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Please help add additional Hydrogen Infrastructure and bring down fueling costs

I have been driving a Toyota Mirai Hydrogen Fuel Cell EV for 5 years now, and the fueling infrastructure and cost to fuel has only gotten worse with the elimination of all three filling stations in San Francisco (Shell divested from public infrastructure). The roll-out of many more stations as previously announced has not happened due to apparent Low Carbon Fuel Standard issues making Hydrogen more expensive, and the early-stage costs involved to make the infrastructure reliable.

There also does not seem to be much accountability of companies like FirstElement Fuel (doing consumer business as True Zero), who receive state funds, towards cost / price transparency and their specific efforts to bring down costs for consumers at the pump and a timeline for making that happen. Tying future state funds for private companies who provide filling infrastructure to cost and price transparency requirements (similar to Senate Bill X1-2) may be a good place to start, as we don't have any specific justification from FirstElement as to why their fueling costs are exorbitantly high.

Perhaps it would also be good to award fueling infrastructure grants and incentives to non-startup companies who can better self-fund infrastructure bootstrapping, roll-out, and reliability engineering efforts to keep stations online, in lieu of a vulnerable cash-strapped startup company like First Element Fuel.

It may also be an interesting idea to have local municipalities help provide fueling infrastructure on a break-even basis, similar to how AC Transit in Emeryville has done with their consumer filling station, at a much lower cost than True Zero.

Currently most True Zero stations are around \$36/kg, and most Hydrogen EVs have around a 5kg fuel capacity, which means it costs \$150+ a fill to go 300-400 miles.

Since I live in an apartment building without the ability to charge at home for the foreseeable future, a Hydrogen EV has allowed me to go electric easily and much earlier than most with 5 minute fillups to 100% for 300-400 miles of range, compared to 45-60 minutes to 100% with most battery EVs, most with a much lower range than my Mirai.

Expanding hydrogen infrastructure and making fueling affordable again would allow the 30+% of Californians like me who likely will never have charging at home, the ability to go electric in a convenient and hopefully affordable way. It will also help pave the way for larger newly-announced Hydrogen EV light duty Trucks to eventually fuel at these same stations, which have the ability to haul heavy loads and tow for much longer distances than battery EVs, due to Hydrogen's significantly higher energy density. One of the big barriers to EV adoption for many in California.

Please help to prioritize the addition of light duty fueling stations throughout California (including placing filling stations in proximity to filling infrastructure in adjacent states), and do what you can to help make fueling costs affordable again, like they were in 2019 at around \$13-16/kg at newer stations.

State Senator Josh Newman, who also owns a Mirai, is extremely knowledgeable about the current set of challenges and potential solutions, and would be a great resource to consult further on this issue.

Kind Regards