

<b>DOCKETED</b>	
<b>Docket Number:</b>	24-ALT-01
<b>Project Title:</b>	2024–2025 Investment Plan Update for the Clean Transportation Program
<b>TN #:</b>	257193
<b>Document Title:</b>	Cloud Winter Comments - Consider Supporting Investments in Hydrogen Fueling Infrastructure
<b>Description:</b>	N/A
<b>Filer:</b>	System
<b>Organization:</b>	Cloud Winter
<b>Submitter Role:</b>	Public
<b>Submission Date:</b>	6/20/2024 8:43:29 PM
<b>Docketed Date:</b>	6/21/2024

*Comment Received From: Cloud Winter*

*Submitted On: 6/20/2024*

*Docket Number: 24-ALT-01*

## **Consider Supporting 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 purchased a 2023 Toyota Mirai hydrogen fuel cell vehicle last year. The Mirai is an impressive vehicle that has great range and is very reliable. The fueling (when the stations have hydrogen available and when the stations are online) takes only 5 minutes which is akin to the convince of a traditional gasoline powered vehicle but more eco-friendly. Having more light duty / passenger vehicles that use alternative fuel options in addition to battery electric vehicles is important in order to diversify resource consumption.

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, I commute 55 miles to and from work four times a week. I am lucky enough to have a hydrogen fueling station near my home and one near my place of employment. Unfortunately it is not uncommon for one or both of these stations to be out of fuel or need repairs. It takes a significant amount of planning and time to ensure that I will have enough fuel to commute to work on a regular basis. I am appalled at the price increases that we have endured over this past year. When I purchased the vehicle I was paying \$24 a kilo and now I am paying \$36 a kilo. This equates to roughly .50 cents per mile in fuel costs which is unsustainable. Having more diversity in hydrogen fuel retailers to create competition and avoid a monopoly of the fuel would benefit us early hydrogen vehicle adopters.

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 light-duty hydrogen vehicles can make a significant impact in replacing gasoline and diesel light duty vehicles in California.

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,

Cloud Winter