

Questions, Answers, and Clarifications – **Addendum 2**
Hydrogen Refueling Infrastructure Solicitation
PON-13-607
Alternative and Renewable Fuel and Vehicle Technology Program
California Energy Commission
~~December 2030~~ **January 29, 2013** **2014**

How an Award is Determined

- Q.1 For the 100% Renewable Hydrogen Competition, if only a percentage of \$3,150,000 available funds is used for one 100% renewable hydrogen project are the remaining funds available for another 100% renewable hydrogen project?
- A.1 Yes.
- Q.2 For the 100% Renewable Hydrogen Competition, if \$3,150,000 of the available funds is used to fund a portion of a 100% renewable hydrogen project, and this depletes the funding in the 100% renewable hydrogen competition, can the remainder of the project be funded under the Station Location Area competition?
- A.2 No.
- Q.3 Will leftover funds remaining after the 100% Renewable Hydrogen Competition become available for the Station Location Area competition?
- A.3 Yes.
- Q.4 Is the amount for the 100% Renewable Hydrogen Refueling Station Competition for only one station?
- A.4 Since both the maximum per station funding and total funding under this competition are \$3,150,000, the Energy Commission expects to fund at least one 100% Renewable Hydrogen Refueling Station. More than one station could be funded if applications request less than the maximum allowed grant award.
- Q.5 Is the intent to only fund one 100% Renewable Hydrogen Refueling Station?
- A.5 No. Applications for 100% Renewable Hydrogen Refueling Stations are eligible to compete under three competitions in this solicitation: (1) the 100% Renewable Hydrogen Refueling Station Competition, (2) the Station Location Area Competition and (3) the Unassigned Competition.
- Q.6 Will an application for a 100% Renewable Hydrogen station, in the 100% Renewable Hydrogen Station Competition, win in the event of a tie-breaker?
- A.6 In the 100% Renewable Hydrogen Station Competition, by definition, all applicants must be 100% Renewable Hydrogen Stations. Therefore, they compete with each other. Ties in score, if any, will be broken in the following order:
- Station with highest “Market Viability” score.
 - Station with highest “Hydrogen Refueling Station Performance” score.

- If still tied, an objective tie-breaker will be utilized (for instance a random drawing).
- Q.7 If only a portion of the available \$1,000,000 is used to fund a mobile refueler, in the mobile refueler competition, do the remaining funds go toward another mobile refueler project?
- A.7 Yes, if a second mobile refueler can be successfully funded. If not, the funds flow to the Station Location Area Competition.
- Q.8 Was the order of the competitions intentional such that the renewable station(s) would be awarded first and become located in a Station Location Area that precludes other stations from being located in said Station Location Area?
- A.8 Yes, the 100% renewable hydrogen competition is intentionally prioritized so that 100% renewable hydrogen is funded before the funding is used by other competitions such that the Station Location Area of a funded 100% renewable station would not be available to other Applicants.
- Q.9 What is the purpose of the various percentages of funds allotted, on a per station basis, related to actual station operational dates?
- A.9 The various percentages are incentives to reward those hydrogen refueling stations that open early to meet California's need for accelerated hydrogen refueling station rollout.
- Q.10 If an Applicant commits to open a hydrogen refueling station by October 31, 2015 but the station doesn't actually open until after March 1, 2016, what will happen to the unused funds? For example, an awarded \$2 million station set to open on October 1, 2015 can receive 85% or \$1.7 million. In this example, the station is delayed until after March 1, 2016, the awardee only receives \$1.4M and \$300,000 is unused.
- A.10 To the greatest extent possible, the Energy Commission will strive to retain these funds for hydrogen refueling infrastructure purposes within the confines of state laws, policies and procedures and Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) regulations. Depending upon timing, leftover funds could revert to the general ARFVTP fund and they will be available for use by ARFVTP to fund any alternative fuel, vehicle and/or infrastructure per the ARFVTP Investment Plan.
- Q.11 The incentive structure for funding applicants/awardees with associated actual station operational dates provides that an ideal (early) implementation date is before 10/31/15, and the incentives are structured in such a manner that the least amount of funding will be made available for stations operational after 3/1/16. After 3/1/16 does an operational date exist after which station implementers will not receive funding anymore?
- A.11 As a point of clarification, an early implementation date is *on* or before 10/31/15, and the least amount of funding is available for stations operational *on* or after 03/01/16. To answer the question presented, there is no date after 03/01/16, and until the end term of the Agreement, on which station implementers will no longer receive funding, unless the Energy Commission exercises its rights to terminate the Agreement early, as specified in the termination clause in section 13 of the Terms and Conditions included in PON-13-607. The end term of the agreement may or may not correspond with the date the

incentive payment would be lost in the event the station is non-operational by the target date.

