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*Comment Received From: Stuart Sims
Submitted On: 6/18/2024
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Request for more Hydrogen Fueling Stations in California

Dear Commissioner Monahan and Members of the Clean Transportation Advisory Committee,

I am writing to you as an owner of fuel cell electric vehicle (FCEV).

I purchased the vehicle because it seemed to offer the advantages of quick refueling and a quiet electric vehicle at the same time. It is ALL of those things, quick to refuel, quiet, competent and really a wonderful car.

But the promised additional fueling stations have not materialized. Tesla funded the development of fast chargers for electric cars, but no one has done the same for fuel cell vehicles.

There is great potential for fuel cell vehicles as part of the zero emission solution for California. Fuel cell vehicles refuel quickly, have consistent range in hot or cold weather, do not suffer "loss of charge" over time and can be parked for months without worry about the battery going dead when you return.

Redirecting funds to electric charging is unacceptable. The electric charging industry will solve that issue without the Commission's help. My feeling is electric charging special interest groups are looking for "free money". Giving that money to electric charging interests does not really help our state reach its climate goals.

Light and heavy duty hydrogen (fuel cell) vehicles have great potential and need your help.

Electric charging does not scale. A single hydrogen pump can fuel around 12 cars an hour. An electric charging station can recharge one or possibly two cars an hour in a perfect world. It will take 6 to 10 electric charging stations to replace one gas pump in California. Hydrogen stations can be done on a one for one basis with no additional land cost.

I am an early adopter of fuel cell technology. I (and others) need your help to make this work for all of California.

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.

Thanks for reading my letter.

Sincerely,

Stuart Sims

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