

**CONNECTICUT CENTER FOR ADVANCED TECHNOLOGY, INC.**

**HYDROGEN REFUELING INFRASTRUCTURE DEVELOPMENT PROGRAM:**

**PROCEDURES AND GUIDELINES**

**Date issued: July 21, 2015**

**Due Date: September 15, 2015 at 4:00 p.m. EST**

## **I. Funding Opportunity Description**

The State of Connecticut, in partnership with the Connecticut Center for Advanced Technology (CCAT), is implementing a “Hydrogen Refueling Infrastructure Development” (H2Fuels Grant) Program. The Connecticut Department of Energy and Environmental Protection (DEEP) and CCAT are seeking qualified vendors to establish, operate and maintain two hydrogen fueling stations in Connecticut. The H2Fuels Grant Program will promote the use of fuel cell electric vehicles (FCEV); increase public confidence, support and awareness for hydrogen as a transportation fuel; and reduce dependence on fossil fuel and emissions of greenhouse gases.

## **II. Administrative Structure**

The H2Fuels Grant is administered by CCAT with guidance and assistance from DEEP. Applicants may seek assistance through the H2Fuels Grant Program, subject to available funding. Funding, in the form of a grant through the H2Fuels Grant Program, will be provided on a reimbursement basis after the fueling stations are operational. The Awardee will be responsible for operating the hydrogen fueling station in a manner consistent with the terms and conditions of the contract for the H2Fuels Grant project. CCAT and DEEP reserve the right to inspect the hydrogen fueling station once it is operational.

## **III. Eligible Activities**

Acceptable uses of funding provided through the H2Fuels Grant Program include the purchase of hydrogen production and/or dispensing equipment for new, publicly-accessible hydrogen fueling stations and reasonable costs associated with site preparations, engineering, and construction of the hydrogen production and/or dispensing equipment, as defined below:

- “hydrogen production and/or dispensing equipment” means equipment related to the production and/or dispensing of gaseous hydrogen;
- “engineering costs” means the financial costs associated with the design of site preparation and construction plans of the hydrogen fueling stations and do not include costs associated with product development;
- “construction” means building or assembling of buildings and/or infrastructure on a site for the purpose of supporting hydrogen production and/or dispensing equipment;
- “new” means a hydrogen fueling station constructed after the solicitation for proposals opens; and
- “publicly-accessible” means in a manner accessible by the public, with the understanding that specialized training may be necessary.

## **IV. Ineligible Activities**

Unacceptable uses of H2Fuels Grant Program funds include:

- travel, debt restructuring, loan payments, or lobbying;
- reimbursement of costs incurred prior to the execution of the Agreement specified in Part VIII A. of this document;
- proposal preparation costs; and
- operating costs.

## **V. Notice Requirements**

Public notices will include the Americans with Disabilities Act and Title VI Publication Statement.

## **VI. Comments and Information Posting**

Following the public meeting on June 19, 2015 all communications on the program must be submitted in writing to Paul Farrell Attn: Department of Energy and Environmental Protections, Air Bureau, 79 Elm Street, Hartford, CT 06106 or by e-mail to [paul.farrell@ct.gov](mailto:paul.farrell@ct.gov). These comments will be posted on the H2Fuels Grant Program website. Interested parties may access the grant program web page through the EVConnecticut website ([www.evconnecticut.com](http://www.evconnecticut.com)). DEEP will establish and publicize on the EVConnecticut website a schedule of required submittal dates for the H2Fuels Grant Program.

## VII. Funding

The H2Fuels Grant Program will provide grant funding to design and build two publicly-accessible hydrogen fueling stations within a ten-mile radius of Hartford. These stations must effectively serve the public as well as municipal, private and state fleet FCEVs. In order to ensure that any grant is utilized in the most effective manner possible, mandatory proposal requirements and evaluation criteria have been established to guide the decision-making process. If only one publicly-accessible hydrogen fueling station is proposed, partial funding may be awarded.

