California Energy Commission
November 18, 2026 Business Meeting
Backup Materials for San Mateo County Transit District

The following backup materials for the above-referenced agenda item are available in this PDF packet as listed below:

1. Proposed Resolution
2. Grant Request Form
3. Scope of Work
4. CEQA Materials

CALIFORNIA ENERGY COMMISSION

PROPOSED RESOLUTION: San Mateo County Transit District

RESOLUTION NO: 26-1118-XX

WHEREAS, San Mateo County Transit District (District) proposed the SamTrans Permanent Hydrogen Fueling Solution Project (Project), a proposed project for the installation of a hydrogen refueling station that is capable of dispensing 3,400 kilograms of hydrogen per day with four (4) 350 bar dispensers to support a heavy-duty fuel cell electric bus fleet in City of South San Francisco; and

WHEREAS, the Project is part of the larger SamTrans Zero Emission Bus Implementation Project (ZEB Project) that entails re-purposing existing bus maintenance-operations facilities at SamTrans North Base in the City of South San Francisco and South Base in the City of San Carlos from diesel fuel to battery electric buses and hydrogen fuel cell electric buses; and

WHEREAS, the District as the Lead Agency for purposes of the California Environmental Quality Act (CEQA) prepared an Initial Study and Negative Declaration to evaluate the potential impacts of the ZEB Project; and

WHEREAS, the District adopted the Final Initial Study – Negative Declaration pursuant to Resolution No. 2022-74, the Addendum to the Negative Declaration pursuant to Resolution No. 2024-60, and the Second Addendum to the Negative Declaration pursuant to Resolution No. 2026-48 (collectively, the CEQA Documents), and filed corresponding Notices of Determination, thereby finding that no significant and unavoidable environmental impacts will result from the proposed ZEB Project as reflected in the CEQA Documents. Copies of the CEQA Documents are on file with the CEC; and

WHEREAS, the State Energy Resources Conservation and Development Commission (CEC) is now considering approving proposed Agreement ZVI-26-004 with the District for an $8,000,000 grant to install a hydrogen refueling station that is capable of dispensing 3,400 kilograms of hydrogen per day with four (4) 350 bar dispensers to support a heavy-duty fuel cell electric bus fleet; and

WHEREAS, CEC staff has prepared a memorandum for the CEC's consideration reflecting the staff's independent review and analysis of the whole of the record related to the Project, which memorandum is included in the supporting materials for this item; and

WHEREAS, prior to acting on Agreement ZVI-26-004, the CEC desires to make certain findings pursuant to CEQA Guidelines, Title 14, Sections 15096.

THEREFORE, THE CALIFORNIA ENERGY COMMISSION FINDS:

With regard to CEQA:

- The CEC has independently reviewed and considered the information contained in the CEQA Documents prepared and adopted by the District, and the findings relevant to the approval of the Project funded by Agreement ZVI-26-004, and has reviewed the CEC staff memorandum identified above; and

- The District's CEQA Documents are adequate for CEC's use as the decision-making body for its consideration of Agreement ZVI-26-004, and that approval of Agreement ZVI-26-004 is within the scope of the District's CEQA Documents; and

- Since the District's CEQA Documents were finalized, there have been no substantial project changes and no substantial changes in the project circumstances that would require major revisions to these documents due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth therein.

THEREFORE, BE IT RESOLVED, that the CEC finds, on the basis of the entire record before it and in its independent judgment and analysis as a responsible agency, that there is no substantial evidence that the actions under the Agreement will have a significant effect on the environment; and

FURTHER BE IT RESOLVED, that the CEC approves Agreement ZVI-26-004 with the District for $8,000,000; and

FURTHER BE IT RESOLVED, that the Executive Director or his or her designee shall execute the same on behalf of the CEC.

APPROVED AND ADOPTED this 18th day of November 2026, by the following vote:

AYE:
NAY:
ABSENT:
ABSTAIN:

CERTIFICATION

The undersigned Secretariat to the CEC does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly approved and adopted by the affirmative vote of the CEC at a meeting held on November 18, 2026.

Kim Todd
Secretariat

STATE OF CALIFORNIA
CALIFORNIA ENERGY COMMISSION

CEC-270 (Revised 01/2026)

GRANT REQUEST FORM (GRF)

A. New Agreement Number

IMPORTANT: New Agreement # to be completed by Contracts, Grants, and Loans Office.

New Agreement Number: ZVI-26-004

B. Division Information

1. Division Name: Fuels and Transportation
2. Agreement Manager: Kay Williams
3. MS-: Not Applicable
4. Phone Number: 279-226-1116

C. Recipient's Information

1. Recipient's Legal Name: San Mateo County Transit District

D. Title of Project

Title of project: SamTrans Permanent Hydrogen Fueling Solution Project

E. Term and Amount

1. Start Date: 11/18/2026
2. End Date: 12/30/2028
3. Amount: $8,000,000

F. Business Meeting Information

1. Are the ARFVTP agreements $75K and under delegated to Executive Director? No
2. The Proposed Business Meeting Date: 11/18/2026
3. Consent or Discussion? Discussion
4. Business Meeting Presenter Name: Miki Crowell
5. Time Needed for Business Meeting: 5 minutes
6. The email subscription topic is: Clean Transportation Program

Project Description:

San Mateo County Transit District. Proposed resolution adopting CEQA findings for San Mateo County Transit District's SamTrans Permanent Hydrogen Fueling Solution Project and approving grant agreement ZVI-26-004 with San Mateo County Transit District.

. CEQA Findings. Findings as responsible agency that based on the whole record including the Negative Declaration and related addenda adopted by the San Mateo County Transit District, it is the independent judgment of the CEC that there is no substantial evidence that the actions under the Agreement will have a significant effect on the environment.

i. San Mateo County Transit District. Proposed approval of agreement ZVI-26-004 with San Mateo County Transit District for an $8,000,000 grant to install a hydrogen refueling station that is capable of dispensing 3,400 kilograms of hydrogen per day with four (4) 350 bar dispensers to support a heavy-duty fuel cell electric bus fleet.

G. California Environmental Quality Act (CEQA) Compliance

1. **Is Agreement considered a "Project" under CEQA?**
   Yes

   If yes, skip to question 2.

If no, complete the following (PRC 21065 and 14 CCR 15378) and explain why Agreement is not considered a "Project":

Agreement will not cause direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment because:

2. **If Agreement is considered a "Project" under CEQA answer the following questions.**

a) Agreement **IS** exempt?

No

Statutory Exemption?

No

If yes, list PRC and/or CCR section number(s) and separate each with a comma. If no, enter "None" and go to the next question.

PRC section number: None

CCR section number: None

Categorical Exemption?

No

If yes, list CCR section number(s) and separate each with a comma. If no, enter "None" and go to the next question.

CCR section number: None

Common Sense Exemption? 14 CCR 15061 (b) (3)

No

If yes, explain reason why Agreement is exempt under the above section. If no, enter "Not applicable" and go to the next section.

Not applicable

b) Agreement **IS NOT** exempt.

IMPORTANT: consult with the legal office to determine next steps.

Yes

If yes, answer yes or no to all that applies. If no, list all as "no" and "None" as "yes".

Additional Documents	Applies
Initial Study	Yes
Negative Declaration	Yes
Mitigated Negative Declaration	No
Environmental Impact Report	No
Statement of Overriding Considerations	No
None	No

H. Is this project considered "Infrastructure"?

Yes

I. Subcontractors

List all Subcontractors listed in the Budget (s) (major and minor). Insert additional rows if needed. If no subcontractors to report, enter "No subcontractors to report" and "0" to funds. **Delete** any unused rows from the table

Subcontractor Legal Company Name	CEC Funds	Match Funds
No subcontractors to report	$0	$0

J. Vendors and Sellers for Equipment and Materials/Miscellaneous

List all Vendors and Sellers listed in Budget(s) for Equipment and Materials/Miscellaneous. Insert additional rows if needed. If no vendors or sellers to report, enter "No vendors or sellers to report" and "0" to funds. **Delete** any unused rows from the table.

