

April 21, 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

The Honorable David Rouzer  
Chairman  
Subcommittee on Highways and Transit  
Committee on Transportation and  
Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Eleanor Holmes Norton  
Ranking Member  
Subcommittee on Highways and Transit  
Committee on Transportation and  
Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

Dear Chairman Graves, Ranking Member Larsen, Subcommittee Chairman Rouzer, and Subcommittee Ranking Member Holmes Norton:

The undersigned organizations are actively expanding their hydrogen transportation capabilities in response to market and federal policy signals. In the coming decades, hydrogen fuel cell technology has the potential to help diversify domestic energy sources and position the U.S. as a competitive global leader in alternative fuel technologies.

The success of the nascent hydrogen industry, however, necessitates operating on a level playing field with other alternative fuel vehicles. To that end, Congress should ensure that all alternative fuel technologies, including hydrogen, are treated equally with respect to federal vehicle weight limitations as a part of the forthcoming surface transportation reauthorization.

Current law allows natural gas vehicles (“NGVs”) and electric battery vehicles (“EVs”) to exceed the federal maximum gross vehicle weight limit for comparable conventional fuel vehicles by up to 2,000 pounds. This waiver was designed to account for the additional weight of vehicle components that are utilized in alternative fuel trucks. Hydrogen-powered vehicles, which also require additional weight to accommodate fuel cell systems and storage tanks, should be granted the same flexibility.

Hydrogen-powered transportation has the potential to lower emissions while leveraging existing refueling infrastructure and a supply chain familiar to the industry: centralized production and transportation to retail fuel sales through a network of well-functioning and convenient refueling locations.

We urge Congress to include in the surface transportation reauthorization an expansion of the current weight waiver to provide parity for hydrogen trucks. Thank you for your consideration of this important issue.

Sincerely,

Air Liquide

California Hydrogen Business Council

California Hydrogen Coalition

Chevron

Clean Hydrogen Future Coalition

Evoloh

Fuel Cell and Hydrogen Energy Association

Hyundai Motor America

Iwatani

National Association of Convenience Stores (NACS)

NATSO, Representing America's Travel Centers and Truck Stops

Shell

SIGMA: America's Leading Fuel Marketers

Texas Hydrogen Alliance

Toyota Motor North America

Truck and Engine Manufacturers Association

Utility

Cc: Members of the House Transportation and Infrastructure Committee