

Docket # 15-HYD-01, Draft Solicitation Concepts For Hydrogen Refueling Infrastructure

The Sacramento Metropolitan Air Quality Management District has been working closely with several of the primary advocates for hydrogen fuel cell vehicles in our region (California Fuel Cell Partnership, City of West Sacramento, City of Sacramento, County of Sacramento, Sacramento Clean Cities Coalition), hydrogen infrastructure companies (Linde, Air Products, First Element), fleets likely to acquire fuel cell vehicles in the next several years (City of Sacramento, County of Sacramento, California State Department of General Services), the Sacramento region Toyota dealership named as the retail source for the Mirai (Roseville Toyota) and representatives from the Toyota corporation. Our goal in this effort has been to promote interest in maximizing the number of fuel cell vehicles in the Sacramento Region and to develop data that would be useful to parties interested in investing in hydrogen infrastructure.

We have developed a GIS map (attached) that we believe may help guide the decision-making process for infrastructure siting. This GIS map was developed using several data sets:

- The areas where retail early adopters are likely to reside (we used the ZEV early adopter data as a surrogate for fuel cell early adopters);
- The likely destinations for early adopters (again using the ZEV early adopter data);
- The locations of public agency corporation yards;
- The retail gasoline stations where vehicles with state fuel cards currently refuel;
- The origin/destination information for the very first individuals who have signed up to purchase Mirai's at Roseville Toyota.

Based on our many meetings and discussions (as noted above), we have the following suggestions for infrastructure siting in the Sacramento region:

- There are over 30 "early adopters" that have signed up through Roseville Toyota and several public agency fleets that are anxious to place orders as soon as Toyota works out their fleet pricing and the State Department of General Services completes their solicitation for fuel cell vehicles.
 - These early adopters and public agency fleets will need to have sufficient infrastructure to ensure a reasonable level of confidence that fuel will be available.
 - The "Hydrogen Draft Solicitation Concepts" document published by the CEC on July 31, 2015, indicates the opportunity for two stations in the Sacramento region. We encourage the CEC to provide funding for both stations.
- We have additional comments about the siting of the stations which may vary slightly from the specific neighborhoods suggested in the July 31 document.
 - Consideration should be given to station placement that assists deployment by public agency fleets;
 - Placement should also consider likely fuel cell vehicle destinations, not simply the likely point(s) of origin;
 - Consideration should include station placement along various transit corridors that may have high volumes of fuel cell vehicle travel;

Considerations should include providing convenient refueling locations for vehicles originating in the Bay Area and Southern California that are traveling through Sacramento.