Vendor/Seller Legal Company Name	CEC Funds	Match Funds
Fueling and Service Technologies, Inc. (dba FASTECH)	$0	$6,213,135
TBD-Dispensers	$765,000	$235,000
TBD-Storage Tank	$881,250	$268,750
Bosch Rexroth-CryoPump Modules	$5,850,000	$3,350,000
TBD-Vaporizer	$310,000	$90,000
TBD-Switchgear	$116,250	$33,750
TBD-Panels	$38,750	$11,250
TBD-Fire Alarm Panel	$38,750	$11,250
TBD-Backup Power		$500,000
TBD-Canopies		$288,182

K. Key Partners

List all key partner(s). Insert additional rows if needed. If no key partners to report, enter "No key partners to report." **Delete** any unused rows from the table.

Key Partner Legal Company Name
Center for Transportation and the Environment, Inc.
Pacific Northwest National Laboratory
South San Francisco Fire Department
Pacific Gas and Electric

L. Budget Information

Include all budget information. Insert additional rows if needed. If no budget information to report, enter "N/A" for "Not Applicable" and "0" to Amount. **Delete** any unused rows from the table.

Funding Source	Funding Year of Appropriation	Budget List Number	Amount
General Fund	2021-22	601.129ZEV	$4,387,321
Greenhouse Gas Reduction Fund	2023-24	601.4CTI	$3,612,679

TOTAL Amount: $8,000,000

R&D Program Area: N/A

Explanation for "Other" selection N/A

Reimbursement Contract #: N/A

Federal Agreement #: N/A

M. Recipient's Contact Information

1. Recipient's Administrator/Officer

Name: Heather Salem

Address: 1250 San Carlos Ave

City, State, Zip: San Carlos, CA 94070

Phone: (650) 730-8099

E-Mail: SalemH@SamTrans.com

2. Recipient's Project Manager

Name: Daniel Nhan

Address: 1250 San Carlos Ave

City, State, Zip: San Carlos, CA 94070

Phone: (650) 730-8832

E-Mail: nhand@samtrans.com

N. Selection Process Used

There are three types of selection process. List the one used for this GRF.

Selection Process	Additional Information
Competitive Solicitation #	GFO-24-612
First Come First Served Solicitation #	Not applicable

Other	Not applicable

O. Attached Items

1. List all items that should be attached to this GRF by entering “Yes” or “No”.

Item Number	Item Name	Attached
1	Exhibit A, Scope of Work/Schedule	Yes
2	Exhibit B, Budget Detail	Yes
3	CEC 105, Questionnaire for Identifying Conflicts	Yes
4	Recipient Resolution	No
5	Awardee CEQA Documentation	Yes

Approved By

Individuals who approve this form must enter their full name and approval date in the MS Word version.

Agreement Manager: Kay Williams

Approval Date: 8/20/26

Office Manager: Elizabeth John

Approval Date: 08/25/26

Deputy Director: Melanie Vail

Approval Date: 8/31/2026

Exhibit A
SCOPE OF WORK

TECHNICAL TASK LIST

Task #	CPR	Task Name
1		Administration
2		Take Delivery of Vehicles
3		Hydrogen Safety Plan (for hydrogen refueling station projects only)
4		Design
5	X	Construction and Installation
6		Commissioning
7	X	Training
8		Maintenance Services
9		Data Collection and Analysis
10		Project Fact Sheet

KEY NAME LIST

Task #	Key Personnel	Key Subrecipient(s)	Key Partner(s)
1	Zhiming Fan, PE (San Mateo County Transit District (SamTrans) Director of Infrastructure and Capital Projects) Daniel Nhan (SamTrans Manager of Construction) Jaimie Levin (CTE Director of West Coast Operations)		

Task #	Key Personnel	Key Subrecipient(s)	Key Partner(s)
2	Contractor Safety Lead	Contractor	PNNL Hydrogen Safety Panel
3	Designer of Record, PE	Contractor	South San Francisco Fire Dept.
4	Contractor Construction Manager	Contractor	Pacific Gas & Electric
5	Contractor Start-Up Manager	Contractor	
6	Contractor Technical Staff	Contractor	
7	Contractor Maintenance Manager	Contractor	
8	Contractor Operations Lead	Contractor	
9	SamTrans Grant Administration CTE Advisory Team (Jaimie Levin, Shelby Gamache, Will Handke, Alison Smyth)		
10	SamTrans Public Information Officer		

GLOSSARY

Specific terms and acronyms used throughout this scope of work are defined as follows:

Term/ Acronym	Definition
AB	Assembly Bill
ADA	Americans with Disabilities Act

Term/ Acronym	Definition
Battery Energy Storage	Technology that stores electrical energy in batteries for later use, helping to stabilize the electric grid by balancing supply and demand, integrating renewable energy sources, and providing backup power during outages or peak demand periods.
CAM	Commission Agreement Manager
CAO	Commission Agreement Officer
CEC	California Energy Commission
Corrective maintenance	Maintenance that is carried out after failure detection and is aimed at restoring an asset to a condition in which it can perform its intended function.
CPR	Critical Project Review
CTP	Clean Transportation Program
Depot	Type of "home base" behind-the-fence location where a vehicle is typically kept when not in use (usually parked on a nightly basis).
FCEB	Fuel Cell Electric Bus
FTD	Fuels and Transportation Division
GFO	Grant Funding Opportunity
Hardware	The machines, wiring, and other physical components of an electronic system including onboard computers and controllers.
Hydrogen Refueling Station	A facility that provides hydrogen as a fuel for fuel cell electric vehicles (FCEVs).
HSP	Hydrogen Safety Panel
Installed	Attached or placed at a location and available for use for a fueling session. The date a dispenser is installed is the date it is first available for use for a refueling session.
Maintenance	Any instance in which preventive or corrective maintenance is carried out on equipment.
NLR	National Laboratory of the Rockies
PNNL	Pacific Northwest National Laboratory
Preventative maintenance	Maintenance that is performed on physical assets to reduce the chances of equipment failure and unplanned machine downtime.
Primary Vehicle Type	A vehicle type depending on the gross vehicle weight rating (GVWR) such as "light duty" or "LD" (GVWR <= 10,000), "medium duty" or "MD" (10,000 < GVWR <= 26,000), "heavy duty" or "HD" (GVWR > 26,000).
Recipient	San Mateo County Transit District

Term/ Acronym	Definition
SB	Senate Bill
Software	A set of instructions, data, or programs used to operate computers and execute specific tasks.
Uptime	The uptime percentage for the reporting period, excluding downtime.

Background

The Budget Act of 2021 (Chapters 21, 69, and 240 of the Statutes of 2021) appropriated one-time funding from the General Fund to support infrastructure deployments and manufacturing projects for zero-emission light-duty and medium- and heavy-duty vehicles.

In addition, the Budget Act of 2023 (Chapter 189, Statutes of 2023), as amended by Senate Bill (SB) 109, (Chapter 36, Statutes of 2024) and Assembly Bill (AB) 158 (Chapter 996, Statutes of 2024) appropriated funding from the Greenhouse Gas Reduction Fund (GGRF) to support infrastructure deployments for zero-emission light-duty and medium- and heavy-duty vehicles. This program is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Invest dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in disadvantaged communities.

On March 28, 2025, the California Energy Commission (CEC) released a Grant Funding Opportunity (GFO) entitled "Depot Charging and Hydrogen Refueling Infrastructure for Medium- and Heavy-Duty On-Road Zero-Emission Vehicles." This competitive grant solicitation was to fund the deployment of depot charging and hydrogen refueling infrastructure for medium- and heavy-duty (MDHD) zero-emission vehicles (ZEVs). In response to GFO-24-612, the Recipient submitted application #7 which was proposed for funding in the CEC's Notice of Proposed Awards on June 29, 2026. GFO-24-612 and Recipient's application are hereby incorporated by reference into this Agreement in their entirety.

In the event of any conflict or inconsistency between the terms of the Solicitation and the terms of the Recipient's Application, the Solicitation shall control. In the event of any conflict or inconsistency between the Recipient's Application and the terms of this Agreement, this Agreement shall control. Similarly, in the event of any conflict or inconsistency between the terms of this Agreement and the Solicitation, the terms of this Agreement shall control.