## VIII. Grant Application Process, Evaluation Criteria and Review

### A. Application Schedule and Process

The schedule and process for receiving and evaluating applications for funding under the H2Fuels Grant Program is presented below and will be posted on the website. Qualified hydrogen producers and/or developers are encouraged to submit their proposal(s) for funding to CCAT at 222 Pitkin Street, Suite 101, East Hartford, CT 06108, no later than 4:00 p.m., September 15, 2015. The key events and deadlines for the application process are as follows, some of which are yet to be determined.

Date	Event
July 21, 2015	Solicitation Opens
July 21 through July 28, 2015	Submission of Written Questions
July 21 through July 31, 2015	Response to Written Questions are Posted
September 15, 2015	Proposals Due
September 16, 2015	Commencement of Proposal Evaluation Process
TBD	Contract Negotiations: CCAT will commence negotiations with the selected Applicant(s) on this date. Details of the negotiation process shall be shared with the selected Applicant shortly before that date.

### B. Mandatory Proposal Requirements

Applicants must offer a proposed plan that accommodates the technical criteria to build, operate and maintain the hydrogen fueling station(s). To be considered for funding, a proposed plan to construct a hydrogen refueling station through the H2Fuels Grant Program must meet the following minimum operational parameters:

- 200 kg/day average daily station capacity at 700 bar (10,000 psi) pressure;
- Hydrogen purity consistent with SAE J2719: Hydrogen Fuel Quality for Fuel Cell Vehicles;
- Capacity determined as the total kg of hydrogen that can be delivered to a 7 kg-capacity fuel cell vehicles according to the SAE J2601, over a 12 hour period;
- The ability to deliver the rated daily capacity over a 12 hour period from 6 a.m. to 6 p.m. with a preference for automated operation to extend service to 24 hours/day 7 days/week;
- The ability to dispense back-to-back refills;
- Accessible to the general public, and state, municipal and private fleet vehicles;
- The ability to allow for integration with existing hydrogen uses;
- Applicant must have site control over any property to be used for the project;
  - Site Control means:
    - ownership of, a leasehold interest in, or a right to develop a site for the purpose of constructing the hydrogen refueling station,
    - an option to purchase or acquire a leasehold site for such purpose, or

- an exclusivity or other business relationship between the Applicant and the entity having the right to sell, lease or grant the Applicant the right to possess or occupy a site for such purpose;
- Documentation for verification may be requested;
- Applicant shall provide training on the use of the hydrogen fueling station equipment; and
- Applicant shall collaborate with CCAT and DEEP regarding publication of information related to the hydrogen fueling stations.

**C. Proposal Format:** All proposals must include the following technical and operational information:

1. Project Summary and Approach:
  - a. Project Plan for the development, operation and maintenance of the proposed hydrogen fueling stations including:
    - i. Tasks,
    - ii. Deliverables, and
    - iii. Timeline and Milestones; and
  - b. Roles and Responsibilities, including collaboration with CCAT and DEEP regarding publication of information related to the hydrogen fueling stations;
2. Technical and Operational Information for each site:
  - a. Location:
    - i. Potential market associated with the proposed project site, including its proximity to major highways, private and state fleet vehicles, and existing hydrogen users,
    - ii. The ability of the proposed project to expand capacity at the proposed site, as needed, and to other recognized sites and/or businesses within Connecticut, and
    - iii. Documentation of site control;
  - b. Hydrogen Fueling Technologies:
    - i. Confirm elements of the Hydrogen Refueling Station Interface Specification Checklist in Appendix A,
    - ii. A detailed site plan depicting significant features of the proposed station, including but not limited to: fuel production (if applicable), storage, dispensing, signage, traffic flow, security features, public services, etc.;
    - iii. Technology to be used to generate, store, and dispense 200 kg of hydrogen per day at 700 bar (10,000 psi) pressure,
    - iv. Method to ensure that the hydrogen dispensed complies with SAE J2719,
    - v. Method for the measurement and payment of hydrogen fuel: if and how the proposed station will accept payment, including the use of major credit and/or debit cards, and fleet cards,
    - vi. Technology that will be used to ensure that hydrogen that can be delivered to 7 kg-capacity fuel cell vehicles according to the SAE J2601 over a 12 hour period,
    - vii. Technology that will be used to ensure the proposed station can, at a minimum, deliver the rated daily capacity over a 12 hour period from 6 a.m. to 6 p.m. with a preference for automated operation to extend service to 24 hours/day 7 days/week,
    - viii. Technology that will be used to ensure the proposed station is reliable, includes planned redundancy, and can dispense back-to-back refills,
    - ix. Security measures and related protocols for station accessibility by the general public and state, municipal and private fleet vehicles, and
    - x. Demonstrated compliance with applicable codes and standards, including a description of safety features;
  - c. A description of how the proposed project would use renewable energy technologies with multiple pathways and fuel sources to produce hydrogen; and
  - d. Outline of training program for use of hydrogen fueling equipment;

