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

Nathan Okawa Public Comment on the CEC 2026-2027 Investment Plan Update for the CTP Program

Additional submitted attachment is included below.

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July 9, 2026

California Energy Commission
Docket Unit, Docket No. 26-ALT-01
715P Street
Sacramento, CA 95814

RE: Public Comment on the 2026-2027 Investment Plan update for the Clean Transportation Program; Docket No. 26-ALT-01

I appreciate the opportunity to comment on the 2026-2027 Investment Plan update for the CTP Program. As the owner of one EV and two FCEVs, I am equally affected by the investment decisions being made by the CEC and submit the following comments.

- Private and public entities continue to add to the number of publicly available charging stations or have publicly committed to construction. Examples include Pilot Travel Centers, BP Pulse, Electrify America, EVGo, Ionna- with investments by 8 OEMs, Walmart, 7-11 and others. CEC investments should be directed to rural areas, transit corridors and multi-family and high density housing. Tesla announced recently a **Power Management** device that will enable installation of multiple Level 2 chargers potentially avoiding expensive electrical upgrades by monitoring and modulating the power draw of EV chargers- at modest cost. This could maximize CEC investments for Level 1 and 2 charging in multi-family housing.
- Not mentioned anywhere in EV charging discussions- especially considering the focus on disadvantaged communities- is my observation that the cost of DCFC charging has been increasing over the past year and is getting to the point that prices are offsetting the cost advantages of EV ownership. Membership fees can reduce those costs however the price being charged to consumers should be part of the discussion with all vendors receiving grants.
- **The Build America 250 Act (H.R. 8870),** a surface transportation reauthorization bill has been sent to the Congress for consideration. This bill, if passed, would require a new separate electric vehicle registration fee to be collected by state DMVs. In addition, this Act would effectively defund the National Electric Vehicle Infrastructure (NEVI) program. While the House and Senate are in disagreement over the provisions of this Act, I urge the CEC to act swiftly to fund grants involving NEVI funding in the event that this part of the Act is enacted.
- **The Innovative Clean Transit regulation** continues to require all public transit agencies to gradually transition to zero-emission bus fleets- and this is occurring throughout the state. Representatives of several transit agencies appealed to hydrogen producers at the June 2026 California Hydrogen Summit in Sacramento for cheaper and plentiful renewable hydrogen for their agencies. They emphasized that BEV buses are not always the one-to-one replacements

that FCEV buses are, but that the cost and supply of hydrogen is a serious issue with FCEV buses.

- Toyota (TMNA) announced their decision earlier this year to deploy 40 FCEV trucks to the Port of Long Beach for use in distributing cars and parts throughout Southern California. FirstElement Fuel is upgrading the equipment at their Port of Oakland station to better serve the Hyundai Xcient FCEV trucks deployed there. The demand for hydrogen fuel from these bus and truck deployments will go a long way to increase the demand for and offtake of hydrogen- but they and Light Duty FCEV owners need the supporting infrastructure. I urge the CEC to continue funding hydrogen refueling stations- to support refueling of all classes of hydrogen fuel cell vehicles. This is still a developing technology that deserves continued investment in order to achieve the State's climate change goals, improve air quality, and reduce dependence on upon fossil fuels.
- Should the GFOs for hydrogen infrastructure be undersubscribed this year, I urge the CEC to carry funding over to other GFOs or onto the next fiscal year. Shell plc held onto grant funding during the early days of investments into HRS infrastructure before pulling out of LD HRS operations and this is still affecting consumers who made the decision to support this novel zero-emissions fuel; the number of HRS still hasn't reached the number announced by the CEC years ago. Governor Newsom signed this week a bill to boost the use of green hydrogen (SB 1350), which will potentially increase production within California. Countries around the world and the U.S. are still making investments in hydrogen and California should continue to be the state known for innovations and leading the nation in fighting climate change.

Thank you for the opportunity to comment on the Clean Transportation Program.

Sincerely,

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