Problem Statement:

The San Mateo County Transit District (SamTrans) has committed to a 100% zero-emission fleet by 2034, six years ahead of state mandates, yet its North Base facility currently lacks the permanent, high-capacity refueling infrastructure required to sustain

this transition. The core problem is an imminent operational gap: SamTrans has contracted for 118 new fuel cell electric buses (FCEBs) arriving by the end of 2027, but the facility currently relies on an interim mobile refueler that lacks the 3,200 kg/day throughput capacity, redundancy, and permanent backup power necessary to fuel more than a 10-bus pilot fleet.

Goals of the Agreement:

The goal of this Agreement is to design, construct, commission, and maintain a high-capacity permanent hydrogen fueling station at SamTrans's North Base facility to support 118 FCEBs.

Objectives of the Agreement:

The objectives of this Agreement are to provide the following:

- **Fleet Support:** Support an initial fleet of 118 FCEBs, scaling up to 175 FCEBs by 2034. For the purposes of this Agreement, Recipient must take delivery of at least 60 fuel cell electric buses and receive the buses by the time the infrastructure becomes operational.
- **Operational Capacity:** Provide the capacity to dispense at least 3,200 kg of hydrogen fuel per day within a critical 8-hour daily fueling window.
- **Reliability:** Maintain at least a 95% uptime during fueling windows.
- **Infrastructure Capacity:** Install a liquid hydrogen storage tank with a minimum capacity of 25,000 gallons and four (4) H35 (350 bar) hydrogen dispensers.
- **Safety and Training:** Provide comprehensive safety training for SamTrans staff and first responders, integrated into a facility-wide Emergency Action Plan.

TASK 1 ADMINISTRATION

Task 1.1 Attend Kick-off Meeting

The goal of this task is to establish the lines of communication, procedures and data requests for implementing this Agreement. The Commission Agreement Manager (CAM) shall designate the date and location of this meeting and provide an agenda to the Recipient prior to the meeting.

The CAM shall:

- Send the Recipient the *kick-off meeting agenda*.

The Recipient shall:

- Attend a "Kick-Off" meeting that includes the CAM and may include the Commission Agreement Officer (CAO) and a representative of the CEC Accounting Office. The Recipient shall bring their Project Manager, Agreement Administrator, Accounting Officer, and any others determined necessary by the Recipient or specifically requested by the CAM to this meeting.
- Provide an *updated Schedule of Products and Due Dates, updated list of match funds (Private, Utility, Federal), and updated list of permits.*
- Discuss the following administrative and technical aspects of this Agreement:
    - Agreement Terms and Conditions
    - Critical Project Review (Task 1.2)
    - Match fund documentation (Task 1.6) No reimbursable work may be done until this documentation is in place.
    - Permit documentation (Task 1.7)
    - Subawards and site host agreements (if applicable) needed to carry out project (Task 1.8)
    - The CAM's expectations for accomplishing tasks described in the Scope of Work
    - An updated Schedule of Products and Due Dates
    - Monthly Calls (Task 1.4)
    - Quarterly Progress Reports (Task 1.5)
    - Program Management Data Report (report template to be provided by CAM)
    - NLR Data Collection Tool (report template to be provided by CAM)
    - GHG Intensity Report (report template to be provided by CAM)
    - Technical Products (Product Guidelines located in Section 5 of the Terms and Conditions)

CAM Product:

- Kick-Off Meeting Agenda

Recipient Products:

- Updated Schedule of Products and Due Dates

- Updated List of Match Funds (Private, Utility, Federal)
- Updated List of Permits
- Written Statement of Match Share Activities

Task 1.2 Critical Project Review (CPR) Meetings

CPRs provide the opportunity for frank discussions between the CEC and the Recipient. The goal of this task is to determine if the project should continue to receive CEC funding to complete this Agreement and to identify any needed modifications to the tasks, products, schedule or budget.

The CAM may schedule CPR meetings as necessary, and meeting costs will be borne by the Recipient.

Meeting participants include the CAM and the Recipient and may include the CAO, the Fuels and Transportation Division (FTD) program lead, other CEC staff and Management as well as other individuals selected by the CAM to provide support to the CEC.

The CAM shall:

- Determine the location, date, and time of each CPR meeting with the Recipient. These meetings generally take place at the CEC, but they may take place at another location or remotely.
- Send the Recipient the *CPR meeting agenda and a list of expected participants* in advance of each CPR. If applicable, the agenda shall include a discussion on both match funding and permits.
- Conduct and make a record of each CPR meeting. Prepare a *schedule for providing the written determination* described below.
- Determine whether to continue the project, and if continuing, whether or not modifications are needed to the tasks, schedule, products, and/or budget for the remainder of the Agreement. Modifications to the Agreement may require a formal amendment (please see section 8 of the Terms and Conditions). If the CAM concludes that satisfactory progress is not being made, this conclusion will be referred to the Lead Commissioner for Transportation for his or her concurrence.
- Provide the Recipient with a *written determination* in accordance with the schedule. The written response may include a requirement for the Recipient to revise one or more product(s) that were included in the CPR.

The Recipient shall:

- Prepare a *CPR Report* for each CPR that discusses the progress of the Agreement toward achieving its goals and objectives. This report shall

include recommendations and conclusions regarding continued work of the projects. This report shall be submitted along with any other products identified in this scope of work. The Recipient shall submit these documents to the CAM and any other designated reviewers at least 15 working days in advance of each CPR meeting.

- Present the required information at each CPR meeting and participate in a discussion about the Agreement.

CAM Products:

- CPR meeting agenda and a list of expected participants
- Schedule for written determination
- Written determination

Recipient Product:

- CPR Report(s)

Task 1.3 Final Meeting

The goal of this task is to closeout this Agreement.

The Recipient shall:

- Meet with CEC staff to present the findings, conclusions, and recommendations. The final meeting must be completed during the closeout of this Agreement.

  This meeting will be attended by, at a minimum, the Recipient and the CAM. The technical and administrative aspects of Agreement closeout will be discussed at the meeting, which may be two separate meetings at the discretion of the CAM.

  The technical portion of the meeting shall present an assessment of the degree to which project and task goals and objectives were achieved, findings, conclusions, recommended next steps (if any) for the Agreement, and recommendations for improvements. The CAM will determine the appropriate meeting participants.

  The administrative portion of the meeting shall be a discussion with the CAM about the following Agreement closeout items:

  - What to do with any equipment purchased with CEC funds (Options)
  - CEC request for specific "generated" data (not already provided in Agreement products)
  - Need to document Recipient's disclosure of "subject inventions"

developed under the Agreement, if applicable

- "Surviving" Agreement provisions
- Final invoicing and release of retention

- Provide *written documentation of meeting agreements*.
- Prepare a *schedule for completing the closeout activities* for this Agreement.

Products:

- Written documentation of meeting agreements
- Schedule for completing closeout activities

Task 1.4 Monthly Calls

The goal of this task is to have calls at least monthly between CAM and Recipient to verify that satisfactory and continued progress is made towards achieving the objectives of this Agreement on time and within budget.

The objectives of this task are to verbally summarize activities performed during the reporting period, to identify activities planned for the next reporting period, to identify issues that may affect performance and expenditures, to verify match funds are being proportionally spent concurrently or in advance of CEC funds or are being spent in accordance with an approved Match Funding Spending Plan, to form the basis for determining whether invoices are consistent with work performed, and to answer any other questions from the CAM. Monthly calls might not be held on those months when a quarterly progress report is submitted, or the CAM determines that a monthly call is unnecessary.

The CAM shall:

- Schedule monthly calls.
- Provide and explain the Program Management Data Report Template during first monthly call and review with Recipient during subsequent monthly calls.
- Provide questions to the Recipient prior to the monthly call.
- Provide call summary notes to Recipient of items discussed during call.

The Recipient shall:

- Review the questions provided by CAM prior to the monthly call
- Complete the *Program Management Data Report* following the first monthly call and review and update with CAM during subsequent monthly calls as needed (Task 9)

- Provide verbal answers to the CAM during the call.
- Send an *email to CAM concurring with call summary notes*.

Product:

- Email to CAM concurring with call summary notes.

Task 1.5 Quarterly Progress Reports

The goal of this task is to periodically verify that satisfactory and continued progress is made towards achieving the objectives of this Agreement on time and within budget.

