

**APPENDIX D-4**  
**Beneficiary Eligible Mitigation Action Certification**

**BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION**

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Beneficiary \_\_\_\_\_

Lead Agency Authorized to Act on Behalf of the Beneficiary \_\_\_\_\_  
*(Any authorized person with delegation of such authority to direct the Trustee delivered to the Trustee pursuant to a Delegation of Authority and Certificate of Incumbency)*

<b>Action Title:</b>	
<b>Beneficiary's Project ID:</b>	
<b>Funding Request No.</b>	<i>(sequential)</i>
<b>Request Type: (select one or more)</b>	<input type="checkbox"/> Reimbursement <span style="margin-left: 150px;"><input type="checkbox"/> Advance</span> <input type="checkbox"/> Other (specify): _____
<b>Payment to be made to: (select one or more)</b>	<input type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
<b>Funding Request &amp; Direction (Attachment A)</b>	<input type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

**SUMMARY**

<b>Eligible Mitigation Action</b> <input type="checkbox"/> Appendix D-2 item (specify): _____ <b>Action Type</b> <input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____
<b>Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):</b>
<b>Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):</b>
<b>Estimate of Anticipated NOx Reductions (5.2.3):</b>
<b>Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):</b>
<b>Describe how the Beneficiary will make documentation publicly available (5.2.7.2).</b>
<b>Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).</b>
<b>Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).</b>

**If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).**

**ATTACHMENTS**  
**(CHECK BOX IF ATTACHED)**

- Attachment A**      **Funding Request and Direction.**
- Attachment B**      **Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).**
- Attachment C**      **Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).**
- Attachment D**      **Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.]**
- Attachment E**      **DERA Option (5.2.12). [Attach only if using DERA option.]**
- Attachment F**      **Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]**

**CERTIFICATIONS**

**By submitting this application, the Lead Agency makes the following certifications:**

- 1. This application is submitted on behalf of Beneficiary \_\_\_\_\_, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.**
- 2. Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.**
- 3. This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.**
- 4. Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)**
- 5. Beneficiary will maintain and make publicly available all documentation submitted in**

**support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)**

**DATED:** \_\_\_\_\_



\_\_\_\_\_  
**Julie Staveland**

**Asst. Division Director, Materials Management Division**

\_\_\_\_\_  
**[LEAD AGENCY]**

**for**

\_\_\_\_\_  
**[BENEFICIARY]**

## **Appendix D-4 Details**

**Beneficiary's Project ID:** 26-5V91-923

**Beneficiary:** State of Michigan

**Lead Agency:** Michigan Department of Environment, Great Lakes, and Energy (EGLE)

### **SUMMARY**

#### **Explanation of How Funding Request Fits into Beneficiary Mitigation Plan (5.2.1):**

The Michigan Volkswagen Settlement Beneficiary Mitigation Plan (BMP) allocates a total of \$9,721,052 to the development of an electric vehicle charging infrastructure. Funding will be provided in the form of matching grants for primarily 50-150 kilowatt hours direct current fast charging equipment and accessories, with Level 2 charging equipment eligible where beneficial. The electric vehicle charging infrastructure will provide worry free travel across the state of Michigan for electric vehicle owners, this will result in an increase in electric vehicle adoption. The electric vehicle charging infrastructure matching grants will be awarded in rounds until all designated funding is expended. This project fits into the BMP as it is an Eligible Mitigation identified in the BMP (Light-Duty ZEV Supply Equipment) and addresses two of the goals specified in the plan which are:

- To reduce nitrogen oxide (NOx) emissions and maximize air quality benefits statewide with an emphasis on priority areas (areas designated as non-attainment and maintenance areas for the National Ambient Air Quality Standards).
- To increase adoption of ZEV and alternate fuel vehicles and equipment.

#### **Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):**

The Charge Up Michigan program will create an electric vehicle charging infrastructure across Michigan to allow for worry-free electric vehicle travel throughout Michigan. This is a partnership between the State, utilities, and site hosts to install and maintain electric vehicle charging stations at various locations across to state. Awards will be made on a first come first served basis until funding is depleted.

