

## Defining Clean Hydrogen

1. *No comments*

## 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?

*Santh Sathya (LuftCar) comment:*

*The biggest advantage in hydrogen is distributed power generation, not requiring complicating distribution channels. Encouraging hydrogen generation at community levels will encourage small business opportunities within communities, will enable communities to manage their own power/fuel production, distribution and consumption. Rather than centralizing hydrogen power production with traditional power suppliers, the state could look into providing incentives to independent H2 producers at community levels, helping democratize power management and build social equity - with increased job opportunities and equitable price points across 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?

*Santh Sathya (LuftCar) comment:*

*As an end user for Hydrogen, it is important to develop infrastructure around the applications and no necessarily force the end users to seek out for centralized hydrogen production facilities. For example, hydrogen should be available at low cost at the refueling stations in highways, regional airports, ferry ports and other places along the transit lines. H2 infrastructure planning should follow the needs and technology trends of transportation rather than fit the needs of a centralized H2 producer, who may dictate pricing based on their logistical inefficiencies.*

## 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?

*Santh Sathya (LuftCar) comment:*

*Yes. No need to build walls along state boundaries or along the traditional FERC communities. Hydrogen distributed production should be rethought along with renewable power production like nuclear.*

### **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?

*Santh Sathya (LuftCar) comment:*

*More infrastructure related to liquid or solid state storage would help with building a sustainable hydrogen economy.*

### **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?

*Santh Sathya (LuftCar) comment:*

*LuftCar has been applying to DOD and DOT grants in addition to DOE grants. As our vehicle concept will play between all federal agencies, we hope to bring in more federal \$\$ into CT by manufacturing the vehicles in the state.*