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*Comment Received From: Christian Jacob
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Support 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). As a conscientious consumer, I recognize the critical need to transition toward sustainable transportation options. Choosing to buy an FCEV aligns with my commitment to reducing greenhouse gas emissions and promoting cleaner air quality. FCEVs offer several compelling advantages, including zero tailpipe emissions, longer driving ranges, and rapid refueling times. By supporting light-duty FCEVs, we contribute to a greener future, foster innovation in hydrogen technology, and pave the way for a more sustainable automotive industry. However, 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, 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.

Sincerely,
Christian Jacob