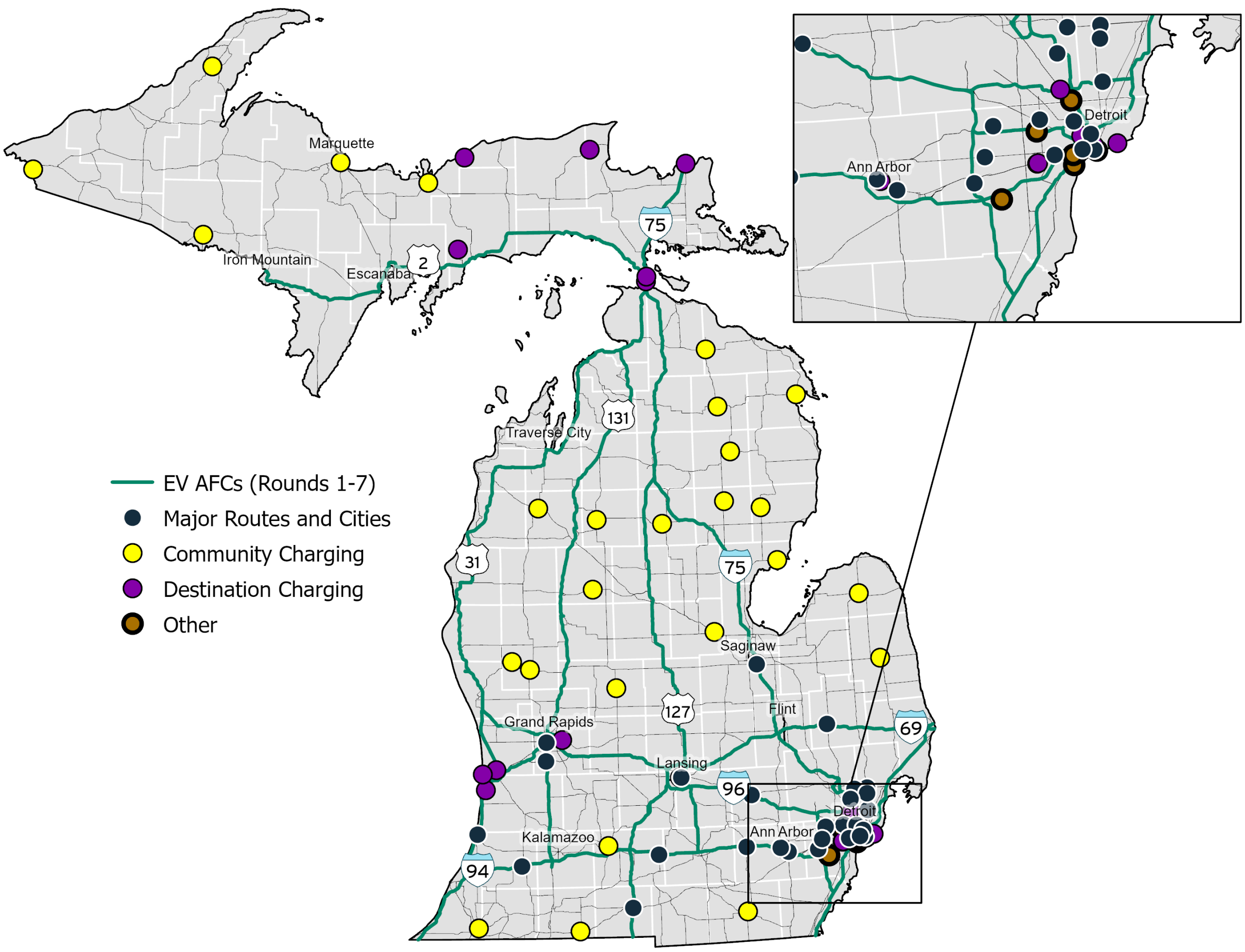
8.3 EV Charging Infrastructure Deployment After Built Out

MDOT is currently collecting feedback and information from stakeholders and the public through surveys and meetings on how funding should be deployed after it is determined the state has reach fully built-out AFC status. Through outreach meetings in 2024, MDOT presented several priorities for potential uses of discretionary funding for charging infrastructure, including:

- **Major Routes:** Creating redundancy along interstates AFCs and adding charging infrastructure to highly traveled corridors;
- **Community Charging:** Supporting community charging in the 10 largest cities in Michigan, as well as communities lacking charging with consideration for traffic volumes, coverage and access to multiple corridors;
- **Destination Charging:** Supporting the state's tourism industry by identifying and placing charging infrastructure at major tourist destinations; and
- **Future considerations:** Freight, transit and mobile charging.

Possible locations for post-AFC build out locations are shown in **Figure 3** and were presented during 2024 outreach. The feedback from the surveys and meetings, as well as ongoing outreach, will help to determine prioritization for utilization of discretionary funding for future EV charging infrastructure deployment.

Figure 4: Possible Locations for Post-AFC Build-Out Stations



Chapter 9 Implementation

To achieve the state's goals, Michigan is using a competitive procurement program to award and disburse NEVI Formula Program funds. As described in **Chapter 5**, the state is complying with all federal and state legal provisions through the DBOM contracting process. Throughout the program management lifecycle, the state will ensure compliance with all applicable state and federal laws and NEVI Program requirements. **Table 13** details the updated process for resilience, safety and program compliance from procurement through the five-year operations and maintenance period.

Table 13: Michigan NEVI Program Implementation Compliance Approach

Program Phase	Equipment Specifications and Design	Labor, Safety and Installation Standards	Installation, Operation and Maintenance	Interoperability, Data Collection and Reporting
Procurement Submission Requirements	23 CFR Part 680 incorporated in RFP by reference; proposer required to submit site plan and equipment specification sheet including relevant details showing compliance with NEVI Final Rules and Requirements.	23 CFR Part 680 incorporated in RFP by reference; proposers must have at least one licensed electrician/electrical contractor that has Electric Vehicle Infrastructure Training Program (EVITP) or similar certification by the time of RFP proposal submission.	23 CFR Part 680 incorporated in RFP by reference; proposers must submit detailed design, construction, operation and maintenance approach.	23 CFR Part 680 incorporated in RFP by reference; proposer must attest to interoperability, connectivity and data sharing requirements.
Proposal Evaluation Process	MDOT reviews proposals for 23 CFR Part 680 compliance.	MDOT reviews proposals for 23 CFR Part 680 compliance.	MDOT reviews proposals for 23 CFR Part 680 compliance.	MDOT reviews proposals for 23 CFR Part 680 compliance.
Contract Award and Execution	Contract documents to include all state and 23 CFR requirements.	Contract documents to include all state and 23 CFR requirements.	Contract documents to include all state and 23 CFR requirements.	Contract documents to include all state and 23 CFR requirements.
Pre-Construction Phase	MDOT conducts environmental review in compliance with NEPA; project company furnishes Released for Construction Documents to MDOT; MDOT reviews for compliance.	Project company certifies compliance with 23 CFR Part 680 labor requirements; MDOT reviews for compliance.	Project company updates O&M plan as needed; MDOT reviews for compliance.	MDOT and project company review data reporting requirements.

Program Phase	Equipment Specifications and Design	Labor, Safety and Installation Standards	Installation, Operation and Maintenance	Interoperability, Data Collection and Reporting
Construction and Installation Phase	Project company follows appropriate steps for EVSE procurement and completes EVSE commissioning.	Certified labor installs EVSE equipment in accordance with all state and 23 CFR requirements. MDOT reviews for compliance.	Project company submits O&M plan; MDOT reviews and inspects; MDOT issues Notice of Final Construction Acceptance.	MDOT initiates five-year O&M requirements following issuance of Notice of Final Construction Acceptance.
Operations and Maintenance Phase	Project company submits Annual O&M Term Completion Notice; MDOT reviews for compliance.	Project company submits Annual O&M Term Completion Notice; MDOT reviews for compliance.	Project company submits Annual O&M Term Completion Notice; MDOT reviews for compliance.	Project company submits Annual O&M Term Completion Notice, including all applicable data and reporting submittals; MDOT reviews for compliance.

Chapter 10 Equity Considerations

To ensure equity considerations for underserved communities, funding will address the historically disproportionate adverse impacts of transportation on infrastructure, housing, and clean air in disadvantaged communities (DACs). NEVI Formula Program funds will be used to maximize benefits to DACs, as well as rural and underserved communities, in alignment with the Justice40 Initiative. The funds will help support environmental justice (EJ) efforts, integrate climate justice into NEPA processes, and reduce exposure of DACs to greenhouse gas (GHG) emissions, pollutants and hazardous wastes.

