

DOCKETED

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Comments by CA Hydrogen Car Owners Assn

Additional submitted attachment is included below.

CHCOA Comments – OC2825

The California Hydrogen Car Owners Association (CHCOA) never has, and never will, receive funding for operational support from companies involved in transportation-hydrogen. For example, our organization self-funded the \$40,000 cost of the recently completed “Trip on the Hydrogen Highway” which started in California, and ended in British Columbia.

While yes, we are self-funded and independent, we also work closely with our industry partners because their success is our success.

Like others on the (CEC CTP) Advisory Committee, it worries us that CEC funds allocated for the development of hydrogen refueling infrastructure have been undersubscribed. This occurred most recently on GFO-24-601 which offered \$15 million for the development of new stations as well as for operations and maintenance. As noted on Slide 14 of the October 27, 2025 staff presentation to the CEC CTP Advisory Committee (attached below), only \$1.5 million was awarded. To find out more about the reasons for hydrogen funding undersubscriptions, I contacted representatives of station developers in order to learn more. Firstly, they wanted to gratefully acknowledge how the CEC has been one of the largest supporters of transportation-hydrogen infrastructure over the years. They did, however, have these additional comments:

- 1) Critical to the success of transportation-hydrogen is reducing the cost at the pump. In order to reduce the cost of hydrogen, future CEC funding opportunities need to examine the use of interim measures such as operating expense grants, or providing LCFS value gap matching.
- 2) The requirement that 50% of funds be for stations in disadvantaged communities limits the number of eligible stations.
- 3) Station reliability has improved greatly in the last two years, but more progress is needed. In order to rebuild consumer confidence, one representative stated that CEC funding should focus on the existing stations.
- 4) Specific to GFO-24-601, another representative said that the funds were, “not undersubscribed but [were] over-constrained” by CEC decisions.

One thing I would like to add:

Echoing former State Senator Josh Newman, CEC should improve transparency in the administration of grant funding opportunities and consider the need to claw back funds if projects do not adhere to baseline performance standards.



Hydrogen and Workforce Updates

- **Hydrogen Infrastructure**

- Operations and maintenance
 - Closed January 2025
 - \$15 million available, \$1.5 million awarded
- New solicitation opening this Fall
 - \$40 million available



Photo credit: CEC

- **ZEV Workforce Development**

- Electric Vehicle Infrastructure Training Program (EVITP) Fund
 - More than \$1.7 million awarded July 2025
 - New funding window with ~\$1 million available will open this Fall
- New solicitation anticipated this Winter
 - \$5 million available