In the first quarter of 2026, EGLE approved 3 additional charging stations housing 6 DCFC outlets. The project sites are spread throughout the state to support long-distance travel, including various urban areas. Data for existing DCFCs provided by Consumers Energy and DTE (the main utilities powering the charging stations) demonstrates that from January through September 2024 these stations used 3,308,988 kWh of electricity, saved 98,190 gallons of gas, and diverted 960 tons of greenhouse gas emissions. Further, an emissions calculator was designed using this data as well as data from the Environmental Protection Agency to predict the annual air quality benefits for one DCFC station, and the results are summarized in Table 1.

**Table 1. Average Annual Air Quality Benefits for a DCFC Station in Michigan**

<b>Pollutant</b>	<b>Emission Reductions per DCFC Station (2 outlets each with 62.5 kW power capacity)</b>	<b>Number of DCFC Stations in This Reimbursement Request</b>	<b>Total Emission Reductions</b>
<b>NO<sub>x</sub></b>	<b>45~55 lbs</b>	<b>3</b>	<b>135~165 lbs</b>
<b>Particulate Matter (PM<sub>2.5</sub>)</b>	<b>1.3~1.5 lbs</b>	<b>3</b>	<b>3.9~4.5 lbs</b>
<b>GHGs</b>	<b>27~32 tons</b>	<b>3</b>	<b>81~96 tons</b>

The table results show that these DCFC stations will mitigate harmful air pollution and GHG emissions associated with gasoline and diesel vehicles. This program also helps accelerate the transition of public vehicles to ZEVs by building the charging infrastructure. It will result in improved air quality in the cities where light-duty traffic and vehicle concentration are higher, especially during summer months.

**Estimate of Anticipated NO<sub>x</sub> Reductions (5.2.3):**

It is estimated that these projects will reduce NO<sub>x</sub> emissions by 135~165 pounds annually. The estimate was based on local data as well as data gathered from the Environmental Protection Agency.

**Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):**

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

**Describe How the Beneficiary Will Make Documentation Publicly Available (5.2.7.2).**

EGLE has created a public website for information related to the Volkswagen Settlement, which can be accessed at [Michigan.gov/EGLEFTP](http://Michigan.gov/EGLEFTP). The website consists of a description of the BMP, the Volkswagen Settlement background, upcoming request for proposals, funded projects, and links to the following resources:

- An informational webinar on the BMP
- Michigan Volkswagen Settlement Beneficiary Mitigation Plan
- Environmental Trust Agreement for State Beneficiaries (Trust)
- Michigan's Certification for Beneficiary Status (Appendix D-3)
- Volkswagen Clean Air Act Civil Settlement
- Frequently Asked Questions

As Michigan prepares to submit semiannual reports required by paragraph 5.3 of the Trust, EGLE will either post documents to the website or maintain a link to another public-facing website that provides the documentation.

Records and documentation submitted by the State of Michigan (SOM) supporting each funding request and all expenditures of Trust funds may be accessed pursuant to Michigan's Freedom of Information Act (FOIA), Michigan Compiled Laws (MCL) 15.231 *et seq.*. The procedures for accessing such records and documentation are designed to support access and limit the burden on the general public. Upon submitting a request for public records to the FOIA Coordinator for EGLE, a person has a right to inspect, copy, or receive copies of the requested public records. SOM organizes the records and documentation, supporting each funding request and expenditures of Trust funds, thereby facilitating access to records and reducing any fees for a record search and/or copy. FOIA also authorizes SOM to waive or reduce any such fees. In addition, information about SOM's actions pursuant to the Trust is available on the EGLE website.

The certification in paragraph 7 of Michigan's Certification for Beneficiary Status under the Trust is subject to the FOIA provisions governing the publication of confidential business information and personally identifiable information. Those provisions authorize a public body to be exempt from disclosure, information of a personal nature, if public disclosure of the information would constitute a clearly unwarranted invasion of an individual's privacy. Those provisions also authorize a public body to exempt from disclosure, trade secrets or commercial or financial information voluntarily provided to an agency for use in developing governmental policy, if certain conditions are met, MCL 15.243.

