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*Comment Received From: Kathryn McTigue*  
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## **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 opted to purchase a hydrogen vehicle because I believe in the technology. After living in Europe for a few years, and returning to California, I wanted to show my support for the cleanest form of transportation that was available to me. I had seen how successful the German government was in establishing a network of hydrogen refueling stations that relatively quickly supported the use of this clean technology for a large group of people. I believed that California stood in a good position to make a similar move forward.

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. Without a robust network of refueling stations, I am limited in how I can use my hydrogen vehicle, and have to rely on alternatives that are far worse for our environment.

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.

I am an early adopter of zero-emission vehicles because I support California's clean vehicle goals and climate initiatives. However, without more money directed towards hydrogen fuel infrastructure, this effort will be in vain. The commitment to providing usable and sustainable access to hydrogen fuel is crucial to developing a robust clean transportation system in California.

I respectfully urge the Commission and Advisory Committee 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,  
Kathryn McTigue