**Questions and Answers**

**Light Duty Vehicle Hydrogen Refueling Infrastructure**

**GFO-15-605**

These answers are based on the Energy Commission’s interpretation of the questions received. It is the applicant’s responsibility to determine whether or not their particular proposed project is eligible for funding, by reviewing the Eligibility Requirements within the solicitation. The Energy Commission cannot give advice as to whether or not your particular project is eligible for funding, because all proposal details are not known.

There are two Addendums to this solicitation, as of the release date of this document.

***Administrative***

**Q.1: If an Applicant’s firm has been in business for less than 3 years, are they expected to provide a balance sheet and cash flow statement for the period during which they have been in business?**

A.1: Yes.

**Q.2: Should the Confidential Business Plan include information about the Applicant, all partners, and project team members?**

A.2: The Confidential Business Plan shall include only information about the Applicant.

**Q.3: Is the purpose of the 3 year confidential balance sheet to demonstrate the Applicant’s financial viability?**

A.3: Yes.

**Q.4: Is the Confidential Business Plan to cover the operation of the proposed station or the general business of the Applicant’s firm?**

A.4: The Confidential Business Plan should cover the general business of the Applicant’s firm.

**Q.5: Is the purpose of the 5 year proforma statement to demonstrate the financial viability of the future station’s operation?**

A.5: Yes.

**Q.6: How far is the Applicant to progress in seeking and obtaining compliance under the California Environmental Quality Act (CEQA) per the solicitation?**

A.6: Applicants must complete Attachment 8, the CEQA Worksheet, for each proposed station. Applications will garner more points under the Project Readiness in the Evaluation Criteria based on the degree to which each station has progressed in obtaining compliance under the CEQA per the solicitation. For CEQA assistance, please contact Mr. Tyson Eckerle of the Governor’s Office of Business and Economic Development (GO-Biz).

In addition, in order to receive payment under any agreement which may result from this solicitation, a recipient must, among other things, have held an in-person pre-application meeting, for permits to build and operate each proposed hydrogen refueling station, with the authority that has jurisdiction over the project and entitlement process. The meeting should include but not be limited to discussion of zoning requirements and aesthetics of the proposed refueling station. See Attachment 14, Special Terms & Conditions.

**Q.7: Should more than $17 million in funding become available under this solicitation will additional station location and capacity be evaluated using the CHIT model?**

A.7: Yes.

**Q.8: Do any of these documents, the Confidential Business Plan, Non-Confidential Business Plan, or the Safety Plan count towards the page limitation?**

A.8: The Confidential Business Plan and the Safety Plan do not count towards the page limitation. The Non-Confidential Business Plan counts towards the page limitation.

**Q.9: Are Cap-X grants subject to 15% retention until the Final Report, on a station by station basis, is approved by the Commission Agreement Manager?**

A.9: Yes.

**Q.10: Shall the Final Report include 12 months of data collection from the Station Operational Date or from the Open Retail date of the station?**

A.10: The Final Report shall include 12 months of data collection from the Station Operational Date unless the Recipient receives an O&M Support Grant for the station in which case 3 years of data collection are required under the O&M Support Grant from the Station Operational Date.

**Q.11: Does Table 3 refer to the Station Operational Date or the date the operational station becomes Open Retail?**

A.11: Table 3 refers to the Station Operational Date.

**Q.12: What directions are available for posting signage to advise and educate the public on hydrogen refueling?**

A.12: The signage to advise and educate the public is at the discretion of the Applicant, subject to any applicable laws; ordinances; regulations; and standards on signage, and the costs shall be included in the budget. The exact size, location, language and logo requirements of the sign(s) must be agreed upon by the Energy Commission.

**Q.13: What directions are available for posting signage to acknowledge the public funding received for the station?**

A.13: The signage to acknowledge the source(s) of public funding received for the station is at the discretion of the Applicant and the costs shall be included in the budget. The exact size, location, language and logo requirements of the sign(s) must be agreed upon by the Energy Commission.

