



2025 Annual Evaluation of Fuel Cell Electric Vehicle Deployment and Hydrogen Fuel Station Network Development (Pursuant to AB 126; Reyes, Chapter 319, Statutes of 2023)



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2025 Annual Evaluation of Fuel Cell Electric Vehicle Deployment and Hydrogen Fuel Station Network Development
(Report Pursuant to Assembly Bill 126; Reyes, Chapter 319, Statutes of 2023)
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#### Introduction

Achieving clean air and reducing greenhouse gas emissions are central to California's climate and public health goals. To support these goals, the state has committed to an 80% reduction in transportation sector greenhouse gas emissions by 2050.¹ In addition to battery-electric vehicles, the state has made substantial investments in hydrogen fuel cell electric vehicles (FCEV), establishing one of the world's largest FCEV fleets and hydrogen fueling station networks. These efforts underscore California's leadership in building a comprehensive zero-emission transportation ecosystem.

As mandated by Assembly Bill (AB) 126 (Reyes, Chapter 319, Statutes of 2023), previously AB 8 (Perea, Chapter 401, Statutes of 2013), the California Air Resources Board (CARB) offers annual evaluations on the deployment of light-duty fuel cell electric vehicles and identifies needs for the light-duty vehicle hydrogen fueling station network expansion in California. This 2025 Annual Evaluation provides insights into the current status for the station network and future projections of FCEV sales through 2031 along with recommendations to the California Energy Commission (CEC) for future development of the hydrogen fueling station network.

Since CARB published the 2024 Annual Evaluation, there have been changes in California's hydrogen fueling station network. Low Carbon Fuel Standard (LCFS) credit values, limited supply, and maintenance disruptions elevated hydrogen retail prices. High hydrogen retail prices have further dampened consumer demand, leading to reduced driving and overall lower dispensed fuel volumes. With a smaller customer base, individual stations struggle to cover high operational costs, which in turn contributes to persistently high pump prices<sup>2</sup>. In response to shifting market conditions, station developers are reassessing their investment strategies, balancing the development of new stations with the need to upgrade and maintain existing stations. This has also led to slower network expansion than originally projected. Auto manufacturers have also significantly scaled back projected sales of FCEVs, making it harder for stations to meet their financial goals.

At the same time, regional coverage remains a critical factor for FCEV driver confidence and hydrogen fueling station network utility. The effectiveness of the network in supporting light-duty vehicles depends not only on the number and daily fueling capacity of stations but also on their geographic distribution, particularly in high-demand urban centers and along major travel corridors. A cohesive and interoperable network of stations that provides conveniently located fueling options to existing and future FCEV drivers is key to ensuring

<sup>&</sup>lt;sup>1</sup> Office of Governor Jerry Brown. September 10, 2018. Executive Order B-55-18, https://archive.gov.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf

https://www.spglobal.com/commodityinsights/PlattsContent/\_assets/\_files/en/specialreports/energy-transition/platts-hydrogen-price-wall/index.html

long-term financial viability, attracting new users, reducing fueling costs, and scaling the market.

As of April 2025, California Department of Motor Vehicles (DMV) records indicate 14,128 FCEVs on the road in California, representing the first recorded decline in registered FCEVs year over year. Based on current funding and station development commitments and the auto manufacturers' survey results, the state is expected to reach a maximum of 112 stations with an estimated projection of 16,210 FCEVs on the road by 2028. Despite the slower growth in FCEV sales and paused station development, California continues to lead the nation in both light-duty FCEV uptake and hydrogen fueling station network development.

This year's report includes six major findings from the analysis that convey important trends that inform state planning and investments for light-duty vehicle hydrogen stations. The station status and FCEV data have been finalized and reflect current information through August 29, 2025, covering analyses from the third quarter of 2024 to the second quarter of 2025.

### **Findings**

Based on analysis of progress over the past year and projections for developments through 2031, CARB staff report the following major findings for the *2025 Annual Evaluation*:

### Finding 1: As of Aug 29, 2025, California's hydrogen fueling network has 61 stations with Chevron as a new station developer

Since the 2024 Annual Evaluation, two stations (University of California Irvine and Santa Monica) were decommissioned and two new stations by Chevron have opened. The Chevron stations, at Vacaville and Moreno Valley, add 1,616 kg/day of fueling capacity across California, each being 808 kg/day. The Woodside station never became open-retail and has been closed. Decommissioned stations are smaller legacy stations being closed due to high repair and maintenance costs. The added capacity with newer stations makes the station network more reliable than the prior year.

As of August 29, 2025, among the 61 stations, 11 stations are considered Temporarily Non Operational- (TNO) given they have been unavailable for an extended period of time<sup>3</sup> but are expected to eventually return to Open-Retail<sup>4</sup> status. In select cases, a TNO station may be available for fuel by reservation only. This combination of station activities results in a total of 50 stations that are Open-Retail- in California at the time this analysis was conducted. The locations of these and all other open stations are shown in Figure 1 and listed in Appendix A.

<sup>&</sup>lt;sup>3</sup> The number of TNO stations can change frequently. For latest update, refer to the Station Operational Status System (SOSS) by the Hydrogen Fuel Cell Partnership (H2FCP) at the website <a href="https://m.h2fcp.org">https://m.h2fcp.org</a>.

<sup>&</sup>lt;sup>4</sup> Refer to Appendix C of "2024 Annual Hydrogen Evaluation Report" for the definition and description of "Open-Retail".

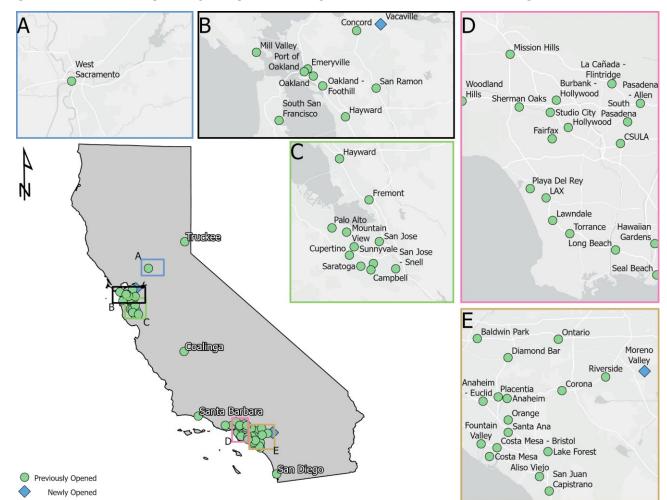


Figure 1: Current Open Hydrogen Fueling Station Network as of August 29, 2025<sup>5</sup>

## Finding 2: Hydrogen station development timelines remain a significant barrier, while other supporting infrastructure shows improvement

Hydrogen fueling station development in the past year has continued to be slower than previously projected, and developers are still unable to provide clear timelines for this year. During the *2024 Annual Evaluation*, station developer feedback indicated as many as 87 stations could be Open-Retail or TNO by the end of 2025. However, with the updated feedback from the station developers this year, the projection has dropped to 64 stations.

