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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've been driving FCEVs since 2018 and currently own a 2022 Toyota Mirai Limited. FCEVs are fantastic because of their reliability, reduced emissions, and quick charge times, similar to ICE fueling. Although I own my home, where I'm able to install BEV charging equipment, I still chose FCEV over BEV alternatives because I believe FCEV is the superior long term option for clean, accessible and reliable light-duty transportation.

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. In my local area there are two stations, Concord and San Ramon. Iwata's San Ramon station is almost constantly offline. Concord's reliability is much better, but I have faced numerous inconveniences when after arriving, the pumps are offline or malfunctioning. Taking my FCEV to any area of the state is currently not possible due to limited fueling options. We desperately need additional support from the state and more accountability from the companies providing FCEV infrastructure.

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,
Richard Beerman