10.1 Identification and Outreach to DACs in the State

The state used the Climate and Economic Justice Screening Tool[12] (CEJST) as the primary method to identify DACs; however, MDOT's EJ Priority[13] tool was also used. **Figure 5** shows the DACs identified using the CEJST and MDOT's EJ tool. **Table 14** details the percentage of the state's land area and of AFC miles that fall within each categorization of DACs.

Figure 5: Michigan Disadvantaged Communities[14, 15]

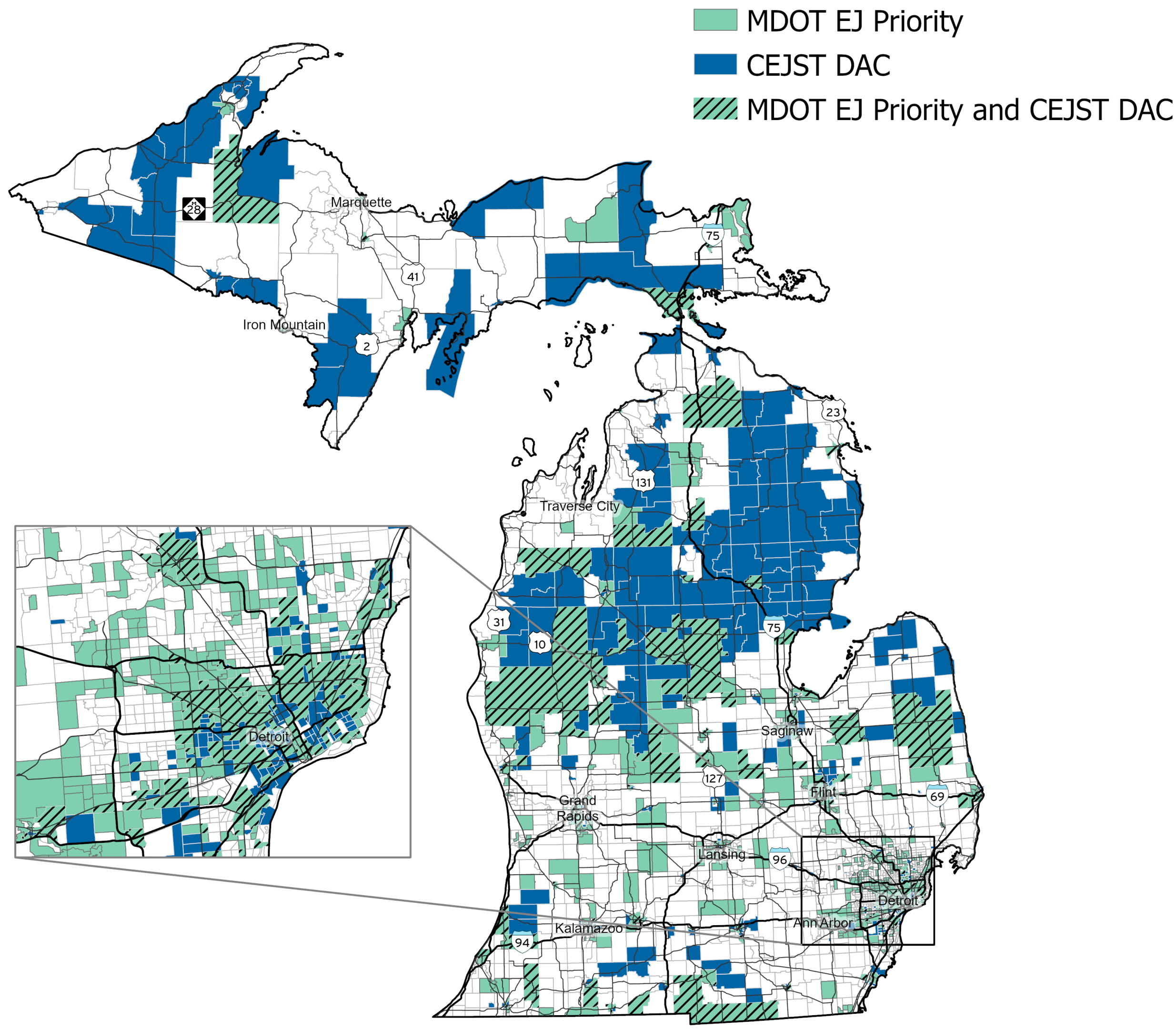


Table 14: DAC Coverage of AFCs

	Land Area		AFC Miles	
	Square Miles	Percent of the State	Miles	Percentage of AFC Miles
CEJST DAC	23,617	24.4%	637	30%
MDOT EJ Priority Area	11,423	11.8%	636	30%

The state recognizes its responsibility for ensuring fairness and accessibility in its programs, services and activities and is committed to providing safe, equitable and environmentally conscious transportation for Michigan residents. Through inclusive and comprehensive stakeholder and public engagement, MDOT and its partners will continue to identify ways to support DACs through the NEVI rollout.

Over the past year, MDOT has worked to coordinate with DACs to understand EV charging needs and to plan for future rounds of NEVI funding. In April 2024, MDOT coordinated with MTPA to host a meeting inviting all state MPOs to attend to hear an update on NEVI program progress and provide feedback on future funding priorities. Feedback from this meeting is summarized in **Chapter 3** and will help inform the NEVI planning process.

MDOT has also attended, presented and discussed the status of NEVI at the 2024 Small Business Development Conference and the 2024 MI Healthy Climate Conference, which had more than 900 attendees from across the state, including local governments, nonprofits and community groups.

MDOT will host a public webinar on NEVI in August 2024. The webinar will be recorded and available on MDOT's website for public access. The webinar also includes a survey for viewers to respond to and provide input on future NEVI funding rounds.

Through inclusive and comprehensive stakeholder and public engagement, MDOT and its partners will continue to identify ways to support DACs through the NEVI rollout. Engagement practices with disadvantaged, underserved and marginalized populations will be assessed on an ongoing basis to determine whether new or innovative approaches may be warranted to understand community needs and ensure engagement throughout the project lifecycle is better. Efforts may include focus groups, surveys, websites, and/or social media messaging, as well as outreach to existing community groups.

10.2 Processes to Identify, Quantify, and Measure Benefits to DACs

The state is guided by the standards outlined in Executive Order 14008 and Justice40 and is prepared to follow the standards established by the Joint Office.[16] The state actively pursues opportunities to transform systems and behaviors that disproportionately harm DACs. Michigan works to eliminate barriers to opportunity and provide additional resources to underserved communities. In response to range anxiety in rural Michigan, Round 6 AFC nominations were intended to make EVs more accessible in these areas. The process of identifying, quantifying and measuring benefits to DACs is shown in **Figure 6**.

Figure 6: Process of Identifying, Quantifying, and Measuring Benefits to DACs

Through continued stakeholder outreach, the state will build upon these benefits and track metrics. The state will calculate the benefits that flow from electrification and accrue in DACs over time, in congruence with guidance outlined by the federal government, and stakeholder and public engagement will ensure that communities agree with those benefits.[17, 18]

Based on existing federal guidance and local outreach efforts, the state has established metrics for measuring benefits to DACs. Where applicable, resulting metrics based on sites awarded in Round 1 procurement are shown.

The specific benefits that MDOT will use to measure the impacts on DACs over the course of the NEVI program are described in **Table 15.**

Table 15: Benefit, Metrics, Data Sources

Benefit Category	Metric	Data Source	Preliminary Metrics as of July 2024
Reduced environmental exposures to transportation emissions	Emissions reduction potential based on shift from Internal Combustion Engine (ICE) to EVs National Ambient Air Quality Standards (NAAQs)pollutant levels	MDOT traffic volumes/ projections for AFCs U.S. Environmental Protection Agency Motor Vehicle Emission Simulator (USEPA MOVES) Model MPO NAAQs data	Baseline: TBD Goal: TBD Metric: TBD
Increase the clean energy job pipeline, job training and enterprise creation in DACs	Number of clean energy-related job training opportunities, leveraging charger planning, operation and/or maintenance Number of EVITP certifications	Michigan Department of Labor and Economic Opportunity EV Jobs Academy EVITP list of Michigan contractors[19]	Baseline: TBD Goal: TBD Metric(s): • Engaged with over 150 partners • Vetted of 400 curricula • 59 affiliated contractors in Michigan who employ EVITP-certified electricians
Improve clean transportation access through the location of chargers in DACs	Percent of NEVI chargers in and near DACs	EV Charging Justice40 Map Tool; CEJST Map Tool MDOT EJ Priority Areas EV charger locations receiving NEVI funds	Baseline: 0 percent Goal: 60 percent Metric(s): • 15 out of the 39 awarded sites (38 percent) are located in DACs • 20 sites (51 percent) are within a half-mile of a DAC • 22 sites (or 56 percent) are within 1 mile of a DAC

Benefit Category	Metric	Data Source	Preliminary Metrics as of July 2024
Reduced transportation energy cost burden by enabling reliable access to affordable charging	Analyze total kilowatts of energy used at all NEVI-funded EV charging stations, calculating savings against petroleum	NEVI charger utilization data U.S. Energy Information Administration Annual Retail Gasoline Prices[20]	Baseline: TBD Goal: TBD Metric(s): TBD

Chapter 11 Labor and Workforce Considerations

The state is focused on creating new job opportunities for all skilled trades, including electrical and construction work, while retaining today's manufacturing and transportation labor force through strategic workforce planning. The state is also committed to fostering a diverse and inclusive industry.