<sup>&</sup>lt;sup>5</sup> This map does not show real-time available status. Real-time status is available to drivers via the Station Operational Status System (SOSS) maintained by the Hydrogen Fuel Cell Partnership (H2FCP) and accessible at the website <a href="https://m.h2fcp.org">https://m.h2fcp.org</a>.

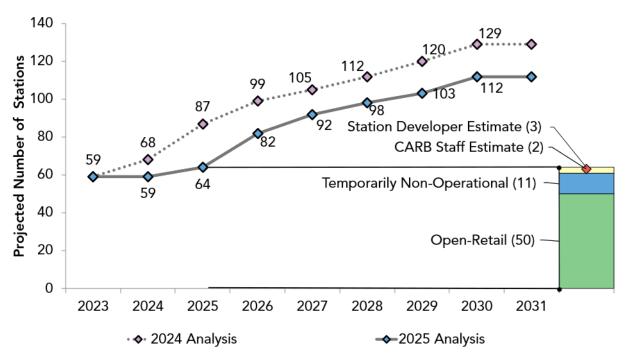
Slow station network development has consistently been a challenge for stations in California, and the past year has proven more difficult. The development of new sites is being delayed because of financial uncertainty for developers. Higher operating costs and lower credit prices make it difficult to secure project financing. Existing station developers are evaluating break-even economics, and report that the development of higher LCFS credit values would be a significant factor in achieving sustainable station financial performance that could ultimately lead to lower prices at the pump.

As shown in Figure 2, station developers estimate that three more stations will be opened by the end of 2025. However, CARB staff expect only two more stations to open this year as their construction is complete and will be ready for Hydrogen Station Equipment Performance (HyStEP) testing. According to station developer information provided to CARB, the hydrogen fueling station network is projected to reach 112 stations by 2031, which is 17 fewer stations compared to last year's analysis. These changes are due to decommissioned stations, failure to secure land leases and permits by developers, and the recent decision of Air Products and Iwatani<sup>6</sup> to return grants for planned stations. Individual station development timelines and opening dates will vary as CEC works with developers to negotiate the necessary delays.

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<sup>&</sup>lt;sup>6</sup> Iwatani Corporation of America Letter, July 14, 2025. https://h2fcp.org/sites/default/files/media/files/ICA\_H2\_Market\_Update-July\_2025.pdf





Despite the long-standing challenges in the growth of hydrogen fueling stations, the development of supporting infrastructure has been improving. Station operators have gained significant experience managing equipment procurement and repairs effectively while investing in research and development for better integration, leading to high uptime and quicker repair times. Bosch Rexroth, in partnership with station developer FirstElement Fuel, developed cryopumps to make hydrogen refueling more economical by reducing operational expenses and minimizing station footprint, enabling easier integration into existing sites. This two-stage pump handles both liquid and gaseous hydrogen, supports flexible storage concepts, and is optimized for medium- and small-scale output applications in collaboration with industry partners<sup>7</sup>. With the help of CEC grants, FirstElement Fuel has shown improved reliability and medium-duty capability in their latest generation of liquid stations<sup>8</sup>. Experience and lessons learned from Californian station operators are crucial for overcoming supply, equipment, operation, and maintenance challenges in the broader hydrogen market.

<sup>&</sup>lt;sup>7</sup> https://www.boschrexroth.com/en/at/company/press/cryopump-stations-30656.html

<sup>&</sup>lt;sup>8</sup> https://youtu.be/DXm19UgMQcY?t=854

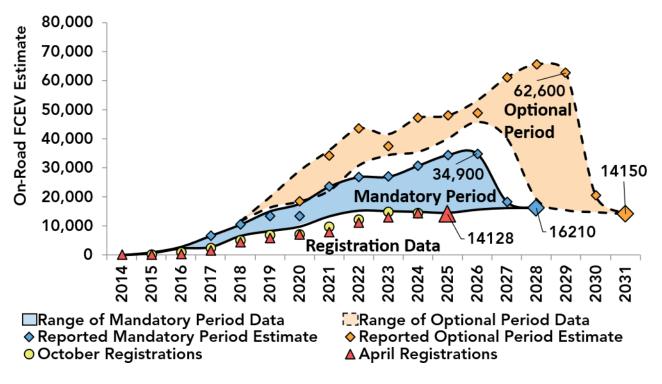
California has also enacted different legislative measures to prioritize renewable hydrogen and support infrastructure development which could increase build out and supply in the future. Senate Concurrent Resolution 21 (2023) encourages the Alliance for Renewable Clean Hydrogen Energy System, known as ARCHES, to focus on clean hydrogen, while Senate Bill (SB) 1420 (Caballero, Chapter 608, Statutes of 2024) builds upon SB 1291 (Archuleta, Chapter 373, Statutes of 2022) and streamlines the permitting process for hydrogen facilities that do not use fossil fuels. SB 1418 (Archuleta, Chapter 607, Statutes of 2024) requires cities and counties to expedite permitting for hydrogen fueling stations. Additional collaboration to educate Authorities Having Jurisdiction on hydrogen technologies is essential to ensure timely permitting and deployment of hydrogen infrastructure.

## Finding 3: While FCEV technology is improving, DMV registration and auto manufacturers' projections reflect significantly slower growth in planned FCEV sales

Based on April 2025 registration data from DMV, there were 14,138 FCEVs with an active registration status in California. The data demonstrates the first historical decline in total registrations, with 291 fewer FCEVs registered between 2024 and 2025. Registration shows the number of FCEVs is decreasing in greater the Los Angeles and San Francisco Bay areas and increasing in some regions such as Orange County and the Sacramento region.

The updated on-road vehicle projection for 2028 is 16,210 FCEVs, as shown in Figure 3. Auto manufacturers do not see many FCEV sales in California and provided projections only for the mandatory survey period this year with lower projections than last year. Declining registrations and low projections by auto manufacturers in the *2025 Annual Evaluation* reflect slower growth in near-term projections. The estimate accounts for past trends in the vehicle registration, auto manufacturers' projected vehicle sales, and standard assumptions on vehicle fleet attrition rates due to accidents, voluntary non-operation, and other factors. The estimated number of 14,150 FCEVs in 2031 does not include auto manufacturer's optional period projection and is a partial estimate. The current projection in the 2025 annual survey is lower than projections made prior to 2024 and could imply auto manufacturers no longer expect a near-term expansion of the Californian hydrogen fueling station network.

