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Memorandum

To: Members, California Hydrogen Car Owners Association (CHCOA)
From: CHCOA Executive Committee
Cc: California Hydrogen Coalition
Hydrogen Fuel Cell Partnership
Josh Newman, California State Senator for the 29th Senate District
Date: June 4, 2024
Subject: California Energy Commission
Draft Staff Report – Investment Plan Update for the Clean Transportation Program

There are a number of places on the critical path to building more light-duty hydrogen refueling stations (HRS) in California. One place, of course, is the passage of legislation that better enables growth in HRS in the State; the other is the allocation of funds authorized by this legislation.

One agency with a very important role in the expenditure of these funds is the California Energy Commission (CEC). Annually, the CEC prepares an Investment Plan update for the Clean Transportation Program. The 2024-2025 Draft Report is available on the [CEC website](#) or [here](#), in the CHCOA library. Written comments may be submitted relative to the Draft Report until 5:00 p.m. on June 21, 2024. **We are asking that you consider writing in support of more light-duty and mixed-use HRS. Send comments to [Docket 24-ALT-01](#).**

(We know that each of you are very busy. To save time on the review of this long document you may want to focus on the Executive Summary. It really is very good.)

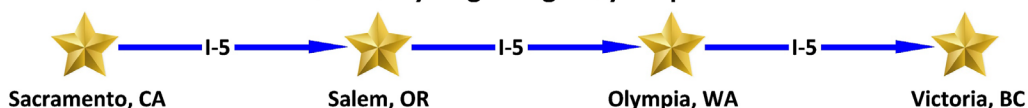
Those who have opposed more HRS for light-duty FCEVs have argued that the slow growth of HRS (and hydrogen cars in the State) is a reason for arguing against faster growth. We take a different view, that: The tepid growth of HRS has so frustrated hydrogen car drivers in this emerging alternative to fossil fuels that our numbers cannot grow. An underfed child can not thrive. Neither can hydrogen cars fulfill their place in California's green energy future without a robust commitment from industry and government to build more refueling stations.

Station deployment must precede the adoption of hydrogen fuel cell electric vehicles by the public. A success story of this policy is found in the South Korea example on the following page.

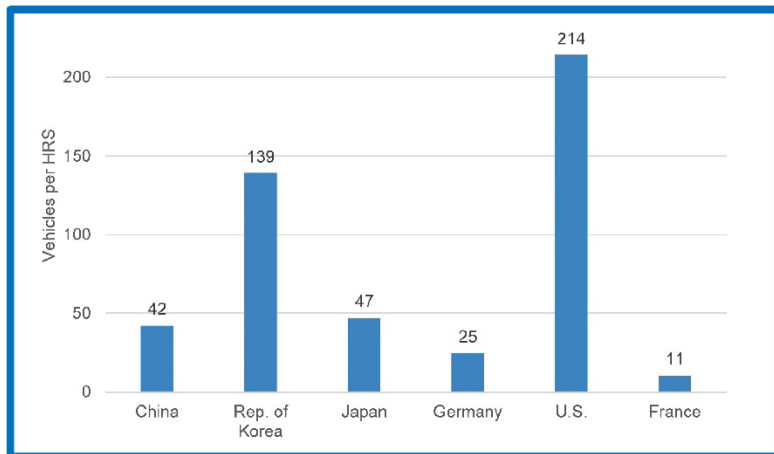
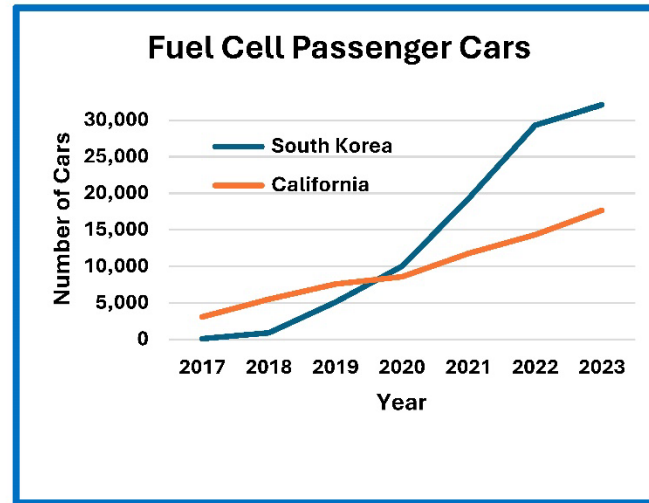
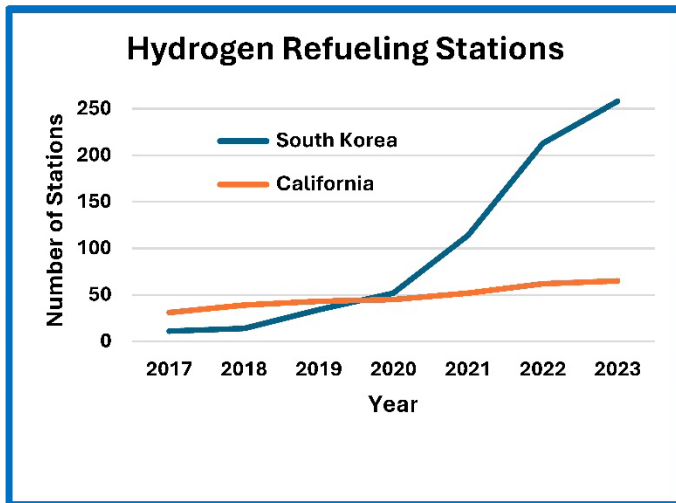
For those of you who are able, please join us for the CEC hearing to review the draft staff report; in person, or by Zoom, this Friday, June 7. Details [here](#).

Thank you – Your CHCOA Executive Committee

Join us on the Hydrogen Highway - September 2025



**Build It,
and**



Vehicles (FCEVs) per Hydrogen Refueling Station

They Will Come.

Hydrogen refueling station (HRS) deployment must precede the adoption of hydrogen fuel cell electric vehicles (FCEVs) by the public. South Korea provides an excellent real-world example of how this can work:

The blue line on the upper left graph shows the very rapid growth of HRS in S. Korea; approx. 250 stations in 6 years. The deployment of HRS infrastructure in California has been more staid (orange line). The result is that there has been a 253% average year-over-year growth of FCEVs in Korea vs. a 35% average year-over-year growth in California (right graph).

As reflected on the bar graph, the U.S. (mainly California) has a 214 Vehicle to HRS ratio; the least desirable in the world (i.e., too many FCEV drivers chasing too few stations). The resulting driver frustration and disillusionment with FCEVs is what the California Hydrogen Car Owners Association hears about on almost a daily basis.

