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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).

I purchased my FCEV because of environmental concerns, technological interest, and to support for sustainable energy. I have been a proud owner of my Toyota Mirai FCEV for a few several months, and during this time, I have experienced firsthand the benefits of driving a zero-emission vehicle. Supporting light-duty FCEVs is crucial because it reduces greenhouse gas emissions, advances hydrogen technology, and it provides diverse clean transportation options. Moreover, the development of robust hydrogen fueling infrastructure is essential for the widespread adoption and success of FCEVs.

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, including limited fueling options, long wait times, and just the inconvenience that ICE and BEV owners don't have.

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.

Kind regards,

David Swayne