3. Non-Technical Information:
  - a. Impact on the local/regional supply chain, including the potential for local job creation,
  - b. A description of the Applicant's readiness to proceed, including staff resources,
  - c. A description of the Applicant's commercial partners, if any, that may support the effort through a commitment to deliver FCEVs into the Connecticut market,
  - d. A description of the Applicant's efforts to integrate the proposed station with multiple hydrogen producers and hydrogen users to leverage resources and enhance economic viability, and
  - e. A description of all private and/or federal cost sharing to complete the proposed project;
  
4. Financial Information:
  - a. Evidence of financial resources to complete the proposed project, including commitment letters or other proof of access to capital, and identification of other funding partners,
  - b. A detailed project budget including, but not limited to, a description of financing details and funding sources, the amount of funds requested under the H2Fuels Grant Program and how such funds will be used,
  - c. A business plan for the project including, but not limited to, market assumptions, revenue and cost assumptions, including the projected wholesale cost and retail price of hydrogen to consumers, financing structure, and company infrastructure,
  - d. A certificate of good standing in the state of incorporation, and
  - e. A Dun and Bradstreet (D&B) business report that identifies potential issues including, but not limited to, outstanding litigation in which the Applicant is a named party, UCC filings and credit history;
  
5. Business Background and Experience:
  - a. Organizational Structure:
    - i. Names, titles and biographies of the Applicant's key management team, and
    - ii. Experience with hydrogen refueling station development and operation and ability of the Applicant to complete the proposed project,
    - iii. Commitments from public and/or private fleets to purchase FCEVs,
  - b. Any outstanding, unresolved or anticipated litigation in which the business and/or management team is a named party, if any,
  - c. Any environmental matters (litigation, investigations, regulatory agency correspondence) associated with the Applicant or the proposed hydrogen fueling station property,
  - d. Types of insurance coverage and their corresponding limits, and
  - e. Affirmation of Due Diligence.

#### **D. Proposal Review Process**

All proposals received by CCAT will be reviewed by CCAT to ensure that they comply with the mandatory minimum proposal requirements of the H2Fuels Grant Program and are complete. All necessary materials must be included with the proposal. Neither CCAT nor DEEP will accept any additional information after the due date for proposals. Applications that are found to be complete will be evaluated further. CCAT will notify Applicants, in writing, of a determination that an Applicant does not qualify or their proposal is otherwise ineligible for funding through the H2Fuels Grant Program. CCAT shall include this documentation in the Applicant's file.

#### **E. Proposal Ranking Procedures**

CCAT will assemble a proposal review team to conduct a detailed technical and financial evaluation of all proposals that meet the mandatory minimum requirements of the H2Fuels Grant Program. Proposals from qualified Applicants will be evaluated utilizing the criteria below, which are detailed in Appendix B:

- (10%) Project Summary and Approach;
- (40%) Technical and Operational Information;
- (30%) Non-Technical Information;
- (10%) Financial Information; and
- (10%) Business Background and Experience.

### Technical Recommendation Report

CCAT will develop “Findings of Fact” for each complete proposal, which will detail the technical and operational characteristics for each proposed project.

