2010 POLICY ACTIVITY WRAPUP - FUEL CELLS & HYDROGEN

This wrap-up includes 2010 legislation and policy only. Visit our free searchable State Fuel Cell and Hydrogen database (http://www.fuelcells.org/info/statedatabase.html) for a comprehensive compilation of all state fuel cell and hydrogen policies, initiatives and incentives as well as stationary fuel cell installations, fuel cell vehicle demonstrations and hydrogen fueling stations. A comprehensive list of acronyms used in this report is located at the end of this document.

CALIFORNIA

California Alternative Energy and Advanced Transportation Financing Authority (CAEATFA) formed – Senate Bill 1754 provides authority for CAEATFA to use bonds to finance power purchase agreement arrangements. This provides industry with an alternative method of financing to provide and promote: (1) facilities utilizing alternative methods and sources of energy; and (2) facilities needed for the development and commercialization of advanced transportation technologies. The definition of "advanced transportation technologies" includes fuel cells, while "renewable energy" includes ultra-low emission equipment for energy generation based on thermal energy systems such as natural gas turbines and fuel cells. As of late 2010, incentives include: sales tax exemptions for green manufacturing, reserve fund for Property Assessed Clean Energy (PACE) Bonds, Qualified Energy Conservation Bonds (QECBs), and private activity bonds for district heating and cooling.

New Clean Vehicle Rebate Project (CVRP) program offers electric vehicle rebates – The CVRP, a successor to California's Fueling Alternatives program, launched in 2010 offering rebates of up to $5,000 per light-duty vehicle for individuals and business owners that purchase or lease new, eligible, zero-emission or plug-in hybrid electric vehicles. A total of $9.1 million has been appropriated for fiscal years (FY) 2009-2011 to promote the production and use of zero-emission vehicles, including electric, plug-in hybrid electric, and fuel cell vehicles (FCVs). Honda's FCX Clarity hydrogen fuel cell vehicle qualifies for the $5,000 rebate incentive.

2010-2011 Investment Plan for the Alternative and Renewable Fuel and Vehicle Technology Program – In January 2010, the California Energy Commission (CEC) published the 2010-2011 Investment Plan for the Alternative and Renewable Fuel and Vehicle Technology Program. Several key hydrogen and fuel cell efforts and plans are discussed in the document:

- A strategic decision by the CEC to match federal stimulus funding has resulted in significant uncommitted Program funding from the first investment plan. CEC is releasing a series of focused solicitations for approximately $113 million that, among other efforts, further expands the state's hydrogen fueling network. $14 million was allotted to this effort in 2010.

- Since adoption of the first investment plan in 2009, CEC has committed funds to a variety of alternative fuel efforts, including the certification of hydrogen dispensing equipment for retail hydrogen fueling stations and establishment of specifications for hydrogen and biodiesel fuels.
- The Air Resources Board (ARB) is evaluating a number of approaches to provide policy incentives to energy companies who invest in ultra-low carbon fuels including hydrogen. This includes the use of credit multipliers under the Low Carbon Fuel Standard (LCFS) and changes to the Clean Fuels Outlets (CFO) program which requires energy companies to provide infrastructure once a certain number of vehicles have been sold. These regulatory tools have the potential to create a clear business model for private investment in hydrogen infrastructure as vehicle numbers grow.
- California's Zero Emission Vehicle (ZEV) program is the single most important driver in the introduction and commercialization of light-duty FCVs into the California market. The Energy Commission is not offering any vehicle incentives at this time; however, the ARB allocated $4.1 million for light-duty vehicle incentives in their Air Quality Improvement Program (AQIP) 2009-2010 Funding Plan. Under ARB's funding criteria, a fully-functioning FCV, such as the Honda Clarity FCX, is eligible for a $5,000 per vehicle rebate. At public workshops, ARB staff has indicated its intent to continue this CVRP as a multi-year program, though no allocations for the 2010-2011 AQIP Funding Plan have been approved.
- Since 2004, the ARB has helped co-fund fuel cell bus demonstration programs in the Bay area and Southern California. In a July 2009 ARB meeting, staff was permitted to delay the state's Zero Emission Bus (ZEB) purchase requirement, however, ARB staff has not changed the actual regulation. A two to three year delay is likely.
- CEC may consider funding for hydrogen trucks in fiscal year FY 2010-2011. If allotted, this will come from funds reserved for on-road medium- and heavy-duty electric drive vehicles.
- CEC does not intend to fund off-road applications in FY 2010-2011, but acknowledges their importance and potential. The ARB AQIP Funding Plan for FY 2009-2010 includes $2 million for non-road applications, for example agricultural and lawn/garden equipment, marine vessels, locomotives, and other off-road equipment. CEC proposes that the ARB continue to support these activities in the coming fiscal year.

