# Questions and Answers – Addendum 01

**Light-Duty Hydrogen Infrastructure Build-Out**

**GFO-24-601**

[**~~November 4~~**] **December 4, 2024**

This addendum notifies potential applicants of an additional question received after the written question deadline of October 21, 2024. The addendum includes revisions to the Questions and Answers document posted on November 4, 2024. Added language appears in **bold underline**, and deleted language appears in [~~strikethrough~~] and within square brackets.

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 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.

**Q1. What participants would be considered eligible for this Grant Funding Opportunity? Are independently owned and operated gas stations that want to offer hydrogen fueling at their site eligible?**

A1. Funding Lane 1 is open to all public and private entities. Independently owned and operated gas stations that want to offer hydrogen fueling at their site are eligible if the site is in San Francisco or Sacramento Counties and at least 50 percent of their proposed sites are located in disadvantaged communities (DAC). If an application includes only one location, the location must be in a DAC. Funding Lane 2 is open only to developers of hydrogen refueling stations.

**Q2.** **Part of the solicitation description suggests that funding is available statewide, but the solicitation also states that it is for San Francisco and Sacramento Counties. I just want to confirm that the applications are only for projects in those counties.**

A2. Applicants applying to Funding Lane 1 must propose light-duty hydrogen refueling stations located in San Francisco County or Sacramento County. Applicants applying to Funding Lane 2 can apply for eligible projects located throughout the state.

**Q3. Can a developer propose to upgrade their temporarily non-operational (TNO) station under Funding Lane 2 and be eligible for receiving $1.5 million plus $500,000 for O&M like the Funding Lane 1 award amount?**

A3. A developer can propose to upgrade their TNO station under Funding Lane 2. If the developer is proposed for award, they would be eligible for up to $500,000 for each awarded station only.

**Q4.** **Does the 50 percent of applications in a disadvantaged community (DAC) requirement apply to Sacramento and San Francisco County locations in Funding Lane 1? For example, if there are 2 DAC locations and 2 non-DAC locations under Funding Lane 2, does the location in Funding Lane 1 need to be located in a DAC?**

A4. The Station Development Requirements of the solicitation (Section II.B.4.) state, “If an application includes more than one location, at least 50% of the locations in the application must be in a disadvantaged community and if an application includes only one location, the location must be in a disadvantaged community in accordance with [CalEnviroScreen Tool](https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40), <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.”   
  
In the example provided in this question, if the Applicant proposes five station locations with two in a DAC and two not in a DAC, the fifth location must be located in a DAC because “at least 50%” of locations must be in a DAC.

**Q5.** **Are there any grants available for Southern California since the Port of Los Angeles and Long Beach are required to use zero-emission electric and hydrogen for heavy-duty applications? Are small fleets eligible for heavy-duty grant funding?**

A5. The purpose of Funding Lane 1 is to build light-duty hydrogen refueling stations located in San Francisco and Sacramento Counties. Heavy-duty hydrogen refueling stations are only eligible as match under Funding Lane 1. Funding Lane 2 is available to support capital expenditures and/or O&M for planned or temporarily non-operational light-duty hydrogen refueling stations when open-retail progress has stalled due to cost constraints. The CEC is making additional funding available, through solicitations like CRITICAL PATHS 2.0, for heavy-duty applications. Please visit the CEC’s [Solicitations webpage](https://www.energy.ca.gov/funding-opportunities/solicitations) for more information (<https://www.energy.ca.gov/funding-opportunities/solicitations>).

**Q6. Is it required for the hydrogen station to be located at a brand new site or can the hydrogen station be added to an existing gas station or truck stop?**

A6. Under Funding Lane 1, the hydrogen station can be located at a brand new site or added to an existing gas station or truck stop. Under Funding Lane 2, the project must be located at an existing, planned, or temporarily non-operational light-duty hydrogen refueling station.

**Q7. When will additional funding be available for new stations in other parts of California? When will funding be available for smaller pilot projects?**

A7. The CEC is required to release annual solicitations within the first 90-days of each fiscal year, beginning July 1. It can be anticipated that the CEC will release another solicitation providing funding for hydrogen refueling infrastructure in this timeframe in 2025, though no concept for the next solicitation has been discussed at this time.

**Q8. Are "mixed" hydrogen refueling stations that support light-duty as well as medium/heavy-duty vehicles eligible for this solicitation? Or are only light-duty refueling stations eligible?**

A8. “Mixed” hydrogen refueling stations that support light-duty as well as medium- and heavy-duty vehicles are eligible for this solicitation, however, only the light-duty hydrogen refueling infrastructure is eligible for CEC reimbursable project costs. The medium- and heavy-duty infrastructure is eligible as match funding.

**Q9. If a station was a previously awarded under GFO-19-602, would that station still be eligible for Funding Lane 2?**

A9. Yes, a station that was previously funded under GFO-19-602 is still eligible for Funding Lane 2 as long as that same station was not awarded funding under GFO-23-604, Improvements in Maintenance Processes for Reliable Operations that are Verifiable and Effective for Hydrogen Refueling Stations (IMPROVE for H2).

**Q10. We plan to upgrade an existing site. Would this site be eligible for $500,000 in funding? Would this be possible if the site is not on a NOPA list?**

**A10.** **The station upgrade may be eligible under Funding Lane 2 for a maximum award of up to $500,000 that can be used toward Cap-X, O&M or both. However, a station that received funding under GFO-23-604 (IMPROVE for H2) is not eligible for O&M funding under GFO-24-601.**