**Q.14: What directions are available for posting trailblazer signage?**

A.14: Applicants should describe the type of signage proposed and the expected timelines to obtain local approvals to obtain the signage. Awards funded under this solicitation may cover reasonable costs for trailblazer signage if the costs are included in the budget and local officials’ approvals are obtained within the approved agreement term.  Policies for state highway signage are included under the Caltrans Traffic Operations Policy Directive (13-01). Please see Relevant Laws, Regulations, Reports and Other Documents of the solicitation.

**Q.15: Are Canadian companies eligible to apply to the solicitation?**

A.15: Yes. However, all funding is strictly for the development of a station(s) located in the State of California. All corporations, limited liability companies (LLCs), and limited partnerships (LPs) are required to register and be in good standing with the California Secretary of State.

**Q.16: Are the Localized Health Impact Reports issued for the following?**

* **310 Encinitas Boulevard, Encinitas, CA 92024**
* **28103 Hawthorne Boulevard, Rancho Palos Verdes, CA 90275**
* **24551 Lyons Avenue, Santa Clarita, CA 91321**

A.16: Yes. The Reports are posted at the following.

<http://www.energy.ca.gov/2013publications/CEC-600-2013-002/CEC-600-2013-002-AD2.pdf>

<http://www.energy.ca.gov/2011publications/CEC-600-2011-002/CEC-600-2011-002-AD7.pdf>

***Ancillary Equipment***

**Q.17: Does this solicitation fund a mobile refueler?**

A.17: Projects funded under this solicitation must result in the construction of a stationary light-duty hydrogen refueling station. If an applicant proposes to build a mobile refueler to supply hydrogen fuel or increase refueling reliability of funded hydrogen refueling station(s), costs associated for the mobile refueler are eligible for reimbursement as long as those costs are reflected in the proposed budget and the proposed project otherwise meets all solicitation requirements.

**Q.18: Are expenses related to central hydrogen production equipment and ancillary equipment eligible under the solicitation?**

A.18:Projects funded under this solicitation must result in the construction of a stationary light-duty hydrogen refueling station. If an applicant proposes to fund central hydrogen production and ancillary equipment to supply hydrogen fuel to the funded hydrogen refueling station(s), costs associated for the central hydrogen production and ancillary equipment are eligible for reimbursement or as match as long as those costs are reflected in the proposed budget and the proposed project otherwise meets all solicitation requirements.

***Station Locations***

**Q.19: What if my browser does not load the California Hydrogen Infrastructure Tool (CHIT) map?**

A.19: Use the most current browser and allow a few minutes for the CHIT map to load. If one has continued difficulty, please contact Andrew Martinez of the California Air Resources Board (CARB): 916-322-8449, [Andrew.Martinez@ARB.ca.gov](mailto:Andrew.Martinez@ARB.ca.gov).

**Q.20: Who do I contact with my station address and capacity to obtain CHIT values?**

A.20: Please contact Andrew Martinez of the California Air Resources Board (CARB): 916-322-8449, [Andrew.Martinez@ARB.ca.gov](mailto:Andrew.Martinez@ARB.ca.gov).

**Q.21: With a low CHIT Station Coverage Value or a low CHIT Station Capacity Value, or both, can an Applicant obtain a high overall score?**

A.21: Yes. With either a low CHIT Station Coverage Value and a low CHIT Station Capacity Value, or both, an Application can still garner a high score under the Coverage, Capacity and Market Viability Evaluation Criterion by providing information listed in the Evaluation Criterion to demonstrate the market viability of the proposed station. Such information includes traffic count and vehicle patterns, redundancy and back-up, local fleets, peak fueling, higher average number of fills, and proximity to automotive parts assembly, testing, distribution, and demonstration facilities. A station with low CHIT value(s) can also score high in the other Evaluation Criteria included in the solicitation.

**Q.22: How will a Station Capacity Value reflect the station capacity (180 kg/day, 300 kg/day, etc.)?**

A.22:The CHIT Station Capacity Value is the ability of the proposed station to fulfill the expected need for refueling capacity. The proposed station capacity (180 kg/day, 300 kg/day, etc.) will be used to determine the degree to which the proposed station fulfills the expected need for refueling capacity. For example, capacity proposed by the Applicant is 100 kg/day and the calculated need in the location is 180 kg/day, then the Applicant will receive a lower CHIT Station Capacity Value than another application in the same location with a capacity closer to the calculated need (150 kg/day).