MDOT will comply with 23 CFR 680.106(j) to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers. In addition, all electricians installing, operating or maintaining EVSE must receive certification from the EVITP or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation.

Notable labor and workforce initiatives are described in **Table 16.**

Table 16: Labor and Workforce Initiatives

Entity	Labor and Workforce Initiatives
EV Jobs Academy	**The Michigan Electric Vehicle Jobs Academy (EV Jobs Academy)** EV Jobs Academy was announced by Governor Whitmer in 2021 as a statewide program open to any employer – large or small – that partner with training providers and workforce agencies to serve Michiganders looking for help getting the training necessary for a rewarding mobility career. EV Jobs Academy works with industry to identify the skills and credentials needed for the advanced mobility jobs of the future, partners with community colleges and other training providers to make sure that courses and curriculum are up to date and informed by employer needs, and partners with local workforce agencies to promote the mobility sector as a rewarding career and provide tuition free training for job seekers.

Entity	Labor and Workforce Initiatives
	In its current iteration, EVJA has been a successful workforce training program, utilizing a proven employer-led-collaborative model to ensure Michigan has the skilled workforce necessary to meet employer demand with a focus on manufacturing production roles. It has engaged over 150 partners, produced labor market data that provides key insights on future skills demand, conducted a significant curriculum review that analyzed and vetted over 400 courses, and has begun registering, graduating, and placing training participants. The median salary upon placement is $61,708 with average wages of $29.67 per hour. Sixty-five percent of participants entering training are unemployed or underemployed, and 80 percent of participants come from priority populations including youth, veterans, women, people of color, justice-involved, and/or persons with disabilities.
Ford/Michigan Central Innovation District	The City of Detroit, Ford, Google, and the State of Michigan entered into a partnership to invest more than $126 million into the Michigan Central Innovation District in Corktown. The four areas of focus for the partnership are workforce development, a designated Transportation Innovation Zone, economic development, and community development. This district is expected to create 5,000 jobs; be a hub for mobility innovation, talent, sustainability, small business opportunities, and community engagement; and be home to a 1-mile EV wireless charging corridor. Ford is also developing a new battery facility in Michigan, investing $250 million in three other facilities in the state, and producing 450 new jobs in those three facilities. [21, 22]
General Motors (GM)	GM is investing $7 billion in its EV development and manufacturing facilities, which will create 4,000 new jobs and retain 1,000 others. 1,500 workers, the sixth-highest figure in the nation, are currently employed at various battery OEM locations in Michigan. [23] GM has also committed to providing 2,200 jobs at its Hamtramck EV manufacturing facility. [24]
Stellantis NV	Stellantis NV is constructing plug-in hybrid electric vehicle (PHEVs) in Detroit, providing 4,100 jobs for Detroiters and 6,433 total jobs in Michigan. [25]

Entity	Labor and Workforce Initiatives
University of Michigan (U-M)	LEO has allocated $130 million in general purpose funding for an EV teaching, training, and development center that will be located at U-M.

Chapter 12 Physical Security and Cybersecurity

Security covering both the physical site but also the technology that connects EV charging to customers and the utilities is crucial to the success of EV charging in Michigan. To that end, every third-party provider will be shown the U.S. Cybersecurity and Infrastructure Security Agency's (CISA) guidelines for physical and cybersecurity in the RFP. This information will assist these third parties as they create their RFP response.

12.1 Physical Security

Physical security standards are important to ensure a secure charging transaction for customers and for all vendors and utilities involved in the deployment. The following physical safety examples will be added to each RFP with a request that the respondent share their physical security strategy in the response to the RFP:

- Video surveillance of charging area
- Consideration of charger placement for safer visibility
- Adequate and effective lighting
- Fire prevention and suppression amenities
- Emergency call box
- Canopy
- Driver and vehicle safety
- Physical barriers around chargers
- Tamper and vandalism resistant equipment design features
- Over-current protection for equipment
- Equipment design to reduce the risk of shock
- Retractable cords
- Inclusion of s charge circuit interrupting device (CCID) or ground fault circuit interrupter (GFCI)
- Plan for notification of unexpected access to the charger

The following will be required in the procurement process:

- Any new site lighting must be provided in accordance with the local building code. If a local building code does not apply, lighting must be provided in accordance with American National Standards Institute (ANSI)/IES RP-8-22 or as approved by MDOT.
- EVSE shall have the ability to remotely stop the flow of power through the unit for emergency situations. Reference Society of Automotive Engineers (SAE) J2990, local code requirements and fire department personnel.
- EVSE shall have over-current protection.
- EVSE shall have a CCID or GFCI designed to shut off the flow of electric power to reduce the risk of electric shock.

Any physical security commitments made in the RFP response will be included in the contract.

12.2 Cybersecurity

MDOT will continue to use the previous components of the cybersecurity requirements identified in last year's plan; however, additional requirements were added such as third-party providers will be required to agree that data collected will only be maintained in the U.S., subcontractors will be held to the same cybersecurity standards, and that data collected will be shared with EV-ChART as requested in the EV-ChART guidance and template. Also required will be the consideration of a statement of compliance or copy of Attestation of Compliance for Payment Card Industry Data Security Standard (PCI-DSS) requirements in the final contact.

MDOT will continue to ensure that cybersecurity and privacy requirements are met by subcontractors. For a more detailed description of MDOT's cybersecurity requirements, please refer to the 2023 Michigan State Plan for Electric Vehicle Infrastructure Deployment.

Chapter 13 Program Evaluation

No changes.

Chapter 14 Discretionary Exceptions

During the early transition to EVs, the financial implications of EV charging are deemed critical by MDOT. Allocating government resources for the installation of additional charging facilities close to the planned stations that were awarded in Round 1 of procurement may not be a prudent decision.

MDOT has identified five discretionary exceptions as shown in **Table 17.**

Table 17: Discretionary Exception Requests

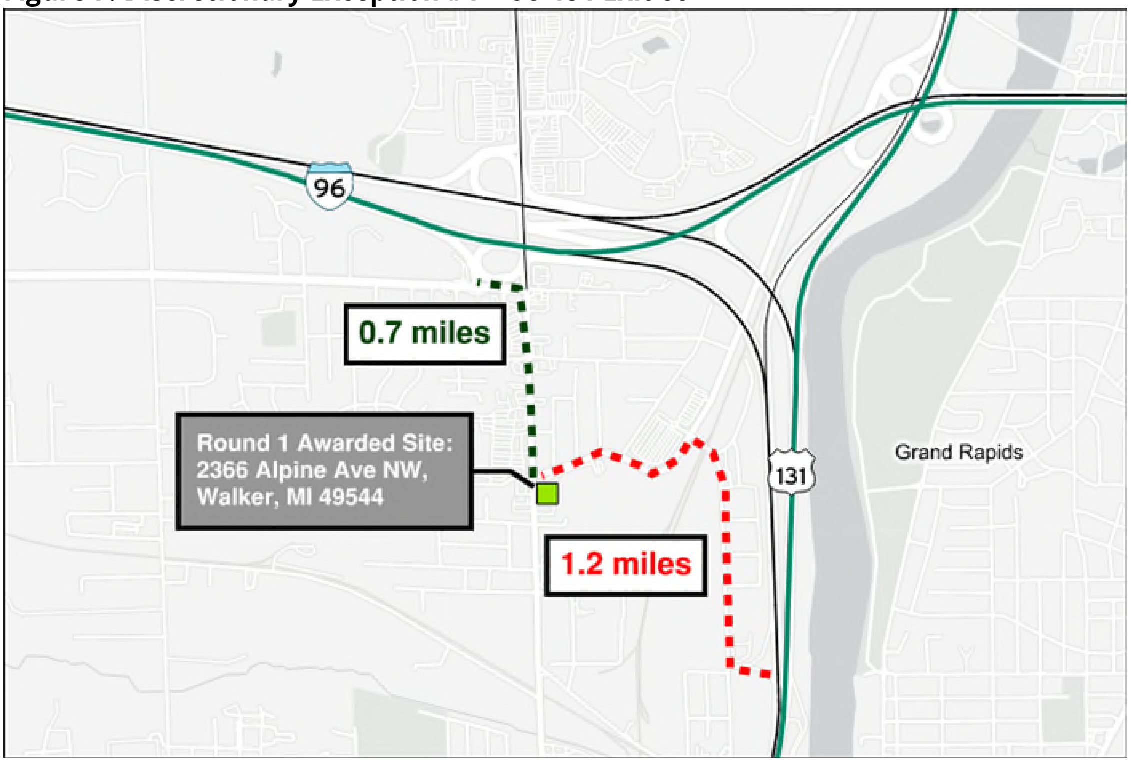
Exception Number	Type	Distance of Deviation	Corresponding AFC	Reason for Exception Request
1	☐ 50 miles apart ✓ 1 mile from exit	1.2 miles	US-131	☐ Grid Capacity ✓ Geography ☐ Equity ☐ Extraordinary Cost
2	✓ 50 miles apart ☐ 1 mile from exit	0.1 miles	US-2	☐ Grid Capacity ✓ Geography ☐ Equity ☐ Extraordinary Cost
3	✓ 50 miles apart ☐ 1 mile from exit	3.3 miles	US-2	☐ Grid Capacity ✓ Geography ☐ Equity ☐ Extraordinary Cost