The objectives of this task are to summarize activities performed during the reporting period, to identify activities planned for the next reporting period, to identify issues that may affect performance and expenditures, and to form the basis for determining whether invoices are consistent with work performed.

The Recipient shall:

- Prepare a *Quarterly Progress Report* which summarizes all Agreement activities conducted by the Recipient for the reporting period, including an assessment of the ability to complete the Agreement within the current budget and any anticipated cost overruns. Progress reports are due to the CAM the 10th day of each January, April, July, and October. The Quarterly Progress Report template can be found on the ECAMS Resources webpage available at https://www.energy.ca.gov/media/4691.

Product:

- Quarterly Progress Reports

Task 1.6 Identify and Obtain Match Funds

The goal of this task is to ensure that the match funds planned for this Agreement are obtained for and applied to this Agreement during the term of this Agreement.

The costs to obtain and document match fund commitments are not reimbursable through this Agreement. Although the CEC budget for this task will be zero dollars, the Recipient may utilize match funds for this task. Match funds must be identified in writing and the associated commitments obtained before the Recipient can incur any costs for which the Recipient will request reimbursement.

The Recipient shall:

- Prepare a *letter* documenting the match funding committed to this Agreement and submit it to the CAM at least 2 working days prior to the kick-off meeting. If no match funds were part of the proposal that led to the CEC awarding this Agreement and none have been identified at the time this Agreement starts, then state such in the letter. If match funds were a part of the proposal that led to the CEC awarding this Agreement,

then provide in the letter a list of the match funds that identifies the:

  - Amount of each cash match fund, its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied.
  - Amount of each in-kind contribution, a description, documented market or book value, and its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied. If the in-kind contribution is equipment or other tangible or real property, the Recipient shall identify its owner and provide a contact name, address and telephone number, and the address where the property is located.

- Provide a *copy of the letter of commitment* from an authorized representative of each source of cash match funding or in-kind contributions that these funds or contributions have been secured. For match funds provided by a grant, a copy of the executed grant shall be submitted in place of a letter of commitment.
- Discuss match funds and the implications to the Agreement if they are reduced or not obtained as committed, at the kick-off meeting. If applicable, match funds will be included as a line item in the progress reports and will be a topic at CPR meetings.
- Provide the appropriate information, including but not limited to, a *letter of new match fund commitment* to the CAM if during the course of the Agreement additional match funds are received.
- Provide the CAM *written notification* within 10 days if during the course of the Agreement existing match funds are reduced. Reduction in match funds must be approved through a formal amendment to the Agreement and may trigger an additional CPR meeting.

Products:

- A letter regarding match funds or stating that no match funds are provided
- Copy(ies) of each match fund commitment letter(s) (if applicable)
- Letter(s) for new match fund commitment (if applicable)
- Written notification that match funds were reduced (if applicable)

Task 1.7 Identify and Obtain Required Permits

The goal of this task is to obtain all permits required for work completed under this Agreement in advance of the date they are needed to keep the Agreement schedule on

track.

Permit costs and the expenses associated with obtaining permits are not reimbursable under this Agreement. Although the CEC budget for this task will be zero dollars, the Recipient may budget match funds for any expected expenditures associated with obtaining permits. Permits must be identified in writing and obtained before the Recipient can make any expenditure for which a permit is required.

The Recipient shall:

- Prepare a *letter* documenting the permits required to conduct this Agreement and submit it to the CAM at least 2 working days prior to the kick-off meeting. If there are no permits required at the start of this Agreement, then state such in the letter. If it is known at the beginning of the Agreement that permits will be required during the course of the Agreement, provide in the letter:
    - A list of the permits that identifies the:
        - Type of permit
        - Name, address and telephone number of the permitting jurisdictions or lead agencies
    - The schedule the Recipient will follow in applying for and obtaining these permits.
- Discuss the list of permits and the schedule for obtaining them at the kick-off meeting and develop a timetable for submitting the updated list, schedule and the copies of the permits. The implications to the Agreement if the permits are not obtained in a timely fashion or are denied will also be discussed. If applicable, permits will be included as a line item in the Progress Reports and will be a topic at CPR meetings.
- If during the course of the Agreement additional permits become necessary, provide the *appropriate information* on each permit and an *updated schedule* to the CAM.
- As permits are obtained, send a *copy of each approved permit* to the CAM.
- If during the course of the Agreement permits are not obtained on time or are denied, notify the CAM within 5 working days. Either of these events may trigger actions available to the CEC under this Agreement, such as an additional CPR.

Products:

- Letter documenting the permits or stating that no permits are required

- A copy of each final approved permit (if applicable)
- Updated list of permits as they change during the term of the Agreement (if applicable)
- Updated schedule for acquiring permits as changes occur during the term of the Agreement (if applicable)

Task 1.8 Obtain and Execute Subawards and Agreements with Site Hosts

The goal of this task is to ensure quality products and to execute subrecipient and site host agreements, as applicable, required to carry out the tasks under this Agreement consistent with the Agreement Terms and Conditions and the Recipient's own procurement and contracting policies and procedures.

The Recipient shall:

- Execute and manage subawards and coordinate subrecipient activities.
- Execute and manage site host agreements and ensure the right to use the project site throughout the term of the Agreement, as applicable. A site host agreement is not required if the Recipient is the site host.
- Notify the CEC in writing immediately, but no later than five calendar days, if there is a reasonable likelihood the project site cannot be acquired or can no longer be used for the project.
- Submit a *letter* to the CAM describing the subawards and any site host agreements needed or stating that no subawards or site host agreements are required.
- If requested by the CAM, submit a *draft of each subaward and any site host agreement* required to conduct the work under this Agreement to the CAM for review.
- If requested by the CAM, submit a *final copy of each executed subaward and any site host agreement*.
- If Recipient intends to add new subrecipients or change subrecipients, then the Recipient shall notify the CAM.

Products:

- Letter describing the subawards and any site host agreements needed, or stating that no subawards or site host agreements are required
- Draft subaward (if requested)
- Final subaward (if requested)
- Draft site host agreement (if requested)

- Final site host agreement (if requested)

TECHNICAL TASKS

TASK 2 TAKE DELIVERY OF VEHICLES

The goal of this task is to take delivery of at least 60 fuel cell electric buses and receive the buses by the time the infrastructure becomes operational. No vehicles will be reimbursed under this agreement.

The Recipient shall:

- Provide the CAM a copy of the *purchase order* for at least 60 fuel cell electric buses.
- Take delivery of at least 60 fuel cell electric buses by the time the infrastructure becomes operational and provide the CAM *written notification of delivery of the buses*.

Products:

- Copy of the purchase order for at least 60 fuel cell electric buses
- Written notification of delivery of the buses

TASK 3 HYDROGEN SAFETY PLAN

The goal of this task is to develop a detailed hydrogen safety plan that the Recipient and any subrecipients or individuals involved in station construction, operation, and maintenance will follow throughout the project and as long as each station operates.

The Recipient will collaborate with the Pacific Northwest National Laboratory (PNNL) Hydrogen Safety Panel (HSP) to ensure the plan is comprehensive and demonstrates a strong commitment to safety.

The Recipient Shall:

- Submit the station design to the PNNL HSP for review.
- Submit a *Written Notification of Completion of PNNL HSP design review* to the CAM.
- Develop a Preliminary Hydrogen Safety Plan and submit it to PNNL HSP for review. Provide a *copy of PNNL HSP's assessment* to the CAM.
- Discuss the PNNL HSP's assessment with members of the PNNL HSP.
- Evaluate the PNNL HSP's comments and determine how to address them in the final plan.

- Prepare a *memo* on how the PNNL HSP's comments will be addressed and provide a copy to the CAM.
- Collaborate with the PNNL HSP and CAM to resolve any questions or issues pertaining to the Hydrogen Safety Plan.
- Prepare a Final Hydrogen Safety Plan.
- Submit the Final Hydrogen Safety Plan to the PNNL HSP.
- Submit a *Written Notification of Submission of the Final Hydrogen Safety Plan to the PNNL HSP* to the CAM.