Q.12 What happens if an agreement execution deadline is missed through no fault of an Applicant?

A.12 If a deadline for executing an agreement is missed, the Energy Commission reserves the right to cancel the award and award the funds to the next eligible hydrogen refueling station project. If the Applicant is not at fault, the Energy Commission may consider the specific circumstances in deciding whether or not to cancel the award.

Q.13 How are ties broken?

A.13 Ties, if any, will be broken in the following order:

- Station with highest “Market Viability” score.
- Station with highest “Hydrogen Refueling Station Performance” score.
- Station with highest renewable hydrogen content (with the exception of applications for stations under the 100% Renewable Hydrogen Competition because all applications under that competition must be 100% Renewable Hydrogen).
- If still tied, an objective tie-breaker will be utilized (for instance a random drawing).

Eligibility Requirements

Q.14 Please clarify “business presence in California.”

A.14 To be eligible to receive funding, private corporations are required to register and be in good standing with the California Secretary of State. Funding agreements cannot be fully executed until recipients are registered and in good standing with the California Secretary of State. While not required at the time of application, Applicants are encouraged to register with the Secretary of State at their earliest convenience and should be cognizant of how long the registration process can take. More information is available at: www.sos.ca.gov

Q.15 Eligibility requires public accessibility. Is that only for the hydrogen, or would it require that the entire station be publicly accessible?

A.15 Yes, only for the hydrogen dispensing.

Maximum Award Cap

Q.16 Does the 60% Single Applicant Cap apply to Operation and Maintenance (O&M) Support Grants and also the 100% Renewable Hydrogen Refueling Station Competition?

A.16 No. O&M Support Grants and funding awarded under the 100% Renewable Hydrogen Refueling Station competition do not count towards the 60% Single Applicant Cap.

Q.17 Why is an application for 100% renewable hydrogen not subject to the Single Applicant Cap?

- A.17 Stations funded under the 100% Renewable Hydrogen Station competition do not count towards the Single Applicant Cap in an effort to further incentivize the submission of 100% renewable hydrogen refueling station applications. As a point of clarification, station(s) funded under the 100% Renewable Hydrogen Refueling Station competition do not count towards the Single Applicant Cap. However, all stations (including 100% renewable hydrogen stations) funded under the Station Location Area and Unassigned Station competitions *do* count towards the Single Applicant Cap.

Minimum Technical Requirements

- Q.18 Please clarify the test requirements related to hydrogen quality and the Society of Automotive Engineers (SAE) International J2719: 2011.
- A.18 Hydrogen dispensed at the station(s) shall meet the requirements in the SAE J2719: 2011, “Hydrogen Fuel Quality for Fuel Cell Vehicles” (www.sae.org) to be considered operational. The tests shall occur every 6 months and also when the hydrogen dispensing lines are potentially exposed to contamination due to maintenance or other activity.” (pg. 24, Section IV.A.). This requirement is further elaborated (pg.48, Section XI, G.2.j.):

Hydrogen Purity Testing: Applications should describe the hydrogen purity testing plan for the station(s). The testing should include:

- 1) Regularly scheduled hydrogen purity testing at least every six months.
 - 2) The procedure to be implemented that ensures hydrogen purity is maintained throughout the period of operation.
 - 3) The procedures used to detect abnormalities.
 - 4) A description of any in-line monitoring the hydrogen refueling station(s) will use.
- Q.19 Does the 100 kg daily capacity requirement, or any of the other technical requirements apply at all times, even when a hydrogen refueling station is using a mobile refueler?
- A.19 No. The 100 kg capacity and most technical requirements is for nominal hydrogen refueling operations. In the event a mobile refueler is used, only the hydrogen quality applies to the mobile refueler.
- Q.20 Is testing required for the following Minimum Technical Requirements: fueling protocols, minimum station daily fueling capacity, and minimum peak fueling capacity?
- A.20 Manufacturers, suppliers, and providers of hydrogen to be used as a transportation fuel are required to describe their testing and conformance plans for compliance with the Minimum Technical Requirements.
- Q.21 How many consecutive hours in a day must a station have to meet minimum fueling requirements?
- A.21 The station must be able to deliver the rated daily capacity over a 12 hour period. For example, a 100 kg/day station should be able to dispense 100 kg during the peak fueling hours of 6 a.m. to 6 p.m., and allow regeneration or delivery of hydrogen to take place during the off peak hours.

