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## **CaFCP OEM Priority Hydrogen Station Location Recommendations**

The, "2017 CaFCP OEM Priority Hydrogen Station Location Recommendations," (attached) will remain valid until superseded by the publication of updated recommendations. CaFCP will issue updated recommendations in early 2019. See attached letter.

*Additional submitted attachment is included below.*



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## CaFCP OEM Priority Hydrogen Station Location Recommendations

December 19, 2018

### Hydrogen Station Developers and Interested Stakeholders:

The, “2017 CaFCP OEM Priority Hydrogen Station Location Recommendations,” (attached) will remain valid until superseded by the publication of updated recommendations. CaFCP will issue updated recommendations in early 2019.

### Attachment

Air Liquide  
Anglo American  
Cal/EPA Air Resources Board  
California Energy Commission  
Energy Independence Now  
GM  
Honda  
Hyundai  
Mercedes-Benz  
Nissan  
Office of Governor Edmund G. Brown Jr.  
Shell  
South Coast AQMD  
Toyota  
Volkswagen

AC Transit  
BAE Systems  
Ballard Power Systems  
Bay Area Air Quality Management District  
CA Dept of Food and Agriculture  
Cal State LA  
CEERT  
Comdata  
CTE  
FASTECH  
FirstElement Fuel, Inc.  
Hexagon  
Hydrogenics  
Hydrogen-Xt, Inc.  
ITM Power  
Ivys Energy Solutions  
Kobelco  
KPA  
Linde North America, Inc.  
Look, Inc.  
Nel Hydrogen  
NICE America Research, Inc.  
NREL  
Sandia National Laboratories  
Southern California Gas Company  
SunLine Transit Agency  
United Hydrogen  
University of California, Berkeley  
UC Irvine-NFCRC  
UC Davis-ITS  
U.S. Department of Energy  
U.S. Environmental Protection Agency



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## 2017 CaFCP OEM Priority Hydrogen Station Location Recommendations

August 2, 2017

### Hydrogen Station Developers and Interested Stakeholders –

The California Air Resources Board asked CaFCP's automaker members to provide a collective response to identify fuel cell electric vehicle (FCEV) customer market locations in support of future development of hydrogen stations.

As in past requests, the automakers individually submitted their lists of locations and submitted them in a blind process to CaFCP to assure anonymity. CaFCP aggregated individual responses.

With a special emphasis on locations previously awarded hydrogen stations, the automakers made recommendations based on:

- Market critical locations awarded, but not completed, in past Program Opportunity Notices.
- Expansion of key market areas that include Sacramento; greater San Francisco Bay area; Los Angeles, Orange County, and adjacent market areas; and San Diego area
- Providing redundancy for the Central Valley I-5 corridor and enabling the beginning of round-trip travel to the Fresno/Visalia region (e.g., Arvin/Lebec area)
- Establishing early market and connector stations:
  - US 101 Central Coast corridor to serve the San Luis Obispo region and support travel between the Santa Barbara and Monterey/San Francisco Bay areas
  - I-15 Corridor to serve the Victorville/Barstow region and support future travel between Los Angeles and Las Vegas

The recommended station locations for the next phase of California's hydrogen fueling network development are consistent with the published documents "[A California Road Map: The Commercialization of Hydrogen Fuel Cell Vehicles](#)" (2012) and Roadmap update "[Hydrogen Progress, Priorities and Opportunities](#)" (2014).

Station developers and interested stakeholders are encouraged to engage with the OEMs directly for more detailed information.

### *The automotive members of the California Fuel Cell Partnership:*

- American Honda Motor Company, Inc.
- General Motors LLC
- Hyundai-Kia America Technical Center, Inc.
- Mercedes-Benz Research & Development North America, Inc.
- Nissan Technical Center North America
- Toyota Motor North America, Inc.
- Volkswagen Group of America, Inc.

## 2017 OEM PRIORITY HYDROGEN STATION LOCATION RECOMMENDATIONS

CaFCP's automaker members identified 45 priority locations for future hydrogen station development in California. Stations are listed in alphabetical order and shown without relative priority.

### Market Critical Locations

Cities that were previously awarded hydrogen stations, but for various reasons were relocated to other cities or the award was cancelled.

Beverly Hills	Awarded in PON-09-608 and PON-11-609, but not completed
Cupertino	Awarded in PON-11-609, but not completed
Irvine North	Awarded in PON-09-608, but not completed
Laguna Niguel/Aliso Viejo	Awarded in PON-09-608 and PON-13-607, but not completed
Manhattan Beach	Awarded in PON-11-609, but PON cancelled by CEC
Pacific Palisades	Awarded in PON-13-607, but not completed
Redondo Beach	Awarded in PON-09-608, but not completed
San Mateo/Foster City	Awarded in PON-12-606, but not completed

### New Priority Market Locations

Cities that can provide redundancy, expand existing markets, and seed new markets.

Arvin/Lebec (I-5/Wheeler Ridge Rd.)	Redwood City (US 101)
*Barstow/Victorville (I-15)	Sacramento/Downtown (I-5/Bus80)
Baldwin Park/W. Covina (I-10/I-605)	Sacramento/Folsom (US 50)
Brea (SR 57)	San Diego/Airport (I-5)
Calabasas (US 101)	San Diego/Carlsbad-Oceanside (I-5)
Cerritos (US 91/I-605)	San Diego/La Jolla–University Town Center
Corona (I-15/US 91)	San Diego/Rancho Bernardo (I-15)
Davis (SR 113/I-80)	San Jose/Alamitos (SR 85/SR 87)
Downey/Norwalk (I-5/I-605)	San Luis Obispo (US 101)
Dublin/Pleasanton (I-580/I-680)	San Rafael/Corte Madera (US 101)
Garden Grove/Orange (SR 22/I-5)	Santa Cruz (PCH/SR 17)
Granada Hills (I-405/SR 118)	Santa Rosa (US 101)
Los Angeles (near Downtown)	Simi Valley (SR 118)
Malibu (PCH)	Temecula (I-15)
Monterey	Toluca Lake/Burbank (SR 134)
Napa (SR 29/Trancas St.)	Vallejo (I-80/SR 29)
Newport Beach	Ventura (US 101)
Palm Springs/Rancho Mirage	Walnut Creek (I-680/SR 24)
Rancho Santa Margarita (SR 241)	

*\*Note: Barstow/Victorville – Due to the round-trip distance, development of a “connector” hydrogen station on the I-15 corridor to enable travel to Las Vegas is contingent upon a coincident development of a “destination” hydrogen station in the Las Vegas area. This two-station approach substantially increases the potential for travel, and thereby improves the utilization and overall operational economics of both hydrogen stations compared to a connector only approach.*