4	✓ 50 miles apart ☐ 1 mile from exit	38.4 miles	US-2	✓ Grid Capacity ✓ Geography ☐ Equity ☐ Extraordinary Cost
5	✓ 50 miles apart ☐ 1 mile from exit	4.2 miles	I-75	✓ Grid Capacity ✓ Geography ☐ Equity ☐ Extraordinary Cost

14.1 Exception #1: US-131

Figure 7 shows the 1-mile travel distance along the road network for Exit 88 in red. The awarded site, which serves AFC I-96, is located 1.2 miles from Exit 88 along US-131. The station is easily accessible from both US-131 Exit 88 and I-96 Exit 30 (0.7 miles away), and is located close to multiple gas stations, restaurants, and other amenities.

Figure 7: Discretionary Exception #1 – US-131 Exit 88



Michigan is seeking an exception to the 1-mile distance rule (a distance deviation of 0.2 miles). This is to ensure that the Round 1-awarded site in Walker is considered a 2-for-1 location, serving both I-96 and US-131 AFCs, and eliminating the need for an additional station along US-131 at this location.

14.2 Exception #2: US-2

Michigan has identified several segments of US-2 where two Round 1-awarded NEVI stations require an exception to meet the 50-mile distance requirement between them. These are shown in **Figure 8** and **Table 18**.

Figure 8: Discretionary Exception Requests Along US-2

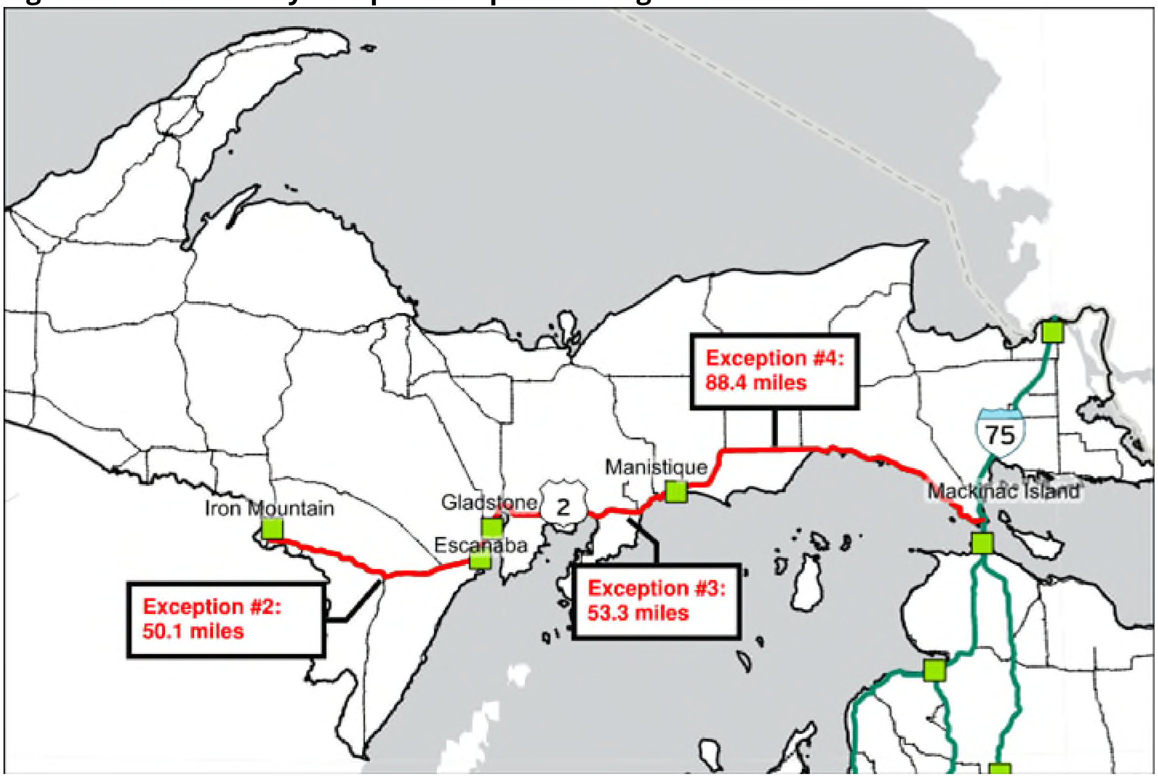
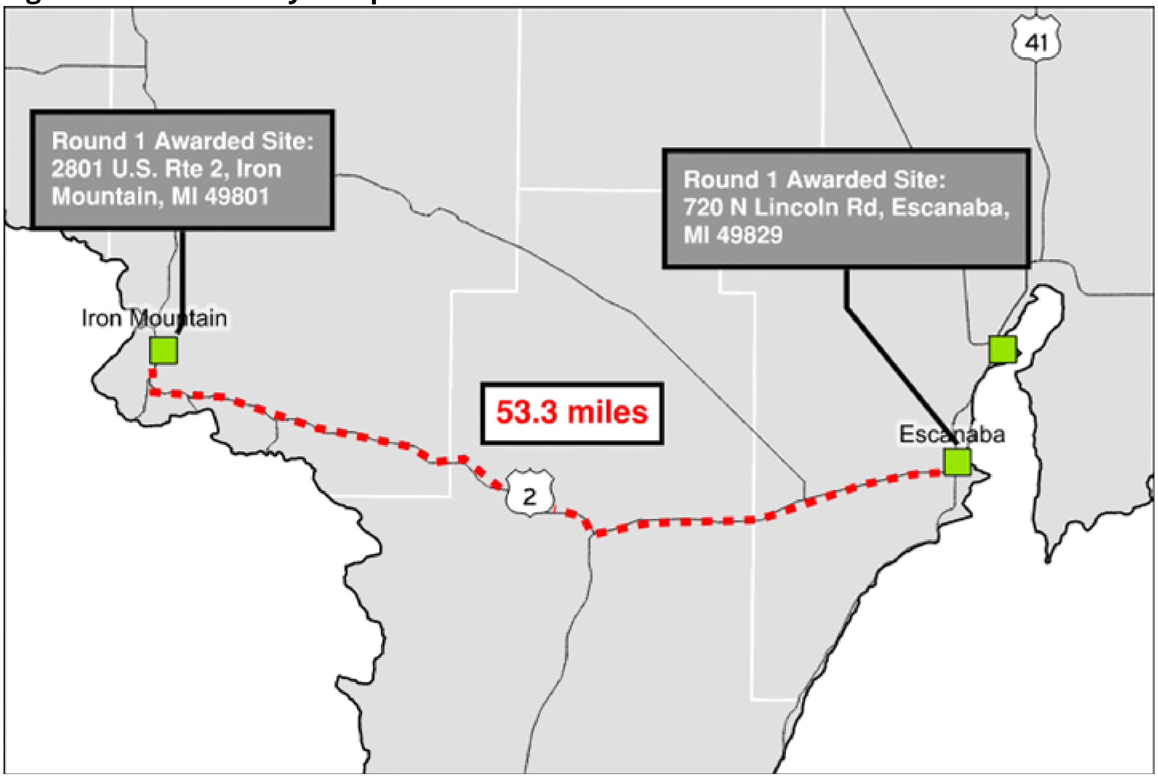


Table 18: Discretionary Exception Requests Along US-2

Exception Number	Segment	Distance Deviation
2	From Iron Mountain to Escanaba	0.1 miles
3	From Gladstone to Manistique	3.3 miles
4	From Manistique to Mackinaw City	38.4 miles

Figure 9 shows one of the segments**.** The western part of US-2 that lies between the two sites in Iron Mountain and Escanaba, which were awarded in Round 1, spans 53.3 miles. This stretch of 53.3 miles has a limited number of businesses in operation, none of which appear to be viable for a NEVI-compliant charging site. Therefore, Michigan is seeking an exception to the 50-mile distance rule (a distance deviation of 3.3 miles shown in **Figure 9** to avoid the need for an additional site along the US-2 segment between the planned NEVI-compliant stations in Iron Mountain and Escanaba.

