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Hell

I have been driving the Toyota Mirai for more than 3 years now and while I really enjoy the many benefits that this clean-energy FCEV provides to my family such as fast refueling, ability to use it while living in an apartment, and fast and convenient long-distance trips, I would like to urge the committee to invest more substantially in order to create an expanded and hence useful hydrogen station network for light-duty (LD) vehicles. This will enable the public in California to more readily adopt the technology, since one of the primary challenges with the technology right now is the lack of refueling infrastructure.

As someone who has lived in apartments most of my life, the other clean-energy personal transportation alternative is battery electric vehicle but these are very inconvenient for my use case, as it is millions of other Californians who don't have access to chargers - this is clearly evident in the data where millions of Californians choose not to buy battery electric cars, despite so many incentives and a nearly fully functional recharging network. Therefore, in order for California to achieve the green transportation goals, we need the solution provided by hydrogen cars but this will not happen unless a reliable and extensive hydrogen refueling network is built.

As in the case of public highways, original gas-automobiles and even charging infrared for battery EVs, the initial investment is worth it and the masses adopt the technology once the infrastructure is developed, whether they be roads, gas pumps or charging stations in the above example - the same will be true for hydrogen fuel-cell vehicles, if and only if the initial investment is made.

Thank you and I sincerely hope that the CEC increases its support and funding for LD hydrogen refueling stations.

Sincerely,