**Questions and Answers**

**GFO-22-502**

**Innovative Hydrogen Refueling Solutions for Heavy Transport**

**November 7, 2022**

The following answers are based on California Energy Commission (CEC) staff’s interpretation of the questions received. It is the Applicant’s responsibility to review the purpose of the solicitation and to determine whether their proposed project is eligible for funding by reviewing the Eligibility Requirements within the solicitation. The CEC cannot give advice as to whether a particular project is eligible for funding, because not all proposal details are known.

# **Section 1: Questions on Administrative Requirements**

**Q1:** Is there an email listserv for program updates on GFO-22-502 - Innovative Hydrogen Refueling Solutions for Heavy Transport?

**A1:** While there is not a listserv dedicated to just this solicitation, interested parties can register for the CEC’s "Solicitations and Awards Announcements Only (GFO, RFP, RFQ, IFB, NOPA, NOS)" email subscription on this page: https://public.govdelivery.com/accounts/CNRA/signup/31719. Notices regarding solicitations are sent out to subscribers.

For the most current information about this solicitation, please monitor the [GFO webpage](https://www.energy.ca.gov/solicitations/2022-10/gfo-22-502-innovative-hydrogen-refueling-solutions-heavy-transport) (https://www.energy.ca.gov/solicitations/2022-10/gfo-22-502-innovative-hydrogen-refueling-solutions-heavy-transport).

**Q2:** Can an applicant change the lead entity to a subsidiary within the organization after the concept paper submission? Can an applicant change the lead entity to a subsidiary within the organization after formal submittal of the grant?

**A2:** First, staff assumes that that Q2’s phrase “after formal submittal of the grant” means after submission of the Full Application in the second phase.

For the purposes of this solicitation, changing the applicant or proposed recipient to a subsidiary within an organization is not allowed. Also, for the purposes of this solicitation, changing the applicant or proposed recipient to any other legal entity is not allowed.

Different legal entities, even if part of the same corporate group, may have different assets, personnel, project experience, and other characteristics. Switching entities for the applicant or proposed recipient after submitting the Pre-Application Abstract and/or after submitting the Full Application may create problems.

**Q3:** Can grant application costs (consultant fees) be considered as matching fund?

**A3:** For Group 1 and Group 2 projects, match funds allocable to Gas R&D Program funds must be spent only during the agreement term, either before or concurrently with CEC funds. For Group 3 projects, match fund expenditures allocable to Clean Transportation Program or ZVI funds are allowable under an agreement only if they are incurred after the CEC notifies the applicant that its project has been proposed for an award through the release of a Notice of Proposed Awards (NOPA).

Since costs such as consultant fees for developing the grant application are incurred prior to the agreement term and release of the NOPA, they are not allowed to be considered as match funds. See Section J in the Solicitation for more information on match funds.

**Q4:** Can you clarify the role of who will be considered as the recipient and subcontractor for the reference and work product form? Is this form intended only for those who have received funding from CEC in the past?

**A4:** For the Reference and Work Product Form (Attachment 9), the “recipient” refers to the prime applicant and “subcontractor” refers to other entities proposed to perform work for the project.

All applicants are required to complete a Reference and Work Product Form (Attachment 9) when submitting a Pre-Application Abstract and Full Application, including those that have not received funding from CEC in the past. References can be organizations other than CEC that are relevant to the proposed project within the past ten years.

**Q5:** If this is the first time my organization has applied for a CEC GFO funding and has never received any funding before, should I submit other relevant projects and experience?

**A5:** Yes.

**Q6:** Who owns the equipment after the project is complete? Do they have to be returned to CEC?

**A6:** Generally, title to equipment acquired by the Recipient with grant funds shall vest in the Recipient. Please refer to the appropriate Terms and Conditions for the project group and entity type relevant to your application for specific language regarding equipment ownership.