Figure 3: Current and Projected On-road FCEV Populations and Comparison to Previously Collected and Reported Projections



Despite the slowness in sales, hydrogen fuel cell technology is advancing significantly, leading to increased global interest in sustainable energy. Key developments include enhanced efficiency, reduced costs, and improved durability. Innovations in materials and manufacturing are driving these improvements, making fuel cells lighter and more powerful, which benefits vehicle performance. For instance, Toyota's third-generation fuel cell system offers a 20% increase in cruising range and lower costs°, while Hyundai's second-generation Nexo aims for approximately 435 miles of range with an advanced powertrain and improved hydrogen storage technology¹⁰. Moreover, the establishment of Toyota's North American Hydrogen Headquarters (H2HQ)¹¹ in Gardena and completion of the Tri-Gen system at the Port of Long Beach¹² shows the commitment to hydrogen technology and the support of the

<sup>&</sup>lt;sup>9</sup> https://pressroom.toyota.com/toyota-develops-new-fuel-cell-system

<sup>&</sup>lt;sup>10</sup> https://www.hyundai.com/worldwide/en/newsroom/detail/000000941.html

<sup>&</sup>lt;sup>11</sup> https://pressroom.toyota.com/toyota-establishes-hydrogen-headquarters-to-accelerate-advancement-of-fuel-cell-technology

<sup>12</sup> https://pressroom.toyota.com/fuelcell-energy-and-toyota-announce-completion-of-worlds-first-tri-gen-production-system

hydrogen economy as a key component of Toyota's decarbonization efforts<sup>13</sup>. Toyota also offered a significant discount for new California buyers, making it one of the most affordable options on the market<sup>14</sup>. Riverside Clean Air Carshare (RCAC) has launched a fleet of 13 hydrogen-powered Toyota Mirai sedans to enhance access to clean and affordable transportation, with a special focus on serving low-income and disadvantaged communities in Riverside<sup>15</sup>.

## Finding 4: Projected total statewide station network capacity will outpace hydrogen fueling demand through the end of the decade

As mentioned in the above finding, this year's projection for FCEVs is significantly lower than prior projections. With the award information from CEC's grant funding opportunities, and private investments, the projected hydrogen fueling station network will grow to 112 stations, although CARB anticipates this will be delayed until 2030. The statewide station network fueling capacity from 2030 onward, which does not account for station downtime, will be sufficient for 12 times as many FCEVs as are expected on California's roads, based on the most recent annual auto manufacturer survey. This is shown in Figure 4. The rate of station network growth is projected to ensure that sufficient fueling capacity will be available at a statewide level for all future years analyzed. This presents an opportunity for FCEV sales expansion in areas where hydrogen stations are concentrated. But as will be shown in later findings, regional station coverage does not always match the location of fueling demand, indicating that not all FCEV markets have high degrees of fueling station coverage.

<sup>&</sup>lt;sup>13</sup> https://pressroom.toyota.com/toyota-provides-technology-roadmap-at-the-2025-hydrogen-and-fuel-cell-seminar

<sup>&</sup>lt;sup>14</sup> https://www.forbes.com/sites/peterlyon/2025/01/28/at-17000-toyotas-fuel-cell-mirai-is-now-americas-cheapest-car

<sup>&</sup>lt;sup>15</sup> https://news.ucr.edu/articles/2025/05/06/uc-riverside-joins-launch-hydrogen-carshare-program

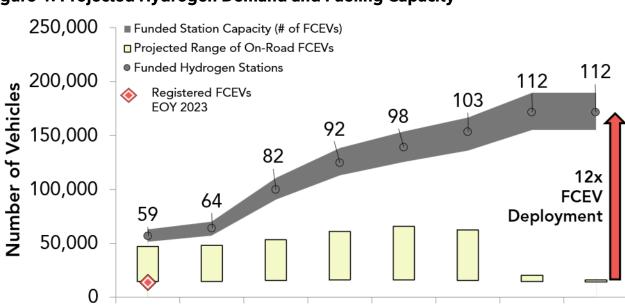


Figure 4: Projected Hydrogen Demand and Fueling Capacity

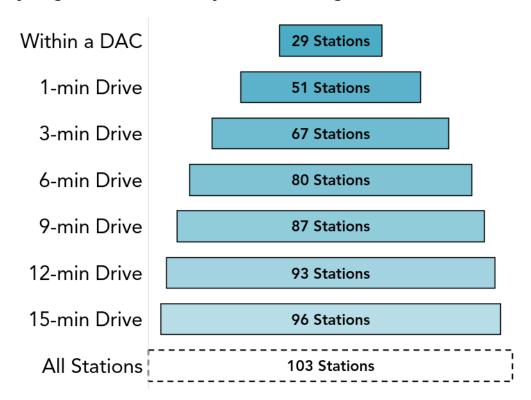
Factors beyond the maximum fueling capacity of the station network may alter the assessment of the balance between future hydrogen fuel demand and available fueling capacity. California's hydrogen station network has exhibited essentially the same average station uptime over the past few years. Over time, station operators have adapted and developed practical knowledge to overcome persistent challenges related to stations. The gaseous supply disruptions have been resolved for now but will require redundant infrastructure and service to ensure reliability. The overall station availability since 2021 (the proportion of the maximum network capacity that is actually available, including TNOs) is 63%. In a year-over-year comparison, the average availability of the hydrogen station network was 58% in the second quarter of 2024 and improved to an average of 74% in the second quarter of 2025. Assuming the average 63% station availability remains at this level in the future 16, the actual statewide fueling capacity will be sufficient for 7.67 times the projected number of FCEVs on the road from 2030 onward, and total statewide capacity should still be sufficient for all on-road FCEVs in the intervening years.

<sup>&</sup>lt;sup>16</sup> This scenario is for illustrative purposes only and is not an ideal or desired condition. CARB staff are actively monitoring station reliability along with public and private colleagues. In addition, station operators have shared several paths that they are currently pursuing to ensure that station reliability improves in the coming years, with strategies ranging from equipment improvements to changes in operational strategies and even workforce development.

# Finding 5: With slightly reduced station projections in the last year, network coverage in and near disadvantaged communities has remained high

Over the past year there has been little variation in the location of stations open and under development. As a result, the network's coverage, specifically in and near disadvantaged communities (DACs), has remained relatively the same as in previous reports. As Figure 5 shows, 29 known station locations are now located directly within DACs. Around 93% of known station locations are within a 15-minute drive range of DACs (similar to past years) and provide coverage to 71% of California's DAC population. Note the analysis used for Figure 5 includes 103 instead of 112 stations given that nine of the planned stations do not yet have a confirmed location.