- Q.22 Would a back up compressor, on-site, alleviate the need to accommodate a mobile refueler in the station design?
- A.22 No. The concept of the mobile refueler is to provide a backup or supplementary supply of hydrogen to the station or to operate as a standalone fueling facility independent of any compressor issues.

Renewable Hydrogen Requirements

- Q.23 For the eligible renewable feedstocks, we understand that a participant's entire portfolio of hydrogen refueling stations (funded and proposed for funding) may apply. For hydrogen produced by steam methane reforming (SMR), part of the feedstock is water. Can the water used for this process be considered to be an eligible feedstock?
- A.23 No. Water is not considered to be a renewable feedstock.
- Q.24 What does it mean that the Energy Commission will verify whether the renewable hydrogen requirement is met?
- A.24 The Energy Commission will verify the amount of renewable hydrogen once the station is operational.
- Q.25 Are delivery of hydrogen, the fuel used to deliver the hydrogen, and on-site Steam Methane Reforming (SMR) considered in greenhouse gas calculations?
- A.25 Yes.
- Q.26 How much of the funding is for 100% renewable stations?
- A.26 Theoretically, PON-13-607 could award all station funding available to 100% renewable stations. However, only \$3.15 million is specifically set aside for stations dispensing 100% renewable hydrogen. 100% renewable stations can compete under all competitions within the solicitation, but are subject to each competition's specific requirements including the maximum funding levels.

Operation and Maintenance (O&M) Support Grants

- Q.27 Does an annual limit or cap exist for the amount of funding available for an eligible station under the O&M Support Grants?
- A.27 Yes. The solicitation provides a maximum of \$100K per year for up for three years for eligible O&M costs.
- Q.28 Does the 33% renewable hydrogen requirement apply to stations applying for O&M Support Grants?
- A.28 A station previously funded under a public solicitation must meet the requirements for renewable hydrogen stipulated in that solicitation. Eligible stations that received non-Energy Commission state funding must comply with SB 1505 as administered by the Air Resources Board. If a station is not publicly funded, or if it is funded under PON-13-607, the station is required to meet the Minimum Technical Requirements of PON-13-607, which include 33% renewable hydrogen over the applicant's portfolio of existing and planned stations.

- Q.29 Does the opportunity for O&M Support Grants apply to all of the hydrogen refueling stations listed in Table 3, “Existing and Planned Hydrogen Refueling Stations”?
- A.29 Yes. To be eligible, stations must be publicly accessible and operational by the deadlines included in PON-13-607. The definition of “operational” is the date by which the hydrogen refueling station has a fuel supply and all hydrogen station dispenser/components are installed. Further, the station shall have all of the required operational and safety permits from the local jurisdiction and applicable agency. The station shall also have a completed, successful hydrogen quality test, shall have successfully fueled one fuel cell vehicle with hydrogen, and shall be open for public use.
- Q.30 Will the O&M Support Grant funding come out of the \$29,900,000 available funding under this solicitation?
- A.30 Yes, at a minimum, the first year’s funding for O&M Support Grants will originate from the \$29,900,000 and some future balance will originate from hydrogen infrastructure funding in future fiscal years.
- Q.31 To be eligible for O&M Support Grants, must a station meet the PON-13-607 Minimum Technical Requirements?
- A.31 Not necessarily. Stations shall meet the technical requirements of the public solicitation and agreement by which they were originally funded. If a station was not publicly funded, or if it is funded under PON-13-607, the station is required to meet the Minimum Technical Requirements of PON-13-607.
- Q.32 How would an O&M Support Grant be approved prior to a station being awarded?
- A.32 If an Applicant is recommended for funding under PON-13-607 **AND** they also applied for an O&M Support Grant, then the station will be recommended for O&M funding in the Notice of Proposed Awards (NOPA). The amount of the O&M support grant will be based on the expected operational date of the supported station. However, the **actual** station operational date will dictate the amount of O&M funding which may be drawn down from the award, and the funding year from which O&M funding will be drawn.
- Q.33 What are the “stock received reports” related to O&M cost documentation?
- A.33 A “stock received report” typically lists stock that has been received but not yet invoiced. This is simply an example of the types of information that can be used to document eligible expenditures under a grant agreement. For more information on and examples of source documents, see the OMB Circular (listed at PON-13-607, Addendum 1, page 31).
- Q.34 How many existing or already funded stations are eligible for Operation and Maintenance Support Grants?
- A.34 Currently, there are nine existing stations, and 19 funded stations that are eligible for funding under the O&M Support Grant Competition.
- Q.35 If a station fuels both light-duty vehicles and busses could equipment shared between the light-duty fueling system and the bus-only fueling system be covered under an O&M Support Grant?

