

**DOCKETED**

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## **Investment in Light-Duty Hydrogen Infrastructure - We Need Speed and Scale!**

I am an early adopter of fuel cell vehicles and strongly support California's zero-emissions goals. However, I am deeply disappointed that the Commission does not fully embrace all pathways to achieve its ambitious goals since it does not support light-duty hydrogen infrastructure. A strictly battery-electric light duty infrastructure alienates those who live in multi-unit housing where there isn't charging infrastructure, those in disadvantaged communities, and others who simply do not want to spend hours charging their car. Hydrogen refueling is quick and easy for many drivers to adapt to due to its similarity to refueling with gas. Over time, the electric grid will not be able to handle a BEV-only infrastructure. Communities need choices. We need the Commission to focus its efforts on building out 200 light-duty hydrogen refueling stations for drivers in California as promised.

I am particularly concerned that the funding for the Shell agreement may be redirected to heavy-duty hydrogen stations or battery electric charging stations. I respectfully request that the funding from the Shell agreement be reallocated to other light-duty hydrogen station developers so the network can continue to grow, as desperately needed. Many drivers of fuel cell vehicles are not able to drive their cars due to lack of stations, unreliable stations, and long wait times due to lack of redundancy within the refueling network. I also request that light-duty hydrogen infrastructure be included with any funding for medium-duty hydrogen infrastructure. This will facilitate the speed and scale of growth for the hydrogen refueling network.

Thank you for your attention to this matter.