CARB proposes new ZEV rules – CARB staff presented their proposal for how new post-2018 ZEV rules would work, if approved by the CARB in 2011. Overall the proposal is an affirmation of the importance California places on commercialization of fuel cell electric vehicles (FCEVs) in tandem with other electric drive vehicles as a means of achieving the state's air quality and climate change goals. CARB is acknowledging that to achieve 2050 air quality and climate change goals nearly 80% of the California fleet will need to be electric vehicles (fuel cell and battery, with an increasing percent fuel cell). This level of penetration requires about 23% of the new car fleet in California to be plug-in or fuel cell electric vehicles (EVs), including plug-in electric vehicles (PHEVs) by 2025. So the proposed ZEV rule will be written to produce that result, with about 8% pure ZEVs in the new vehicle fleet by 2025. Driving the proposed

program is a credit scheme that is based entirely on range at the moment, with a 50-mile vehicle earning one credit, and a 350-mile vehicle earning 4 credits. (This weights the program toward fuel cell EVs.) The regulatory scheme for 2018 and beyond will apply to Toyota, Honda, Ford, General Motors (GM), Chrysler and Nissan vehicles but also to BMW, Daimler, Volkswagen, Mazda, Hyundai and Kia; the last five have until now been required to meet less stringent ZEV regulations because of their relatively small level of sales in California. The Board decision is anticipated in April or May 2011.

COLORADO

Renewable Energy Standard increased – A new bill boosts Colorado's renewable portfolio standard percentages to achieve 30% renewable generation by 2020. It also requires that utility companies meet a portion of the renewable standard to be met through "distributed generation" (DG), with at least one-half of the DG generated on-site by customers facilities. A fuel cell using hydrogen derived from an eligible energy resource is an eligible electric generation technology.

CONNECTICUT

Connecticut Clean Energy Fund (CCEF) starts Alpha Program – CCEF's new Alpha Program will invest in technologies beyond the stage of basic research and development, but which require further testing and development of high risk, promising renewable energy/energy efficiency/energy independence in a laboratory or simulated environment. The program will provide incentives of up to $200,000. There will be two six-month funding cycles per year; and a competitive application evaluation and selection process. Successful Alpha Program participants will be encouraged to apply to the Operational Demonstration Program. Fuel cells are considered a renewable energy that is funded through various CCEF programs and initiatives and have been funded in the Operational Demonstration Program.

Northeast Electrochemical Energy Storage Cluster program started: The Connecticut Center for Advanced Technology (CCAT) and its Project Team are implementing a program to enhance and expand an emerging hydrogen and fuel cell regional cluster centered in the northeast United States.

DELAWARE

Net metering expanded – Delaware legislation expands the state's net-metering policy net metering to include fuel cells using non-renewable fuels. The Delaware Public Service Commission is required to adopt rules to implement these changes by July 1, 2011.

DISTRICT OF COLUMBIA

Net metering cap is raised – The D.C. Public Service Commission adopted final rules raising the maximum net metering capacity. Residential or commercial customers with systems powered by renewable energy sources, combined heat and power (CHP), fuel cells and micro-turbines are eligible to net meter up to a maximum capacity of 1 megawatts (MW), raised from 100 kilowatts (kW).

FLORIDA

Agricultural industry: alternative fuel economic development encouraged – Florida is facilitating diversification of existing rural agricultural industrial centers to encourage the creation and expansion of industries that use agricultural products in innovative ways. This includes using biomass material, directly or indirectly, for the production of fuel, renewable energy, bio-energy, or alternative fuel. Florida defines renewable energy to include hydrogen produced from sources other than fossil fuels.

