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Subject: Washington State Budget and investments in hydrogen transportation leadership

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Dear Transportation and Capitol Budget Committee Leadership:

The undersigned organizations support the national leadership demonstrated by Washington state through its zero-emission bus initiatives and the supporting investments currently designated in the Capital and Transportation budgets.

Washington[1] has joined California[2] and New York[3] state in adopting zero-emission bus procurement targets to help address greenhouse gas emissions from the transportation sector. Additionally, as of 2024, thirteen of the top 25 transit agencies in the U.S., representing 34

[1] WA Exec. Order No. 21-04, (November 2021). *Zero Emission Vehicles.* https://governor.wa.gov/sites/default/files/exe_order/21-04%20-%20Zero%20Emission%20Vehicles.pdf
[2] California Air Resources Board. (May 2019). *Innovative Clean Transit (ICT) Regulation Fact Sheet.* https://ww2.arb.ca.gov/resources/fact-sheets/innovative-clean-transit-ict-regulation-fact-sheet#:~:text=The%20ICT%20regulation%20was%20adopted,for%20full%20transition%20by%202040.
[3] Metropolitan Transit Authority. (May 2022). *MTA Zero-Emission Bus Transition Plan.* https://www.mta.info/document/91336

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percent of buses operating, have adopted zero-emission bus goals.[4] Together, these initiatives will help increase the availability of zero-emission public transportation, aligning with our shared goals of reducing GHG emissions, promoting environmental sustainability, improving air quality and health outcomes, and reducing the number of vehicles on our roadways.

While most of the early ZEV buses deployed have been battery electric, since then, fuel cell electric bus (FCEBs) adoption has been growing at a much faster rate – battery electric transit buses saw 12 percent growth between 2023 and 2024 while FCEBs had 55 percent growth. The first fuel cell buses in the U.S. hit the streets in Georgetown in 1994[5] and CALSTART reports 575 FCEB transit buses funded, ordered, delivered, or deployed in the U.S. as of 2024.[6] FCEBs have a number of benefits over battery electric buses, such as the ability to tackle longer routes with more challenging terrain, faster refueling, lighter weight allowing for more passengers, resiliency during grid outages, and better operation during cold weather, all of which can significantly improve a transit agency's overall uptime.

With more FCEBs and other fuel cell medium- and heavy-duty vehicles on our roads comes the need for more hydrogen fueling infrastructure. Fueling infrastructure investments are synergistic, as investments by multiple early adopters help to boost supply, resilience, and market transformation. The Washington state budget has proposed the following investments for FCEB and fueling infrastructure, which should all be advanced to support a regional hydrogen fueling ecosystem:

- Capital Budget:
    - $1.3 M for the Douglas County PUD fuel cell and hydrogen storage project.
    - $2 M for the Port of Chehalis Hydrogen Fueling Station and Production Facility. This funding will support hydrogen production and fueling infrastructure for Lewis County Transit's fleet of eight buses.
- Transportation Budget:
    - $7.7 M for transit agency rolling stock, of which $1.8 M will support Lewis County Transit FCEB and $4.4 M will support C-TRAN FCEB. This funding will support the purchase of one FCEB for Lewis County Transit and two 40' FCEBs for C-TRAN, with expected delivery for C-TRAN in Q3 2027.
    - $7.4 M for transit agency infrastructure investments, including $3.8 M for a C-TRAN Hydrogen Fueling Station. This funding will support C-TRAN's liquid and gaseous delivered hydrogen stationary fueling station infrastructure construction and commissioning. The fueling station will be capable of fueling up to fifty (50)

[4] Lowell, Dana and Gupta, Charvi. (March 2024). *The State of U.S. Transit Bus Zero Emission Transition*. WSP Center for Clean Transportation. https://wp-cpr.s3.amazonaws.com/uploads/2024/12/WSP-CCT-White-Paper_Final.pdf
[5] Larkins, James T. (1998). "Fuel cell powered transit bus development activities at Georgetown University." *Fuel Cells Bulletin*. **1** (1):6-8. doi: https://doi.org/10.1016%2FS1464-2859%2800%2987551-3
[6] Hynes, Mike and Lemons, Kaila. (March 2025). *Zeroing in on Zero-Emission Buses: The U.S. Advanced Technology Transit Bus Index.* CALSTART. https://calstart.org/wp-content/uploads/2025/03/20250305-ZIO-ZEB-March-2025_Final.pdfå

heavy-duty hydrogen FCEBs and multiple light- and medium-duty hydrogen fuel cell vehicles. Construction and commissioning are expected to be completed in Q2 2027.

- $1 M to support Wenatchee clean transportation infrastructure, including a hydrogen refueling station.
- $2.5 M for Community Transit for a hydrogen fuel cell demonstration project.
- Over $3.1 M in match for clean transportation infrastructure along the I-5 corridor, including one hydrogen fueling station in Washington.

Washington state is positioned to be a national leader in clean transportation, hydrogen fuel production, and hydrogen fuel cell vehicle adoption. Forward-looking and strategic investments by the state legislature in both policy and funding have been an essential enabler of Washington's technology leadership and continued adoption by leading fleet operators and fuel suppliers. We urge the Washington legislature to continue funding these essential investments in energy and transportation infrastructure that will serve Washington's communities for years to come.

Sincerely,

LEWIS COUNTY TRANSIT

CTE CENTER FOR TRANSPORTATION AND THE ENVIRONMENT

C-TRAN

BCF

DOUGLAS COUNTY P.U.D.

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