



Special Act No. 22-8

Public Request for Written Comments

November 8, 2022

On May 23, 2022, the Senate and House of Representatives in General Assembly approved Special Act 22-8 establishing a Task Force to study hydrogen chaired by the Connecticut Green Bank. Special Act 22-8 mandates a study that must include the following items:

- (1) A review of regulations and legislation needed to guide the development and achievement of economies of scale for the hydrogen ecosystem in the state,
- (2) An examination of how to position the state to take advantage of competitive incentives and programs created by the federal Infrastructure Investment and Jobs Act,
- (3) Recommendations for workforce initiatives to prepare the state's workforce for hydrogen fueled energy-related jobs,
- (4) An examination of the sources of potential clean hydrogen, including, but not limited to, wind, solar, biogas and nuclear,
- (5) Recommendations for funding and tax preferences for building hydrogen-fueled energy facilities at brownfield sites through the Targeted Brownfield Development Loan Program,
- (6) Recommendations regarding funding sources for developing hydrogen fueled energy programs and infrastructure, and
- (7) Recommendations for potential end uses of hydrogen-fueled energy.

Not later than January 15, 2023, the Task Force will submit a report on its findings and recommendations to the joint standing committee of the General Assembly.

The Connecticut Green Bank is issuing this request for written comments to ensure the success of the activities of the Task Force. While the Connecticut Green Bank specifically requests input on the questions included below, additional stakeholder comments on other topics are also welcome. Respondents are invited to answer all or a subset of the comments below.

Please note that responses to this Request for Written Comments will be posted publicly on the Connecticut Green Bank's website. Because your comments will be made public, you are solely responsible for ensuring that your comments do not include any confidential information that you or a third party may not wish to be posted.

The Connecticut Green Bank will accept written comments to inform the final legislative report of the Task Force until December 9, 2022, at 5:00 p.m. ET. Please submit your comments via email to CThydrogentaskforce@strategen.com.

Questions for Stakeholders:

Defining Clean Hydrogen

1. Based on Federal guidance in the Infrastructure Investment and Jobs Act and the Inflation Reduction Act, clean hydrogen is defined as hydrogen that is produced through a process that results in a lifecycle greenhouse gas emissions rate of not greater than 4 kilograms of CO₂e per kilogram of hydrogen and with less than 2 kilograms of CO₂e per kilogram of hydrogen at the point of production. Do you believe that Connecticut should pursue a more stringent definition for clean hydrogen than the one that has been established by the Federal government? If so, why? If not, why not?

Stakeholder Engagement and Equity

2. When and how should the state of Connecticut engage with environmental justice and disadvantaged communities throughout the clean hydrogen planning and development process? What steps can the state take to support EJ and disadvantaged communities engagement in these processes?
3. What steps should the state of Connecticut take to ensure that the clean hydrogen economy provides equitable benefits for environmental justice and disadvantaged communities?

Hydrogen End-Uses

4. The Hydrogen Task Force has been exploring hydrogen end uses including: critical facilities, aviation, cargo ships, material handling equipment, long-haul heavy duty trucks, fuel cells for peak power generation, high heat industrial processes, buses, ferries, rail, hydrogen blending in pipelines, and light-duty vehicles. How should the state address differing stakeholder perspectives about hydrogen end use prioritization? Which specific end uses are of greatest concern, and why? What actions can or should the state take to continue to solicit stakeholder feedback?

Hydrogen Supply

5. If local (in-state) hydrogen supply is expected to limit in-state hydrogen end use applications, should the state consider the role of hydrogen imports in meeting supply needs?

Hydrogen Infrastructure

6. What additional processes should the state consider to ensure that use of pipeline infrastructure for hydrogen transport is implemented safely, and supports community and climate goals?
7. What enabling infrastructure do you believe is highest priority for the state to pursue to support the development of Connecticut's hydrogen economy, and why?

Hydrogen Funding and Policy Activities

8. What portions of the hydrogen value chain (uses, sources, transport, storage) would be most benefited by further development of additional policy or regulatory guidance? Why, and what gaps should these policies be seeking to address?
9. Federal funding is hoped to represent a significant portion of hydrogen funding but is not

expected to meet all funding needs. Which hydrogen investments (infrastructure, manufacturing, end use equipment, workforce training, etc.) would be the most important for the state to consider funding? Why?

10. What are the best mechanisms for state agencies to gain visibility into federal funding opportunities pursued by individual commercial actors or other organizations? What actions can the state take to support these applications?
11. What federal funding opportunities have stakeholders applied to? Are these formula grants or competitive? Are these opportunities hydrogen-related? Do stakeholders have lessons learned to share based on the application or implementation process?