HAWAII

Hawaii Hydrogen Initiative (H2I) implemented – Ten companies, agencies and universities have joined an initiative between The Gas Company (TGC), and GM to make hydrogen-powered vehicles and a fueling infrastructure a reality in Hawaii by 2015. The plan, called the Hawaii Hydrogen Initiative, aims to integrate hydrogen as an essential building block for Hawaii's sustainable energy ecosystem. The effort to reduce the state's 90 percent dependence on imported oil is expected to make hydrogen available to all of Oahu's one million residents by 2015. The goal is for 20 to 25 hydrogen stations to be installed in strategic locations around the island. The plan builds on a May 2010 memorandum of understanding between TGC, one of Hawaii's major utilities, and GM. TGC today produces enough hydrogen to power up to 10,000 fuel cell vehicles and has the capacity to produce much more hydrogen. GM has fielded the world's largest fuel cell demonstration fleet – more than 100 vehicles – beginning in 2007.

The hydrogen initiative partners are evaluating methods to distribute hydrogen through existing natural gas pipelines, addressing the long-standing problem of how to cost effectively produce and distribute hydrogen. In addition to GM and TGC, the hydrogen initiative partners include the state Department of Business, Economic Development and Tourism (DBEDT); U.S. Department of Energy (DOE); FuelCell Energy; Aloha Petroleum Ltd; Louis Berger Group; U.S. Pacific Command, supported by the U.S. Pacific Fleet, U.S. Pacific Air Forces, U.S. Army Pacific, and U.S. Marine Forces, Pacific; National Renewable Energy Laboratory (NREL); the County of Hawaii; University of California – Irvine; and the University of Hawaii.

Feed-in tariff approved for small renewable energy generators – Hawaii's Public Utilities commission approved a feed-in tariff for the Hawaiian Electric Companies for renewable energy generators up to 500 kW in size. Earlier regulations had limited interconnection of renewable energy generators to a maximum of 10 kW, later raised to 50 kW. Fuel cells, using fuel derived entirely from renewable resources, are an eligible energy generating technology.

Light-duty vehicle procurement requirements for government fleets – Beginning January 1, 2010, all state and county entities, when purchasing new vehicles, must seek vehicles with reduced dependence on petroleum-based fuels that meet the needs of the agency. Priority for selecting vehicles is as follows:

(1) Electric or plug-in hybrid electric vehicles;
(2) Hydrogen or fuel cell vehicles;
(3) Other alternative fuel vehicles;

(4) Hybrid electric vehicles; and
(5) Vehicles that are identified by the U. S. Environmental Protection Agency (EPA) in its annual "Fuel Economy Leaders" report as being among the top performers for fuel economy in their class.

ILLINOIS

Thermo-chemical conversion technology permitting – 2010 legislation amends the Illinois Environmental Protection Act, and includes provisions permitting issuance of thermo-chemical conversion technology on a pilot-scale basis. The goal is to demonstrate that the technology can reliably produce syngas that can be processed for use as a fuel for the production of electricity and process heat, for the production of ethanol or hydrogen to be used as transportation fuel, or for both purposes.

LOUISIANA

Renewable Energy Pilot Program implemented – Louisiana is considering implementation of a statewide Renewable Portfolio Standard and, in July 2010, the Public Service Commission implemented the Renewable Energy Pilot (REP) Program to obtain more information about the availability and cost of renewable resources. The REP includes a research component and an request for proposals (RFP) component for larger renewable resources. Fuel cells are eligible for the program.

Feed-in Tariff rules issued – In 2010, Louisiana's Public Utility Commission issued feed-in tariff rules. Contract term is five years. The program cap is 30 MW per utility and cost recovery is permitted through a fuel adjustment charge. Project size may range between 25 kW and 5 MW, with fuel cell projects eligible to participate. Utilities may avoid offering any standard offer contracts by building three renewable energy projects themselves. After five years the tariff reverts to avoided cost.

MAINE

Transportation Efficiency Fund established – The Transportation Efficiency Fund is a non-lapsing fund managed by the state Department of Transportation to increase energy efficiency and reduce reliance on fossil fuels within the state's transportation system. Funding may be used for zero-emission vehicles (under which fuel cells would qualify), bio-fuel and other alternative fuel vehicles, congestion mitigation and air quality initiatives, rail, public transit, and car or van pooling.

MARYLAND

Legislation adds fuel cells as eligible net metering resource – House Bill 821 was passed in May 2010, adding fuel cells among the list of eligible customer-generators for net energy metering. Net metering is available until the aggregate capacity of all net-metered systems reaches 1,500 MW. System size is generally limited to 2 MW, except micro-combined heat and power (micro-CHP) resources, which are limited to 30 kW.