**Q.23: How will CHIT values change according to station location?**

A.23: The CHIT values are defined as follows:

* The CHIT Station Coverage Value is the ability of the proposed station to fill an identified gap in refueling coverage.
* The CHIT Station Capacity Value is the ability of the proposed station to fulfill the expected need for refueling capacity.

For example, if a proposed station location has a large gap in refueling coverage and has a high need for refueling capacity, then the station location will receive higher CHIT values.

**Q.24: Does the solicitation use polygons like used in past solicitations for station locations?**

A.24: No.

**Q.25:** **Are locations in Northern California (i.e., Humboldt County) eligible under this solicitation?**

A.25: Yes. The solicitation covers the entire state.

**Q.26: If two stations are proposed to be located across the street from each other how would this affect their CHIT values?**

A.26: All stations are ranked with every other application as follows: the highest scoring station based on the Evaluation Criteria is selected and added to the hydrogen refueling network within CHIT. CHIT values are then recalculated, market viability is re-assessed, and remaining proposed stations are re-ranked according to score. Please see Application Manual Section IV.C, “Use of the CHIT.”

**Q.27: Does a station’s ability to provide more hydrogen supply than existing demand in a given area result in a higher CHIT Station Capacity Value?**

A.27:As a general rule, no. However, CHIT is designed to allow for up to 150% of the calculated local daily capacity need without penalization and gradual decline in the CHIT Station Capacity Value between 150% and 200% of the calculated local daily capacity need. Beyond 200%, the CHIT Station Capacity Value is 0. See the CHIT Online Map for further information.

**Q.28: Is the CHIT Station Capacity Value the needed peak fueling capacity within the region where the proposed station is located?**

A.28:No, the CHIT Station Capacity Value is not tied to the peak fueling capacity. The CHIT Station Capacity Value is based on the nameplate capacity of the proposed station and the local ***daily*** capacity need within the region. The CHIT Station Capacity Value is an assessment of how well the nameplate capacity addresses the local capacity need. Proposed stations with a nameplate capacity more closely meeting the calculated need will receive a higher CHIT Station Capacity Value. However, please keep in mind that CHIT values are only two out of nine items evaluated under the Coverage, Capacity, and Market Viability Evaluation Criterion. In addition, proposed projects are scored holistically based on the Evaluation Criteria. Applicants should be cognizant of the relative weights of the individual Evaluation Criteria as project proposals are developed to maximize total final score.

**Q.29: After CARB assigns CHIT values to a proposed station address, does the Applicant have the opportunity to bolster the CHIT Station Coverage and CHIT Station Capacity Values with the market viability of the proposed station and potentially be successful under this solicitation?**

A.29:Yes. Within the submitted proposal, the Applicant can and should respond to any or all of the last seven bullets under the Coverage, Capacity, and Market Viability Evaluation Criterion for the Main Station Competition to potentially bolster the score under the Coverage, Capacity, and Market Viability Evaluation Criterion.

**Q.30: Will the Core Market Areas change between the solicitation release date and the Notice of Proposed Awards (NOPA)?**

A.30: No.

**Q.31: Is it possible that stations will be awarded to a station further down Table 4 (i.e., Santa Cruz) or must the station be in one of the locations such as San Francisco in Table 4?**

A.31: Table 4 indicates areas within California that may have the greatest need for hydrogen refueling. This table does not reflect an order of proposed awards resulting from this solicitation. The Evaluation Team will independently score each proposed station in accordance with the Evaluation Criteria and rank stations according to score. The highest scoring station will be recommended for funding regardless of whether the station resides within a Core Market Area. Table 4 is an informational only table for Applicants to highlight the areas in California which may have the greatest need for hydrogen refueling stations. In general, stations within the targeted Core Market Areas are expected to score higher in the Coverage, Capacity, and Market Viability Evaluation Criterion.