The EGLE website for information related to the Volkswagen Settlement will be updated until the Trust's termination date or the date required by EGLE's records retention policy, whichever occurs later.

**Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).**

The Charge Up Michigan program has been designed for the cost of the electric vehicle infrastructure to be split in thirds by participants, 1/3 of the project total to be covered by the utility, 1/3 of the project total to be covered by the site host, and the remaining 1/3 to come from Trust funds.

**Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).**

On February 23, 2018, EGLE emailed a letter and a copy of the Trust to the following agencies: National Park Service, United States Fish and Wildlife Service, and the United States Department of Agriculture. The letter notified these agencies of Eligible Mitigation Action funds made available via the Trust, and that as Lead Agency, EGLE will solicit applications involving these Eligible Mitigation Actions on lands, in Michigan, within their agency's custody, control or management. The letter provided the state website where funding opportunities are posted and provided a representative's name, address, phone number and email address to answer any questions.

**If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).**

Electric vehicles produce less emissions now because the electric grid is getting cleaner compared to those traditional internal combustion engine cars. With these cleaner EVs, 99 percent of the country is in a region where electricity emissions would be lower than a 50 miles per gallon (MPG) gasoline vehicle. This trend, especially the NOx reduction in Michigan, is illustrated by an estimation and shown in Table 1. This will mitigate harmful air pollution and GHG emissions associated with gasoline and diesel vehicles. It will correspondingly result in improved air quality in the cities where light-duty traffic and vehicle concentration are higher, especially during summer months. This program prioritizes site locations in areas designated by the U.S. EPA as nonattainment for ozone, sulfur dioxide (SO<sub>2</sub>), or nitrogen oxides (NO<sub>x</sub>) under the National Ambient Air Quality Standards (NAAQS), as well as in areas targeted for emission reductions of these pollutants. As a result, a significant portion of the DCFC charging stations funded through the program are in Michigan air quality priority areas. Several counties (Wayne, St. Clair, Muskegon, Allegan, and Berrien counties) are designated by the US EPA as non-attainment areas for the 2015 ozone standard. These include parts of southeast Michigan that have historically experienced a disproportionate share of adverse impacts from emissions.

**Attachment B**  
**Project Management Plan**

Project Schedule and Milestones – Charge Up Michigan

<b>Milestone</b>	<b>Date</b>
Request for Proposal opened, posted to website.	2019
Projects selected and grant agreements executed.	Ongoing until funds expended
Grantees install EV Chargers	Ongoing
Grantees report to EGLE and provide proof of EV Charger installation, proof of payment, and other documents required for reimbursement.	Bimonthly reporting on project status until project is complete.
EGLE completes review of documentation and certifies project completion for phase 1 and submits D-4 and Attachments A, B, C and D to Trustee.	February 2026-January 2027
Trustee approves D-4	April 2026
Trustee pays the grantees for completed EV charger installations	January 2027
EGLE reports to the Trustee on status of expenditures with Mitigation Actions completed and underway.	Within six months of first disbursement and January 30 and July 30 thereafter.

<b>PROJECT BUDGET</b>			
<b>Period of Performance: February 2026 - January 2027</b>			
<b>Budget Category</b>	<b>Total Approved Budget</b>	<b>Share of Total Budget to be Funded by the Trust</b>	<b>Cost-Share, Grantee &amp; Utilities</b>
Equipment Expenditure			
Dearborn Landmark Properties	\$708,329.39	\$150,000.00	\$558,329.39
Administrative	\$5,000.00	\$5,000.00	\$0.00
<b>Project Totals</b>	<b>\$713,329.39</b>	<b>\$155,000.00</b>	<b>\$558,329.39</b>
<b>Percentage</b>		<b>22%</b>	<b>78%</b>

## **Attachment C**

### **Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11):**

The Michigan Department of Environment, Great Lakes, and Energy (EGLE), Materials Management Division, requires reporting in January 2020 and every six months thereafter from the Charge Up Michigan Grantees until the project is complete. Reports for projects under construction will have a complete description of the status (including actual or projected termination date), development, implementation, and any modification of the project and a summary of all costs expended on the project as specified in the grant agreement. Information from the project along with additional information from EGLE will be used to complete EGLE's report to the Trustee. EGLE will submit a report no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for the preceding six-month period of January 1 to June 30) to meet the semiannual reporting requirements under 5.3 of the Trust Agreement.