- A.35 Yes. However, O&M costs for equipment shared between the light-duty fueling system and the bus-only fueling system must be prorated to represent the percentage of use that is for the light-duty fueling system.

Mobile Refueler Competition

- Q.36 Is one mobile refueler expected to cover the entire state?
A.36 Yes. The application must describe how the mobile refueler will cover all areas in California.
- Q.37 What technical requirements apply to the mobile refuelers?
A.37 The only firm technical requirement is for Hydrogen Quality (pg. 24, A.). NOTE: Applications for mobile refuelers will also be scored competitively on performance features such as hydrogen capacity measured in kg/hr., physical footprint, etc. (pgs. 63-64).
- Q.38 Does the 33% renewable hydrogen requirement apply to the Mobile Refueler Competition?
A.38 No.
- Q.39 Are existing hydrogen refueling stations the source of hydrogen for refuelers?
A.39 No. A centralized hydrogen generation facility is expected to be used as the source of hydrogen for mobile refuelers. Mobile refueler applications should describe their plan to obtain hydrogen supplies for the proposed mobile refueler.

Maximum Awards

- Q.40 Are the maximum awards for the Station Location Area and Unassigned Station Competitions for the construction of hydrogen refueling stations on a per station basis?
A.40 Yes.

Station Location Areas

- Q.41 Why is there no Station Location Area in downtown Los Angeles?
A.41 The Station Location Areas are generated by a process known as STREET (Spatially and Temporally Resolved Energy and Environment Tool) that was designed and applied by the Advanced Power and Energy Program (APEP) at the University of California at Irvine (UCI). The public data sets used to generate the Station Location Areas include median household income, population density, gasoline station locations, vehicles per household, proximity to freeways, and proximity to highways.

The STREET process does not identify downtown Los Angeles as a priority location for the initial commercial deployment of fuel cell electric vehicles. However, there are several priority areas identified that are adjacent to downtown Los Angeles. Although not identified as an initial priority, a station in downtown Los Angeles could be valuable in consideration of the long-term build out of hydrogen stations across the state. While

downtown Los Angeles does not appear to fall into a Station Location Area, stations proposed in downtown Los Angeles are still eligible to compete under this solicitation.

Q.42 What if a station location is within 6 minutes of a Point of Origin but not within a Station Location Area?

A.42 The proposed station will be assigned to the closest Station Location Area and compete with other applications in that Station Location Area. Stations outside a Station Location Area, however, will not receive the bonus points.

Q.43 Why is the minimum distance between stations expressed in minutes rather than distance?

A.43 Currently, gasoline stations within California are distributed such that, in most metropolitan and suburban regions, an individual can access a gasoline station within approximately 4-6 minutes. In building out the network of hydrogen refueling stations, this level of access time serves as the basis for the reason "spacing" of stations is assessed in terms of time rather than distance.

Q.44 How would a location change for previously funded and planned stations, listed in Table 3, impact the PON-13-607 applications with regard to the 6 minute drive time?

A.44 Evaluation of applications will be based on the published addresses listed in Table 3 of PON-13-607. Energy Commission staff are actively working with current grantees to evaluate and expedite any proposed changes in station locations from previous PONs. Part of this evaluation is an assessment of potential impacts to current PON Station Location Areas.

Q.45 Is the UCI STREET Team deciding which stations are funded?

A.45 No. The UCI STREET Team is providing location information as a tool to assist in location evaluation. Whether or not an Applicant decides to provide information to the UCI STREET Team, prior to submitting an application, is voluntary. For example, an Applicant may want to provide information to the UCI STREET Team to determine whether the Applicant's proposed station is within a Station Location Area prior to expending resources in preparing an application.

Q.46 Why are non-retail stations included in the list of existing stations?

A.46 Table 3 lists the stations where a light duty hydrogen fuel cell vehicle can fuel; this may or may not include stations that meet the requirements of this solicitation.

Q.47 Is a station that is not close to any of the Station Location Areas eligible under this solicitation?