**Q.32: Will Table 4 be systematically used to award stations? For example, will the highest ranking station proposal for San Francisco always be awarded before proceeding to the highest ranking station proposal for Berkeley, regardless of their relative scores (and, so-on down the Table)? If Table 4 is not used in this fashion, how does the order shown in Table 4 factor into a decision to award a station?**

A.32: No. Table 4 will not be used to systematically award stations. Table 4 is informational only and reflects Core Market Areas that may have the greatest need for hydrogen refueling. While Applicants are highly encouraged to propose stations serving these Core Market Areas, Applicants may propose stations anywhere within California. In general, stations within the Core Market Areas are expected to score higher in the Coverage, Capacity and Market Viability Evaluation Criterion.

**Q.33: How would a station outside of the Core Market Area be considered?**

A.33: Although Applicants may propose stations anywhere within California, in general, stations within the Core Market Areas are expected to score higher according to the Coverage, Capacity and Market Viability Evaluation Criterion. However, stations outside the Core Market Areas can score higher than those inside should they receive more points for Market Viability or other criteria compared with stations inside the Core Market Areas.

**Q.34: Does this solicitation fund destination stations?**

A.34: There is no distinction between a destination station and non-destination station in this solicitation. The CHIT Station Coverage and Capacity Values and Coverage, Capacity and Market Viability Evaluation Criterion determine appropriateness of the location, regardless of daily usage patterns. Market viability narratives may incorporate elements of expected usage patterns to bolster the score in the Coverage, Capacity and Market Viability Evaluation Criterion.

**Q.35: Why does Table 1 include Emeryville if it is not an Open-Retail station?**

A.35:Emeryville is under consideration for upgrade to Open-Retail.

**Q.36: How many stations will be funded under the I-5 Connector Station Competition?**

A.36: Up to one connector station will be funded under the I-5 Connector Station Competition. After a station is funded under the I-5 Connector Station Competition, the remaining funding will be used under the Main Station Competition. Please see Application Manual Section, II.D., “How Award is Determined.”

***Critical Milestones***

**Q.37: How can an Applicant meet the requirements for “permits” in Attachment 14? Do these requirements refer to entitlement permits or building permits, for example?**

A.37: Please see the Addendum 2 to the solicitation and note that the Critical Milestone 1 has been changed; the Recipient must have held an in-person pre-application meeting, for permits to build and operate each proposed hydrogen refueling station, with the authority that has jurisdiction over the project and entitlement process. The meeting should include but not be limited to discussion of zoning requirements and aesthetics of the proposed refueling station. It is generally recommended to have discussions with both the station operator and the owner about the project prior to meeting with the authority having jurisdiction.

**Q.38: For station(s) awarded under previous Energy Commission solicitations, must both Critical Milestones be met and documented to the Energy Commission’s satisfaction by December 31, 2016? Would the Energy Commission cancel new agreement(s) funded under this solicitation if the Critical Milestones for previously funded stations are not met by December 31, 2016?**

A.38: Yes, both Critical Milestones must be met by December 31, 2016. The timelines to complete either Critical Milestone can be changed only by a written amendment to the agreement, which the Energy Commission is only likely to approve in unusual circumstances. The Energy Commission reserves the right to terminate the Agreement if either of the Critical Milestones are missed or if the supporting evidence is inadequate to show that the Critical Milestones have been reached. In the event that the Energy Commission terminates the agreement, the Energy Commission is not liable for any costs incurred by the Recipient under the agreement.

**Q.39: Do Recipients receive no reimbursement for eligible expenses until the land site is secured and permits have been filed?**

A.39: Yes. The recipient must demonstrate to the Energy Commission staff’s satisfaction that both Critical Milestones have been met in order to receive any payment under the agreement.

***Evaluation Criteria***

**Q.40: Is it possible to receive 500 points for a station that dispenses H35?**

A.40: Theoretically, yes. The proposed station must meet all minimum technical requirements (including H70 fueling) to be eligible for funding. H35 fueling is optional. An Applicant should describe how H35 fueling will contribute to Evaluation Criteria including, but not limited to, reliability and economic viability of the proposed station.