To calculate the emission reduction benefits and track the utilization rate for those operational DCFC stations, EGLE requires either the utility company or site hosts to share charging data with EGLE every 3 months. The grantees/utility partners in the program must track each charging event that utilizes the chargers. The event information must include:

- Seasonal (summer, spring, fall, winter) number of charging events per year.
- Average time per charge and how much energy delivered.
- Availability, or up time, of chargers per year.

## Attachment D

**Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000.**

Dearborn Landmark Properties, LLC

26-923-001

MICHIGAN D+B3:H64EPARTMENT OF ENVIRONMENT, GREAT LAKES, AND ENERGY  
 MATERIALS MANAGEMENT DIVISION  
 CHARGE UP MICHIGAN  
 VOLKSWAGEN STATE MITIGATION TRUST  
 BUDGET FORM



<b>Grantee Name:</b>	Dearborn Landmark Properties, LLC					
<b>Project Name:</b>	Charge Up Michigan - Utility EV Charger Program					
<b>Eligible Mitigation Action:</b>	9 - Light Duty Zero Emission Vehicle Supply Equipment					
<b>Type:</b>	Light Duty Zero Emission Vehicle Supply Equipment					
<b>Government/Non-Government Owned:</b>						
<b>Project Number (assigned by EGLE):</b>	26-923-001					
<b>CONTRACTUAL SERVICES</b>	<b>HOURS or UNITS</b>	<b>RATE or TOTAL</b>	<b>% of FUNDING</b>	<b>GRANT AMOUNT</b>	<b>MATCH AMOUNT</b>	<b>TOTAL</b>
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
<b>Contractual Services Subtotal:</b>				\$ -	\$ -	\$ -
<b>SUPPLIES &amp; MATERIALS (itemize)</b>	<b>QUANTITY</b>	<b>COST</b>	<b>% of FUNDING</b>	<b>GRANT AMOUNT</b>	<b>MATCH AMOUNT</b>	<b>TOTAL</b>
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
<b>Supplies &amp; Materials Subtotal:</b>				\$ -	\$ -	\$ -
<b>VEHICLE(S) &amp; EQUIPMENT</b>	<b>QUANTITY</b>	<b>COST</b>	<b>% of FUNDING</b>	<b>GRANT AMOUNT</b>	<b>MATCH AMOUNT</b>	<b>TOTAL</b>
Dual Port DCFC EV Charger; 15450 Michigan Ave, Dearborn, MI 48126	2	\$ 236,109.80		\$ 100,000.00	\$ 372,219.60	\$ 472,219.60
Dual Port DCFC EV Charger; 15450 Michigan Ave, Dearborn, MI 48127	1	\$ 236,109.79		\$ 50,000.00	\$ 186,109.79	\$ 236,109.79
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
		\$ -		\$ -	\$ -	\$ -
<b>Vehicle(s) &amp; Equipment Subtotal</b>				<b>\$ 150,000.00</b>	<b>\$ 558,329.39</b>	<b>\$ 708,329.39</b>
<b>TOTAL PROJECT</b>						
<b>Total All Costs</b>				<b>\$ 150,000.00</b>	<b>\$ 558,329.39</b>	<b>\$ 708,329.39</b>
<b>IN-KIND / LEVERAGED FUNDS (Match that is not included in any category above):</b>				<b>DOLLAR VALUE PROJECTED:</b>		
				<b>In Kind</b>	<b>Cash</b>	<b>Total</b>
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
<b>Total Other Match:</b>				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>