

**DOCKETED**

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*Comment Received From: Susanna P L  
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## **Please Support Investments in Hydrogen Fueling Infrastructure**

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

We are writing to you as an owner of a zero-emission, fuel cell electric vehicle (FCEV).

We are driving the vehicle for 2 years now, and it has been wonderful knowing the vehicle doesn't do harm to the environment. And I believe if delivery trucks are using hydrogen vehicles, it will have a positive impact on cutting global warming and that's why it's important to support light-duty FCEVs, and the need to support hydrogen fueling infrastructure.

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, [insert specific issues you face, such as limited fueling options, long wait times, or inconvenience].

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,

Susanna P. L.

PS. Thank you for taking the time to read my email and for supporting the future of hydrogen vehicles and infrastructure in California.