DOCKETED	
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Hydrogen Refueling Infrastructure Pre-Solicitation Workshop

California Energy Commission (CEC)
November 20, 2025

Workshop Agenda

Agenda	Time
Introduction and Opening Remarks	1:00 PM
California Hydrogen Infrastructure Buildout Background	1:15 PM
Concept for Future Hydrogen Refueling Infrastructure Solicitation	1:30 PM
Questions and Public Comment	2:00 PM
Adjourn	3:00 PM

Introduction - Housekeeping

- Workshop is being recorded
- Workshop Event Page: https://www.energy.ca.gov/event/workshop/2025-11/hydrogen-refueling-infrastructure-pre-solicitation-workshop?utm_medium=email&utm_source=govdelivery
- Virtual Participation through Zoom
  - Q&A period after the main presentation
  - Raise Hand or Q&A feature
- Written Comments to Docket # 25-HYD-01: https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=25-HYD-01
  Deadline: December 4, 2025

Introduction - Commitment to Diversity

The CEC adopted a resolution strengthening its commitment to diversity in our funding programs. The CEC continues to encourage disadvantaged and underrepresented businesses and communities to engage in and benefit from our many programs

To meet this commitment, CEC staff conducts outreach efforts and activities to:

- Engage with disadvantaged and underrepresented groups throughout the state;
- Notify potential new applicants about the CEC's funding opportunities;
- Assist applicants to understand how to apply for funding from CEC's programs;
- Survey participants to measure progress in diversity outreach efforts.

Introduction - Diversity Survey

Scan the code on a phone or tablet with a QR reader to access the survey.

One Minute Survey

The information supplied will be used for public reporting purposes to display anonymous overall attendance of diverse groups

Zoom Participants, please use the link in the chat to access the survey or scan the QR code on the left of the screen with a phone or table to access the survey

Survey will be closed at the end of the day

Survey Link:https://forms.office.com/Pages/ResponsePage.aspx?id=RBI6rPQT9k6NG7qicUgZTtQ-G7GrbGJFmZJPv38ckjJUN1FFMVkwQkhKNEY1MlVJOUQ5OVM1UDg4WC4u

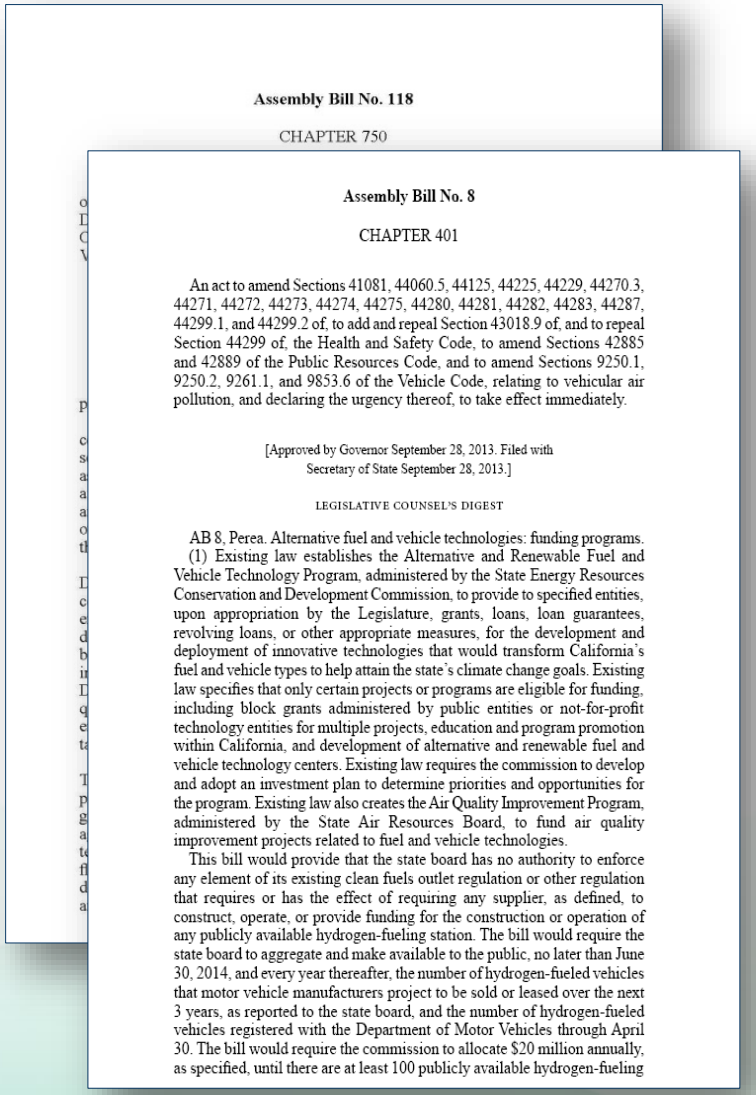
Workshop Goals

- To gather feedback from interested parties on the future hydrogen infrastructure solicitation