A.47 Yes, a station more than 20 minutes away from all listed Station Location Area Points of Origin will compete under the Unassigned Station Competition if funds remain after all eligible stations under all other competitions have been recommended for funding. In addition, 100% renewable hydrogen refueling stations are eligible to compete under the 100% Renewable Hydrogen Refueling Station competition.

Back-up Sites for Hydrogen Refueling Station Applications

- Q.48 Please explain the back-up sites for hydrogen refueling stations.
- A.48 Situations may arise where a proposed location originally submitted by an Applicant does not work out after the grant has been awarded. This back-up site is intended for this situation as a substitute. If a grant recipient finds that a location does not work out, the back-up site may allow the grant to move forward at the back-up site with fewer delays. Identification of back-up sites is encouraged, but not required.

Evaluation Process and Criteria

- Q.49 Will additional points be given to an application for specific hydrogen refueling station backup design?
- A.49 The Applicant shall explain their backup solution which will be evaluated according to the evaluation criteria.
- Q.50 Will a list of Applicants be publicly available?
- A.50 Yes, the Notice of Proposed Awards (NOPA) will include a list of Applicants.
- Q.51 Will written questions from the December 6, 2013 Workshop be distributed to the participants?
- A.51 Yes, the questions and answers will be distributed. Interested parties are encouraged to register at: <http://www.energy.ca.gov/altfuels/> for other mailings.
- Q.52 Would experience at gaseous facilities for IGI's, NASA, or the Department of Defense (DOD) count toward the minimum of three years of experience in designing, planning, constructing, testing, operating, or maintaining gaseous fueling stations for a member of the key personal?
- A.52 It is the responsibility of an Applicant to describe relevant experience which will be considered and evaluated in accordance with the evaluation criteria.

Application Format, Required Documents, and Delivery

- Q.53 If multiple stations from one applicant are identical, why is an Applicant required to clearly delineate distinctions among and between the proposed individual hydrogen refueling stations as necessary throughout the application.
- A.53 If stations are truly identical, there is no need to delineate distinctions. However, since station locations are unique, the Energy Commission expects that no two stations are truly identical. Applicants are required to articulate any differences among proposed stations in their application so that the Energy Commission can properly understand and evaluate the individual stations.
- Q.54 Why is an Applicant required to provide separate Hydrogen Refueling Station Grant Application Forms, Budget Forms, Schedules of Products and Due Dates?
- A.54 Each station is evaluated individually. Therefore, individual documents are necessary.

- Q.55 Why is an Applicant required to submit separate California Environmental Quality Act (CEQA) and Localized Health Impact (LHI) forms, especially if stations are exempt, and will have no impacts?
- A.55 These are necessary to allow the Energy Commission to fulfill obligations and to facilitate the evaluation of project readiness.

Administration

- Q.56 Will electric vehicle services equipment (EVSE) be located at the same site as hydrogen refueling stations?
- A.56 The intent of this solicitation is to fund hydrogen refueling stations. The Energy Commission has an active solicitation for electric vehicle charging under PON-13-606 which can be found at www.energy.ca.gov/contracts. It is the discretion of the applicant to determine whether to add EVSE or other alternative fueling capacity to a station site.
- Q.57 Which entity has the title of equipment purchased under the hydrogen refueling agreements?
- A.57 Title vests with the purchaser of the equipment. The Energy Commission does not take title to equipment purchased under grant agreements. However, equipment purchased with Energy Commission funds will be subject to disposition requirements at the conclusion of the funded project. Funding recipients will typically be approved to continue using the equipment if it continues to be utilized for the original purposes of the grant agreement.

Exhibit A, Attachment 10, Alternative and Renewable Fuel and Vehicle Technology (ARFVT), Program Terms and Conditions

- Q.58 The Statement of Work (SOW) provides for 12 months of data collection, yet the SOW template posted requires 6 months and does not ask for any hydrogen specific data.
- A.58 The standard SOW template is included in PON-13-607. The final SOW to be included with an agreement will be updated for 12 months of data collection, specifically for hydrogen data. Further, a form issued by the U.S. National Renewable Energy Laboratory (NREL) will be provided for awardees' data collection activities.
- Q.59 The retention listed on page 13 is 15%, yet the Terms and Conditions posted specify 10%.
- A.59 Addendum #1 will correct this oversight. Agreements recommended for funding under this solicitation are subject to 15% retention.
- Q.60 Why is the retention increased to 15% instead of 10%?
- A.60 This change is to address the funding levels based on the operational date of a hydrogen refueling station. Funding may change up to 15%, so the 15% retention will ensure that the Energy Commission does not disburse grant funds in excess of the maximum amount allowed under this solicitation. In order to minimize cash flow issues, the Energy Commission will hold the final 15% of eligible expenditures as retention until the final report has been received and accepted.