Products:

- Written notification of completion of PNNL HSP design review
- A copy of the PNNL HSP's assessment of the Preliminary Hydrogen Safety Plan for each station
- Memo describing how the PNNL HSP's comments will be addressed in the Final Hydrogen Safety Plan for each station
- Written notification of submission of the final Hydrogen Safety Plan to the PNNL HSP

Task 3.1 Safety Inspections

The goal of this task is to have members of the PNNL HSP and Recipient conduct an in-person inspection of the hydrogen refueling station between 6 and 12 months after becoming operational.

The Recipient Shall:

- Work with the PNNL HSP to schedule a time to conduct an in-person inspection of the station between 6 and 12 months after becoming operational.
- Hold the in-person inspection such that members of the PNNL HSP can inspect the installed station equipment.
- Prepare *Summary Notes* of the Safety Inspection, including, but not limited to, date, time, and participants in the inspection; elements of the inspection; feedback from the PNNL HSP and any resulting action items. Provide a copy to the CAM.

Products:

- Inspection Summary Notes

Task 3.2 Coordinate with Utility and Obtain Final Utility Service Design

The goal of this task is to ensure the Recipient coordinates with the Utility and obtains the Final Utility Service Design(s) if required for the project site(s).

The Recipient shall:

- Coordinate with the appropriate Utility or Utilities to ensure project infrastructure is capable of energization and provide to the CAM a *Timeline for obtaining Final Utility Service Design or a letter stating that no Final Utility Service Design is required*.
- If Final Utility Service Design is required, submit to the Utility all required application documentation to initiate the utility service planning and design process and send to the CAM *confirmation that the application(s) to initiate the utility service planning and design process has been submitted for the project site(s)*.
- Obtain a *Final Utility Service Design* (if applicable) and submit to CAM.

Products:

- Timeline for obtaining Final Utility Service Design for the project site(s) or a letter stating that no Final Utility Service Design is required
- Confirmation that the application(s) to initiate the utility service planning and design process has been submitted for the project site(s) (if applicable)
- Final Utility Service Design(s) for the project site(s) (if applicable)

TASK 4 DESIGN

The goal of this task is to finalize and prepare comprehensive engineering and construction plans, specifications, and supporting documents for the Project to ensure the facility is buildable and compliant with safety standards.

The Recipient shall:

- Conduct a *Hazard Analysis (HAZID) Report* per National Fire Protection Association (NFPA) 2 during the conceptual design phase to identify potential threats and early design trade-offs and provide to the CAM.
- Submit to the CAM *Conceptual (30%) Design Package*, including a Pre-Final Design Construction Recommendations report.
- Prepare and submit to the CAM *Preliminary (60%) Design Package*, including an NFPA-70E Arc Flash Study and an Emergency Response Plan (ERP).

- Conduct a formal *Hazard Analysis (HAZOP) Report* during the draft final design process to ensure all safety recommendations are concluded prior to commissioning and provide to the CAM.
- Prepare *Draft Final (90%) Design Package* for QA/QC review and submit to the CAM.
- Finalize and submit to the CAM *Final 100% Design Package* and Issue for Permit/Construction drawings stamped by a Professional Engineer registered in California.

Products:

- HAZID Analysis Report
- Conceptual (30%) Design Package
- Preliminary (60%) Design Package
- HAZOP Analysis Report
- Draft Final (90%) Design Package
- HAZOP Analysis Report
- Final (100%) Design Package

TASK 5 CONSTRUCTION AND INSTALLATION

The goal of this task is to complete all required site preparation, civil, mechanical, and electrical construction, and to install all fueling infrastructure and supporting equipment to achieve mechanical completion of the Hydrogen Fueling Station.

The Recipient shall:

- Develop and execute a Procurement Plan. This plan will include, but is not limited to:
    - Complete list of procurements necessary for the project; and
    - Procedures, steps, and timelines that will be followed to acquire the procurements necessary for the project.
- Provide a copy of the *Procurement Plan* to the CAM. CAM written approval to proceed with procurement is required.
- Procure necessary equipment as defined by the design including, but not limited to:
    - Four (4) H35 (350 bar) hydrogen dispensers

    - A liquid hydrogen storage tank with a minimum capacity of 25,000 gallons
- Staff the project site with full-time supervision, including a construction superintendent and a qualified Health, Safety, Security, and Environmental (HSSE) representative, at all times between initial mobilization and demobilization.
- Develop and provide CAM a finalized *Conduct of Construction Plan* (CCP) and a S*afety and Security Plan* that complies with SamTrans and construction safety requirements.
- Perform all required site preparation and civil construction, including earthwork, structural foundations for equipment pads, crash protection bollards, and drainage adjustments.
- Execute all mechanical and piping work, including the installation and anchoring of the liquid hydrogen bulk storage tank, cryogenic pumping systems, and high-pressure storage.
- Install and anchor four (4) H35 (350 bar) hydrogen dispensers, a liquid hydrogen storage tank with a minimum capacity of 25,000 gallons, and associated tricolor warning light indicators ready for simultaneous fueling operations.
- Complete all electrical construction, including routing and terminating conductors for the main power supply, backup generator, and Supervisory Control and Data Acquisition (SCADA) control systems.
- Connect to the operation base's main switchgear for power connection.
- Provide weekly *written construction summaries*, including progress updates, inspection results, and site photographs with each quarterly progress report (Task 1.5).
- Maintain a *Submittal Log and a hard-copy set of monthly as-built markups* for all design and engineering changes and provide with each quarterly progress report (Task 1.5).
- Achieve mechanical completion by mid-2027, ensuring all equipment is set, anchored, and in a complete state ready for commissioning.

Products:

- Procurement Plan
- Conduct of Construction Plan

- Safety and Security Plan
- Written construction summaries (included with quarterly progress reports)
- Submittal log and hard-copy set of monthly as-built markups (included with quarterly progress)

[CPR WILL BE HELD IN THIS TASK, see Task 1.2 for details]

TASK 6 COMMISSIONING

The goal of this task is to systematically test and validate all fueling station equipment, control systems, and high-pressure lines; conduct tests for purity and particulate contamination; and implement safety protocols to ensure the hydrogen refueling station meets performance requirements and is ready for operational transit service.

The Recipient shall:

- Prepare and submit a detailed station *Commissioning Plan* to the CAM at least 90 days prior to the start of commissioning activities.
- Prepare and provide to the CAM a *Configuration Control and Maintenance Plan* along with associated manuals at least 30 days before commissioning begins.
- Prepare and provide to the CAM a *Commissioning Report* that shall include, but is not limited to:
    - A Pre-Start-up Safety Review (PSSR), including field verification of process documentation (e.g., piping and instrumentation diagrams) and bench review of safety documentation, prior to the introduction of hydrogen on-site.
    - Summary of all technical commissioning activities, including electrical input /output checks, motor polarity verification, and the purging and purifying of all hydrogen-wetted piping and tubing.
    - Validation of dispenser accuracy by sampling actual mass dispensed using an independent measurement apparatus to ensure compliance with SamTrans standards.
    - Test results of both communication (Infrared Data Association) and non-communication fills on SamsTrans buses to demonstrate achieving a State-of-Charge of 95% or greater.
    - Results of hydrogen *Fuel Purity Tests* (conforming to SAE J2719) at the nozzle for each dispenser to check for particulates and chemical contaminants.

- Demonstration that SCADA controls and remote monitoring systems are fully integrated and functional prior to conducting back-to-back performance test.
- Results of conducting a formal back-to-back fueling performance test that involves the simultaneous operation of four dispensers to fuel 20 FCEBs within a 60-minute window.
- Verification of FCEB State-of-Charge targets through the evaluation of onboard tank temperature and pressure data collected 24 hours after fueling events.

- Prepare and submit to the CAM a *Written Notification of Substantial Completion* summarizing test results, system performance, and any incidents identified during commissioning.

Products:

- Commissioning Plan
- Configuration Control and Maintenance Plan
- Commissioning Report
- Written Notification of Substantial Completion

TASK 7 TRAINING

The goal of this task is to provide comprehensive safety and operational training to SamTrans personnel and first responders to ensure the safe, efficient, and effective operation of the hydrogen fueling station.

The Recipient shall:

- Prepare and submit to the CAM a detailed *Training Plan* for review and approval at least 90 days prior to the commencement of training activities.
- Develop a *Training Syllabus and all necessary Training Materials*, including operations manuals and safety protocols and provide to the CAM.
- Design the training modules to include, at minimum: Operations Training, Safety Training, and First Responder Training.
- Conduct multiple training sessions for up to 10 personnel simultaneously to reach a total of up to 50 SamTrans employees.

