



May 19, 2026

The Honorable Sam Graves
Chairman
Committee on Transportation and
Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation and
Infrastructure
U.S. House of Representatives
Washington, DC 20515

RE: Letter of Support for BUILD America 250 Act

Dear Chairman Graves and Ranking Member Larsen,

On behalf of the Fuel Cell and Hydrogen Energy Association (FCHEA), we are writing to express our support for the bipartisan surface transportation reauthorization bill, the Building Unrivaled Infrastructure and Long-term Development for America's 250th Act or the BUILD America 250 Act, and its inclusion of support for hydrogen transportation solutions.

FCHEA is the national industry association leading companies and organizations advancing innovative and reliable hydrogen energy technologies and solutions. FCHEA's members represent the global supply chain of the fuel cell and hydrogen industry including hydrogen producers, transporters, fuel distributors, stack and system manufacturers, component suppliers, vehicle manufacturers, aviation companies, utilities, end-users, and more. FCHEA is a longtime advocate of hydrogen, its many uses, and contribution to American energy leadership, technology competitiveness, emissions reduction, and economic growth.

FCHEA strongly supports the inclusion of two provisions in the BUILD America 250 Act that would address regulatory and commercial barriers to developing and deploying hydrogen transportation solutions in the United States.

First, we are very grateful for the inclusion of an allowance for hydrogen trucks to be provided the same federal vehicle weight parity as battery electric and natural gas trucks. This inclusion of the hydrogen truck weight limit issue will allow for a level playing field for businesses looking to grow, invest and integrate innovative trucking and infrastructure into fleet operations. It will allow them to be competitive among their counterparts while also providing fleet operators greater incentive to invest in more sustainable and energy-efficient trucking technologies. We greatly appreciate the support of Representative Greg Stanton for championing this provision for our sector

Second, we also support the restoration of the ability for states to establish procedures to allow alternative fuel vehicles to utilize high-occupancy vehicle (HOV) facilities through fiscal year 2031. This provision would allow for states like California to permit hydrogen fuel cell electric vehicles to be given exemptions for paying for HOV lane access and provide a significant benefit for consumer adoption of these vehicles. We also want to recognize Representatives Greg Stanton, Mark DeSaulnier, and Nick LaLota as well for their leadership on this issue.

We believe hydrogen fuel cell electric vehicles present a tremendous opportunity to not only expand the clean trucking and consumer transportation sector by addressing environmental and health concerns

through the elimination of greenhouse gas and criteria pollutant emissions, but they also present tremendous business and operational benefits, including fast fueling, long-range, and increased productivity, efficiency, and performance. Through your support of these provisions, manufacturers and operators alike will be encouraged to continue our respective efforts to keep America competitive with transportation fleets that are looking to operate with cutting edge and innovative vehicle technologies.

We greatly appreciate all of the efforts of the Committee and your leadership in this space and strongly support the BUILD America 250 Act's inclusion of these important provisions. We look forward to working with the Committee on this legislation as it continues to move forward through the legislative process.

Sincerely,



Frank Wolak
President & CEO
Fuel Cell and Hydrogen Energy Association