**Q.41: Will points be given to a station that fuels medium- and heavy-duty vehicles?**

A.41: While the focus of this solicitation is light-duty vehicle hydrogen refueling infrastructure, medium- and heavy-duty vehicle refueling capability may positively contribute to the Financial Plan Evaluation Criterion by demonstrating economic viability. Applicants should describe how medium- and heavy-duty vehicle refueling positively contributes to the economic viability of the proposed station.

**Q.42: How will the Safety Plan and the Business Plan be scored?**

A.42:The Hydrogen Safety Panel (HSP) managed by the Pacific Northwest National Laboratory (PNNL) operated by Battelle Memorial Institute will evaluate an Applicant’s Safety Plan according to the Safety Planning for Hydrogen and Fuel Cell Projects guideline and will submit a written assessment along with a recommendation on whether or not the Safety Plan adequately addresses the guideline to the Energy Commission. The Energy Commission Evaluation Team will consider this assessment and score the Safety Plan using the Safety Planning Evaluation Criterion.

The Energy Commission Evaluation Team will score the Business Plan under the Project Budget and Financial Plan Evaluation Criteria.

**Q.43: The solicitation requires compliance with Canadian Standards Association (CSA), now the CSA Group, standards. There are components within the CSA documents that may be in conflict with our internal safety standards and requirements. We ask that the solicitation allow for exceptions, with an explanation of the CSA requirements, if there are safety concerns that are not addressed by the CSA requirements.**

A.43: No exception to compliance with CSA Hydrogen Gas Vehicle (HGV) 4.3: 2012, Test Methods for Hydrogen Fueling Parameter Evaluation and Related Devices, or the most recent version of the standard is allowed. The application shall describe how the station developer will self-declare compliance with this standard. Should the Applicant meet or exceed any related safety requirements, render their approaches as safe or safer, they should so state.

Safety is of the utmost importance for stations funded under this solicitation and any potential safety concerns about the standard should be immediately reported to the standards development organization.

**Q.44: What is the difference between the Business Plan and the Financial Plan?**

A.44: The Applicant’s Business Plan is a required element of all submitted applications. The Business Plan will be utilized, in part, to evaluate the application in accordance with the Evaluation Criteria, including the Financial Plan Evaluation Criterion.

**Q.45: The Sustainability and Environmental Impacts Evaluation Criterion includes the use of recycled materials and repurposed equipment and materials. This raises safety concerns in high pressure hydrogen gas applications. Which equipment falls into this category and which safety issues should be addressed?**

A.45: Safety is of the utmost importance for stations funded under this solicitation. Applicants that can utilize recycled or repurposed equipment and materials without sacrificing station safety or performance will be rewarded under this Evaluation Criterion.

**Q.46: Will a proposed project with a high benefit-cost score (GHG reductions per public dollar provided to the project) receive more points than a project with a lower benefit-cost score?**

A.46: With everything else being equal, yes. (See the Project Budget Evaluation Criterion.)

**Q.47: How many extra vehicles at a proposed station will increase the Market Viability score?**

A.47:It is incumbent upon the Applicant to explain and demonstrate the market viability of a proposed station as part of the proposal, including the quantification of vehicles expected to utilize the station. Applicants must explain all assumptions and methodologies utilized when quantifying the market viability of a proposed station.

**Q.48: How are station upgrades scored? Is there any priority given to upgrading stations with state-of-the-art technology?**

A.48: Station upgrades are scored against the same Evaluation Criteria as published in the solicitation.

***Maximum Awards***

**Q.49: If a station becomes operational in 20 months after Energy Commission Business Meeting approval of the project, what is the total value of the incentives?**

A.49: $425,000 for 180-299 kg/day stations and $467,500 for 300+ kg/day stations.

**Q.50: If a 180-299 kg/day station becomes operational 20 months after Energy Commission Business Meeting approval, is the funding amount $2,125,000 or $2,125,000 + $70,833?**

A.50: $2,125,000.