- Coordinate with local first responders to organize specialized training sessions on safety systems and emergency shutdown (ESD) protocols.
- Prepare a quick-reference *Emergency Response Guide* for first responders that includes a map showing the location of all station equipment, dispensers, and ESD devices. Provide a copy to the CAM.
- Establish a schedule for 1-hour bi-annual webinars to provide training for new employees and refresher courses for existing staff.
- Provide all necessary equipment and facilities to successfully execute the on-site training courses. Provide CAM *Written Notification of Training Completion*.

Products:

- Training Plan
- Training Syllabus and Training Materials
- Emergency Response Guide
- Written Notification of Training Completion

[CPR WILL BE HELD IN THIS TASK, see Task 1.2 for details]

TASK 8 MAINTENANCE SERVICES

The goal of this task is to ensure the continuous, safe, and efficient operation of the hydrogen fueling station through a comprehensive program of preventative and corrective maintenance that meets mandatory uptime and performance standards.

The Recipient shall:

- Implement the Configuration Control and Maintenance Plan (Task 6) to manage all preventative maintenance tasks required for the liquid hydrogen fuel system.
- Provide 24-hour availability every day of the year to receive and respond to reports of station malfunctions.
- Perform all scheduled and preventative maintenance outside of SamTrans's critical daily fueling window (currently 4:30 p.m. to 12:30 a.m.) to avoid operational disruptions.
- Ensure that a qualified technician is on-site within two hours of receiving notice of a station issue and that the malfunctioning component is restored to full operation within 12 hours.

- Achieve a minimum of 95% uptime during the daily fueling window throughout the operational period.
- Identify and maintain an inventory of preventive and corrective maintenance tasks and parts or equipment that are expected to be replaced under the service plan.
- Handle and dispose of all hazardous materials produced by station maintenance, including spent desiccant, oily rags, filter elements, and waste lubricating oils, in compliance with all applicable regulations.
- Communicate the replacement, removal, or installation of any non-consumable equipment to SamTrans immediately, including data to corroborate the need for the change.
- Participate in monthly project management calls to provide status updates on station uptime, repairs made, and fuel dispensed, and other key operation or performance considerations.

Products:

- Inclusion of the following items in quarterly progress reports (Task 1.5):
  - Monthly Maintenance and Performance Reports, Fuel Purity Test Results, Maintenance Activity, and Spare Parts Log
  - Hazardous Waste Disposal Documentation

TASK 9 DATA COLLECTION AND ANALYSIS

The goal of this task is to collect operational and programmatic data from the project.

The Recipient shall:

- Perform and submit *Hydrogen Purity Test Results* using hydrogen collected at the nozzle for each hose at each hydrogen refueling station in the project:
  - Annually during the term of this agreement.
  - At any station when it changes from Retail: Unavailable to Retail: Open.
  - As needed when the hydrogen lines are potentially exposed to contamination due to maintenance or other activity.

  Hydrogen purity readings shall be collected according to CCR Title 4 Business Regulations, Division 9 Measurement Standards, Chapter 6

Automotive Products Specifications, Article 8 Specifications for Hydrogen Used in Internal Combustion Engines and Fuel Cells, Sections 4180 and 4181.

- Comply with the Petroleum Industry Information Reporting Act (PIIRA) and complete *CEC A15 Form*, found at https://a15.energy.ca.gov/, on an annual basis for each hydrogen refueling station in the project. Submit the form to the CEC's PIIRA Data Collection Unit per the instructions on the website.
- Prepare and submit a *Program Management Data Report* in a format chosen by the CAM following the first monthly call (Task 1.4) and update during subsequent monthly calls as needed. The Report must reflect site construction activities and site characteristics. The Report must encompass all sites from those planned through to completed ones, including detailed information regarding their respective ZEV infrastructure. The Recipient may contribute inputs to this report throughout the duration of the Agreement. The programmatic data shall include, but not be limited to the following:
    - Hydrogen Refueling Station Information
        - Funding
            - The subsidy from a federal program, utility program, and private funding
        - Vehicles
            - Primary Vehicle Type served such as light duty (GVWR <= 10,000), medium duty (10,000 < GVWR <= 26,000), heavy duty (GVWR > 26,000)
        - Milestone Dates
            - Key milestone dates, such as permit request and received date, hydrogen refueling station operational date, and other dates as requested by the CAM
        - Location
            - Primary site access type such as publicly available, shared private, private
            - Location/site use type, such as hotel, restaurant, or multi-unit housing
            - Hydrogen refueling station address
            - Parking location type, such as street, parking lot or

parking garage

- Other Equipment
    - Battery Energy Storage CEC cost and kWh capacity
    - Non-battery Distributed Generation CEC cost, kW capacity and type
- Hydrogen Station Information
    - Hydrogen equipment type, number of dispensers, number of fueling positions per dispenser
    - Hydrogen equipment station developer, nozzle manufacturer, storage manufacturer
    - Hydrogen equipment steam methane reformation (SMR) or electrolyzer, compressor or pump
    - Hydrogen nameplate capacity kg per day
    - The number of LD, MD, HD vehicles fueled by a station

Products:

- Hydrogen Purity Test Results, submitted annually and as needed
- CEC A15 Form, submitted annually
- Program Management Data Report, submitted monthly

Task 9.1 Utilization

The Recipient shall:

- Prepare and submit, at least quarterly, the *NLR Data Collection Tool*, in the format of the CEC's choosing, including, but not limited to:
    - Average refueling station downtime
    - Normal operating hours, and explanations of variations
    - Current and planned use of renewable energy at the facility

Retention may be withheld under this Agreement until at least 12 months of data collection is provided by Recipient.

Products:

- NLR Data Collection Tool

Task 9.2 Renewable Hydrogen Reporting

The Recipient shall:

- Collect and report the source and carbon intensity of the hydrogen produced for, or dispensed by the stations, as measured by the methodology in the LCFS regulation (Subarticle 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of the California Code of Regulations). Data must be reported to the CEC annually in the *Renewable Hydrogen Report* specified by the CAM.

Products:

- Renewable Hydrogen Report

Task 9.3 GGRF Reporting

The Recipient shall:

- Provide *program metrics and data reports* consistent with the GGRF Special Terms and Conditions, as applicable, in a format provided by the CAM.

Product:

- Program metrics and data reports consistent with the GGRF Special Terms and Conditions (as applicable)

TASK 10 PROJECT FACT SHEET

The goal of this task is to develop an initial and final project fact sheet that describes the CEC-funded project and the benefits resulting from the project for the public and key decision makers.

The Recipient shall:

- Prepare an *Initial Project Fact Sheet* at start of the project that describes the project and the expected benefits. Use the format provided by the CAM.
- Prepare a *Final Project Fact Sheet* at the project's conclusion that includes but is not limited to: a description of the project; the actual benefits resulting from the project; lessons learned from implementing the project; data on potential job creation, economic development, and increased state revenue as a result of expected future expansion; and a comparison of any project performance and expectations provided in the proposal to

CEC with actual project performance and accomplishments. Use the format provided by the CAM.

- Provide at least (6) six *High Quality Digital Photographs* (minimum resolution of 1300x500 pixels in landscape ratio) of pre and post technology installation at the project sites or related project photographs.

Products:

- Initial Project Fact Sheet
- Final Project Fact Sheet
- High Quality Digital Photographs

California ENERGY COMMISSION

CALIFORNIA NATURAL RESOURCES AGENCY

MEMORANDUM

TO: **Chair Hochschild**
Vice Chair Gunda
Commissioner Gallardo
Commissioner McAllister
Commissioner Skinner

FROM: **Kay Williams**
Title

SUBJECT: **California Environmental Quality Act (CEQA) Analysis for agreement ZVI-26-004 with San Mateo County Transit District for the SamTrans Permanent Hydrogen Refueling Solution Project**

DATE: **November 2, 2026**

Introduction

I am an Energy Commission Specialist II in the Fuels and Transportation Division of the California Energy Commission and the Commission's Agreement Manager for the proposed grant agreement ZVI-26-004, titled, "SamTrans Permanent Hydrogen Fueling Solution Project."

