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Clean Transportation Program funding, a fuel cell vehicle driver perspective

Energy Commissioners and Staff:

Thank you for "staying the course" on the Clean Transportation Program budget. Please consider committing to funding beyond the 200 light duty hydrogen stations goal to provide a market signal for growing private investment. I'd love to see my FCEV/DMV fees continue in that direction in the coming years.

In the 17th century, Thomas Hobson rented out horses, giving the renter a "choice" of the one closest to the door, take it or leave it. This became known as a "Hobson's Choice", not a real choice at all. It's like a "choice" of who you can vote for in Russia or China, when the outcome is already determined. For the past six years driving my hydrogen fuel cell Toyota Mirai, I refuel in a matter of minutes. With no option to plug in a battery electric vehicle at my apartment, and with a hydrogen fueling infrastructure that has grown from twelve to fifty-five stations, FCEVs are a real choice for more Californians, myself included.

I agree with California's goal of eliminating the sale of internal combustion light duty vehicles by 2035. Accelerated reduction of greenhouse gas emissions will lessen the impact of human caused climate change. In the first three months of 2022, the measured Sierra Nevada snowpack was the lowest on record. Recently, historic and fatal wildfires have reduced communities to ashes. Every month is fire season in our new normal.

As we move away from carbon-based fuels, it isn't helpful that the Independent System Operator, in March 2022, curtailed 463,315 Megawatt hours of renewable energy. The CAISO website states, "The ISO is seeking solutions to avoid or reduce the amount of curtailment of renewable power to maximize the use of clean energy resources". The Managing Oversupply webpage has a You Tube video suggesting massive battery storage but not hydrogen, a longer-term energy carrier. That curtailed renewable energy, stored as hydrogen, could have powered homes, industry, been made into green ammonia, or fueled MY CAR. Ending curtailment of renewable energy, especially as the drought threatens hydroelectric energy sources, needs to be a top priority.

Certified, preowned fuel cell vehicles are being scooped up at a fraction of what I paid in 2016 as an original owner, and I am pleased to see it. Yesterday, at the Fountain Valley First Element hydrogen station, I spoke with a driver who purchased his preowned first-generation Mirai for \$10,000. As we spoke, a liquid hydrogen tanker pulled in to replenish the station. Commissioners, we are making good progress, but we need your continued support to make this option real for more Californians, like those in Redding,

Fresno, Bakersfield, and San Luis Obispo.

OEMs & infrastructure developers, thank you for your massive investments that made my hydrogen journey possible. I took a gamble too, when there were a dozen fueling options in all of California. I cast my vote for hydrogen instead of gasoline six years ago; you can call it "fool cell" technology all you want. We need more candidates in the zero-emission vehicle "election" and more fueling options to replace "Dinosaur juice".

I had an uncle who used to take the electric Red Car to get from Los Angeles to the beaches of Orange County. He used an old piece of plywood as a boogie board to ride the waves. Californians will always find a way. Hydrogen works for this driver. Let's get it done, California. The world is watching.

Mark Moblely, apartment dweller, Mirai owner, and hydrogen consumer since 2016