

DOCKETED

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Comment to Docket 26-ALT-01

Please see attached comments.

Additional submitted attachment is included below.



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Memorandum

To: California Energy Commission

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

Date: July 2, 2026

Subject:

- BEVs / FCEVs / Climate
- GFO-25-607

BEVs / FCEVs / Climate

In our joint goal to minimize the climate impacts caused by transportation, there is no value in the unhealthy sniping between the proponents of FCEV and BEV zero-emission vehicles. Just to be clear at the outset, we who support hydrogen-powered vehicles know the current limitations:

- FCEVs are not as efficient as BEVs.
- Hydrogen fuel is not as “green” as we would like it.
- Our fueling infrastructure struggles mightily – a source of daily challenge for us.
- Although the cost of fuel is coming down, it is still very high.

But the strong points of transportation-hydrogen are significant:

- With 5-minute refueling and long range, when the future infrastructure is in place (including a transition of the corner gas stations to the corner hydrogen refueling stations) we foresee a travel experience that is nearly synonymous with the gasoline and diesel cars of today.
- FCEVs are much more efficient than ICE vehicles and efficiency continues to improve.

It is widely acknowledged by industry, academia and government that we cannot meet our zero-emission transportation aspirations with battery electric vehicles alone. It will take a combination of the battery and fuel cell technologies to achieve the goals that we jointly seek.

Our battle is not BEVs vs FCEVs, but BEVs + FCEVs against a changing climate.

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GFO-25-607

It's no secret that these last few years have been extremely challenging for transportation-hydrogen. And yet, there are bright spots; the California Energy Commission Grant Funding Opportunity (GFO) 25-607 is one of these.

After a number of instances where funding opportunities were undersubscribed, and in coordination with industry and public stakeholders, the CEC Fuels and Transportation Division went all out in an effort to prepare a GFO that was both abundant, and formulated to be fully subscribed. The result was GFO-25-607.

As hydrogen car drivers, we are grateful for a number of the provisions of this GFO, including:

- an emphasis on making light-duty fueling positions publicly accessible, where possible
- a requirement for fuel supply and redundant fuel supply agreements
- a willingness to fund transport-trailer safety improvement costs
- application review provisions that provide greater points for proposed projects that will lower the retail price of fuel
- inclusion of emphasis-areas for new light-duty stations, including Santa Monica/West Los Angeles, San Francisco, Sacramento, and San Diego
- a strong emphasis on 95%, or greater, station uptime
- a funding mechanism designed to create the largest station deployment within the available funds

This funding opportunity provides a real opening to take steps to recover from our slump. We look forward to well-crafted proposals that foretell a high likelihood for successful projects.