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Nathan Okawa Comments- 2026-2027 Investment Plan Update for the Clean Transportation Program

See Attachment

Additional submitted attachment is included below.

Nathan Okawa
2708 W. 156th Street
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May 22, 2026

The Honorable Nancy Skinner
Commissioner, California Energy Commission
715P Street
Sacramento, CA 95814

RE: Draft 2026-20267 Investment Plan Update for the Clean Transportation Program (Docket No. 26-ALT-01)

Dear Commissioner Skinner,

Thank you for this opportunity to comment on the Draft Investment Plan Update for the CTP. As a consumer who currently owns one EV and two hydrogen FCEVs, I am obviously directly affected by investments made by the CEC. I would like to provide comments from a consumer perspective as well as comment as a member of the California Hydrogen Car Owners Association.

I recently drove from the Los Angeles area to Sacramento and back, on both the I-5 and SR99. I had to charge twice on both routes and had no trouble locating DC Fast charging stations. I spent over 45 minutes charging at each stop (>90 minutes total in each direction). I have driven the route in FCEVs and would have been able to make the same trip with one stop to refuel at the Harris Ranch HRS, although I once drove straight from San Ramon to Torrance in my Mirai, a distance of 366 miles, due to a technical issue at Harris Ranch. I give these examples to illustrate the utility and capabilities of FCEV passenger cars. Improvements in battery technology will eventually probably allow most EVs to travel this distance without charging- and high end EVs also have this range, but this capability is available now with some FCEVs.

I drove this week from the Los Angeles area to San Diego and parked next to a Toyota Mirai in the parking structure. I topped off at the Mission Center HRS, the sole hydrogen station in the San Diego area, and spoke to three owners driving one Hyundai Nexo and two Mirai- this at 10 pm and in an area where there is only one operating HRS.

I read a number of comments on this draft Investment Plan Update regarding the greater penetration of BEVs but wanted to put a face on the numbers in these comments, of Californians who elected to choose hydrogen fuel cell vehicles as their choice of zero-emission cars.

- Private and public entities continue to add to the number of publicly available charging stations. Recent examples include Pilot Travel Centers, BP Pulse, Electrify America, EVGo, Ionna (with investments by 8 OEMs) and Walmart. The City of Gardena activated 18 publicly accessible level 2 chargers at their City Hall location last week.

- Tesla and Greenlane recently completed HD charging stations in Ontario, CA with more stations to follow. Continued expansion of charging stations will prove to be challenging, especially for overnight long haul stops, since that is when the grid might not be providing renewable power and as transit agencies have discovered, there might be limitations on the amount of available power hookups for megawatt charging.
- I agree with the comments that CEC funds should be reserved for high density housing, especially in economically disadvantaged areas to encourage and facilitate EV adoption in this group of owners.
- The CEC and the CARB is well aware of activity in the hydrogen production space despite the cancellation of federal funding for the California hydrogen hub. Governor Newsom reiterated his support for the use of hydrogen in decarbonizing transportation and industry in California, and the proposed investments are a step in the right direction. I remind the commission of their support for FCEVs and the number of HRS on the CEC website.
- Owners continue to have hope that existing HRS' reliability will improve and that the number of HRS continues to grow, even if this is only possible with multi-modal HRS. Funding for O&M will help the fuel vendors to upgrade older stations, some of which are 10 years old.
- The OEMs continue to invest in hydrogen and fuel cell technology, including Toyota's recent announcements of an investment in FirstElement Fuel and their intention to deploy 40 Class 8 fuel cell trucks with their operations. FirstElement Fuel is currently upgrading their equipment at the Port of Oakland with next generation cryopumps to support Hyundai Xcient trucks deployed at the Port.
- Transit Agencies continue to deploy hydrogen fuel cell buses to comply with the CARB Innovative Clean Transit regulation. The cities of Montebello and Riverside announced their intention to deploy 100% FCEB, and the City of Torrance just received two FCEB for evaluation. Continued investment in hydrogen production, infrastructure and off take by LD, MD and HD fuel cell vehicles will benefit the public as well as transit agencies.
- The comments by the California Hydrogen Coalition regarding redirection of unspent funding, if followed, will support the expansion of FCEVs and hydrogen in California and as others have expressed, will allow the State to invest in two forms of zero-emission technologies for transportation.

I appreciate this opportunity to comment on the Draft Investment Plan Update.

Sincerely,
Nathan Okawa
Gardena, California