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on Hydrogen Infrastructure at Academic Institutions

Additional submitted attachment is included below.

CALIFORNIA STATE UNIVERSITY, LOS ANGELES

COLLEGE OF ENGINEERING, COMPUTER SCIENCE AND TECHNOLOGY

Department of Technology

Title: Cal State LA Comments – Hydrogen Infrastructure at Academic Institutions

April 13, 2022
California Energy Commission Dockets Office,
MS-4 1516 Ninth Street
Sacramento, CA 95814-5512

Subject: Comments on the Draft Zero-Emission Vehicle Infrastructure Plan, Docket # 21-TRAN-03, April 12, 2022, CEC Presentation

Cal State LA Hydrogen Research and Fueling Facility (HRFF) appreciates the opportunity to comment on the California Energy Commission (CEC) Draft Zero-Emission Vehicle Infrastructure Plan, Docket # 21-TRAN-03, April 12, 2022, CEC Presentation.

The Draft includes the following statement:
"*Additional public funding for hydrogen fueling stations dedicated to light-duty passenger vehicles will be informed by consumer uptake, market conditions, and other factors in collaboration across state agencies.*"

The Cal State LA HRFF would like to offer the following comments to direct "additional public funding" toward options that would sprout alternatives to large business market domination in hydrogen technologies.

--Encourage integration of hydrogen fueling network at college/university campuses so that research and workforce training for the hydrogen industry can be accelerated. Thus, exclusions should be made from larger stations to smaller size capacity suitable to campus operations. We have been observing very sharp demand for hydrogen engineering workforce.

--In case of the Cal State LA HRFF, the facility is more than 10 years old and needs to be upgraded to new standards from older T20 fueling protocols (chillers and dispenser). It will also benefit from stanchion, increased storage, gas panel, electrolyzer refurbishments, etc. This could be $2-2.5 M project including most costs. Funding equipment and engineering costs by CEC would be truly appreciated.

--Provide alternatives to the delivery model. The current hydrogen network has faults due to the reliance on delivery of compressed and liquid hydrogen, the future system wide resilience will benefit from introducing alternatives like **electrolysis** or **on-site reformation** so that some hydrogen can be provided during system faults.

Thank you very much for your consideration of these comments. We look forward to the release of the solicitations and seeing the hydrogen infrastructure growth that would be supported by this funding. Please don't hesitate to reach out with any questions or clarifications at (323) 343-4569 or blekhman@calstatela.edu.

Sincerely,

David Blekhman

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