**Figure 5: Hydrogen Station Proximity to Disadvantaged Communities** 



Finding 6: Potential regions for FCEV market development across the state lack access to hydrogen infrastructure

Given the lower projections for FCEV sales and near-term station development, the hydrogen station network has sufficient statewide nameplate capacity. However, sufficient

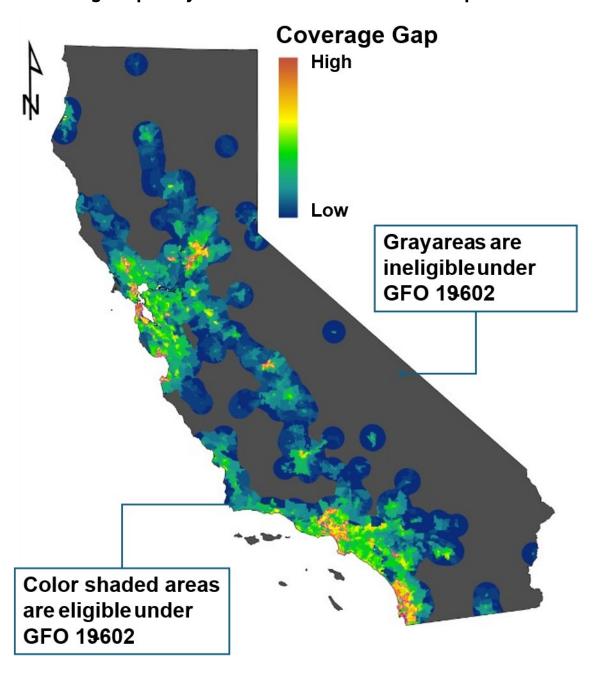
statewide capacity does not guarantee locally convenient access to refueling and thus positive driving experience across the state. Figure 6 shows the regional coverage gap of the potential FCEV market (based on currently registered FCEVs and projected FCEV markets estimated by evaluating multiple socio-economic factors) and the station network coverage. Locations with high coverage gaps demonstrate a strong relative difference in projected fueling access and demand. These priority areas may represent existing markets with limited supply or emerging markets that do not yet have access to fueling infrastructure.

Expanding network coverage is a crucial strategy to enhance regional fuel access and supply for FCEV drivers. Expanded coverage can provide assurance to drivers considering an FCEV that the vehicle will be able to meet their driving needs and can expand the usable range of existing FCEV drivers. Expanded coverage also offers opportunities for improved resiliency and customer experience through overlapping coverage of fueling stations. At the same time, market stability also depends on station and fuel supply reliability, the cost of hydrogen fuel at the pump, and the diversity of vehicle models available.

The regions with the highest coverage gap are mostly major urban areas in the Sacramento, San Francisco, Greater Los Angeles, and San Diego areas. Growth areas shown beyond the major existing regions are in communities such as Davis, Elk Grove, and Roseville in the Sacramento region; Santa Rosa and Livermore in the San Fransico Bay area; Santa Cruz along the Central Coast; Fresno in the San Joaquin Valley; Simi Valley and Santa Clarita in the Greater Los Angeles region; and Oceanside and Chula Vista in the San Diego area. New stations in major travel corridors, such as Interstate 5 and California State Route 99 between Los Angeles and San Francisco, will enable more FCEV drivers to traverse the state. These potential growth areas based on this year's analysis are shown as brighter colored regions in Figure 6. Compared to previous analyses by CARB, the current assessment shows a reduced number of potential areas, but these areas are larger and concentrated in urban regions. This shift to fewer but larger priority areas is attributed to a persistent gap in the San Francisco and Sacramento urban areas.

In September 2024, the CEC released GFO-24-601, Light-duty Hydrogen Infrastructure Build-out, with two funding lanes. Ten million dollars of the available funds were allocated to developing new light-duty hydrogen refueling stations in San Francisco and Sacramento counties, and \$5 million dollars was allocated to support capital expenditures and/or operation and maintenance for planned, under-development, or temporarily non-operational light-duty hydrogen refueling stations. In May 2025, the CEC published a notice of proposed award for one project receiving grant funding to support capital expenditures for existing planned hydrogen stations. The solicitation did not receive any applications for new stations in the San Francisco and Sacramento regions.

Figure 6: Coverage Gap Analysis to Inform Future Station Development



#### **Conclusions and Recommendations**

Over the past decade, California has made significant progress in developing hydrogen fueling infrastructure. Based on current funding commitments and station development projections, the state is expected to reach a maximum of 112 stations with a projection of 16,210 FCEVs on the road by 2028. California continues to lead the nation in both light-duty FCEV uptake and hydrogen fueling station network development.

The role of FCEVs in California's future zero-emission vehicle fleet remains promising, particularly as part of a diversified transportation strategy. As directed by AB 126, CARB must provide an evaluation and recommendations to the CEC to inform future funding programs. Specifically, CARB is tasked with recommending hydrogen station network development targets, priority locations to meet coverage needs, and minimum operating requirements and station design features to incentivize in subsequent CEC funding programs. CARB staff make the following recommendations to support the hydrogen infrastructure:

- Continued efforts to improve station reliability can improve the fueling experience for existing and future FCEV drivers: California's pioneering investment has established a foundational hydrogen fueling station network. However, the development of these stations has encountered reliability issues due to defective equipment and supply shortages. With the expertise of station developers and support from the state through recent grant funding opportunities, or GFOs, and LCFS, these stations are adapting to improve their functionality. Nevertheless, they are facing an immediate gap between operational costs and revenue. Strategic investment safeguards the collective progress made so far, ensures station reliability, and maintains consumer confidence as the hydrogen fueling market stabilizes. A successful example of this support is the recent GFO-23-604 initiative, which aimed to improve station operations and maintenance, ultimately enhancing customer experience. This support is essential for the current station network.
- Convene with station operators and developers to identify solutions for station build-out in potential market areas: In February 2024, Shell permanently closed its open retail stations, significantly impacting fueling capacity in the Sacramento and San Francisco areas. Figure 6 illustrates that there are multiple potential markets in need of new and redundant refueling infrastructure. The recent GFO-24-601, which offered \$10 million for the development of new stations, suggests that developers are focusing on existing and planned stations rather than creating new ones. CEC and other public agencies will likely need to engage with station developers to gather insights and understand the barriers and concerns that are hindering new station development. By leveraging this information, they may be able to adjust future efforts to incentivize and facilitate the establishment of new stations.