### Financial Recommendation Report:

CCAT will produce a financial recommendation report for each qualified Applicant that complies with the mandatory minimum requirements of the H2Fuels Grant Program. The report will summarize the review process and include all findings, strengths, weaknesses, issues/concerns, and a summary recommendation. As part of the report, CCAT will express an opinion on the ability of Applicant(s) to develop the proposed project.

## **F. Proposal Recommendation Package**

Upon completion of review of the proposals that comply with the mandatory minimum requirements of the H2Fuels Grant Program, CCAT will assemble, and submit to DEEP, a proposal recommendation package, including evaluation of each proposal’s ability to meet evaluation criteria, evaluation of the technical and financial requirements and CCAT’s recommendation for vendor selection. Upon review and determination by DEEP, DEEP will notify CCAT of their decision to award or deny funding to each Applicant. CCAT will invite the selected vendor to develop an agreement for completion of the project. Upon finalization of an agreement(s), CCAT will notify the other parties who submitted proposals that were not selected.

## **IX. Implementation, Agreement and Administration**

### **A. Agreement for Financial Assistance**

CCAT will present a draft Agreement to the Applicant whose proposal is deemed to be the most advantageous to the State of Connecticut. CCAT will enter into negotiations with such Applicant. CCAT will work with the Applicant to develop a Hydrogen Refueling Infrastructure Agreement (Agreement), which will provide funding for the proposed project. This Agreement will establish the terms and conditions for financial assistance and establish a date by which time the Applicant must complete the proposed hydrogen refueling infrastructure project. In the event that such an Agreement cannot be successfully negotiated, the right to negotiate such an Agreement will be awarded to the next most advantageous proposal and so on until an agreement is executed. If an Agreement cannot be executed, a new solicitation may be initiated.

Once complete, two copies of the Agreement, one for each party, will be signed by an employee authorized to bind the Applicant’s company and CCAT’s Chief Administrative Officer.

### **B. Modifying Proposal after Approval**

An Awardee(s) may request change(s) in writing prior to enacting changes to the approved proposal, provided the change(s) conform to the following criteria:

- The proposed change does not substantially alter the function(s), need/justification, purpose, or work proposed in the original proposal;
- The proposed change does not conflict with the guidelines of the H2Fuels Grant Program;
- The proposed change would be a sound investment for the State of Connecticut;
- The proposed change would not substantially alter the operational parameters of the hydrogen fueling station;
- The proposed change does not violate any state, local, federal laws or regulations;
- The proposed change can be completed within the program timeline;
- The proposed change does not adversely alter the capability of the project to leverage additional funds; and
- The proposed change does not adversely impact the structure or financial status of the company since the original financial due diligence.

Awardee(s) shall be notified by CCAT, in writing, regarding the status of their request to modify a proposal after approval. An amendment to the Agreement may be required.

### **C. Notification of Completion**

An Awardee must document that the hydrogen fueling station has received all applicable permits and approvals from municipal, state, and federal authorities having jurisdiction for the proposed hydrogen fueling station. Upon completion of the project, an Awardee must notify CCAT that the proposed project is complete and operational and request issuance of grant funds in writing.

### **D. Review and Verification**

Upon receipt of a written request for the issuance of H2Fuels Grant funds, CCAT will review the approved project budget and the proposed expenditure of funds, and verify the Awardee(s) has purchased equipment and/or constructed the hydrogen refueling station(s), consistent with the Awardee(s)'s Agreement and approved project budget. CCAT will conduct on-site inspections of the Awardee(s)'s hydrogen fueling station to verify that the proposed project has been constructed and will operate as proposed, in accordance with the terms and conditions of the Agreement. CCAT will give the Awardee reasonable notice that an inspection of the hydrogen fueling station will occur so that the Awardee may notify the appropriate staff at the hydrogen fueling station. CCAT may use additional engineering resources to verify compliance with operational parameters detailed above, and compliance with permitting requirements.

