

DOCKETED

Docket Number:	24-ALT-01
Project Title:	2024–2025 Investment Plan Update for the Clean Transportation Program
TN #:	257114
Document Title:	Kumar Chaklashiya Comments - Support Investments in Hydrogen Fueling Infrastructure
Description:	N/A
Filer:	System
Organization:	Kumar Chaklashiya
Submitter Role:	Public
Submission Date:	6/19/2024 12:42:43 PM
Docketed Date:	6/19/2024

*Comment Received From: Kumar Chaklashiya
Submitted On: 6/19/2024
Docket Number: 24-ALT-01*

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 bought Hydrogen FCEV Car to reduce the air pollution, I have this car little over 1 year, It is very hard to find operational H2 Filling station and Prices of Hydrogen vary from \$25/KG to \$36/KG, which is very 4 to 5 times high price compare to EV charging price.

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 and also make some kind of Price control mechanism for Hydrogen Price. Hydrogen price should be less than \$5/Kg. 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,

Kumar Chaklashiya