

**DOCKETED**

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*Comment Received From: James B Senter*

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## **Please increase Investments in Hydrogen Fueling Infrastructure**

Dear Commissioner Monahan and Members of the Clean Transportation Advisory Committee,

I am writing to you as an owner of a zero-emission, fuel cell electric vehicle (FCEV). I am actually leasing my third Mirai, and am considering whether or not to lease another when my current lease expires in December. The car itself is fantastic, and I love the fact that my driving does not contribute to air pollution in California. The challenge for Mirai drivers is the hydrogen infrastructure. There are fewer stations and more drivers, and the stations are not always working well. We need a big investment in the infrastructure or we will see the fuel cell experiment in California come to an end. Please do what you can to prevent that from happening!

I am deeply concerned about California's slow progress in achieving the goal of establishing 200 fueling stations. Following the June 7th discussion of the Clean Transportation Advisory Committee, it seems that this objective is not a priority for the Commission or the Committee. The current limitations of the fueling network have significant impacts on my daily life. Many times there is a mad scramble to find a station that is working and not too far away, only to find a long line - and sometimes a heavily-used station requires drivers to wait 5-10 minutes between fills - and one can easily spend 90 minutes at the station before filling the car.

It is particularly troubling to learn that the Commission has decided against future support for light-duty hydrogen stations, and that previously allocated funds might be redirected to heavy-duty hydrogen stations or electric vehicle charging stations. This decision is unacceptable.

As a trailblazer in zero-emission vehicles (my previous two cars used CNG), I strongly support California's clean vehicle goals and climate initiatives. However, it is apparent that the state does not equally support available zero-emission vehicle options. Currently, less than \$0.04 of every dollar invested by utility ratepayers is directed towards hydrogen infrastructure, with the majority being allocated to charging stations.

I respectfully urge the Commission and Advisory Committee to reconsider their stance and to reinstate support for the light-duty hydrogen fueling network. The funds previously earmarked for light-duty hydrogen stations should be reallocated to fulfill their original purpose, and future funding should be secured to ensure California meets its goal of 200 passenger stations.

Thank you for your attention to this crucial matter.

Sincerely,

James Senter