NEW JERSEY

Net metering rules amended – As of July 2010, the net metering rules were amended to remove the cap of 2 MW of generating capacity, allowing the cost of compliance with the renewable portfolio standards to decrease. New Jersey's net-metering rules apply to all residential, commercial and industrial customers of the state's investor-owned utilities. Systems that generate electricity using solar, wind, geothermal, wave, tidal, landfill gas or sustainable biomass resources, including fuel cells, are eligible.

NEW YORK

Renewable Portfolio Standards: incentives for fuel cell projects – In 2010, the New York Public Service Commission (NYPSC) made available $30 million in incentives under its Renewable Portfolio Standards (RPS) to encourage downstate customer-sited projects for large-scale projects involving photovoltaic, anaerobic digester gas, or fuel cells.

There are no minimum or maximum size limits for fuel cell projects, though incentives are generally granted only for installed capacity not exceeding the customer's electrical load. The total value of incentives is capped at $50,000 for systems smaller than 25 kW and at $1 million for larger systems. The fuel cell program was funded at $1.8 million through June 30, 2010. New York State Energy Research and Development Authority (NYSERDA) has submitted a 2010 - 2015 Customer-Sited Tier Operating Plan to the NYPSC describing how it expects the program to operate for future years, but it is unclear at present when a new solicitation will be issued.

New York State Energy Research and Development Authority (NYSERDA) Fuel Cell Rebate and Performance Incentive – NYSERDA offers incentives for the purchase, installation, and operation of customer sited tier fuel cell systems used for electricity production. There are no minimum or maximum size limits for projects, though incentives are generally granted only for installed capacity not exceeding the customer's electrical load. Incentive levels and limitations vary by system size, customer sector, and system performance. Bonus capacity incentives are available for projects that provide secure/stand-alone capability at sites of Essential Public Services. Performance incentives can be received for up to three years at different levels, measured in dollars/kilowatt-hour (kWh) depending on the system capacity factor. The total value of incentives is capped at $50,000 for systems smaller than 25 kW and at $1 million for larger systems. Projects receive the first half of the basic capacity payment upon system installation and the remaining portion plus any bonus incentives after the system has been commissioned and approved by NYSERDA. NYSERDA will own all RPS and environmental attributes for which a system is eligible for performance payments. However, in cases where the system is fueled by landfill gas, biogas, or anaerobic digester gas, methane destruction credits are considered separate from electric power based RPS attributes and may be retained by the owner. The program was funded at $1.8 million through June 2010. NYSERDA has submitted a 2010 - 2015 Customer-Sited Tier Operating Plan to the NYPSC describing how it expects the program to operate for future years, but it is unclear at present when a new solicitation will be issued.

NYPSC Clean Energy Project Funding (administered by NYSERDA) – To meet its goal of increasing the proportion of renewable generation to 30 percent of projected energy consumption by 2015, the NYPSC approved (March 2010) more than $279 million over a five-year period for customer-sited renewable energy projects as part of the state's RPS. The funding will enable thousands of homeowners and businesses to install solar panels, fuel cells, wind turbines and other renewable energy devices. In addition, NYPSC approved $150 million for large-scale solar photovoltaic, anaerobic digester and fuel cell projects in and around the lower Hudson Valley and the New York City metropolitan area.

The ratepayer-funded RPS initiative employs two programs to encourage the development of renewable energy. Both programs are administered by NYSERDA. The bulk of the electricity is obtained through competitive procurements for large-scale renewable resources, known as the main tier. The customer-sited tier promotes smaller, self-generation facilities located at residences and businesses. The NYPSC's new funding initiative is providing $21.6 million for fuel cells in the customer-sited tier.

Net metering and interconnection standards updated – The NYPSC approved tariff filings of the six investor-owned utilities in New York to encourage the installation of residential micro-CHP and fuel cell electric generating systems that will enable homeowners to sell excess power to the utility. With the Commission's decision, the tariffs that the utilities have filed will be updated to add to the list of eligible technologies than can be net metered.

New York's net metering rules permit residential fuel cell and CHP installations of up to 10 kW each. The limit on overall enrollment is one percent of 2005 demand per investor-owned utility (IOU) for solar, biogas, micro-CHP and fuel cells combined.

