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*Comment Received From: Brian Savoie
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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 a Mirai instead of a Battery EV as I wanted to try the alternative. After comparing notes and experiences with friends and family with BEVs, I've found the Fuel Cell system is far better and yields better range even in demanding environments and less down time than a BEV when refueling. It's clear that California's electrical infrastructure cannot handle the current demand of EVs even with so few (When compared to BEV vs ICE vehicles on the road today). This alone is reason enough for more funding and support for infrastructure for light duty 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, such as long wait times, stations that are closed for repairs/failures and not being able to use the vehicle to travel to places such as Las Vegas or Reno, which could easily be done if there were more Hydrogen stations in this state.

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,

Brian Savoie