California Hydrogen Infrastructure Buildout Background

Clean Transportation Program

- Established in 2007 by Assembly Bill 118 (2007)
- Extended to January 1, 2024 by Assembly Bill 8 (2013)
- Extended to July 1, 2035 by Assembly Bill 126 (2023)
- Up to $100M per year with funds collected from vehicle registration fees
- Focus on zero-emission technologies where feasible
- New equity requirements
- Hydrogen carveout reduced from 20% to 15% through 2030, and expanded to include medium- and heavy-duty FCEVs



Assembly Bill No. 118

CHAPTER 750

Assembly Bill No. 8

CHAPTER 401

An act to amend Sections 41081, 44060.5, 44125, 44225, 44229, 44270.3, 44271, 44272, 44273, 44274, 44275, 44280, 44281, 44282, 44283, 44287, 44299.1, and 44299.2 of, to add and repeal Section 43018.9 of, and to repeal Section 44299 of, the Health and Safety Code, to amend Sections 42885 and 42889 of the Public Resources Code, and to amend Sections 9250.1, 9250.2, 9261.1, and 9853.6 of the Vehicle Code, relating to vehicular air pollution, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor September 28, 2013. Filed with Secretary of State September 28, 2013.]

LEGISLATIVE COUNSEL'S DIGEST

AB 8, Perea. Alternative fuel and vehicle technologies: funding programs.

(1) Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law also creates the Air Quality Improvement Program, administered by the State Air Resources Board, to fund air quality improvement projects related to fuel and vehicle technologies.

This bill would provide that the state board has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any supplier, as defined, to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen-fueling station. The bill would require the state board to aggregate and make available to the public, no later than June 30, 2014, and every year thereafter, the number of hydrogen-fueled vehicles that motor vehicle manufacturers project to be sold or leased over the next 3 years, as reported to the state board, and the number of hydrogen-fueled vehicles registered with the Department of Motor Vehicles through April 30. The bill would require the commission to allocate $20 million annually, as specified, until there are at least 100 publicly available hydrogen-fueling

Light-Duty Hydrogen Refueling Infrastructure

- $174 million allocated
- Seven solicitations so far to support development of light-duty stations
- 112 stations expected by 2030, which can support 167,000 FCEVs if fully operational
  - 61 stations achieved open retail status
    - 10 stations are temporarily non-operational for more than 30 days
    - Other stations have been partially or fully offline for less than 30 days
  - 23 stations in development
  - Additional 28 stations planned

Seal Beach Light-Duty Station
Photo Credit: Hydrogen Fuel Cell Partnership

Light-Duty Fuel Cell Electric Vehicles

- Cumulative sales: 18,149 FCEVs (from 2010 through 2025 Q3)
- Estimated on-road population: 14,429 FCEVs
- 16,200 FCEVs projected by 2028

Concept for Future Hydrogen Infrastructure Solicitation

Minimum/Maximum Award Amounts

- Eligible for up to 50 percent of the total allowable project costs
- Minimum award amount per application: $2 million for a 2 refueling position minimum
- Maximum award amount per application: $15 million

Eligible Projects

- Must include installation of new hydrogen refueling infrastructure in California
- Can be for light-duty, medium-duty, heavy-duty, or mixed-use station
- All applications would be scored competitively against each other

Infrastructure Accessibility Requirements

- Can be Public Access, Private Access, or Shared Access
  - Public Access – Open and accessible to the general public without restriction
  - Private Access – Available to one dedicated fleet. Infrastructure is not share with another fleet and not open to the public
  - Shared Access – Available to more than one fleet, but not open to the public
- If supporting eligible California public entities must propose infrastructure with at least 25 percent of the infrastructure available as Public Access during normal operating hours. The remaining infrastructure may be Public, Shared, or Private Access

Vehicle Deployment Requirements

- If proposing a Private Access or Shared Access infrastructure project, the fleet that is being supported must propose a commitment to supporting at least 15 FCEVs per hydrogen refueling position proposed for CEC funding
- FCEVs supported must be new vehicles being procured or existing vehicles that were not able to be used due to lack of infrastructure
- If Shared Access, the application would need to demonstrate that there are at least two fleets being supported
- If Public Access, projects would not be required to meet a vehicle deployment requirement

Infrastructure Deployment Requirements

- Hydrogen refueling positions can be either 350-bar or 700-bar, whichever is compatible with the FCEVs that the station is supporting
- Each refueling position must be capable of simultaneous refueling
- Upgrades would not be eligible
- Applicant or a key project partner must operate each station for a minimum of six years
- At least 50 percent of the locations in the application must directly benefit or serve residents of disadvantaged communities

Questions and Public Comment

Public Comment

Zoom Participants
- Use “raise hand” feature to make verbal comments
- Use the “Q&A” feature to type your question

Telephone Participants
- Dial *9 to raise your hand
- Dial *6 to mute / unmute you phone line

- Are there any questions or comments about the solicitation concept presented?
- What is the appropriate award amount per hydrogen refueling position?
- Should Operation and Maintenance (O&M) grants be eligible?
- Should the priority be O&M or Capital Expenditure funding?
- Are there any other concepts for the future hydrogen refueling infrastructure solicitation that should be discussed?

Docket Comments

- Submit e-comments by December 4, 2025 at:
- https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=25-HYD-01
- Contact: Mark.Johnson@energy.ca.gov

Thank You!