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A more consistent and well funded effort for hydrogen fueling networks for cars and trucks (medium and heavy)

I have been driving fuel cell electric cars for about 11 years in the Los Angeles area. For much of that time, I drove them because of my work. In March of this year, I purchased my first FCEV, a pre-owned first-generation Toyota Mirai. I love it.

As a result, I am more than familiar with the benefits (and joy) of driving them as well as the frustrations of an inadequate network coupled with inadequate supply.

I am also familiar and concerned with the inadequate support given to the cars, network and production, despite enough legislative and executive direction, studies and reports (CARB, UC Davis, Fraunhofer, etc.) showing the need and value as well as the intent of automakers (BMW, Honda, Hyundai and Toyota) to bring them to market. I remain frustrated by CEC's lack of funding the light-duty hydrogen fueling network for four years - it was a horrific market signal to automakers who have invested in a relevant and valuable technology only to be told that perhaps their efforts were for naught. What a message to send some of the biggest automakers in the California market. This plan feels like a repeat of that underfunding: at worst, it seems hostile; at best, it is aggressive indifference.

I would also remind you that no light-duty automaker has walked away from the technology. While many have not come to market, they continue to work on fuel cells. While such activity is not a full-throated endorsement of the hydrogen mobility pathway, it's certainly not an endorsement of exclusively pursuing the battery pathway for cars and pickup trucks, etc.

I am beyond frustrated with CEC's leadership. Lest my comments be misconstrued to include all at the commission, I will add: Hats off to staff for doing the work that must be done, they're great.

I wish I could offer comments that are softer and more supportive, but I can't. Hydrogen car drivers have been too nice and it hasn't resulted in much.