At the November 18, 2026 California Energy Commission (CEC) business meeting, agreement ZVI-26-004 with San Mateo County Transit District (District) for the SamTrans Permanent Hydrogen Refueling Solution Project (Project) is proposed for the CEC's consideration and approval. The proposed agreement will fund installation of a hydrogen refueling station to establish the infrastructure needed to deploy a heavy-duty fuel cell electric bus fleet and provide technical support and workforce training. The refueling station will be located at 301 North Access Road in South San Francisco at SamTrans North Base. This refueling station will support up to 175 fuel cell electric buses.

This memo discusses the environmental impacts of the proposed agreement. The discretionary decision by the CEC to provide funding for the Project under the proposed agreement makes the CEC a responsible agency under CEQA. This analysis includes staff's recommendations for the CEC's findings

as a responsible agency, should the CEC approve the agreement at the November 18, 2026 business meeting.

Proposed Project

The Project involves the construction of an innovative, large-scale hydrogen fueling station. To build this station, existing concrete will need to be demolished, the site excavated, and foundations that are suitable for the support of heavy equipment including cryogenic storage tanks, cryogenic pumping modules, and heat exchangers must be built. Additionally, fueling lanes and fueling islands will be paved and constructed to accommodate four gaseous hydrogen dispensers. A canopy will be constructed above the fueling area. Fencing and firewalls will be built around the station area. The project does not involve residential use or modification of natural landforms.

The Project under the proposed agreement is part of a larger project, titled "The SamTrans Zero Emission Bus Implementation Project," to re-purpose existing bus maintenance-operation facilities at SamTrans North Base and South Base from diesel fuel to battery electric buses (BEBs) and hydrogen fuel cell electric buses (FCEBs). The Project under the proposed agreement would only occur at the North Base site.

District Environmental Review

In accordance with the California Environmental Quality Act (CEQA), the District as the Lead Agency completed an Initial Study and Negative Declaration (IS/ND) for the SamTrans Zero Emission Bus Implementation Project. The result of the Initial Study was that the overall project could not have a significant effect on the environment, and a Negative Declaration was prepared. On December 7, 2022, the Board of Directors of San Mateo County Transit District approved Resolution No. 2022-74 finding that the SamTrans Zero Emission Bus Implementation Project will not have a significant effect on the environment and therefore adopted the Final IS/ND. On December 4, 2024, pursuant to Resolution No. 2024-60, the District adopted the Addendum to the Negative Declaration for the SamTrans Zero Emission Bus Implementation Project (First Addendum) analyzing expansion of the project footprint at the North Base for additional construction and lay down space. The First Addendum found that the impact determinations of the IS/ND were unchanged. On October 7, 2026, pursuant to Resolution No. 2026-48, the District adopted the Second Addendum to the Negative Declaration for the SamTrans Zero Emissions Bus Implementation Project (Second Addendum) analyzing alteration of the project from a mobile hydrogen fueling system to a permanent hydrogen fueling system to provide sufficient fueling capacity for the incoming FCEB fleet. The Second Addendum found that the impact determinations from the IS/ND and the First Addendum remained unchanged.

Responsible Agency Considerations

Prior to reaching a decision on the proposed Project under ZVI-26-004, the CEC as a responsible agency must consider the environmental effects of the proposed Project as presented in the IS/ND, First Addendum and Second Addendum prepared for the SamTrans Zero Emission Bus Implementation Project by the District. In its role as responsible agency, the CEC has reviewed the District's: IS/ND, First Addendum and Second Addendum; resolutions approving each of the IS/ND, First Addendum and Second Addendum; and Notices of Determination and related documentation.

Discussion

Based on its independent review, analysis, and judgment, CEC staff offers the following for consideration:

Aesthetics:

The IS/ND found that the project will have a less than significant impact on aesthetics. The IS/ND found the canopies for zero emission fueling infrastructure will not block vistas of the San Francisco Bay and will maintain existing views. Light and glare conditions would be similar to those that already exist on the built-out North Base, which was identified as less than significant impact. All other areas under Aesthetics were identified as no impact.

Therefore, the Project will not have any impact on aesthetics or visual resources, and will not change the impacts identified in the District's CEQA documents.

Agricultural and Forest Resources:

The IS/ND found that the project will have no impact on Agricultural and Forest Resources. There are no lands designated as farmland or forested or timber lands on or in the immediate vicinity of the Project.

Therefore, the Project will not have any impacts on agricultural or forest resources, and will not change the impacts identified in the District's CEQA documents.

Air Quality:

Regarding construction-related emissions, the IS/ND found that the project's temporary construction air quality impacts would be less than significant. The proposed project will result in temporary emissions from equipment exhaust and fugitive dust during the construction at both North Base and South Base. Bay Area Air Quality Management District construction air quality best management practices will be incorporated into the project to avoid and minimize construction-related impacts. Because the project entails re-purposing facilities from diesel fuel to BEBs and FCEBs, the project will result in a long-term reduction in operational emissions.

Therefore the Project will not have any impact on air quality, and will not change the impacts identified in the District's CEQA Documents.

Biological Resources:

The project sites do not function as wildlife corridors or wildlife nurseries. Due to habitat fragmentation in the project region, the vegetation communities along streams, sloughs, and other aquatic features often function as environmental corridors that allow animals to move among habitat patches. Both the upland area surrounding the San Francisco Bay Trail near North Base and Phelps Slough near South Base likely function as wildlife movement corridors. In addition, both North Base and South Base are in the vicinity of San Francisco Bay, which provides aquatic habitats and tidal marsh habitats, and is a stop for birds migrating through the area as part of the Pacific flyway. All migratory bird species and their nests are protected under the Migratory Bird Treaty Act and California Fish and Game Code. If

project construction begins during the avian breeding season, pre-construction surveys will be undertaken to determine the presence of nesting birds. If nesting birds are observed, no site disturbance will occur within 250 feet of non-raptor nests and 1,000 feet of raptor nests until the chicks have fledged. These provisions will ensure that project construction complies with the Migratory Bird Treaty Act. The location for the work conducted under the proposed agreement is the North Base. There are no local policies or ordinances protecting biological resources and there are no local, regional, or State habitat conservation plans for the area.

Therefore, the Project will not have any impacts on biological resources, and will not change the impacts identified in the District's CEQA documents.

Cultural Resources:

The IS/ND found no impacts on Cultural Resources. No historical resources or resources potentially eligible for listing as historical resources have been identified at the North Base site. The project would not disturb any archeological resources.

Therefore, the Project will not have any impact on cultural resources, and will not change the impacts identified in the District's CEQA documents.

Energy:

The IS/ND found that the project will have no impact on Energy. The project will improve energy efficiency and allow use of energy from non-petroleum sources for public transportation. The project supports state and local plans for alternatively fueled vehicles by providing hydrogen refueling for fuel cell electric buses and benefits state and local energy plans.

Therefore, the Project will not have any impact on energy resources, and will not change the impacts identified in the District's CEQA documents.

Geology and Soils:

The IS/ND found that there would be no impact to Geology and Soils. Geotechnical testing was undertaken to evaluate the subsurface conditions at North Base and South Base. The exploration entailed three borings at North Base, as well as additional surficial soil sampling. Based on these borings, the geotechnical exploration made earthwork recommendations to address expansive soils, as well as recommendations for on-site clearing, grading, and fill where necessary. The exploration also recommended installation of cast-in-drilled-hole piers to support charging canopies, consistent with canopies for the hydrogen fueling infrastructure, to address structural loads and seismic stability. The proposed project will be installed in accordance with the earthwork recommendations and foundation recommendations included in the geotechnical report.

Therefore, the Project will not have any impacts on geology and soil resources, and will not change the impacts identified in the District's CEQA documents.

Greenhouse Gas Emissions:

The IS/ND found that the project would result in no impacts to Greenhouse Gas (GHG) Emissions. The GHG emissions resulting from construction activities would not result in long-term adverse effects and could be further mitigated by implementation of construction best management practices. The short-term construction GHG emissions will not interfere with state and local regulations.

Therefore, the Project will not have any impacts on GHG emissions, and will not change the impacts identified in the District's CEQA documents.