- Support existing and upcoming stations to integrate fueling for medium-duty vehicles: Manufacturers have begun efforts to develop FCEVs in the medium-duty market. These vehicles are likely to fuel using equipment and station designs that are most similar to light-duty stations. This potentially offers an opportunity to develop stations that serve both light- and medium-duty vehicles, which offer more effective use of state government funds and the potential for increased use at funded stations. This approach reflects current practices in the industry and aligns with CARB's Hydrogen Refueling Infrastructure and LCFS credits. By supplementing light-duty fueling with medium-duty demand, the refueling industry leverages the operating experience gained over the past decade, expands the customer base, increases station use, and strengthens the market. Ultimately, this strategy reduces costs through economies of scale and enhances economic viability for hydrogen providers and fueling station operators. The insights gained from the light-duty market will be crucial as the industry also targets medium- and heavy-duty applications.
- Leverage private investments to bring down the cost of hydrogen: As discussed in the Report to the Governor in Response to Executive Order N-27-25 on Zero-Emission Vehicle Deployment<sup>17</sup>, future hydrogen fueling station funding programs should be coordinated with developments in hydrogen production and distribution generated by the state's ARCHES hydrogen hub effort. In particular, the report suggests that programs should "explore opportunities for state-connected projects to buy hydrogen fuel facilitated through ARCHES (for use cases in buses, trucks, rail, ports, power sector) with the goal of providing demand certainty for hydrogen producers and infrastructure providers and driving down fuel costs." To the extent possible, this can also be applied to fueling for light-duty FCEVs. After the report was published, the U.S. Department of Energy canceled its commitment to provide up to \$1.2 billion in federal funding for the ARCHES project. In response, Governor Gavin Newsom issued a statement declaring that California would continue collaborating with more than 400 partners to develop a renewable hydrogen ecosystem, even without federal funding<sup>18</sup>.

Despite notable progress in segments of the light-duty hydrogen infrastructure, the sector remains stuck in a persistent cycle of limited station availability, low vehicle uptake, high hydrogen price, low LCFS credit price, and constrained investment. Breaking this cycle will require sustained support from both government and private sectors through direct

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<sup>&</sup>lt;sup>17</sup> https://ww2.arb.ca.gov/resources/documents/report-governor-executive-order-n-27-25-zero-emissions-vehicle-deployment

<sup>&</sup>lt;sup>18</sup> https://www.gov.ca.gov/2025/10/01/governor-newsom-statement-on-trump-administrations-decision-to-cut-hydrogen-hub-funding

investment, targeted incentives, and efforts to improve affordability and accessibility of FCEVs, particularly for low-income communities.

As outlined in previous reports, CARB reiterates the importance of programs that enhance the performance and reliability of hydrogen refueling stations, promote effective coordination with local jurisdictions, and invest in workforce training to support long-term operational success. Collaboration among government agencies, industry partners, utilities, and communities is essential to scale the hydrogen market and ensure its long-term economic and environmental viability. Initiatives such as ARCHES exemplify the power of coordinated action and can play a central role in building a reliable, equitable, and resilient hydrogen station network. These collective efforts are vital to instilling stakeholder confidence and accelerating California's transition to a zero-emission transportation future.

### **Appendix A: Station Status Summary**

Table 1: List of Hydrogen Fueling Station Data as of June 30, 2025

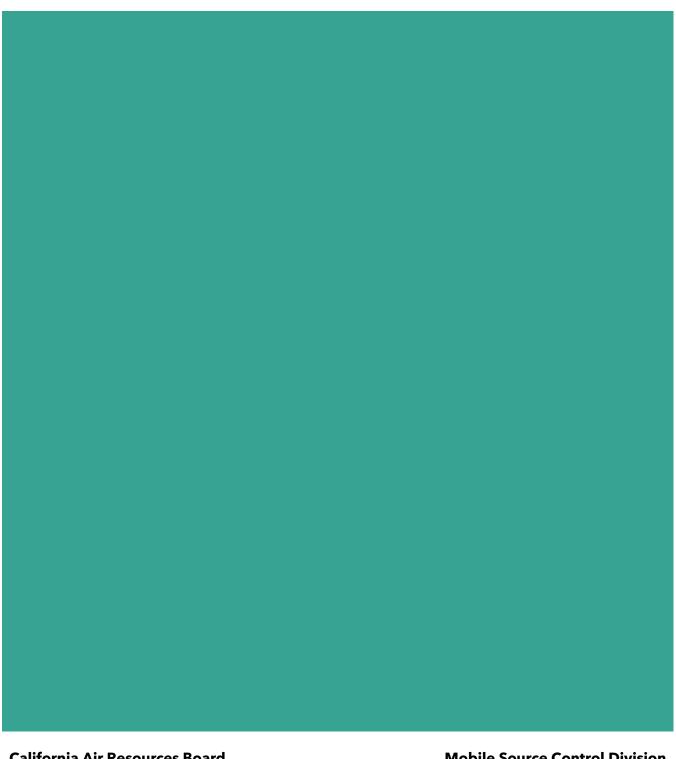
Name	Address	City	Capacity (kg/day)	Fueling Positions	Retail Open
Harris Ranch - Coalinga	24505 W Dorris Ave.	Coalinga	266	1	2015
Diamond Bar	21865 E Copley Dr.	Diamond Bar	180	1	2015
San Juan Capistrano	26572 Junipero Serra Rd.	San Juan Capistrano	394	1	2015
West Sacramento	1515 S River Rd.	West Sacramento	394	1	2015
Anaheim	3731 E La Palma Ave.	Anaheim	180	1	2016
Campbell	2855 Winchester Blvd.	Campbell	266	1	2016
Costa Mesa	2050 Harbor Blvd.	Costa Mesa	266	1	2016
Hayward	391 W A St.	Hayward	266	1	2016
La Cañada - Flintridge	550 Foothill Blvd.	La Canada Flintridge	266	1	2016
Lake Forest	20731 Lake Forest Dr.	Lake Forest	266	1	2016
Long Beach	3401 Long Beach Blvd.	Long Beach	266	1	2016
Fairfax	7751 Beverly Blvd.	Los Angeles	180	1	2016
Playa Del Rey	8126 Lincoln Blvd.	Los Angeles	266	1	2016
Hollywood	5700 Hollywood Blvd.	Los Angeles	266	1	2016
Mill Valley	570 Redwood Hwy.	Mill Valley	266	1	2016
San Jose	2101 N First St.	San Jose	266	1	2016
Santa Barbara	150 S La Cumbre Rd.	Santa Barbara	266	1	2016
Saratoga	12600 Saratoga Ave.	Saratoga	198	1	2016
South San Francisco	248 S Airport Blvd.	South Francisco	266	1	2016
Lake Tahoe - Truckee	12105 Donner Pass Rd.	Truckee	266	1	2016

