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*Comment Received From: Ciara Morgan
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CTP Advisory Committee

Additional submitted attachment is included below.

May 9, 2025

California Energy Commission
1516 9th Street
Sacramento, CA 95814

RE: 2025-2026 Investment Plan Update for the Clean Transportation Program (25-ATL-01)

Dear Commissioner Skinner and Representatives of the Clean Transportation Advisory Committee,

I write today regarding the Clean Transportation Program (CT) 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 want to express my full support for legislation aimed at increasing the number of hydrogen fuel stations across California. As a dedicated driver of a 2019 Toyota Mirai for over a year and a half, I have personally experienced the benefits of hydrogen-powered vehicles and the growing challenges due to limited fueling infrastructure.

One of the biggest inconveniences has been the closure of the Santa Monica hydrogen station for me. Since its shutdown, driving west in Los Angeles County has become significantly more difficult, especially when other nearby stations are out of fuel or down for maintenance. This occurs often. It leaves me rerouting across the city just to find an available pump, which defeats the purpose of driving a clean, efficient vehicle. There are only 5 stations within 2 hours of my home that I am able to access on a daily basis when working - depending on the traffic and if the station has fuel readily available.

I genuinely love my Mirai because it's a quiet, has a smooth ride and represents the future of sustainable transportation. But the rising fuel prices, paired with the shrinking number of reliable stations, makes it increasingly unreasonable to continue driving it with confidence. I want to keep supporting this innovative technology, but without better infrastructure, it's becoming harder to justify.

I strongly urge lawmakers to support this bill and invest in the expansion and stability of California's hydrogen fueling network. It's not only necessary for current hydrogen vehicle drivers but it's essential for the long-term success of clean energy in our state.

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 very small 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,

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