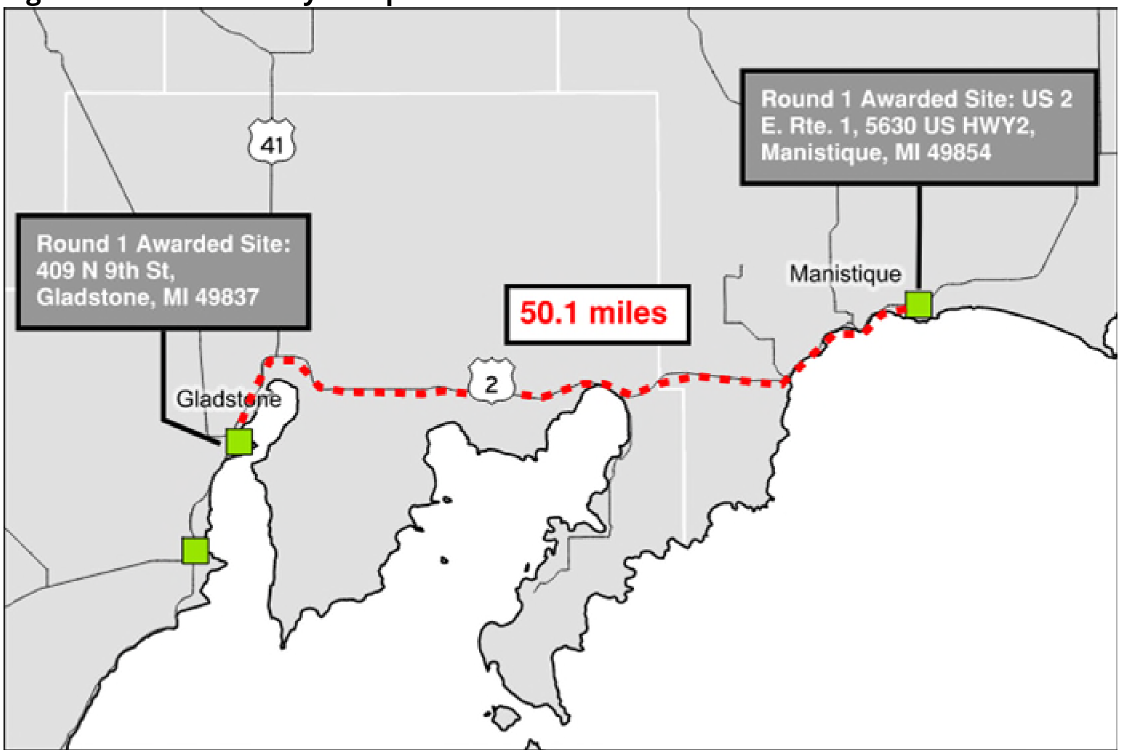
Figure 9: Discretionary Exception #2 – US-2



14.3 Exception #3: US-2

Similar to Exception #2, the state wants to use existing NEVI compliant chargers to the greatest extent to optimize funding from the NEVI program. Thus, Michigan requests a 50-mile distance exception (a distance deviation of only 0.1 miles, shown in **Figure 10**) to not place an additional site within the US-2 segment between the planned NEVI compliant stations in Gladstone and Manistique.

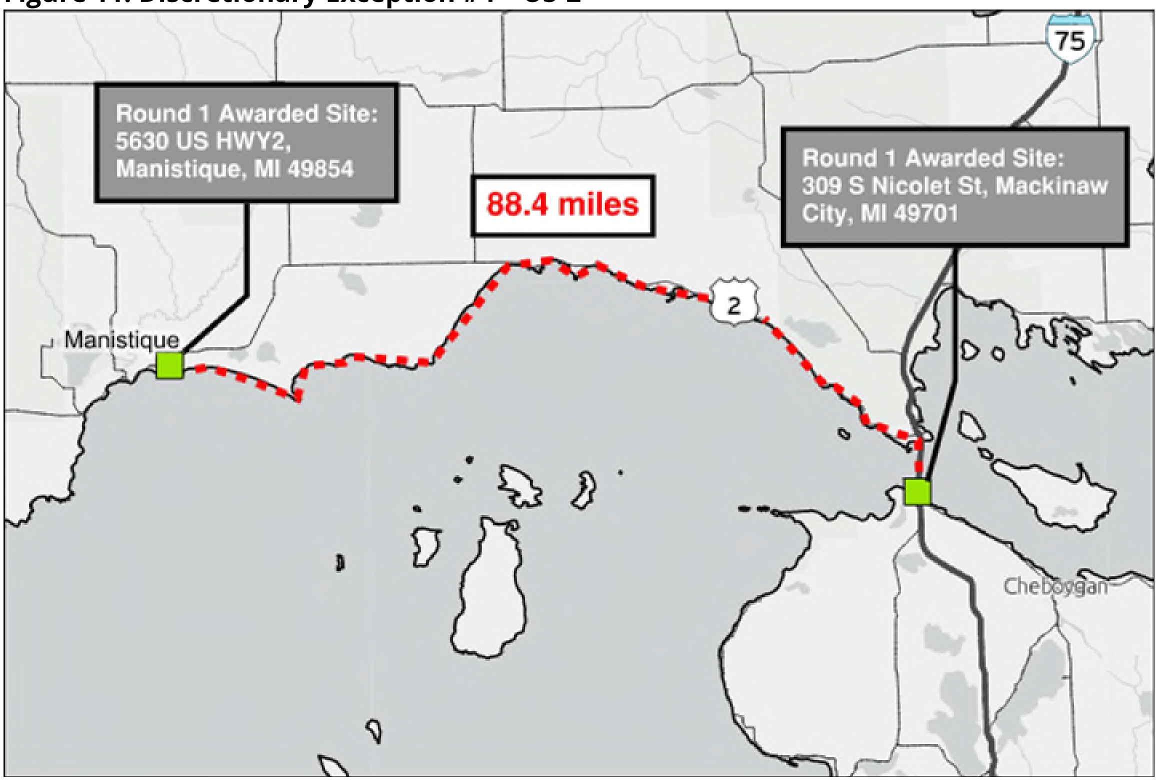
Figure 10: Discretionary Exception #3 – US-2



14.4 Exception #4: US-2

Similar to Exception #3, the eastern segment of US-2, stretching between the Round 1-awarded sites in Manistique and Mackinaw City, measures 88.4 miles. Despite the substantial distance deviation of 38.4 miles, the number of businesses along this stretch is very limited. Naubinway presents potential sites, featuring a gas station, a hotel, and a pair of restaurants; however, grid capacity challenges have been identified. This area was included in Round 1 but no bids were received. Thus, Michigan requests an exception to the 50-mile distance rule to avoid the need for an additional site along the US-2 segment between the planned NEVI-compliant stations in Manistique and Mackinaw City **(Figure 11)**.