Name	Address	City	Capacity (kg/day)	Fueling Positions	Retail Open
Woodland Hills	5314 Topanga Canyon Blvd.	Woodland Hills	180	1	2016
Lawndale	15606 Inglewood Ave.	Lawndale	180	1	2017
Riverside	3068 St Lawrence St.	Riverside	100	1	2017
San Ramon	4475 Norris Canyon Rd.	San Ramon	393	1	2017
South Pasadena	1200 Fair Oaks Ave.	South Pasadena	206	1	2017
Torrance	2051 W 190th St.	Torrance	200	4	2017
Fremont	41700 Grimmer Blvd.	Fremont	266	1	2017
Palo Alto	3601 El Camino Real	Palo Alto	136	1	2018
LAX	10400 Aviation Blvd.	Los Angeles	200	1	2018
Mountain View	830 Leong Dr.	Mountain View	349	1	2018
Ontario	1850 Holt Blvd.	Ontario	100	1	2018
Emeryville	1172 45th St.	Emeryville	350	1	2018
Thousand Oaks	3102 Thousand Oaks Blvd.	Thousand Oaks	266	1	2018
Oakland	350 Grand Ave.	Oakland	808	2	2019
CSULA	5151 State University Dr.	Los Angeles	51	1	2019
Fountain Valley	18480 Brookhurst St.	Fountain Valley	1212	3	2020
Mission Hills	15544 San Fernando Mission Rd.	Mission Hills	1212	3	2020
Sunnyvale	1296 Sunnyvale Saratoga	Sunnyvale	1212	3	2021
Campbell - Hamilton	337 E Hamilton Ave.	Campbell	1212	3	2021
Concord	605 Contra Costa Blvd.	Concord	1212	3	2021

Name	Address	City	Capacity (kg/day)	Fueling Positions	Retail Open
Sherman Oaks	14478 Ventura Blvd.	Sherman Oaks	808	2	2021
Studio City	3780 Cahuenga Blvd.	North Hollywood	808	2	2021
Aliso Viejo	26813 La Paz Rd.	Aliso Viejo	1616	4	2021
Costa Mesa - Bristol	2995 Bristol St.	Costa Mesa	1616	4	2021
Placentia	313 W Orangethorpe Ave.	Placentia	1616	4	2021
Baldwin Park	14477 Merced Ave.	Baldwin Park	1616	4	2022
Cupertino	21530 Stevens Creek Blvd.	Cupertino	1616	4	2022
Orange	615 South Tustin St.	Orange	1616	4	2022
San Jose - Snell	3939 Snell Ave.	San Jose	1616	4	2022
Burbank - Hollywood	800 N Hollywood Wy.	Burbank	1616	4	2022
Pasadena - Allen	475 N Allen Ave.	Pasadena	1469	4	2022
Hawaiian Gardens	11807 East Carson St.	Hawaiian Gardens	808	2	2022
Seal Beach	13980 Seal Beach Blvd.	Seal Beach	808	2	2022
San Diego	5494 Mission Center Rd.	San Diego	1212	4	2023
Oakland - Foothill	4280 Foothill Blvd.	Oakland	1616	4	2023
Anaheim - Euclid	1100 N Euclid St.	Anaheim	808	2	2023
Corona	616 Paseo Grande	Corona	808	2	2024
Santa Ana	2120 E McFadden Ave.	Santa Ana	808	2	2024
Port of Oakland	2450 Engineer Rd.	Oakland	1616	4	2024
La Mirada	13550 S Beach Blvd.	La Mirada	808	2	2025
Vacaville	299 Orange Dr.	Vacaville	808	2	2025
Moreno Valley	12431 Heacock St.	Moreno Valley	808	2	2025

