

**DOCKETED**

<b>Docket Number:</b>	24-ALT-01
<b>Project Title:</b>	2024–2025 Investment Plan Update for the Clean Transportation Program
<b>TN #:</b>	259575
<b>Document Title:</b>	Omar Samiullah Comments - Disposition of Shell Funds to light duty hydrogen refueling stations
<b>Description:</b>	N/A
<b>Filer:</b>	System
<b>Organization:</b>	Omar Samiullah
<b>Submitter Role:</b>	Public
<b>Submission Date:</b>	10/16/2024 8:10:14 PM
<b>Docketed Date:</b>	10/17/2024

*Comment Received From: Omar Samiullah  
Submitted On: 10/16/2024  
Docket Number: 24-ALT-01*

## **Disposition of Shell Funds to light duty hydrogen refueling stations**

Dear CEC,

I'm writing to express my concerns about California's approach to zero-emission vehicles and to advocate for increased support of hydrogen fuel cell technology. California's zero-emission goals are commendable, but we're falling behind other regions in hydrogen adoption. Countries like China, Japan, South Korea, and the European Union are making significant investments in hydrogen infrastructure<sup>1</sup>. We should learn from their progress and accelerate our own hydrogen initiatives. Our state faces energy challenges, as evidenced by occasional rolling blackouts during peak summer demand. When the governor asks residents not to charge their electric vehicles, it highlights the limitations of our current grid infrastructure. Hydrogen fuel cell vehicles (FCEVs) can help alleviate this strain by providing an alternative zero-emission option that doesn't rely on the electric grid for refueling<sup>4</sup>.

There seems to be an imbalance in funding and support between battery electric vehicles (BEVs) and FCEVs. While both technologies have their merits, a diverse approach to zero-emission transportation is crucial for meeting our climate goals. We should strive for a more equitable distribution of resources and support for both BEVs and FCEVs.

To truly achieve our zero-emission targets, we need to consider both light-duty and medium-duty vehicles. Neighborhood-style hydrogen fueling stations could serve both consumers and businesses, facilitating a broader transition to zero-emission vehicles<sup>2</sup>. This approach would align with Governor Newsom's stated goals and provide more options for Californians.

As an FCEV owner, I've experienced firsthand the benefits of this technology. Hydrogen offers quick refueling times and long driving ranges, making it a practical choice for many consumers and businesses<sup>3</sup>. By expanding our hydrogen infrastructure, we can provide Californians with more choices and accelerate our transition to a zero-emission future.

I urge you to consider increasing support for hydrogen fuel cell technology and infrastructure in California. Let's ensure that our state remains at the forefront of clean transportation innovation by embracing a diverse range of zero-emission solutions.

Sincerely,

Omar Samiullah