Figure 11: Discretionary Exception #4 – US-2

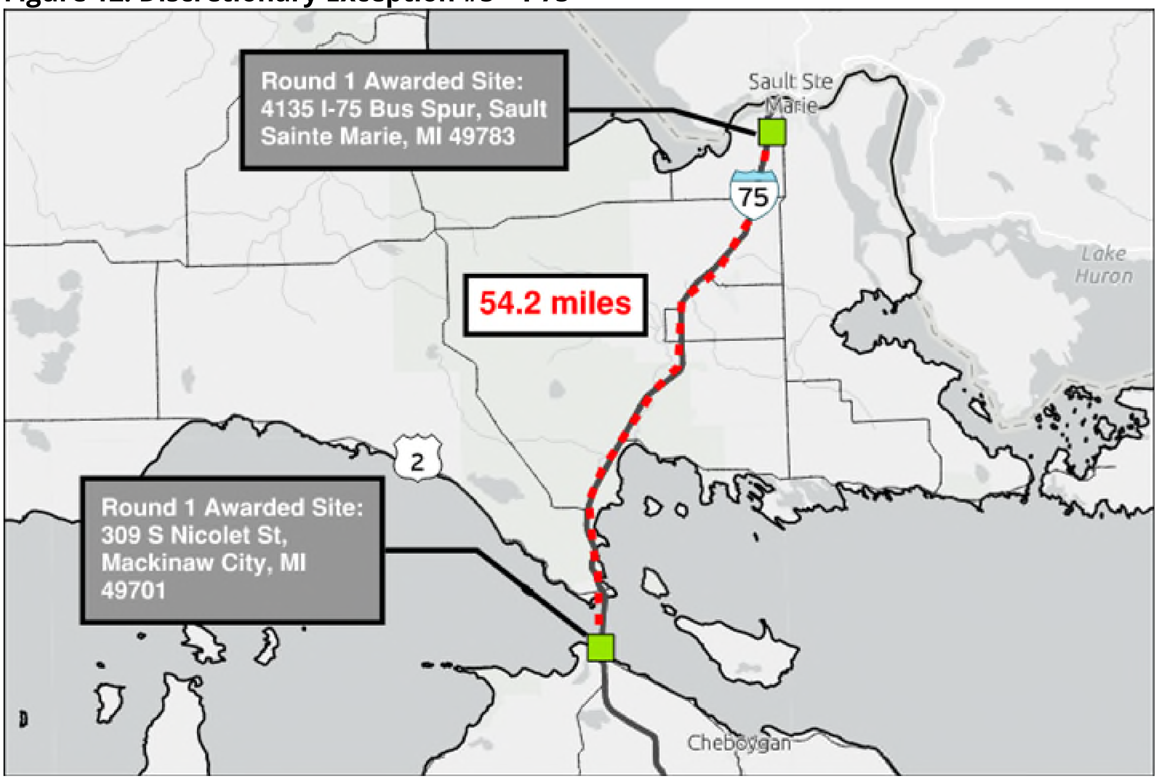


14.5 Exception #5: I-75

In 2023, Michigan sought a 1-mile exception for three exits (373, 378 and 379) along I-75 to broaden the range of potential locations along the stretch between Mackinaw City and Sault Ste. Marie. Despite this, no bids were placed for any of these exits. During Round 1, two sites in Sault Ste. Marie and Mackinaw City were awarded.

As depicted in **Figure 12**, the distance between these two sites is 54.2 miles. While St. Ignace offers several feasible options, the availability of three-phase power grid capacity is a concern along this stretch of I-75. Therefore, Michigan is requesting a 50-mile distance exception to prevent delays in achieving fully built-out status, given that the deviation is only 4.2 miles.

Figure 12: Discretionary Exception #5 – I-75



List of References

117th Congress. *Public Law 117-58–Nov. 15, 2021 [H.R. 3684] Infrastructure Investment and Jobs Act* (November 15, 2021). https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf

Achtenberg, Kathleen. (January 11, 2022). "'New Economic Development Program Guidelines Create Historic Opportunity for Economic Growth Across Michigan." MEDC. https://www.michiganbusiness.org/press-releases/2022/01/new-economic-development-program-guidelines-create-historic-opportunity-for-economic-growth-across-michigan/.

Achtenberg, Kathleen. (July 27, 2021). "Governor Whitmer Announces Support for Ford's Global Battery Center of Excellence in Romulus." Office of the Governor. https://www.Michigan.gov/Whitmer/News/Press-Releases/2021/07/27/Governor-Whitmer-Announces-Support-For-Fords-Global-Battery-Center-Of-Excellence-In-Romulus

Afshar, Shahab, Pablo Macedo, Farog Mohamed, and Vahid Disfani. (April 2, 2020). "A Literature Review on Mobile Charging Station Technology for Electric Vehicles. IEEE. https://arxiv.org/pdf/2004.00783.pdf

Alpena Power Company. (2017). "Alpena Power Company." Alpena Power Company. https://www.alpenapower.com/

American Electric Power. (1996-2021). "Electric Vehicles." Indiana Michigan Power. https://www.indianamichiganpower.com/clean-energy/electric-cars/

Argonne National Laboratory. "Electric Vehicle Charging Equity Considerations." DOE. https://www.anl.gov/es/electric-vehicle-charging-equity-considerations

Atlas Public Policy. (2021). "EV Hub." Atlas Public Policy. https://www.atlasevhub.com/

Atlas Public Policy. (November 2021). "Highway Revenue Assessment Tool." Atlas Public Policy. https://atlaspolicy.com/highway-revenue-assessment-tool/

Balaskovitz, Andy. (July 5, 2022). "Michigan leads states in energy-sector job growth, federal report finds." MiBiz. https://mibiz.com/sections/energy/michigan-leads-states-in-energy-sector-job-growth-federal-report-finds#:~:text=That's%20according%20to%20an%20annual,than%20Texas%2C%20California%20and%20Florida.

Birkle, Andrew. (November 17, 2020). "MDOT receives more than $6 million for advanced technology, zero-emission buses." WLNS-TV 6. https://www.wlns.com/news/michigan/mdot-receives-more-than-6-million-for-advanced-technology-zero-emission-buses/

Black-Watson, Marcia. (May 20, 2022). "U.S. House Science, Technology, and Space Committee, Subcommittee on Research and Technology, U.S. House of Representatives, Michigan Field Hearing: Building a Workforce to Navigate the Electric Vehicle Future." U.S. House of Representatives Committee on Science, Space, & Technology. https://republicans-science.house.gov/_cache/files/c/2/c212e09f-a5c8-4811-80f0-

58879552850f/2C4B8AC10BDD4585AC4194F8A4504FC7.2022-05-20-black-watson-testimony.pdf

BloombergNEF. *Electric Vehicle Outlook 2022*. https://about.bnef.com/electric-vehicle-outlook/

CharIN e. V. (2022). "Megawatt Charging System (MCS)." CharIN. https://www.charin.global/technology/mcs/

CGI Technologies and Solutions Inc. (2016). "Welcome to State of Michigan SIGMA Vendor Self Service (VSS)." SOM. https://sigma.michigan.gov/webapp/PRDVSS2X1/AltSelfService

City of Dearborn, Michigan. *Code of Ordinances*. https://codelibrary.amlegal.com/codes/dearborn/latest/dearborn_mi/0-0-0-1

City of Ferndale, Michigan. *Municipal Code*. https://ferndale.municipalcodeonline.com/book?type=ordinances#name=CHARTER

Climate Mayors. (2020). "What is the Collaborative?" Climate Mayors. https://driveevfleets.org/what-is-the-collaborative/

Consumers Energy. (2022). "PowerMIDrive™." Consumers Energy. https://www.consumersenergy.com/residential/programs-and-services/electric-vehicles/home-charger-rebates

Dewitz, Jon, and USGS. (June 17, 2021). "National Land Cover Database (NLCD) 2019 Products (ver. 2.0, June 2021)." USGS. https://www.sciencebase.gov/catalog/item/5f21cef582cef313ed940043

DOE. "Data Downloads." AFDC. https://afdc.energy.gov/data_download/

DOE. "Electric Vehicle Charging Station Locations." AFDC. https://afdc.energy.gov/fuels/electricity_locations.html#/find/nearest?fuel=ELEC

DOE. "Michigan Laws and Incentives." AFDC. https://afdc.energy.gov/laws/all?state=MI

DOE. "Station Data for Alternative Fuel Corridors." AFDC. https://afdc.energy.gov/corridors

DOJ. "Americans with Disabilities Act of 1990, As Amended." Civil Rights Division. https://beta.ada.gov/law-and-regs/ada/

DOL. "Title VI, Civil Rights Act of 1964." Office of the Assistant Secretary for Administration & Management. https://www.dol.gov/agencies/oasam/regulatory/statutes/title-vi-civil-rights-act-of-1964

DTE Energy. (2022). "Business EV Charger Rate." DTE Energy. https://www.newlook.dteenergy.com/wps/wcm/connect/dte-web/home/service-request/business/electric/electric-vehicles/pev-biz-charge-frwd

EGLE. Charge Up Michigan Program: Volkswagen State Mitigation Trust 2019 Grant Agreement between the Michigan Department of Environment, Great Lakes, and Energy and Grantee

Name. https://www.Michigan.gov/EGLE/-/Media/Project/Websites/EGLE/Documents/Programs/MMD/Energy/RFP/ChargeUp-GA.pdf

Feng, Kairui, Ning Lin, Siyuan Xian, and Mikhail V. Chester. (July 15, 2020). "Can we evacuate from hurricanes with electric vehicles?" *Transportation Research Part D: Transport and Environment*. https://www.sciencedirect.com/science/article/pii/S1361920920306453?via%3Dihub

Fox, Austin. (October 12, 2021). "Mobility Councils Report Reflects on Progress Made Challenges Ahead." SOM. https://www.Michigan.gov/LEO/News/2021/10/12/Mobility-Councils-Report-Reflects-On-Progress-Made-Challenges-Ahead

Frezell, Michael, Otie McKinley, Rebecca Bozzato, Sumita Kanga, Natasha Tremblay, and Nicholas Rodrigues. (August 18, 2021). "Governor Whitmer Announces Michigan Partnering with Ontario on Cross-Border Mobility Technologies." SOM. https://www.Michigan.gov/Whitmer/News/Press-Releases/2021/08/18/Governor-Whitmer-Announces-Michigan-Partnering-With-Ontario-On-Cross-Border-Mobility-Technologies