Carson	Name	Address	C:	Capacity	Fueling	Retail
SunLine Transit         32505 Harry Oliver Trl.         Thousand Palms         808         2         2025           Redwood City         503 Whipple Ave.         Redwood City         1212         3         2026           San Diego - Washington         1832 W Washington St.         San Diego         1616         4         2026           San Jose - Santa Clara St.         510 E Santa Clara St.         San Jose         1616         4         2026           San Bernardino         1930 South Waterman Ave.         Bernardino         1616         4         2026           El Cerrito         3160 Carlson Blvd.         El Cerrito         1616         4         2026           El Cerrito         3160 Carlson Blvd.         El Cerrito         1616         4         2026           Erremont - Warm Springs Blvd.         Springs Blvd.         Fremont         1616         4         2026           San Diego - Rancho Carmel         11030 Rancho Carmel Dr.         San Diego         1616         4         2026           San Diego - Rancho Carmel Dr.         San Diego         1616         4         2026           Camarillo         2911 Petit St.         Camarillo         2026           San San Diego         1616         4         2026 </th <th>Name</th> <th>Address</th> <th>City</th> <th></th> <th>Positions</th> <th>Open</th>	Name	Address	City		Positions	Open
Redwood City   503 Whipple Ave.   Redwood City   503 Whipple Ave.   San Diego	Carson			1212	3	2025
Redwood City         503 Whipple Ave.         City         1212         3         2026           San Diego - Washington         1832 W Washington St.         San Diego         1616         4         2026           San Jose - Santa Clara St.         510 E Santa Clara St.         San Jose         1616         4         2026           San Bernardino         1930 South Waterman Ave.         Bernardino         1616         4         2026           El Cerrito         3160 Carlson Blvd.         El Cerrito         1616         4         2026           Fremont - Warm Springs         Springs Blvd.         Fremont         1616         4         2026           Fremont - Warm Springs Blvd.         Springs Blvd.         Fremont         1616         4         2026           San Diego - Rancho Carmel         11030 Rancho         San Diego         1616         4         2026           Rancho Carmel         Carmel Dr.         Orinda         1616         4         2026           Buena Park         6392 Beach Blvd.         Buena Park         1616         4         2026           Camarillo         2911 Petit St.         Camarillo         1520         4         2026           Riverside - Otatral         Riverside Nonical Blvd.	SunLine Transit	-		808	2	2025
Washington         Washington St.         San Diego         1816         4         2026           San Jose - Santa Clara St.         510 E Santa Clara St.         San Jose         1616         4         2026           San Bernardino         1930 South Waterman Ave.         Bernardino         1616         4         2026           El Cerrito         3160 Carlson Blvd.         El Cerrito         1616         4         2026           Fremont - Warm Springs         Springs Blvd.         Fremont         1616         4         2026           San Diego - Springs Blvd.         San Diego - Springs Blvd.         5an Diego         1616         4         2026           San Diego - Carmel Dr.         San Diego         1616         4         2026         4         2026           Rancho Carmel Dr.         Carmarillo         San Diego         1616         4         2026         4         2026           Buena Park         6392 Beach Blvd.         Buena Park         1616         4         2026         4         2026         4         2026         4         2026         4         2026         4         2026         4         2026         4         2026         4         2026         4         2026         4	Redwood City	503 Whipple Ave.		1212	3	2026
Clara         St.         San Jose         1616         4         2026           San Bernardino         1930 South Waterman Ave.         San Bernardino         1616         4         2026           El Cerrito         3160 Carlson Blvd.         El Cerrito         1616         4         2026           Fremont - Warm Springs         Springs Blvd.         Fremont         1616         4         2026           San Diego - Rancho Carmel         11030 Rancho         San Diego         1616         4         2026           San Diego - Rancho Carmel Dr.         Carmel Dr.         San Diego         1616         4         2026           Buena Park         6392 Beach Blvd.         Buena Park         1616         4         2026           Buena Park         6392 Beach Blvd.         Buena Park         1616         4         2026           Camarillo         2911 Petit St.         Camarillo         1520         4         2026           Riverside - Central         3505 Central Ave.         Riverside         1616         4         2026           Frontana         16880 Slover Ave.         Fontana         1616         4         2026           Los Angeles - Santa Monica         Moreno Monica Blvd.         Los Angeles			San Diego	1616	4	2026
San Bernardino   Waterman Ave.   Bernardino   1616   4   2026			San Jose	1616	4	2026
Fremont - Warm Springs         47700 Warm Springs Blvd.         Fremont         1616         4         2026           San Diego - Rancho Carmel Dr.         11030 Rancho Carmel Dr.         San Diego         1616         4         2026           Orinda         67 Moraga Wy.         Orinda         1616         4         2026           Buena Park         6392 Beach Blvd.         Buena Park         1616         4         2026           Camarillo         2911 Petit St.         Camarillo         1520         4         2026           Riverside - Central         3505 Central Ave.         Riverside         1616         4         2026           Riverside - Central         16880 Slover Ave.         Fontana         1616         4         2026           Fontana         16880 Slover Ave.         Fontana         1616         4         2026           Los Angeles - Santa Monica         Morica Blvd.         Los Angeles         1616         4         2026           Moreno Valley - Graham         12520 Graham St.         Moreno Valley         1616         4         2026           Antioch         2413 A St.         Antioch         808         2         2026           Beaumont         325 Luis Estrada Rd.         Beaumont	San Bernardino			1616	4	2026
Springs         Springs Blvd.         Fremont         1616         4         2026           San Diego - Rancho Carmel Dr.         11030 Rancho Carmel Dr.         San Diego         1616         4         2026           Orinda         67 Moraga Wy.         Orinda         1616         4         2026           Buena Park         6392 Beach Blvd.         Buena Park         1616         4         2026           Camarillo         2911 Petit St.         Camarillo         1520         4         2026           Riverside - Central         3505 Central Ave.         Riverside         1616         4         2026           Fontana         16880 Slover Ave.         Fontana         1616         4         2026           Fontana         16880 Slover Ave.         Fontana         1616         4         2026           Los Angeles - Santa Monica         Morica Blvd.         Moreno         4         2026           Moreno Valley - Graham         12520 Graham St.         Moreno Valley         1616         4         2026           Antioch         2413 A St.         Antioch         808         2         2026           Beaumont         325 Luis Estrada Rd.         Beaumont Beaumont Beaumont Beaumont Beaumont Beaumont Beaumont Beaumont Beaumon	El Cerrito	3160 Carlson Blvd.	El Cerrito	1616	4	2026
Rancho Carmel         Carmel Dr.         San Diego         1616         4         2026           Orinda         67 Moraga Wy.         Orinda         1616         4         2026           Buena Park         6392 Beach Blvd.         Buena Park         1616         4         2026           Camarillo         2911 Petit St.         Camarillo         1520         4         2026           Riverside - Central         3505 Central Ave.         Riverside         1616         4         2026           Fontana         16880 Slover Ave.         Fontana         1616         4         2026           Fontana         16887 Santa         Los Angeles         1616         4         2026           Los Angeles - Santa Monica         Moreno         Moreno         Valley         1616         4         2026           Moreno Valley - Graham         12520 Graham St.         Moreno         1616         4         2026           Antioch         2413 A St.         Antioch         808         2         2026           Beaumont         325 Luis Estrada Rd.         Beaumont         808         2         2026           SoHyCal         Whitesbridge Ave.         Kerman         850         3         2026		Springs Blvd.	Fremont	1616	4	2026
Buena Park         6392 Beach Blvd.         Buena Park         1616         4         2026           Camarillo         2911 Petit St.         Camarillo         1520         4         2026           Riverside - Central         3505 Central Ave.         Riverside         1616         4         2026           Fontana         16880 Slover Ave.         Fontana         1616         4         2026           Los Angeles - Santa Monica         10867 Santa Monica Blvd.         Los Angeles         1616         4         2026           Moreno Valley - Graham         12520 Graham St.         Moreno Valley         1616         4         2026           Antioch         2413 A St.         Antioch         808         2         2026           Beaumont         325 Luis Estrada Rd.         Beaumont         808         2         2026           Perris         796 Ramona Expy.         Perris         1212         3         2026           SoHyCal         Whitesbridge Ave.         Kerman         850         3         2026           Riverside - Upgrade         3068 St Lawrence         Riverside         708         2         2027           San Ramon - Upgrade         4475 Norris Canyon         San Ramon         1200	_		San Diego	1616	4	2026
Camarillo         2911 Petit St.         Camarillo         1520         4         2026           Riverside - Central         3505 Central Ave.         Riverside         1616         4         2026           Fontana         16880 Slover Ave.         Fontana         1616         4         2026           Los Angeles - Santa Monica         10867 Santa Monica Blvd.         Los Angeles         1616         4         2026           Moreno Valley - Graham         12520 Graham St.         Moreno Valley         1616         4         2026           Antioch         2413 A St.         Antioch         808         2         2026           Beaumont         325 Luis Estrada Rd.         Beaumont         808         2         2026           Perris         796 Ramona Expy.         Perris         1212         3         2026           SoHyCal         24205 W Whitesbridge Ave.         Kerman         850         3         2026           Riverside - Upgrade         St.         Riverside         708         2         2027           San Ramon - Upgrade         A475 Norris Canyon Rd.         San Ramon         1200         3         2027	Orinda	67 Moraga Wy.	Orinda	1616	4	2026
Riverside - Central       3505 Central Ave.       Riverside       1616       4       2026         Fontana       16880 Slover Ave.       Fontana       1616       4       2026         Los Angeles - Santa Monica       10867 Santa Monica Blvd.       Los Angeles       1616       4       2026         Moreno Valley - Graham       12520 Graham St.       Moreno Valley       1616       4       2026         Antioch       2413 A St.       Antioch       808       2       2026         Beaumont       325 Luis Estrada Rd.       Beaumont       808       2       2026         Perris       796 Ramona Expy.       Perris       1212       3       2026         SoHyCal       Whitesbridge Ave.       Kerman       850       3       2026         Riverside - Upgrade       3068 St Lawrence St.       Riverside       708       2       2027         San Ramon - Upgrade       Rd.       San Ramon       1200       3       2027	Buena Park	6392 Beach Blvd.	Buena Park	1616	4	2026
Central         3505 Central Ave.         Riverside         1616         4         2026           Fontana         16880 Slover Ave.         Fontana         1616         4         2026           Los Angeles - Santa Monica         10867 Santa Monica Blvd.         Los Angeles         1616         4         2026           Moreno Valley - Graham         12520 Graham St.         Moreno Valley         1616         4         2026           Antioch         2413 A St.         Antioch         808         2         2026           Beaumont         325 Luis Estrada Rd.         Beaumont         808         2         2026           Perris         796 Ramona Expy.         Perris         1212         3         2026           SoHyCal         Whitesbridge Ave.         Kerman         850         3         2026           Riverside - Upgrade         St.         Riverside         708         2         2027           San Ramon - Upgrade         Rd.         San Ramon         1200         3         2027	Camarillo	2911 Petit St.	Camarillo	1520	4	2026
Los Angeles - Santa Monica       10867 Santa Monica Blvd.       Los Angeles       1616       4       2026         Moreno Valley - Graham       12520 Graham St.       Moreno Valley       1616       4       2026         Antioch       2413 A St.       Antioch       808       2       2026         Beaumont       325 Luis Estrada Rd.       Beaumont       808       2       2026         Perris       796 Ramona Expy.       Perris       1212       3       2026         SoHyCal       24205 W Whitesbridge Ave.       Kerman       850       3       2026         Riverside - Upgrade       3068 St Lawrence St.       Riverside       708       2       2027         San Ramon - Upgrade       4475 Norris Canyon Rd.       San Ramon       1200       3       2027		3505 Central Ave.	Riverside	1616	4	2026
Santa Monica         Monica Blvd.         Los Angeles         1616         4         2026           Moreno Valley - Graham         12520 Graham St.         Moreno Valley         1616         4         2026           Antioch         2413 A St.         Antioch         808         2         2026           Beaumont         325 Luis Estrada Rd.         Beaumont         808         2         2026           Perris         796 Ramona Expy.         Perris         1212         3         2026           SoHyCal         24205 W Whitesbridge Ave.         Kerman         850         3         2026           Riverside - Upgrade         3068 St Lawrence St.         Riverside         708         2         2027           San Ramon - Upgrade         4475 Norris Canyon Rd.         San Ramon         1200         3         2027	Fontana	16880 Slover Ave.	Fontana	1616	4	2026
Graham       12520 Granam St.       Valley       1616       4       2026         Antioch       2413 A St.       Antioch       808       2       2026         Beaumont       325 Luis Estrada Rd.       Beaumont       808       2       2026         Perris       796 Ramona Expy.       Perris       1212       3       2026         SoHyCal       24205 W Whitesbridge Ave.       Kerman       850       3       2026         Riverside - Upgrade       3068 St Lawrence St.       Riverside       708       2       2027         San Ramon - Upgrade       4475 Norris Canyon Rd.       San Ramon       1200       3       2027	•		Los Angeles	1616	4	2026
Beaumont325 Luis Estrada Rd.Beaumont80822026Perris796 Ramona Expy.Perris121232026SoHyCal24205 W Whitesbridge Ave.Kerman85032026Riverside - Upgrade3068 St Lawrence St.Riverside70822027San Ramon - Upgrade4475 Norris Canyon Rd.San Ramon120032027	_	12520 Graham St.		1616	4	2026
Perris         796 Ramona Expy.         Perris         1212         3         2026           SoHyCal         24205 W Whitesbridge Ave.         Kerman         850         3         2026           Riverside - Upgrade         3068 St Lawrence St.         Riverside         708         2         2027           San Ramon - Upgrade         4475 Norris Canyon Rd.         San Ramon         1200         3         2027	Antioch	2413 A St.	Antioch	808	2	2026
SoHyCal 24205 W Whitesbridge Ave. Kerman 850 3 2026  Riverside - Upgrade St. Riverside 708 2 2027  San Ramon - Upgrade Rd. San Ramon 1200 3 2027	Beaumont	325 Luis Estrada Rd.	Beaumont	808	2	2026
Riverside - Upgrade St. San Ramon - Upgrade Rd. Kerman 850 3 2026  Riverside - St. San Ramon - Rd. San Ramon 1200 3 2027	Perris	796 Ramona Expy.	Perris	1212	3	2026
Upgrade St. San Ramon - 4475 Norris Canyon Upgrade Riverside 708 2 2027  San Ramon - 4475 Norris Canyon Rd. San Ramon 1200 3 2027	SoHyCal		Kerman	850	3	2026
Upgrade Rd. San Ramon 1200 3 2027			Riverside	708	2	2027
Ventura 2121 Harbor Blvd. Ventura 1616 4 2027		•	San Ramon	1200	3	2027
	Ventura	2121 Harbor Blvd.	Ventura	1616	4	2027