### **E. Authorization and Payment**

Upon review and satisfactory verification of project completion, including documentation of expenditures and outlays, consistent with the approved project budget and timeline, CCAT will notify DEEP and request authorization to release the funds to the Awardee(s). CCAT will provide DEEP with documentation upon request. CCAT will process the request for payment, and issue a check for the grant award within 45 days following the review and satisfactory verification of the completed hydrogen station.

### **F. Reporting**

During the construction period, the Awardee shall provide a quarterly status report to CCAT, detailing the progress made on the construction of the proposed station(s), consistent with the proposed timeline and milestones set forth in the Agreement.

The Awardee shall provide a status report to CCAT, on a monthly basis for one year from the completion of construction/beginning of commercial operation detailing: the quantity of hydrogen dispensed; the number of vehicles utilizing the hydrogen fueling station; and any issues affecting the operation of the hydrogen refueling station, including but not limited to hydrogen pressure, hydrogen quality, station capacity, the ability to dispense back-to-back refills, and proposed resolutions of any operating issues.

## **X. Record Keeping and Retention**

### **A. Record Keeping**

Awardee(s) under the H2Fuels Grant must keep records regarding the proposed project, including but not limited to:

- (1) Financial records;
- (2) The application for financial assistance;
- (3) The executed Agreement;
- (4) Quarterly construction reports;
- (5) Monthly operation reports; and
- (6) Any other program documents that may be requested.

### **B. Record Retention**

Awardee(s) shall retain the records required in subparagraph A of this section for at least five (5) years after the due date (with extensions) for filing the Federal income tax return for that year. The records for the first year of operation must be retained for at least five (5) years beyond the due date (with extensions) for filing the Federal income tax return for any given year of operation.

**XI. Liability & Delegation**

Compliance with the requirements of the H2Fuels Grant Program is the sole responsibility of the Awardee(s) to whom the H2Fuels Grant funds are allocated. CCAT's obligation to monitor for compliance with the requirements of the H2Fuels Grant Program does not make it liable for the Awardee's noncompliance. Should the Awardee(s) fail to comply with the terms and conditions of the Agreement, CCAT may withhold payment or pursue any other remedies allowed by law.

**XII. Proprietary Data**

Applicants may request, in accordance with the provisions of Conn. Gen. Stat. section 1-210, confidentiality for certain information regarding specific trade secrets, intellectual properties or technology during the application process. Applicants shall clearly identify the type of market sensitive materials that requires confidentiality and shall include such materials in a clearly identified and sealed envelope as part of the proposed application.