Hazards and Hazardous Materials:

The IS/ND found that the project will result in no impacts to hazards and hazardous materials. The Project will require that hydrogen is delivered on a regular basis. The hydrogen will be stored in on-site tanks. Hydrogen will be transported and stored in accordance with proper and established safety protocols.

North Base is located within the San Francisco International Airport Land Use Compatibility Plan. The San Mateo County Transit District will develop a "Bus Maintenance Electrical Safety Program" (BMESP) which will serve as a comprehensive training plan that addresses the operation, diagnosis, troubleshooting, repair, and preventative maintenance of ZEBs. All BEB and FCEB curriculum will be developed, reviewed, and jointly approved by the District Management or Staff, International Brotherhood of Teamsters (Teamsters) Local 856, and Amalgamated Transit Union (ATU) Local 1574 via the established Zero Emissions Technology Committee (ZET). Existing operations at each base require the transport, storage, and use of a small amount of hazardous materials for bus maintenance, such as oils, solvents, and cleaning agents. The Project will not introduce the routine transport, use, or disposal of additional hazardous materials but it will involve routine but minor transport or disposal of hazardous materials as part of the operations of the facility's equipment. Therefore, the Project will not have any impacts on hazards or hazardous materials, and will not change the impacts identified in the District's CEQA documents.

Hydrology and Water Quality:

The IS/ND found that the project will result in less than significant impacts to Hydrology and Water Quality. In accordance with National Pollutant Discharge Elimination System General Permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared and implemented. The SWPPP will identify BMPs to address pollutant source reduction and provide measures and controls necessary to address potential pollutant sources. Implementation of the SWPPP during construction will reduce temporary potential water quality impacts to a less than significant level.

Therefore, CEC finds that the Project will not have any impacts on hydrology and water quality, and will not change the impacts identified in the District's CEQA documents.

Land Use and Planning:

The IS/ND found the project would have no impact on Land Use and Planning. The Project will maintain the existing bus maintenance, storage, and fueling uses at each base. The safety measures already in place at both North Base and South Base will be revised to account for operation of the BEB and FCEB technology. Drivers will be trained in the technology and appropriate and safe protocols for site safety.

Hydrogen will be transported, handled, and stored in accordance with proper and established safety protocols.

Therefore, CEC finds that the Project will not have any impacts on land use and planning, and will not change the impacts identified in the District's CEQA documents.

Mineral Resources:

The IS/ND determined the project would have no impact on Mineral Resources. The site is located in an urban setting and there are no known mineral resources occurring in or in the vicinity of the Project site.

Therefore, the Project will not have any impacts on mineral resources, and will not change the impacts identified in the District's CEQA documents.

Noise:

The IS/ND found there would be less than significant impacts to Noise due to the project. During construction, the noisiest equipment associated with construction will include excavators (85 A-weighted decibels maximum sound level [dBA Lmax] at 50 feet), jackhammers (88 dBA Lmax at 50 feet), and pavers (89 dBA Lmax at 50 feet). Therefore, if multiple pieces of equipment are operating simultaneously, it is possible that the 90-dBA Lmax threshold for construction noise impacts will be approached or exceeded at North Base. However, environmental protection features of the proposed project will reduce temporary noise from construction activities. The District will comply with all applicable code limitations regarding construction hours. Construction of the proposed project will involve the use of jack hammers, which may generate minimal vibration and groundborne noise. However, there are no vibration-sensitive land uses—such as historic masonry buildings, laboratories, or medical offices with vibration-sensitive equipment or machinery—in in the vicinity of either North Base or South Base. Construction activities will be limited to daytime hours, as required by the South San Francisco and San Carlos municipal codes. There would be no operational noise impacts.

Therefore, the Project will not have any impacts on noise, and will not change the impacts identified in the District's CEQA documents.

Population and Housing:

The IS/ND found no impact to Population and Housing. This project will not induce population growth and therefore would not result in any relocations or displacement of residents or businesses.

Therefore, the Project will not have any impacts on population and housing, and will not change the impacts identified in the District's CEQA documents.

Public Services and Recreation:

The IS/ND found no impact to Public Services and Recreation. Because the proposed project will not directly or indirectly induce population growth in the area or displace any housing or people, it will not increase demand for fire protection, police protection, schools, parks, or other public facilities or affect levels of those public services. The project will also not construct or expand any parks or recreational facilities, or increase their use.

Therefore, the Project will have any impacts on public services or recreation, and will not change the impacts identified in the District's CEQA documents.

Transportation and Traffic:

The IS/ND found less than significant impact to Transportation and Traffic. There may be a negligible and temporary increase in vehicle miles travelled during construction of the project, due to worker trips as well as potential off-site storage of buses during phased construction. This potential short-term impact will be less than significant.

Therefore, the Project will have no impact to transportation and traffic, and will not change the impacts identified in the District's CEQA documents.

Tribal Cultural Resources:

The IS/ND found no impacts to Tribal Cultural Resources. The project site is located in an urban area, and the IS/ND confirms that no known tribal cultural resources exist on or near the project site. The San Mateo County Transit District contacted eight Native American tribal representatives identified by the California Native American Heritage Commission (NAHC) as potentially interested in the areas of North Base and South Base. No specific information regarding tribal cultural resources was identified as a result of this coordination.

Therefore, the Project will not have any impacts pertaining to tribal cultural resources, and will not change the impacts identified in the District's CEQA documents.

Utility and Service Systems:

The IS/ND determined the project will have no impact on utilities and service systems. The project will not require installation or relocation of utilities, such as electric power or storm water infrastructure.

Therefore, the Project will not have any impacts on utilities or service systems, and will not change the impacts identified in the District's CEQA documents.

Wildfire:

The IS/ND found the project will have no impacts associated with wildfire. All infrastructure will be installed within the existing boundaries of North Base and South Base, which are existing surface parking lots. The proposed project will not result in any activity or include or propose the development or construction of any additional physical features or structures in wildfire hazard areas, or that will impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Therefore, CEC finds that the Project will not create any significant impacts related to wildfire risks.

Conclusion

On the basis of the whole record, CEC staff recommends the CEC find that there is no substantial evidence that the Project, as described, will have any significant environmental impacts and no

additional CEQA review or mitigation is required. The CEC staff further recommends that the CEC find that this conclusion reflects its independent judgment and analysis as a responsible agency under CEQA.

Links to Supporting Environmental Documents

Title of Project: SamTrans Permanent Hydrogen Fueling Solution Project

1. San Mateo County Transit District Resolution No. 2022-74; and
   Final Initial Study/Negative Declaration SamTrans Zero Emission Bus Implementation Project (SCH# 2024120375):
   https://files.ceqanet.lci.ca.gov/309920-4/attachment/YUhl08g7MtlsyJXgd8u0uOna7kF3bmS5sih3LnyFX9J711PAtIVcgRvbjS6Mqe2wX3HUV0T-RfLjrCGg0

2. Addendum to the Negative Declaration for the SamTrans Zero Emissions Bus Implementation Project Initial Study / Negative Declaration:
   https://files.ceqanet.lci.ca.gov/309920-2/attachment/3KIlukU0e9QVdbUedOseVD6boPBQ7g5BgacR2iJlpYGRHGPnTVduGhwogaQzQ_K55tkOCW5I8-2U5Die0

3. San Mateo County Transit District Resolution No. 2024-60:
   https://files.ceqanet.lci.ca.gov/309920-1/attachment/og1VQgpsDq2vwCIq-Eh15cf5_uitKv0P26BXAtWYNgkdvn3ZBNZVm_lnlxBrmBcEtjq1bNVBPHgQRWdp0

4. Second Addendum to the Negative Declaration for the SamTrans Zero Emissions Bus Implementation Project:
   https://files.ceqanet.lci.ca.gov/309920-3/attachment/90pCdlxqaUzpQjR4h9YmzJq1krN0urUKi6eLLrh0HpFIcWtfv4afeTYMZfWD9JbWjG3ZrMACYD2UOOq10

5. San Mateo County Transit District Resolution No. 2026-48:
   https://files.ceqanet.lci.ca.gov/309920-4/attachment/umrVR5W3yma8o7a4Wi_zGsb34bqIpSAhN3Ifz2fbUXJZ0AujUWi32I8CmKwRVfa1qz00wuwxmRRKsw8j0