Name	Address	City	Capacity (kg/day)	Fueling Positions	Retail Open
Kettleman City	33252 Hubert Wy.	Kettleman City	1616	4	2027
Vallejo	10 Sage St.	Vallejo	1616	4	2027
Lakewood	5500 South St.	Lakewood	1616	4	2027
San Jose - Capitol	1898 N Capitol Ave.	San Jose	1616	4	2027
Fairfield	2595 N Texas St.	Fairfield	1616	4	2027
McClellan Park	4785 Bailey Loop	McClellan Park	1616	4	2027
Rosemead	939 San Gabriel Blvd.	Rosemead	1616	4	2027
Lancaster	43144 10th St. West	Lancaster	808	2	2027
West Sacramento - Capital	4900 W Capital Ave.	West Sacramento	1616	4	2027
Bellflower	9409 Alondra Blvd.	Bellflower	1616	4	2028
San Jose - Union	3707 Union Ave.	San Jose	1616	4	2028
San Jose - Redmond	1331 Redmond Ave.	San Jose	1616	4	2028
Livermore	7810 National Dr.	Livermore	1616	4	2028
Fresno	4163 S Chestnut Ave.	Fresno	1616	4	2028
Palm Springs	E Vista Chino & N Gene Autry Trl.	Palm Springs	1616	4	2028
Torrance - Hawthorne	24505 Hawthorne Blvd.	Torrance	1616	4	2029
Ontario - Euclid	2160 S Euclid Ave.	Ontario	1616	4	2029
Los Gatos	666 N Santa Cruz Ave.	Los Gatos	1616	4	2029
Los Altos	988 N San Antonio Rd.	Los Altos	1616	4	2029
Tustin	14244 Newport Ave.	Tustin	1616	4	2029



**California Air Resources Board** 

P.O. Box 2815 1001 | Street, Sacramento, CA 95812 (916) 322-2990 | *arb.ca.gov* 

**Mobile Source Control Division** 

arb.ca.gov/our-work/programs/ hydrogen-fueling-infrastructure cleancars@arb.ca.gov