

**DOCKETED**

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*Comment Received From: Ann Thomas*

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## **Hydrogen manufacturing**

Dear CEC Advisory Committee,

I bought 2 Toyota Mirais in 2022, when the price of hydrogen was around \$12 per kg, and there were enough stations around to get regular fills, and more were planned. Things were looking positive. There were lines of hydrogen powered vehicles at most stations, unless I went in the middle of the night.

But, stations closed for repairs way too often, others were closed permanently, the price soared, and as a result, the bottom dropped out of the value of these vehicles leaving us in debt far deeper than many of us could handle. We defaulted on loans. Over 600 of us have filed lawsuits against Toyota just with one attorney alone, Jason Ingber, who represents me in my suit against them.

It is unconscionable that the state would abandon us as it has after years of promises.

When I was young, I went to Expo 74 in Spokane, Washington. There I learned about the limited supply of crude oil worldwide. I have spent my lifetime trying to get off of that for fuel, and have done hydrogen research on my own dime, long before this latest round of interest in it became popular. It's really the only option for sustainability. It can be made from many sources, not just from crude oil, but from water, captured offgasses from garbage dumps and compost heaps, etc.

I knew over all these years that the oil and gas industry would fight us, as they have. It's a multi-trillion dollar industry driven by greed with no concern for the limited resource of oil, and the impact on people's health. Please stop listening to them, as I'm sure they portray themselves as the energy experts to you all, when in fact they are giving you only part of the story - the part they want you to hear.

Battery electric cars don't work for people like me. I live in an apartment complex with no garage or dedicated slot in which a car like that can be charged. Vast amounts of money have been invested in charging stations, yet very little in hydrogen stations.

We can't go hardly anywhere in these hydrogen cars outside of certain zones, and fuel operators such as First Element are not breaking even yet due to few hydrogen cars on the road. But those won't sell if there's no place to fuel them, and the price is too high for the fuel.

You can do your part by funding more stations, which we desperately need.

As a disclosure, my grandfather was an expert in ultra-high pressure pumps (like up to

97,000 psi) that far exceed the needs of the compression needed at hydrogen stations. The pump and other component failures are the reason the stations fail so quickly. I was trained in working on multiple brands of ultra-high pressure pumps all based on my grandfather's patents. I later shared a patent US9,011,204 with some of the same people who worked on this with my grandfather. I have made myself known to the hydrogen station companies, and one, Iwatani, is interested in hiring me, as they have no one else they are aware of with this kind of knowledge of R&D on this type of pump and system. If you get this funding going, I might be able to provide a significant contribution a solution for this problem.

I write today regarding the Clean Transportation Program (CTP) Investment Plan as it relates to the build-out of publicly available hydrogen fueling stations intended to serve the current and growing fleet of zero-emission, fuel cell electric vehicles.

I have been a fuel cell electric vehicle driver and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

AB 126 (Reyes, 2023) reauthorized the Clean Transportation Program and within it was language directing the California Energy Commission to spend no less than 15% of program dollars on hydrogen refueling. When taking into consideration the funds allocated to charging via the CTP, transportation electrification spending by California's investor and publicly owned utilities and various settlements with the state, hydrogen fueling stations receive a minute share of funds. Yet many priority regions in the state lack access to hydrogen refueling and projections for 129 stations fall far short of the 200 station goal called for in Executive Order B-48-18.

As such, I respectfully request the California Energy Commission and by extension the Clean Transportation Advisory Committee to offer greater funding for hydrogen fueling stations across all vehicle classes. This will ensure greater access to zero emission mobility and as a result, greater reductions in carbon and other harmful emissions.

Sincerely,

Ann Thomas