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Docket Number:	24-ALT-01
Project Title:	2024–2025 Investment Plan Update for the Clean Transportation Program
TN #:	257258
Document Title:	Zachary DiPaola Comments - Support Investments in Hydrogen Fueling Infrastructure
Description:	N/A
Filer:	System
Organization:	Zachary DiPaola
Submitter Role:	Public
Submission Date:	6/21/2024 11:51:57 AM
Docketed Date:	6/21/2024

*Comment Received From: Zachary DiPaola
Submitted On: 6/21/2024
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 a used Hyundai Nexo because as a mechanical engineer, I am intrigued and excited by the prospect of this technology and its role in furthering sustainable green transportation options for consumers. I believe that, given the chance, FCEVs can help loosen the death grip fossil fuels have on our planet and economy. I've greatly enjoyed driving my Nexo and would love for it to become a more viable option outside of my city.

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 have sat in long, slow moving lines waiting for the only available pump and station in the immediate area, or risk running out of fuel. My lack of options and the instability of the hydrogen infrastructure continue to frustrate me and appear to be entirely avoidable if given a fair level of support.

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,
Zach DiPaola