- Q.61 What is the purpose of Section V. part D Renewable Electricity Requirements? It seems to duplicate part C.
- A.61 Part C gives general information regardless of energy source. Part D provides requirements specific to electricity and part E provides requirements specific to biogas.
- Q.62 Is an Applicant required to have specific insurance to be reimbursed for O&M costs?
- A.62 No.
- Q.63 Why aren't CEQA costs reimbursable?
- A.63 The Energy Commission cannot reimburse any costs incurred prior to the agreement being executed, nor can ARFVTP funds be used to pay for work required by law, regulation or permit mitigation requirement. Generally, CEQA work must be done prior to agreement execution. However, CEQA work done prior to agreement execution, but after the Notice of Proposed Awards (NOPA), may be counted as match funds.
- Q.64 Are you aware of the typographical error in Section XII on page 59, Part C, of the solicitation?
- A.64 Yes. Thank you, "nail" should be "mail."

Please note that the following Question is related to the originally posted Q&A document. The Energy Commission determined this question to be relevant to clarifying the intent of PON-13-607, and therefore Question 65 and its corresponding Answer were added to the posted Questions, Answers, and Clarifications for PON-13-607 on December 30, 2013.

- Q.65 Answer 23 states that "Water is not considered to be a renewable feedstock." Question 23 was about the water used in the SMR process. Does Answer 23 mean that water used for SMR is not considered a renewable feedstock, or does it more broadly mean that water, even used in electrolysis, is not considered a renewable feedstock in this PON? If the latter, that would mean that any water electrolysis proposal, even with electricity from a renewable source, would not be eligible for renewable hydrogen funding. However, electrolysis is listed throughout the solicitation so it seems that this is not the intent.
- A.65 Water used for steam methane reforming (SMR) is not considered a renewable feedstock. Electrolysis systems that utilize water to produce hydrogen are eligible for the 100% renewable hydrogen funding if the system obtains renewable energy (in accordance with the solicitation) for the electricity it needs to operate the electrolysis system.

The following clarifying questions and answers are being added to this Q&A document.

Q.66 Section XIII.C. of PON-13-607 states: “The entire evaluation process from receipt of applications up to the posting of the Notice of Proposed Award is confidential. However, applications and all submittals will become public records after the Energy Commission posts the Notice of Proposed Awards or the solicitation is cancelled.” How is the applicant information kept secure and confidential after PON submission and until the decision to make publically available?

A.66 All copies of applications are numbered. Each evaluator is assigned to a number for accountability purposes. All Energy Commission evaluators sign an evaluator’s form that outlines their expectations. All non-Energy Commission evaluators and technical reviewers sign a non-disclosure agreement outlining confidentiality requirements.

Q.67 Are the applicant names and/or application information planned to be kept confidential until NOPA release?

A.67 We do not release the names or any application information until the posting of the NOPA.

Q.68 At NOPA release date, will any information in the application, such as the name of cost sharing partners and/or project partners be made available in the NOPA or to the public on request?

A.68 At the posting of the NOPA, all application information is made available upon request. This information is not posted on our website.

Q.69 At the Energy Commission approval business meeting, will any information in the application, such as the name of cost sharing partners and/or project partners be made available to the public?

A.69 Yes. The SOW and a list of subcontractors and key partners, are included in the back-up material posted on our website at each Energy Commission Business Meeting.

Q.70 When will the application information (i.e., contents of application package) be made available for public release?

A.70 At the posting of the NOPA.

Q.71 Will the public release of application information be only by request and via mail (or email)?

A.71 This information is available upon request via mail or email.

Q.72 Will any application information be posted online at the Energy Commission’s or related websites?

A.72 The only information posted on our website at the time of the NOPA is the NOPA itself which identifies, at a minimum, the name of the applicant and the requested funding.

Q.73 Are applicants able to submit a single proposal for 1 Permanent Station and 1 Mobile Fueling Station? It is clear that we can if we are submitting 2 or more Permanent Stations.

A.73 As the application submittal requirements are the same for the Mobile Refueler Competition, the allowances for multiple applications in one proposal package would also be the same. Applicants must follow the requirements of Section XI. G. for Multiple Station Applications.