**APPENDIX A**

<b>Confirm compliance with the Hydrogen Refueling Station Interface Specification</b>	
<b>Confirm</b>	<b>Hydrogen Refueling Station Interface Specification</b>
	The station will meet all applicable codes and standards for hydrogen fueling in the US and Connecticut, including, but not limited to: Connecticut Fire, Building, Electrical, and Fuel Code; NFPA2; National Electrical Code; CSA HGV 4.9, ASME B31.
	The station will be capable of operating across the historical ambient temperature range for the last 20 years.
	The station(s)/dispenser(s) will conform to SAE J2601-2014 Table Based Fueling Protocol. The dispenser shall not provide any other fueling protocols, other than those defined in SAE J2601-14, or subsequent published version.
	Pressure Class: H70 (and H35 if applicable)
	Fuel Delivery Temperature Category: T40 for H70 (T20, T30, or T40 for H35 where applicable), for all fuelings as defined, per SAE J2601-2014.
	Compressed Hydrogen Storage System Category: 4-7 kg for light duty vehicles.
	The station will have non-communication and communications available for H70 fueling according to SAE J2799-2014.
	The station will be capable to fuel, at least, 200 kg in a 12 hour period for category H70-T40. The station will be able to repeat this requirement after a time period not to exceed twelve (12) hours of no fueling. The original system design shall be scalable to allow future expansion of the ground storage capacity to be capable to fuel, at least, 400 kg in a 12 hour period for category H70-T40, and where allowable by site layout constraints.
	The station will be capable to complete, at least, 7 consecutive fills for a dispensed mass of 4 kg for each fueling, and with a 3 minute interval between each fueling. The time between fueling is defined as removing the nozzle from the previous fueling to starting the fueling sequence of the next fueling. Each fueling shall achieve a state of charge (SOC) of not less than 98.0% +2%/-0%, as measured by the station. The station shall be able to perform the next sequence of 7 consecutive fills, as defined above, after a duration period with no fuelings -in excess of 30 minutes.
	All fuelings at H70 shall have a final SOC target of 98.0% +2.0/-0.0%.
	All fueling nozzles used by the station shall conform and be listed to SAE J2600-2012 or ISO 17268-2012. If no such nozzles are commercially available, then the SAE J2600-2002 or ISO 17268-2006 shall take precedence.
	The dispenser will have at least one (1) particulate filter with a rating no larger than five (5) micron at 98% efficiency and adequate capacity to protect the CHSS from excessive particulate loading. The filter shall be located as close as possible to the dispenser hose “breakaway” and down- stream in the process from the pre-cooler assembly. The dispenser shall also inhibit aerosols to the vehicle. The dispenser provider shall inspect and, when necessary, replace these filters on a periodic basis as determined by the maintenance plan.
	Hydrogen dispensed at the station shall meet the fuel quality requirements SAE J2719-2011 (ISO14687-2). The station will pass a hydrogen quality test to be defined as “Operational”, and tested at least every 6 months, and a prior to resuming or starting commercial operations after the hydrogen lines are potentially exposed to contamination due to maintenance, startup, or other activity.
	The station will have a method to continuously monitor the gas stream for stations that have on-site generation or purification of hydrogen, and/or certification for delivered hydrogen, such as an in-line analyzer, so that the hydrogen quality does not exceed the requirements defined in SAE J2719 at the output of the HFS nozzle. If an analyzer is used, it will be placed immediately downstream and as close as possible to the hydrogen generation/purification equipment.
	Hydrogen dispenser performance and metering specifications must satisfy NIST Handbook 44: 2013, or applicable code for the state of Connecticut.

**APPENDIX B  
PROPOSAL REVIEW INFORMATION**

Only eligible entities whose proposals meet the threshold criteria in Section VIII.B of this guidance document will be evaluated according to the criteria set forth below. Applicants should explicitly address these criteria as part of their proposal package submittal. Each proposal will be rated using a point system. Proposals will be evaluated based on a total of 100 points possible.

**A. Measurement:** The following measurement will be used to rate each criteria item:

- 0 – Totally misses the point;
- 1 – Approaches relevance, but leaves much to be desired;
- 2 – Reflects a minimal level of understanding;
- 3 – Reflects a good understanding with acceptable philosophy, experience and approach;
- 4 – Well crafted, to the point, and relevant with good understanding of proposal and overall strategy; and
- 5 – Outstanding and contains innovative and accountable measures.

**B. Evaluation Criteria**

<b>Criteria</b>	<b>Points</b>
1. Project Summary and Approach: <ul style="list-style-type: none"> <li>a. (7 points) Project Plan for the development, operation and maintenance of the proposed hydrogen fueling station, including:               <ul style="list-style-type: none"> <li>i. Tasks,</li> <li>ii. Deliverables, and</li> <li>iii. Timeline and Milestones; and</li> </ul> </li> <li>b. (3 points) Roles and Responsibilities, including collaboration with CCAT and DEEP regarding publication of information related to the hydrogen fueling station.</li> </ul>	<b>10</b>