**Q7:** The link in Attachment 1A regarding the CEQA compliance is no longer valid. Can you elaborate the compliance requirements or update with a new link to point to the right place for further compliance requirements?

**A7:** Please use [this link](https://www.opr.ca.gov/ceqa/) for an explanation of CEQA compliance requirements: https://www.opr.ca.gov/ceqa/. Also see Addendum 1 for revisions to Attachment 1A, Attachment 1, and Attachment 8 with updated links.

**Q8:** If my Company has multiple businesses/product line with separate TAX IDs, can the Group company (applicant) who apply for the grant use the individual business units as subcontractors? Or is this arrangement considered as the same applicant because the Group owns the individual businesses?

**A8:** Entities with separate tax IDs are considered distinct and can be arranged as subcontractors to a parent company on the application.

**Q9:** Can two companies submit a joint application or just one entity per application?

**A9:** Each application must have a prime applicant. In this case, one of the companies should be identified as the prime applicant and the other company should be identified as a subcontractor.

**Q10:** Will there be another similar GFO next year or so? Or is this a one-time opportunity?

**A10:** There are no published plans for a similar GFO in the near-term. Stakeholders are encouraged to participate in workshops related to CEC’s Clean Transportation Program and Gas R&D Program if interested in learning about future funding opportunities.

**Q11:** Would it be correct that Match Share allows costs related to the use of the existing equipment or rent of the equipment?

**A11:** Yes. Depreciated value from using existing equipment for the project or costs for equipment rentals can be proposed as match funds.

**Q12:** What feedback is expected for the Concept/Abstract pre-application?

**A12:** After posting the Notice of Pre-Application Abstract Results (NOPAR), Pre-Applications Abstracts failing the pre-application abstract screening or failing to achieve a passing score may request a debriefing from the Evaluation Committee. Pre-Application Abstract debriefings must be requested within 15 days after posting of the NOPAR. Feedback will not be given to applicants that pass the Pre-Application Abstract Screening and Scoring Phases.

# **Section 2: Questions on Technical Requirements**

**Q13:** For Mobile Refuelers which do not have a permanent location, what recommendations do you have to demonstrate that they are serving a “Low-Income Community”?

**A13:** Mobile refuelers can be used to refuel equipment or vehicles operating in and around disadvantaged or low-income communities, supporting the adoption of zero-emission vehicles and equipment and improving air quality.

**Q14:** Are Mobile Refuelers eligible for Groups 2 and 3 projects?

**A14:** Yes.

**Q15:** Are there target metrics for pressure that the CEC is seeking for projects (in reference to Page 7 in the Solicitation Manual)?

**A15:** No. There is no specific target metric for pressure.

**Q16:** Do vehicle demonstration partners or vehicles need to be identified during the final grant submittal?

**A16:** As described in Section I.C of the Solicitation Manual, applicants must describe how they plan to meet additional requirements of demonstration projects, including the requirement to acquire vehicle(s) to demonstrate real world performance using the innovative hydrogen refueling solution.

Vehicle demonstration partners or vehicles are not required to be specified during the final grant submittal. However, applications will be scored based on Team Qualifications, Capabilities, and Resources.

**Q17:** If a vehicle partner is participating in the grant but will not deploy vehicles until a year or two after the station is built, is the hydrogen station able to support public on-road heavy-duty vehicles?

**A17:** The innovative hydrogen refueling solution can be demonstrated with a public access station to refuel on-road heavy-duty vehicles. This fulfills the requirement to acquire vehicle(s) to demonstrate real world performance using the innovative hydrogen refueling solution.

**Q18:** Are testing & certification costs included as eligible funding for the program? For example, if equipment is currently utilized in Europe but needs to be tested & certified for use in the United States.

**A18:** Yes. CEC funds can be used for testing and certification costs.

**Q19:** For a storage & logistics focused application that would require supporting infrastructure across multiple points in the hydrogen value chain (e.g., refinery hydrogen loading rack, trucking, and hydrogen refueling station) – Would the required infrastructure, beyond the storage container, to enable the solution be eligible for funding within the program? Examples may include storage container loading bays and supply panels.

