

Hydrogen Refueling Infrastructure Development Program

Stakeholder Questions & Responses

Last Updated: February 27, 2018

Q: Will hydrogen station include onsite hydrogen generation as well as delivered hydrogen?

A: There will be no requirement for either on-site hydrogen generation or to generate hydrogen from renewable energy sources. Hydrogen sourcing decisions will be addressed within each proposal by the potential applicants. As such, potential applicants should develop proposals that meet Connecticut's energy, air quality and climate goals.

Q: Will project scope for hydrogen station include capability to fuel 350 bar FCEVs such as fuel cell buses as well as 700 bar fueling for light duty FCEVs?

A: While 700 bar fueling for FCEVs will be a project requirement, potential applicants may also include 350 bar fueling options for other equipment/vehicles that may utilize this fueling pressure level.

Q: What is the cost to the CT tax payer for this build out?

A: No taxpayer funds are being utilized for this project. The project funds are designated for supplement environmental projects and result from previous settlements of violations of the federal Clean Air Act and related regulatory requirements.

Q: Is the CT grant only available to CT companies or will it be open to all foreign and domestic ones too?

A: This program is open to any entity that meets the applicable requirements.

Q: Is there a goal for hydrogen molecule \$/kg price at pump?

A: There is no requirement in the [Request for Proposals](#) to offer hydrogen for sale at a particular price. Pricing must be fair and transparent, and lower pricing structures may be given preference.

Q: Can the state revise the 5 mile radius requirement to, "within an 8 mile radius of the 91/95 intersection?"

A: Yes. The [Request for Proposals](#) and associated program documents will reflect that while the 5 mile radius of the 91/95 interchange will be preferred, applicants may submit proposals that do not exceed an eight mile radius of this interchange. The critical factors will remain accessibility and driver convenience.

Q: Can the state help to provide a streamlined permitting process and a liaison between the Awardee and local permitting officials?

A: The grant award will require the Awardee be responsible for securing all necessary permits. While local permitting is an area outside of the Department's direct jurisdiction, the Department and CCAT will be available to provide information and education to the permitting authorities, as needed, in an effort to assist the Awardee meet all applicable permitting requirements.

Q: Without local real estate tax exemptions or reductions, many of the best sites become financially untenable given the valuation of a hydrogen station investment when compared with a traditional gasoline station. Can the state take any actions that could address this concern or to insure clarity on the issue and economically viable alternatives?

A: The Department appreciates the challenges associated with the introduction of new alternative fuel technology that will require ramp up prior to full utilization. While the Department cannot take any direct action to address these challenges, the Department and CCAT are willing to provide education to support long term solutions to these near term challenges.

Q: Was there any discussion in the meeting of stacking grants or of there being a list of interested host sites that might need supply partners or at a minimum a list of attendees?

A: Applicants are encouraged to leverage other government and private funding for the development and operation of the proposed station. A list of potential sites is included in *Appendix D: Potential Sites for Hydrogen Refueling Station* of the [Request for Proposals](#). A [list of attendees for the stakeholder meeting](#) held on January 24, 2018 is available on www.EVConnecticut.com.

Q: The New Haven location makes for the following challenging scenarios:

- **Two of the four location properties are entirely within Flood Zone AE: Long Wharf Mobil Mart and Berkshire IV.**
- **One site property back section is in Flood Zone AE: Sardar LLC.**
- **One site property's entire entrance and front land section is in Flood Plan AE: Turnpike BP.**

In the event of a Superstorm Sandy or similar type of event all four of these locations would offer operational and access challenges.

A: An Awardee must document that the proposed hydrogen refueling station is reliable and has received all applicable permits and approvals from municipal, state, and federal authorities having jurisdiction for the proposed hydrogen refueling station prior to the reimbursement of any funds to the Awardee.

Q: Two entities asked if there are any additional programs for ZEV charging tax deferrals, tax abatement, or electric power discounts like electric charging.

A: Within available resources, DEEP looks to support the successful operation of a hydrogen vehicle fueling network in Connecticut. For example, DEEP continues to support FCEV market development through a \$5,000 purchase or lease incentive through the Connecticut Hydrogen and Electric Automobile Purchase Rebate (CHEAPR) program. DEEP cannot commit, however, to providing either property tax abatement or reduced electric power rates for the New Haven hydrogen station as these costs are set by other entities.

Q: In section VII Funding, there is a penalty for not meeting milestone dates. Many outside factors beyond an Awardee's control can impact permitting and station opening as mentioned in the Funding section. Will the state tie relevant milestones to drawing submission to local municipalities, and completion from the time that "all" permits are given.

A: Provided the Awardee is not responsible for the delay and makes a good faith effort to pursue completion of the project, DEEP may reduce or waive weekly financial penalties set forth in section VII of the [Request for Proposals](#). Such determinations will, by necessity, be made on a case by case basis.

Q: Two entities requested the State appoint a specific government liaison to act in between the potential station builder, and the Authorities having jurisdiction for permitting and fire approval to help expedite the local permitting process.

A: DEEP has a permit ombudsman for state permits but lacks the resources to fulfill that function at the local level. The state makes all effort to work in close cooperation and coordination with local government and would look to other resources for avenues of assistance with local permitting.

Q: What are the needs for backup power, grid power quality and/or lower cost renewable electricity in the area where CCAT and DEEP are seeking station development.

A: DEEP supports the development and use of highly reliable, high quality, and lower cost renewable electricity in the State. As detailed in the [Request for Proposals](#), up to four points will be awarded in the evaluation of a proposal based on "a description of how the proposed project will use renewable energy technologies with multiple pathways and fuel sources to produce hydrogen".

Q: Do the proposed gas stations have a power backup requirement?

A: While there is no specific requirement for backup power, the [Request for Proposals](#) has a provision in the evaluation criteria for "technology that will be used to ensure the proposed station is reliable" and "includes planned redundancy".

Q: Are there needs for grid-balanced fast EV chargers in the area?

A: This question is not pertinent to the Hydrogen Refueling Infrastructure Development (H2Fuels) Program Request for Proposals. Please refer to DEEP's [EVConnecticut website](#) for information and resources for EV chargers.