Ghamami, Mehrnaz, Ali Zockaie, Joy Wang, Steven Miller, Mohammadreza Kavianipour, MohammadHossein Shojaei, Fatemeh Fakhrmoosavi, Laura Hohnstadt, and Harprinderjob Singh. *Electric Vehicle Charger Placement Optimization in Michigan: Phase I – Highways (Supplement I: Full Tourism Analysis)* (April 29, 2019). https://www.Michigan.gov/EGLE/-/Media/Project/Websites/EGLE/Documents/Programs/MMD/Energy/roadmap/ev-tourism.pdf

Governor's Office. (February 4, 2022). "Gov. Whitmer Joins New Michigan Central Innovation Announcement." MEDC. https://www.michiganbusiness.org/press-releases/2022/02/whitmer-joins-new-michigan-central-innovation-announcement/

Helms, Matt. (April 14, 2022). "MPSC approves pilot program to expand installation of electric vehicle chargers in Upper Peninsula." MPSC. https://www.Michigan.gov/MPSC/Commission/News-Releases/2022/04/14/Mpsc-Approves-Pilot-Program

Lenart, Brett. "Electric Vehicle Charging Stations." City of Ann Arbor, Michigan. https://www.a2gov.org/departments/planning/Pages/Electric-Vehicle-Charging-Stations.aspx

Linscott, Meredith, and Amy Posner. *J-11/Task 33: Final Guidebook for Deploying Zero-Emission Transit Buses* (April 2020). https://www.Michigan.gov/EGLE/-/Media/Project/Websites/EGLE/Documents/Programs/MMD/Energy/Roadmap/EV-Tourism.pdf

MacDonald, Craig David, Lina Kattan, and David Layzell. (March 3, 2021). "Modeling electric vehicle charging network capacity and performance during short-notice evacuations." *International Journal of Disaster Risk Reduction*. https://www.sciencedirect.com/science/article/pii/S2212420921000595?via%3Dihub

Makari, Beheshteh, Ed Hug, and Katherine Grantham. "Southeast Michigan Electric Vehicle Resource Kit and Planning Hub." SEMCOG. https://southeast-michigan-ev-resource-kit-and-planning-hub-semcog.hub.arcgis.com/

MDOT Administrator. (November 22, 2021). "Traffic Volumes 2020." MDOT. https://gis-mdot.opendata.arcgis.com/datasets/mdot::traffic-volumes-2020/explore?location=44.528142%2C-86.307950%2C7.64

MEDC. (2022). "Michigan Economic Development Corporation." MEDC. https://www.michiganbusiness.org/

MEDC. (2022). "Michigan Mobility Funding Platform." MEDC. https://www.michiganbusiness.org/mobility-funding/

MEDC. (2022). "Michigan's EV Ecosystem." MEDC. https://www.michiganbusiness.org/mobility/evecosystem/

Michigan Farm Bureau Family of Companies. (2022). "Michigan Agriculture Facts." Michigan Farm Bureau Family of Companies. https://new.michfb.com/agriculture/michigan-agriculture-facts#:~:text=Michigan%20produces%20more%20than%20300,crops%20and%2040%20percent%20livestock

Michigan Legislature. (April 27, 2020). "Executive Reorganization Order (Excerpt) E.R.O. No. 2020-1." Michigan Legislature. https://www.legislature.mi.gov/(S(bf0scvtlvkjo14gpy4lkxvsg))/mileg.aspx?page=getObject&objectName=mcl-257-929

"Michigan's Electric Vehicle Infrastructure Deployment Plan." https://survey.alchemer.com/s3/6901382/Michigan-s-Electric-Vehicle-Infrastructure-Deployment-Plan

MPTA. (2022). "Make Your Connection." Michigan Public Transit. https://michiganpublictransit.com/

NACSE. (2022). "PRISM Climate Data." PRISM Climate Group. https://prism.oregonstate.edu/

Nissan Global. (September 20, 2019). "Powering resilience: How EVs can help communities bounce back after a disaster." Nissan Motor Corporation. https://global.nissannews.com/en/releases/release-b8a1567ee6066d582c91ef8f1d0b47ad-190920-00-e.

Overbey, Courtney. (April 28, 2022). "Lt. Governor Gilchrist Announces More Than $577,000 in Grants to Support Statewide Electric Vehicle Adoption." MEDC. https://www.michiganbusiness.org/press-releases/2022/04/lt.-governor-announces-more-than-$577000-grants-support-statewide-electric-vehicle-adoption/

Panayi, Adam. (February 14, 2019). "Energy Density and the Challenges of Electrification for Heavy Duty Vehicles." Benchmark Mineral Intelligence. https://www.benchmarkminerals.com/energy-density-and-the-challenges-of-electrification-for-heavy-duty-vehicles/

Pritzker, J.B., Eric Holcomb, Gretchen Whitmer, Tim Walz, and Tony Evers. "Regional Electric Vehicle Midwest Coalition Memorandum of Understanding Between Illinois, Indiana, Michigan, Minnesota, and Wisconsin." https://www.Michigan.gov/-/Media/Project/Websites/LEO/REV_Midwest_MOU_master.pdf

Rogers, Andrew C., and Gloria M. Shepherd. *Memorandum: Information: The National Electric Vehicle Infrastructure (NEVI) Formula Program Guidance* (February 10, 2022). https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf

Sclar, Ryan, Camron Gorguinpour, Sebastian Castellanos, and Xiangyi Li. *Barriers to Adopting Electric Buses* (2019). https://www.wri.org/research/barriers-adopting-electric-buses

SOM. *2020-2023 State Transportation Improvement Program (STIP) Public Participation Plan*. https://www.Michigan.gov/MDOT/-/Media/Project/Websites/MDOT/Programs/Title-VI-Nondiscrimination/Reference-Documents/MDOT-Public-Involvement-Plan.pdf

SOM. (2022.) “Agriculture and Rural Development.” MDARD. https://www.Michigan.gov/MDARD

SOM. “Charge Up Michigan Grant Application.” EGLE. https://www.surveymonkey.com/r/2019ChargeUpMichigan

SOM. (2022). “Charge Up Michigan Program.” EGLE. https://www.Michigan.gov/EGLE/About/Organization/Materials-Management/Energy/RFPs-Loans/Charge-Up-Michigan-Program

SOM. *Council on Future Mobility and Electrification 2021 Report*. https://www.Michigan.gov/LEO/-/Media/Project/Websites/LEO/Folder28/CFME_Report_2021_02.pdf

SOM. (2022). “Disadvantaged Business Enterprise (DBE).” MDOT. https://www.Michigan.gov/MDOT/Business/Contractors/DBE

SOM. (2022). “Environment, Great Lakes, and Energy.” EGLE. https://www.Michigan.gov/EGLE

SOM. (2022). “Key Initiative: Office of Future Mobility and Electrification.” LEO. https://www.Michigan.gov/MiNewEconomy/Support-Small-Businesses/Key-Initiative

SOM. (2022). “Licensing and Regulatory Affairs.” LARA. https://www.Michigan.gov/LARA

SOM. (2022). “Michigan Council on Future Mobility.” LEO. https://www.Michigan.gov/LEO/Boards-Comms-Councils/Mobility

SOM. (2022). “Michigan Counties Map.” MDHHS. https://www.Michigan.gov/MDHHS/Doing-Business/Licensing/Child-Welfare/Institutions/Online-Lookups/Michigan-Counties-Map

SOM. (2022). “Michigan Department of Civil Rights.” MDCR. https://www.Michigan.gov/MDCR

SOM. (2022). “Michigan Department of Transportation.” MDOT. https://www.Michigan.gov/MDOT

SOM. (2022). “Michigan Infrastructure Office.” Office of the Governor. https://www.Michigan.gov/Whitmer/Issues/Michigan-Infrastructure-Office

SOM. (2022). “Michigan Mobility 2045 (MM2045): A transportation plan for a connected future.” MDOT. http://www.MichiganMobility.org/

SOM. (2022). “MI Healthy Climate Plan.” EGLE. https://www.Michigan.gov/EGLE/About/Organization/Climate-And-Energy/MI-Healthy-Climate-Plan

SOM. (2022). “MI Power Grid.” MPSC. https://www.Michigan.gov/MPSC/Commission/Workgroups/MI-Power-Grid

SOM. (2022). “Optimized EV Charger Placement Plan.” EGLE. https://www.Michigan.gov/EGLE/About/Organization/Materials-Management/Energy/Transportation/Optimized-EV-Charger-Placement-Plan

SOM. (2022). “Winter Safety.” MDOT. https://www.Michigan.gov/MDOT/Travel/Safety/Road-Users/Winter-Safety

SOM. (April 19, 2022). “State of Michigan and National Park Service Announce Innovation Partnership.” Office of the Governor. https://www.Michigan.gov/Whitmer/News/Press-Releases/2022/04/19/State-Of-Michigan-And-National-Park-Service-Announce-Innovation-Partnership

