Hydrogen Fuel Cell Bus Council

Why the Price of Hydrogen Matters Today

HFCBC members are already slashing GHG emissions in their communities with dozens of hydrogen fuel cell electric buses in service. Our members eliminate their direct emissions using hydrogen-electric buses versus conventional diesel buses, and they take cars off the road by offering reliable and frequent transit service. Every day, we are publicly demonstrating the value of hydrogen fuel cell electric buses across the nation. Our transit agencies function as roving billboards advertising the benefits of hydrogen and fuel cell technologies to the public.

Our transit agency members, which are mostly small- and medium-sized transit agencies, collectively have 87 fuel cell buses in service today with an additional 64 on order. The large transit agencies like AC Transit in Oakland, Orange County Transportation Authority, Phoenix, Santa Cruz Metro, and SouthEastern Pennsylvania Transportation Authority are all expanding their hydrogen fuel cell electric bus fleets to collectively push the total hydrogen fuel cell bus fleet into the hundreds of buses in the next few years. Our bus manufacturing members report increasing orders for hydrogen fuel cell electric buses and they expect the market to continue expanding.

Our members have made significant investments in hydrogen fuel cell electric buses and refueling infrastructure. And while many transit agencies have committed to fuel cell electric buses, that commitment was in anticipation of federal policies that would drive down the cost of hydrogen.

The price of hydrogen is key because transit agencies have small budgets that depend on limited public dollars to operate our systems. Transit agencies are an early adopter of hydrogen, but they have very little room to absorb higher fuel costs.

We are concerned the price of hydrogen will not decrease if the Hydrogen Production Tax Credit is straddled with burdensome requirements.If that drop doesn't occur, you will see transit agencies flee the hydrogen marketplace.

The current Administration bet big on establishing a hydrogen economy. If transit agencies, the most public example of hydrogen end users, can’t afford the fuel, that bet will flop.