**A19:** Yes. However, points awarded for Criterion 5 (Budget and Cost Effectiveness) of the Full Application Scoring Phase will depend on the justification and reasonableness of requested funds relative to the project goals, objectives, and tasks.

**Q20:** We are planning to apply for Group 2 (Aircraft) and Group 3 (Multimodal). Is it possible to apply for both groups? If so, I believe we have to submit separate applications, since the forms are not the same, please advise.

**A20:** Yes. Applicants may submit separate applications to multiple groups. In this case, the Group 2 application will require different attachments than the Group 3 application.

**Q21:** May a single entity submit distinct and separate applications for each Group Funding Category?

**A21:** Yes. See Q20. If an applicant submits multiple applications that address the same project group, each application must be for a distinct project (i.e., no overlap with respect to the tasks described in the Scope of Work).

**Q22:** What is included in the target cost of 2-4$/kg of H2 dispensed? Why does it not include productions costs?

**A22:** This target metric and research goal includes the cost of delivering and dispensing hydrogen to a vehicle and excludes hydrogen production costs (e.g., feedstock, capital, and operating costs for electrolysis). The purpose of the solicitation is to develop innovative hydrogen refueling solutions, so the target metrics specified in Section I.C of the Solicitation Manual are scoped around the infrastructure required to deliver and dispense hydrogen fuel to vehicles.

**Q23:** Is it a requirement to include purchase of new vehicles or equipment, but the CEC funds may not be used for such purchase?

**A23:** Projects are not required to include purchase of new vehicles or equipment. However, demonstration projects are required to acquire vehicles (e.g., lease or purchase) to demonstrate real world performance using the innovative hydrogen refueling solution.

CEC funds cannot be used to purchase or lease vehicles for the proposed project. Applicants may use match funds to purchase or lease hydrogen fuel cell vehicles (see Section I.J for more information on Match Funds). Applicants are encouraged to leverage other programs to purchase or lease vehicles such as the California Air Resources Board’s Advanced Technology Demonstrations and Pilots solicitation, Clean Off-Road Equipment Voucher Incentive Project (CORE), Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), or the Carl Moyer Program.

**Q24:** Will vehicle costs be able to count toward required match funding requirement? For example, working with partner who will be providing their heavy-duty trucks for the demonstration.

**A24:** Yes. Applicants may use match funds to purchase or lease hydrogen fuel cell vehicles to demonstrate their innovative hydrogen refueling solution (see Section I.J for more information on Match Funds).

**Q25:** Do demonstration projects have to take place in California? For example, would a project that builds a hydrogen station in Oregon be eligible for funding?

**A25:** Yes. See Addendum 1 for updates to the Solicitation Manual for revised language in Section II.A and Section IV.G that now requires demonstration/deployment sites to be located in California.

**Q26:** Is the purchase of hydrogen covered? Can the H2 be green or derived from fossil fuels?

**A26:** No. CEC funds cannot be used to purchase hydrogen fuel for the proposed project. Applicants are encouraged, not required, to source hydrogen from low carbon pathways, such as electrolysis using renewable electricity, to maximize project benefits.

**Q27:** Purchase of H2 for the demonstration will be able to count towards the matching fund, correct?

**A27:** Yes. CEC funds cannot be used to purchase hydrogen fuel for the proposed project. Applicants may use match funds to purchase hydrogen fuel for the demonstration (see Section I.J for more information on Match Funds).

**Q28:** Are extra points given to projects that use green hydrogen?

**A28:** See Q26. Using hydrogen with higher environmental attributes can positively impact scoring such as through Criterion 3 (Project Benefits and Cost Effectiveness) of the Pre-Application Abstract Phase and Criterion 5 (Impacts and Benefits for California) in the Full Application Phase.