SOM. (August 2, 2019). “The Library of Michigan Presents: Michigan in Brief.” Library of Michigan. https://www.Michigan.gov/LibraryOfmichigan/Public/Michigan/Featured-Michigan-Materials/The-Library-Of-Michigan-Presents-Michigan-In-Brief

SOM. (June 7, 2022). “Canadian EV Charging Network Operator FLO Investing and Creating 133 Jobs in Oakland County.” Office of the Governor. https://www.Michigan.gov/Whitmer/News/Press-Releases/2022/06/07/Canadian-EV-Charging-Network-Operator-Flo-Investing-And-Creating-133-Jobs-In-Oakland-County

SOM. (March 11, 2020). “Executive Directive 2020 – 01.” Office of the Governor. https://www.Michigan.gov/Whitmer/News/State-Orders-And-Directives/2020/03/11/Executive-Directive-2020-1

SOM. (May 26, 2022). “Whitmer Announces Partnership to Install Electric Vehicle Chargers in Michigan State Parks.” Office of the Governor. https://www.Michigan.gov/Whitmer/News/Press-Releases/2022/05/26/Whitmer-Announces-Partnership-To-Install-Electric-Vehicle-Chargers-In-Michigan-State-Parks

SOM. *Request for Proposals: Charge Up Michigan: Light-Duty Zero Emission Vehicle Supply Equipment Program*. https://www.Michigan.gov/EGLE/-/Media/Project/Websites/EGLE/Documents/Programs/MMD/Energy/RFP/ChargeUp.pdf

SOM. (September 23, 2020). “Executive Directive 2020 – 10.” Office of the Governor. https://www.Michigan.gov/Whitmer/News/State-Orders-And-Directives/2020/09/23/Executive-Directive-2020-10

SOM. (September 30, 2021). “Governor Whitmer Announces Partnership with Midwest Governors to Coordinate Electric Vehicle Charging Infrastructure, Grow Jobs, and Futureproof Regional Commerce.” Gov. Gretchen Whitmer. https://www.Michigan.gov/Whitmer/News/Press-

Releases/2021/09/30/Governor-Whitmer-Announces-Partnership-With-Midwest-Governors-To-Coordinate-Electric-Vehicle-Chargi

Strong, Regina. (2022). "Michigan Advisory Council on Environmental Justice." EGLE. https://www.Michigan.gov/EGLE/About/Groups/macej#:~:text=The%20Michigan%20Advisory%20Council%20on,%2C%20public%20health%2C%20and%20labor

Stults, Missy. (June 16, 2022). "Electric Vehicles." City of Ann Arbor, Michigan. https://www.a2gov.org/departments/sustainability/Sustainability-Me/transportation/Pages/Electric-Vehicles.aspx

Sundberg, Nick. (2022). "Small Business Program." MDOT. https://www.Michigan.gov/MDOT/Business/Contractors/SBP

Talberg, Sally A, Daniel C. Scripps, and Tremaine L. Phillips. *Michigan Statewide Energy Assessment Final Report* (September 11, 2019). https://www.Michigan.gov/MPSC/-/Media/Project/Websites/MPSC/Regulatory/Reports/2019-09-11_SEA_Final_Report_with_Appendices.pdf

UPPCO. (2022). "UPPCO." UPPCO. https://www.uppco.com/

USDOT. *23 CFR Part 680*. https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/resources/nprm_evcharging_unofficial.pdf

USDOT. (December 29, 2017). "Air Quality Conformity." FTA. https://www.transit.dot.gov/regulations-and-programs/environmental-programs/air-quality-conformity

USDOT. (June 8, 2022). "Alternative Fuel Corridors." FHWA. https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/

USDOT. (June 25, 2021). "Fiscal Year 2021 Low or No-Emission (Low-No) Bus Program Projects." FTA. https://www.transit.dot.gov/funding/grants/fiscal-year-2021-low-or-no-emission-low-no-bus-program-projects

USDOT. (March 11, 2022). "Zero-Emission Fleet Transition Plan." FTA. https://www.transit.dot.gov/funding/grants/zero-emission-fleet-transition-plan

U.S. Government Publishing Office. *41 USDOT. Title 41 – Public Contracts, Chapter 1 – General Provisions, Sec. 10a – American materials required for public use* (2009). https://www.govinfo.gov/content/pkg/USCODE-2009-title41/html/USCODE-2009-title41-chap1-sec10a.htm

Village of Milford, Michigan. *Code of Ordinances*. https://library.municode.com/mi/milford/codes/code_of_ordinances?nodeId=COORVIMIMI

Wetsman, Nicole. (May 26, 2022). "Tesla other EV companies ask for federal investment in heavy-duty truck charging." *The Verge*. https://www.theverge.com/2022/5/26/23142938/tesla-ev-letter-charging-medium-heavy-duty-vehicles

WIN. (2022). "EV Academy (Formerly MiREV)." WIN. https://winintelligence.org/mirev/

Young, Shalanda D., Brenda Mallory, and Gina McCarthy. *M-21-28 Memorandum for the Heads of Departments and Agencies* (July 20, 2021). https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf

Endnotes

[1] SOM, "Whitmer Announces Partnership to Install Electric Vehicle Chargers in Michigan State Parks," Office of the Governor, May 26, 2022, https://www.Michigan.gov/Whitmer/News/Press-Releases/2022/05/26/Whitmer-Announces-Partnership-To-Install-Electric-Vehicle-Chargers-In-Michigan-State-Parks

[2] Department of Natural Resources, "EV charging stations," https://www.Michigan.gov/DNR/Places/State-Parks/EV-Charging-Stations

[3] SOM, "Charge Up Michigan Program," 2022.

[4] MEDC, "Michigan Mobility Funding Platform," MDEC, 2022, https://www.michiganbusiness.org/mobility-funding/

[5] MDEC, "Michigan Mobility Funding Platform," MDEC, 2023, https://www.michiganbusiness.org/mobility-funding/

[6] SOM, "MI Power Grid," MPSC, 2022, https://www.Michigan.gov/MPSC/commission/Workgroups/MI-Power-Grid

[7] MI Power Grid, MSPC 2023, http://www.Michigan.gov/MPSC/Commission/Workgroups/MI-Power-Grid MI Power Grid 2022 Status Report (site.com)

[8] MDOT. National Electric Vehicle Infrastructure (NEVI) DBOM Document Round 1, MDOT, 2023, https://www.Michigan.gov/MDOT/Business/Contractors/Innovativecontracting/National-Electric-Vehicle-Infrastructure

[9] DOE, "Station Data for Alternative Fuel Corridors."

[10] State EV Charging Location Unique ID

[11] U.S. Department of Energy [DOE], "Station Data for Alternative Fuel Corridors," AFDC, https://afdc.energy.gov/corridors

[12] Electric Vehicle Charging Justice40 Map Tool, 2023, https://anl.maps.arcgis.com/apps/webappviewer/index.html?id=33f3e1fc30bf476099923224a1c1b3ee

[13] Environmental Justice Priority Areas, 2024, https://mdotgis.state.mi.us/portal/home/item.html?id=3ae0809a03e84abd80d7be1164728a34

[14] Argonne National Laboratory.

[15] DOE, "Data Downloads."

[16] Young, Mallory, and McCarthy, July 20, 2021.

[17] Argonne National Laboratory, "Electric Vehicle Charging Equity Considerations," DOE, https://www.anl.gov/es/electric-vehicle-charging-equity-considerations

[18] Young, Shalanda D., Brenda Mallory, and Gina McCarthy, *M-21-28 Memorandum for the Heads of Departments and Agencies*, July 20, 2021, https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf

[19] Electric Vehicle Infrastructure Training Program, https://evitp.org/michigan

[20] U.S. Energy Information Administration, "Weekly Retail Gasoline and Diesel Prices", https://www.eia.gov/dnav/pet/pet_pri_gnd_dcus_nus_a.htm

[21] Governor's Office, February 4, 2022.

[22] Achtenberg, Kathleen, "Governor Whitmer Announces Support for Ford's Global Battery Center of Excellence in Romulus," Office of the Governor, July 27, 2021, https://www.Michigan.gov/Whitmer/News/Press-Releases/2021/07/27/Governor-Whitmer-Announces-Support-For-Fords-Global-Battery-Center-Of-Excellence-In-Romulus

[23] MEDC, "Michigan's EV Ecosystem," MEDC, 2022, https://www.michiganbusiness.org/mobility/evecosystem/

[24] MEDC, "Michigan's EV Ecosystem," MEDC, 2022, https://www.michiganbusiness.org/mobility/evecosystem/

[25] MEDC, "Michigan's EV Ecosystem," MEDC, 2022, https://www.michiganbusiness.org/mobility/evecosystem/