**Q.51: The solicitation states that a station must become Open Retail within 180 days of becoming operational, but Maximum Awards are based on Station Operational Dates. When is the full grant amount released to the Recipient?**

A.51: Grant funds are disbursed to Recipients as eligible costs are incurred in accordance with the approved agreement budget and as relevant requirements are met, and so long as the recipient has demonstrated to the Energy Commission staff’s satisfaction that both Critical Milestones have been met. The 15% retention held will be released once the Recipient completes all requirements under the agreement which includes submission of a final project report.

**Q.52:** **Would a proposed station designed to increase reliability receive more points? If so, would the extra points be enough to offset an increased Cap-X funding amount requested in the budget to obtain higher reliability?**

A.52: With everything else being equal, stations demonstrating increased reliability will score higher in accordance with the Evaluation Criteria. Proposed projects are scored holistically based on the Evaluation Criteria. Applicants should be cognizant of the relative weights of the individual Evaluation Criteria as project proposals are developed to maximize total final score.

**Q.53: Is there an annual cap of $100,000 for the O&M funding?**

A.53: No. The Recipient may request reimbursement up to $300,000 over a five year period.

***Minimum Technical Requirements***

**Q.54: The solicitation calls for daily capacity within a 12 hour window (6 a.m. to 6 p.m.), while CSA HGV 4.9, Hydrogen Fueling Station Guidelines, has a different set of criteria; we request that the capacity basis should refer only to CSA HGV 4.9 standard**

A.54: The minimum daily capacity shall be described in 12 hours, between 6 a.m. and 6 p.m. The solicitation does not reference CSA HGV 4.9, Hydrogen Fueling Station Guidelines.

**Q.55: How is minimum peak fueling capacity of the station defined? Is it three hours in the morning and three hours in the afternoon?**

A.55:The minimum peak fueling capacity is measured over a 1 hour period during peak hours, from 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m.

**Q.56: For back-to-back fills, what is the minimum state of charge (SoC)?**

A.56: The solicitation requires compliance with the most recent version of SAE J2601. For back-to-back fills, five 4 kg H70-T40 fills per hour are required. The solicitation does not specify or require a minimum state of charge (SoC).

***Fueling Protocols***

**Q.57: Would a station proposal be screened out if it uses international standards and best-practices other than those specified in the solicitation?**

A.57: Yes. The station proposal shall comply with the Minimum Technical Requirements in the solicitation (Section VI.).

**Q.58:** **Will a station proposal be screened out if it uses commissioning methods or processes other than those specified in the solicitation (i.e., HyStEP or test and evaluation using light duty vehicles)?**

A.58: Yes. The station proposal shall comply with the Minimum Technical Requirements in the solicitation (Section VI.). The application shall state that the station/fuel dispenser shall be evaluated using the U.S. Department of Energy Hydrogen Station Performance (HyStEP) device, as practicable, for station commissioning. Should the HyStEP device be unavailable, the station/fuel dispenser fueling protocols shall be evaluated using best practices with automobile Original Equipment Manufacturers (OEMs).

**Q.59: Does the requirement for the hydrogen refueling station to allow for future equipment retrofits that improve and/or automate the monitoring of common contaminants in the hydrogen gas stream apply to both off-site and on-site hydrogen production?**

A.59: Yes.

***Data Collection and Reporting***

**Q.60: Is data collection and reporting required for three years for an Operational station?**

A.60: Yes.

**Q.61: Is data collection and reporting required for five years for an Open Retail station?**

A.61: No.

**Q.62: If an Applicant considers any of the information to be collected in the NREL Data Collection Tool to be confidential and the Energy Commission determines said information to be non-confidential per California Code of Regulations Section 2505 et. Sec. [sic], is the Applicant required to submit the information?**

A.62: Yes. The Application Manual states that “Applicants should note that agreements resulting from this solicitation will require recipients to provide all the data requested in the NREL Data Collection Tool, regardless of confidentiality status. I.e., in the event that the Energy Commission determines that the information requested to be kept confidential is not confidential, recipients will still be required to provide that information per the NREL Data Collection Tool.”

***Renewable Hydrogen Requirements***

**Q.63: Can renewable energy certificates or credits (RECs) be obtained by using biogas?**

A.63: This is a determination that the applicant or body regulating any applicable RECs must make. RECs must be registered and verifiable through the Western Renewable Energy Generation Information System (WREGIS) or an equivalent tracking and verification system.

