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Please support Light Duty H2

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've leased and owned two H2 vehicles. I supported investing in the hydrogen infrastructure because I believed it was clean and had tremendous potential. H2 is a great store of energy and can be economically viable for the state if the investments are made now.

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. I find it very challenging to rely on stations due to reliability issues and the lack of a robust network. The price of hydrogen is the greatest limiting factor and is a function of a lack of production and distribution at scale.

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 an early adopter of zero-emission vehicles, I support California's clean vehicle goals and climate initiatives. However, it is apparent that the state does not equally support both 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.