**Q29:** Is there a link to the precise site to team?

**A29:** GFO-22-502 can be accessed on the [Empower Innovation website](https://www.empowerinnovation.net/en/custom/funding/view/35447) through this link: https://www.empowerinnovation.net/en/custom/funding/view/35447#. Prospective applicants may sign up as an Empower Innovation member and create (or join) an organization’s profile. The “Find a Partner” function can be used to show your interest in this opportunity and view and message other interested members.

**Q30:** If we already have a hydrogen truck, can we use that truck and do not have to buy a new one?

**A30:** Yes. Projects can acquire existing hydrogen fuel cell vehicles to fulfill the requirement to acquire vehicle(s) to demonstrate real world performance using the innovative hydrogen refueling solution.

**Q31:** Do we need to satisfy all requirements including 8kg/min?

**A31:** No. Projects must aim to achieve improvements in at least one of the following target metrics in the table provided in Section I.C of the Solicitation Manual listing target metrics and research goals.

**Q32:** Will the list of workshop participants be posted? Thank you.

**A32:** Yes. The Pre-Application Workshop Attendees List is posted on the [GFO webpage](https://www.energy.ca.gov/solicitations/2022-10/gfo-22-502-innovative-hydrogen-refueling-solutions-heavy-transport): https://www.energy.ca.gov/solicitations/2022-10/gfo-22-502-innovative-hydrogen-refueling-solutions-heavy-transport

**Q33:** Can mobile hydrogen refueler projects be submitted under Group 3 or is CEC only interested in funding mobile refueler projects for off road vehicles?

**A33:** A mobile hydrogen refueler can be considered an innovative hydrogen refueling solution under Group 3.

**Q34:** How is reliability measured? For example, electric vehicle charging grants regulate to kW available not kWh. Does quantity of hydrogen available (reliable supply) matter?

**A34:** The target metric for reliability as described in Section I.C of the Solicitation Manual has a corresponding research goal of >90% uptime. An innovative hydrogen refueling solution that improves supply availability can help reduce associated downtime, improving upon the identified reliability target metric.

**Q35:** Has there been a determination of the latest start date of deployment of the new technology demonstration for Group 3?

**A35:** No. There is no set requirement for the latest start date for demonstrations. Applicants must propose a feasible project schedule that can address the requirements in the Section I.C of the Solicitation Manual (i.e., demonstration projects must demonstrate the innovative hydrogen refueling solution over a minimum period of 12 months) before the Anticipated Agreement End Date of March 31, 2026.

**Q36:** How many projects can you fund under this solicitation?

**A36:** See Section D.1. in the Solicitation Manual for the minimum and maximum funding amounts for each project group. Based on these ranges, CEC staff expects the solicitation to fund 4 to 7 projects.

**Q37:** Could innovative solutions also be shown in conjunction to an existing MD/HD H2 fueling station?

**A37:** Yes.

**Q38:** To clarify, if a mobile refueling technology is a vehicle, will CEC fund the equipment in the vehicle but not the vehicle itself?

**A38:** If the innovative hydrogen refueling solution is a mobile refueling technology hosted on a vehicle, CEC funds can be used to fund both the vehicle and refueling equipment as they are both elements of the refueling solution. However, CEC funds cannot be used to acquire vehicles to refuel using the mobile refueling technology.

**Q39:** Could a mobile trailer that carries >60 kg be considered equivalent to a heavy-duty vehicle? Would providing service to a fleet of trailers be eligible? It is hard to commit a fleet if a project has issues.

**A39:** Demonstration projects must refuel actual vehicles. Simulated vehicle refueling using a mobile trailer can support “lab testing” but does not fulfill the demonstration project requirement of acquiring vehicles to demonstrate real world performance.

**Q40:** Can this grant be applied to an existing public project that has already teamed with a hydrogen fueling technology partner, but are still in the concept design phase?

**A40:** Yes. Applicants can build on and leverage existing projects.