To further encourage development of net metering opportunities, the Standardized Interconnection Requirements (SIR) for distributed generation units operating in parallel with the electric utility distribution system that both utilities and customers are required to follow was revised to incorporate the net metering modifications for micro-CHP and fuel cell systems. Under Public Service Law, a residential applicant proposing to install a micro-CHP or a fuel cell electric generating system may not exceed 10 kW, and the installation must be located and used at the applicant's premises. Eligible micro-CHPs are an integrated, co-generating building heating and electrical power generation system, operating on any fuel and of any applicable engine, fuel cell, or other technology, with a rated capacity of at least 1 kW and not more than 10 kW electric and any thermal output that at full load has a design total fuel use efficiency in the production of heat and electricity of not less than 80 percent, and annually produces at least 2,000 kWh of useful energy in the form of electricity that may work in combination with supplemental or parallel conventional heating systems.

Eligible fuel cell electric generating equipment are solid oxide, molten carbonate, proton exchange membrane or phosphoric acid fuel cells with a combined rated capacity of not more than 10 kW that is manufactured, installed and operated in accordance with applicable government and industry standards, that is connected to the electric system and operated in parallel with an electric corporation's transmission and distribution facilities.

OHIO

Qualified Energy Project Tax Exemption offered – The Qualified Energy Project Tax Exemption provides owners (or lessees) of renewable, clean coal, advanced nuclear, and cogeneration energy projects with an exemption from the public utility tangible personal property tax (fuel cell projects qualify for this tax exemption). In order to qualify, the owner or lessee subject to sale leaseback transaction must apply to the Department of Development on or before December 31, 2011, for renewable energy projects and before December 31, 2013 for clean coal, advanced nuclear, and cogeneration projects. If the project meets the requirements of the exemption, then the Director of Development will certify the project as a "Qualify Energy Project." Qualified Energy Projects will remain exempt from taxation so long as the project is completed within the statutory deadlines, meets the "Ohio Jobs Requirement," and continues to meet several ongoing obligations including providing the Ohio Department of Development with project information on an annual basis.

OKLAHOMA

Renewable energy goal established – In May 2010, Oklahoma established a renewable energy goal for electric utilities operating in the state, calling for 15% of the total installed generation capacity to be derived from renewable sources by 2015. There are no interim targets, and the goal does not extend past 2015. Eligible renewable energy resources include wind, solar, hydropower, hydrogen, geothermal, biomass, and other renewable energy resources approved by the Oklahoma Corporation Commission.

Alternative fuel vehicle tax credit available – For tax years beginning before January 1, 2015, a one-time income tax credit is available for 50% of the incremental cost of purchasing a new original equipment manufacturer alternative fuel vehicle (AFV) or converting a vehicle to operate on an alternative fuel. The state also provides a tax credit for 10% of the total vehicle cost, up to $1,500. The alternative fuels eligible for the credit are compressed natural gas, liquefied natural gas, liquefied petroleum gas, hydrogen fuel cell, and electricity. Hydrogen fuel cell vehicles were eligible through December 31, 2010.

Alternative fueling infrastructure tax credit offered – For tax years beginning before January 1, 2015, the state provides a tax credit for up to 75 percent of the cost of installing alternative fueling infrastructure. Eligible alternative fuels include compressed natural gas, liquefied natural gas, liquefied petroleum gas, and electricity. Infrastructure related to the delivery of hydrogen into the tank of a motor vehicle is eligible for the 2010 tax year only. The infrastructure must be new and must not have been previously installed or used to fuel alternative fuel vehicles.

SOUTH CAROLINA

State hydrogen permitting program created – House Bill 3835 establishes the South Carolina Hydrogen Permitting Program within the Office of the State Fire Marshal. The purposes of this program are to:

- make hydrogen fuel easily accessible to the general public for retail purchase from multiple, convenient locations throughout the State in a manner similar to that used for dispensing gasoline and other fuels sold to power motor vehicles;
- promote and protect public health, safety, and welfare;
- promote a positive business environment for the hydrogen and fuel cell industry; and
- demonstrate leadership as a progressive alternative energy state by ensuring that hydrogen and fuel cells are permitted on a consistent basis throughout the State and meet minimum standards of quality provided in the International Code Council's 2006 codes or the latest state-adopted version.