**Q.64: How are points received for in-state sourcing of renewable feedstock(s)?**

A.64: The Evaluation Team will consider the degree to which a station uses renewable feedstock under the Renewable Hydrogen Content and Renewable Hydrogen from Direct Sources Evaluation Criteria.

**Q.65: If a station exceeds the 33% Renewable Hydrogen Requirement, does it receive more points?**

A.65: With everything else being equal, yes.

**Q.66: How should renewable hydrogen be described in the application?**

A.66: Applicants should provide a description (possibly from the renewable hydrogen provider) about the feedstock and process used to generate and distribute the renewable hydrogen. Although Attachment 12 is a reporting form to be used after a station is operational, it contains some of the typical reporting features of renewable hydrogen that may be useful in guiding Applicants on how to describe renewable hydrogen in the application.

**Q.67: Should a station use a direct hydrogen generation and pathway? What difference does it make if hydrogen is from a pipeline?**

A.67: The Applicant should propose their hydrogen production pathway and explain the benefits of the proposed pathway which will be evaluated in accordance with the Evaluation Criteria.

**Q.68: Is tri-gen considered renewable?**

A.68: Renewable hydrogen is described in Section VII. of the solicitation.

**Q.69: Can eligible renewable hydrogen feedstocks be sourced outside California?**

A.69: Yes. See Addendum 2 to the solicitation. Please note that direct renewable hydrogen resources from within California will be scored in accordance with the Renewable Hydrogen from Direct Sources Evaluation Criterion.

**Q.70: For which period of time is 33% renewable hydrogen content required?**

A.70: Proposed stations must dispense a minimum renewable hydrogen content of at least 33% renewable hydrogen (on a per kilogram basis) either: 1) at each, individual hydrogen refueling station; or 2) as an average of hydrogen dispensed across a collection of a grant recipient’s hydrogen refueling stations receiving Cap-X funding under this solicitation. The period of time is the date on which the station is open-retail to the end of the 5 year Open-Retail period. Completion of Attachment 12 every six months is required for all stations.

**Q.71: If an Applicant proposes using 100% direct renewable hydrogen instead of purchasing RECs, will they receive no points under the “Renewable Hydrogen Content” Evaluation Criterion?**

A.71:No. Please see Addendum 2 to the solicitation.

***Project Budget***

**Q.72: Is the higher benefit-cost score (GHG reductions per public dollar provided to the project) more important in scoring than the funding amount requested, or will a lower funding amount also be weighed positively in the scoring?**

A.72: With everything else being equal, a station with the higher benefit-cost score will score higher than a station with the lower benefit-cost score under the Project Budget Evaluation Criterion. Proposed budgets will also be evaluated under the Project Budget Evaluation Criterion for the degree to which the proposed budget and costs are reasonable, justified and suitable for the proposed project.

**Appendix A: Critical Milestones**

***For stations funded under an agreement resulting from this solicitation:***

Applicants must specify due dates for meeting the Critical Milestones under new agreements resulting from this solicitation as part of the Schedule of Products and Due Dates (Attachment 5 in GFO-15-605). GFO-15-605 funding Recipients will not be reimbursed for expenses under the agreements funded under GFO-15-605 until both the Critical Milestones are met. The Energy Commission reserves the right to terminate agreements funded under GFO-15-605 if Recipients do not complete the Critical Milestones by the due dates specified in Schedule of Products and Due Dates.

***For stations funded under previous solicitations:***

Do you have stations funded under previous solicitations?

Have you completed the Critical Milestones for each station funded under previous solicitations?

You must complete the Critical Milestones for each station funded under previous solicitations by December 31, 2016

If not, the Energy Commission will withhold reimbursement for eligible reimbursable expenses incurred under an agreement funded under this solicitation and reserves the right to terminate a new agreement funded under this solicitation.

No

Yes

No

Yes

No further action is needed.

Provide adequate documentation to CEC. No further action is needed.

Has the completion of the Critical Milestones been adequately documented to CEC?

Yes

No further action is needed.

No