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Docket Number:	24-ALT-01
Project Title:	2024–2025 Investment Plan Update for the Clean Transportation Program
TN #:	256752
Document Title:	Gregory Cane Comments - Comments to Committee - June 7, 2024
Description:	N/A
Filer:	System
Organization:	Gregory Cane
Submitter Role:	Public
Submission Date:	6/8/2024 9:08:29 AM
Docketed Date:	6/10/2024

*Comment Received From: Gregory Cane
Submitted On: 6/8/2024
Docket Number: 24-ALT-01*

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Additional submitted attachment is included below.

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Greg Cane, Committee Member, CEC CTP Investment Plan 2024-2025

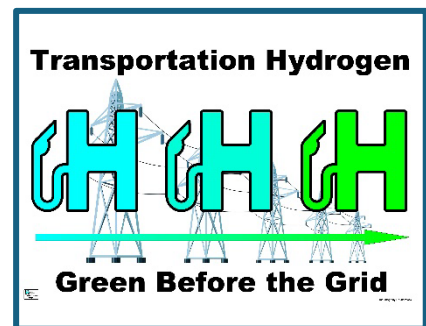
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Drivers of fuel cell cars prefer these vehicles because they are great cars, they can be refueled in 5 minutes, have up to a 400-mile range and because we want to do our part to address climate change.

All of us here are racing to transition as quickly as possible to a newer, greener economy. As we make these changes, it is clear that “we can not make the perfect the enemy of the good”.

At this time, transportation hydrogen has its downsides. Our main shortcoming is that the production of this fuel is not completely green. We do not accept the status quo.

The California Hydrogen Car Owners Association has three main goals. One of these is called, “Transportation Hydrogen – Green Before the Grid”. We are going to do all that we can to make sure that we reach this goal. An excellent start is Senate Bill 1420, which is currently making its way through the legislature.



It is undeniable that the lack of a reliable fueling infrastructure in California is single-handedly thwarting the success of these cars in the US. Hydrogen refueling station deployment must precede the adoption of these cars by the public. South Korea got it right, and has seen considerable success as a result.

I know that there are those who do not believe that there is a need for more fueling stations for light-duty fuel cell vehicles. If you could write to me with your concerns in the next few weeks, I will be glad to respond. If I do not know the answer, I will ask for help from those who are much more knowledgeable than I am.

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