**GFO-15-605**

**Addendum 4**

**July 11, 2019**

**Light Duty Vehicle Hydrogen Refueling Infrastructure**

The purpose of this addendum is to make the following revisions to the solicitation:

## 1. Section I. B (Page 6 and 7):

1. **Purpose of Solicitation**

The purpose of this solicitation is to provide grant funds to expand the network of publicly accessible hydrogen refueling stations that serve California’s light duty fuel cell electric vehicles (FCEVs).

The Energy Commission will make available two categories of Capital Expense (Cap-X) funding. Operation and Maintenance (O&M) funding is also available for stations whose capital expenses are funded under this solicitation **and are not receiving Hydrogen Refueling Infrastructure (HRI) credits pursuant to the California Air Resources Board (CARB)’s Low Carbon Fuel Standard (LCFS) regulation, which appears at sections 95480 to 95503 of Title 17, California Code of Regulations.** This solicitation places a preference on hydrogen refueling stations that fill hydrogen refueling station coverage gaps and hydrogen refueling capacity gaps in California.

Improvements to the network of hydrogen refueling stations and an expected corresponding increase in FCEVs will support the carbon reduction and air quality improvement goals of the State of California, such as the Zero Emission Vehicle (ZEV) Mandate, which calls for sufficient alternative refueling infrastructure to support up to 1 million ZEVs by 2020, reaching 1.5 million ZEVs on the road in California by 2025. Hydrogen FCEVs are expected to play a critical role in meeting the ZEV Mandate targets. A growing hydrogen station network will also contribute to the mix of alternative fuels needed to implement the **LCFS**, which is designed to reduce the carbon intensity of transportation fuels by 10 percent by 2020.

All projects funded under this solicitation must support the future deployment of FCEVs. The Energy Commission expects that projects funded under this solicitation will continue to expand the initial foundation of the statewide infrastructure network, encourage greater FCEV adoption among consumers, and facilitate hydrogen fuel providers’ entry to this emerging market.

## 2. Section II. D (Page 17):

1. **How Award is Determined**
2. ***O&M Support Grants:*** This funding category is a first-come, first-served grant category. Applicants/projects meeting the minimum eligibility criteria for operation and maintenance support grants will be recommended for funding. Only stations receiving a Capital Expense (Cap-X) grant award under this solicitation are eligible for an O&M Support Grant under this solicitation. The Energy Commission expects to recommend funding for all O&M support grants supporting funded stations under this solicitation **with the exception of those stations receiving Hydrogen Refueling Infrastructure (HRI) credits pursuant to the California Air Resources Board’s Low Carbon Fuel Standard regulation, which appears at sections 95480 to 95503 of Title 17, California Code of Regulations.**

## 3. Section III. A (Page 25):

1. **Eligibility**

O&M funding is available for hydrogen refueling stations awarded Cap-X grants under this solicitation. O&M funding may be provided to station developers, station owners, or station operators of eligible hydrogen refueling stations.

To be eligible for O&M funding, hydrogen refueling stations must meet the Minimum Technical Requirements (Section VI) of this solicitation **and must not be receiving LCFS HRI credits pursuant to the California Air Resources Board’s Low Carbon Fuel Standard regulation, which appears at sections 95480 to 95503 of Title 17, California Code of Regulations**.

Only one O&M support grant will be awarded per station. Should a station location change be approved by the Energy Commission, the O&M Support Grant will convey to the new station location

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