2. Technical and Operational Information:

- a. (10 points) Location:
  - i. Potential market associated with the proposed project site, including its proximity to major highways, private and state fleet vehicles, and existing hydrogen users,
  - ii. The ability of the proposed project to expand capacity at the proposed site, as needed, and to other recognized sites and/or businesses within Connecticut, and
  - iii. Documentation of Site Control;
- b. (25 points) Hydrogen Fueling Technologies:
  - i. Confirm elements of the Hydrogen Refueling Station Interface Specification Checklist in Appendix A,
  - ii. A detailed site plan depicting significant features of the proposed station, including but not limited to: fuel production (if applicable), storage, dispensing, signage, traffic flow, security features, public services, etc.;
  - iii. Technology to be used to generate, store, and dispense 200 kg of hydrogen per day at day 700 bar (10,000 psi) pressure,
  - iv. Method to ensure that the hydrogen dispensed complies with SAE J2719,
  - v. Method for the measurement and payment of hydrogen fuel: if and how the proposed station will accept payment, including the use of major credit and/or debit cards, and fleet cards,
  - vi. Technology that will be used to ensure that hydrogen that can be delivered to 7 kg-capacity fuel cell vehicles according to the SAE J2601, over a 12 hour period,
  - vii. Technology that will be used to ensure the proposed station can, at a minimum, deliver the rated daily capacity over a 12 hour period from 6 a.m. to 6 p.m., weekdays, with a preference for automated operation to extend service to 24 hours/day 7 days/week,
  - viii. Technology that will be used to ensure the proposed station is reliable, includes planned redundancy, and can dispense back-to-back refills,
  - ix. Security measures and related protocols for station accessibility by the general public, and state, municipal and private fleet vehicles, and
  - x. Demonstrated compliance with applicable codes and standards, including a description of safety features;
- c. (4 points) A description of how the proposed project would use renewable energy technologies with multiple pathways and fuel sources to produce hydrogen; and
- d. (1 points) Outline of training program for use of hydrogen fueling equipment.

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<p>3. Non-Technical Information:</p> <ul style="list-style-type: none"> <li>a. (5 points) Impact on the local/regional supply chain, including the potential for local job creation,</li> <li>b. (10 points) A description of the Applicant’s readiness to proceed, including staff resources,</li> <li>c. (5 points) A description of the Applicant’s commercial partners, if any, who may support the effort through a commitment to deliver FCEVs into the Connecticut market,</li> <li>d. (5 points) A description of the Applicant’s efforts to integrate the proposed station with multiple hydrogen producers and hydrogen users to leverage resources and enhance economic viability, and</li> <li>e. (5 points) A description of all private and/or federal cost sharing to complete the proposed project.</li> </ul>	<p><b>30</b></p>
<p>4. Financial Information:</p> <ul style="list-style-type: none"> <li>a. Evidence of financial resources to complete the proposed project, including commitment letters or other proof of access to capital,</li> <li>b. A detailed project budget, including but not limited to, a description of financing details and funding sources, the amount of funds requested under the H2Fuels Grant Program and how such funds will be used,</li> <li>c. A business plan for the project including, but not limited to, market assumptions, revenue and cost assumptions, including the projected wholesale cost and retail price of hydrogen to consumers, financing structure, and company infrastructure,</li> <li>d. A certificate of good standing in the state of incorporation, and</li> <li>e. A Dun and Bradstreet (D&amp;B) business report that identifies potential issues including, but not limited to, outstanding litigation in which the Applicant is a named party, UCC filings and credit history.</li> </ul>	<p><b>10</b></p>
<p>5. Business Background and Experience:</p> <ul style="list-style-type: none"> <li>a. Organizational Structure: <ul style="list-style-type: none"> <li>i. Names, titles and biographies of the Applicant’s key management team, and</li> <li>ii. Experience with hydrogen refueling station development and operation and ability of the Applicant to complete the proposed project,</li> <li>iii. Commitments from public and/or private fleets to purchase FCEVs,</li> </ul> </li> <li>b. Any outstanding, unresolved or anticipated litigation in which the business and/or management team is a named party, if any,</li> <li>c. Any environmental matters (litigation, investigations, regulatory agency correspondence) associated with the Applicant or the proposed hydrogen fueling station property,</li> <li>d. Types of insurance coverage and their corresponding limits, and</li> <li>e. Affirmation of Due Diligence.</li> </ul>	<p><b>10</b></p>