

DOCKETED

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*Comment Received From: California Hydrogen Car Owners Assn
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Comment to Docket 26-ALT-01

See attached memorandum.

Additional submitted attachment is included below.




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Memorandum

To: California Energy Commission

From: Board of Directors
California Hydrogen Car Owners Association (CHCOA)
Gregory Cane, President 

Date: May 22, 2026

Subject: Additional Comments:
Staff Draft Report: 2026-2027 Investment Plan Update for the Clean
Transportation Program

These comments supplement our initial memorandum of May 10, 2026.

Thank you for this opportunity to provide input.

Presentation Slides:

- Slide 8 – the **\$836M in green for “Light Duty ZEV Infrastructure”** should **specify that that is for LD BEV infrastructure**. That could and should be clarified when it was provided only to BEVs. When funds are truly for either technology, such as the MD/HD \$1,083M on that same slide, that is appropriate.
- Slide 11 - ZEV Workforce Development: **Is this only available for charging Workforce Development (it reads this way)? If so, appropriately label it BEV Workforce Development.**
- Slide 16 - Strategic Planning: There have been several BEV-centric planning studies to identify how many BEVs are needed to achieve CA’s environmental objectives, but nothing similar for H2. CEC would significantly **help in H2 market development by funding a CA H2 Roadmap study aimed to support achievement of CA’s environmental objectives**. This could be done for a fraction of the annual funding (\$1M).
- Slide 17 - **CEC continues to fund only the bare legal minimum to hydrogen** (possibly only exceeding that minimum once in the program’s history). Whether CEC recognizes this or not, it sends a clear market signal to industry about CEC and CA lack of support for hydrogen, despite the “fuel neutral” ZEV approach often stated.
 - According to this report, BEVs get \$100’s of millions of support **from other sources** (federal, utilities, settlement funds) on top of this imbalance.

- According to this report, **CA has spent ~\$2.7B on ZEVs through this program, with less than 10% going to hydrogen...** and this is the only hydrogen infrastructure support.
- **H2 funding should NOT be reallocated to other technologies** (this technology is only getting the bare minimum as it is) – anything not used in the HRS development solicitation should go to H2 workforce training, roadmap development, HD metrology or other technical development needs.

Other Comments:

- With ARCHES frozen by the federal government, THIS is the time for CEC/CA to show their sincerity and interest in hydrogen, when the market needs it most, as this is the ONLY CA funding directed to the most critical need for the hydrogen mobility market: infrastructure!
- Priorities should be shoring up AND expanding the LD HRS market, and creating new HD HRS clusters to expand CA's ZEV rollout to meet its environmental objectives.