

**DOCKETED**

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*Comment Received From: Michelle Bidstrup  
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## **Hydrogen Fuel Cell**

If you own or lease a #FuelCellElectricVehicle, or are thinking about buying/leasing one, there's an important matter that requires your attention!

Dear Hydrogen Vehicle Drivers!

The California Energy Commission is currently seeking public comment on the 2024-2025 Investment Plan Update for the Clean Transportation Program. This is a crucial opportunity for hydrogen drivers to fight for the allocation of tens of millions of dollars in funding for clean energy infrastructure.

We urge you to submit a comment today to support increased investment in hydrogen fueling infrastructure. Public comment is quick and easy, taking only a couple of minutes.

The Deadline for Public Comment is Friday, June 21st!

Visit the Public Comment Portal:

<https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=24-ALT-01>

Personalize Your Public Comment with the Example Below

Title: 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). [Insert motivation for choosing an FCEV, how long you have owned one, and 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,

Michelle Bidstrup