SOUTH DAKOTA

Renewable energy property tax exemption created – Senate Bill No. 58 revised certain real property taxes for small renewable energy facilities. For renewable energy facilities with less than 5 MW of nameplate capacity, all real property used or constructed for the purpose of producing electricity using a renewable resource as an energy source is classified for tax purposes as renewable energy property and assessed and taxed in the same manner as other real property The first fifty thousand dollars of the assessed value of the renewable energy property or seventy percent of the assessed value of the renewable energy property, whichever is greater, is exempt from the real property tax. A renewable energy facility is a facility that uses a renewable resource as its energy source for the purpose of producing electricity or energy, and includes the use of hydrogen fuel.

TENNESSEE

Emerging industry sales and use tax credit established – A taxpayer that establishes a qualified facility to support an emerging industry is eligible for a credit of all the state sales or use taxes paid to the state of Tennessee, except tax at the rate of one half percent (0.5%), on the sale or use of qualified tangible personal property. Emerging industry" means an industry that promotes high-skill, high-wage jobs in high-technology areas, emerging occupations or clean energy technology, including, but not limited to, clean energy technology research and development and installation. Emerging industry can include those primarily engaged in manufacturing clean energy technology, and includes hydrogen technology.

VIRGINIA

Green jobs tax credit supports renewable and alternative energy industries – In April, Virginia enacted the green jobs tax credit. For every green job created with a yearly salary of $50,000 or more, the company will earn a $500 income tax credit for five years. Jobs in the manufacturing and operation of renewable or alternative energy products and technologies used to generate electricity and energy are eligible. Alternative energy sources are defined as "hydrogen and fuel cell technology, landfill gas, geothermal heating systems, solar heating systems, hydropower systems, wind systems, and biomass and biofuel systems." Companies will be allowed tax credits for up to 350 green jobs created, and the credit can be carried

forward up to 5 years if the taxpayer does not have enough liability to take the full credit.

WEST VIRGINIA

Net metering standards implemented – The Public Service Commission released net metering standards in June 2010. In West Virginia, net metering is available to all retail electricity customers. System capacity limits vary depending on the customer type and electric utility type, according to the following table.

Customer Type	IOUs with 30,000 customers or more	IOUs with fewer than 30,000 customers, municipal utilities, electric cooperatives
Residential	25 kW	25 kW
Commercial	500 kW	50 kW
Industrial	2 MW	50 kW

Systems that generate electricity using "alternative" or "renewable energy" resources are eligible for net metering, including photovoltaics, wind, geothermal, biomass, landfill gas, run of the river hydropower, biofuels, fuel cells, and CHP. Net excess generation may be carried over to a customer-generator's next bill as a kWh credit at retail rate and may be rolled over, indefinitely. The credits may only be applied to the energy portion of the bill.

Acronyms Used in this Report

AFV	*Alternative Fuel Vehicle*	*IOU*	*Investor-owned utility*
AQIP	*Air Quality Incentive Program (CA)*	*kW*	*Kilowatt*
CAEATFA	*California Alternative Energy and Advanced Transportation Financing Authority*	*kWh*	*Kilowatt-hour*
CARB	*California Air Resources Board*	*LCFS*	*Low carbon fuel standard*
CCEF	*Connecticut Clean Energy Fund*	*micro-CHP*	*Micro-combined heat and power*
CEC	*California Energy Commission*	*MW*	*Megawatt*
CFO	*Clean Fuels Outlet program (CA)*	*NREL*	*National Renewable Energy Laboratory (DOE)*
CHP	*Combined heat and power*	*NYPSC*	*New York Public Service Commission*
CVRP	*Clean Vehicle Rebate Project (CA)*	*NYSERDA*	*New York State Energy Research and Development Authority*
DBEDT	*Department of Business, Economic Development and Tourism (HI)*	*PACE*	*Property Assessed Clean Energy Bonds (CA)*
DG	*Distributed generation*	*PHEV*	*Plug-in hybrid electric vehicle*
DOE	*U.S. Department of Energy*	*QECBS*	*Qualified Energy Conservation Bonds (CA)*
EPA	*U.S. Environmental Protection Agency*	*REP*	*Renewable Energy Pilot program (LA)*
EV	*Electric vehicle*	*RFP*	*Request for proposals*
FCEV	*Fuel cell electric vehicle*	*RPS*	*Renewable Portfolio Standard*
FCV	*Fuel cell vehicle*	*TGC*	*The Gas Company (HI)*
FY	*Fiscal year*	*ZEB*	*Zero Emission Bus rule (CA)*
GM	*General Motors*	*ZEV*	*Zero emission vehicle*