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CTP Advisory Committee

Additional submitted attachment is included below.

May 13, 2025

California Energy Commission
1516 9th Street
Sacramento, CA 95814

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

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

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 since 09/09/2023 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network. Driving my fuel cell vehicle car is something that I have enjoyed doing due to the positive outcome it has on our environment. A lot of times there is more one wants to do to help our planet but is given very little resources to do so, but with this car I am able to feel like I am making a difference to better our planet's future and overall health. I also enjoy the rating that the car gives me every time I drive it because it lets me know what I need to work on to become a more fuel efficient driver. Overall I believe the model of the Mirai Fuel Cell electric vehicle was very well manufactured and well resourced to be an efficient car.

As of right now, I have two stations that I have been using to refuel. One is the Seal Beach Station that opened up a few months ago and the other is the Torrance Station that went back into service as well a few months back. My wait time for these stations are around 20-30 mins each to fuel up. Before this I would unfortunately have to drive to Costa Mesa which made me use 45 miles to just fuel up which was very upsetting at first and time consuming due to it taking 40 to 60 mins. I believe the importance of more reliable cost efficient stations is a priority that needs to be considered due to people like me. A civilian that wants to do their part in bettering our planet and investing in our future of fuel cell electric vehicles.

With that being said I believe that what needs to be changed to give those of us a better a experience with our fuel cell electric vehicle is like stated before, more reliable cost efficient stations. As of right now the cost to fuel up my vehicle is around \$120/weekly which unfortunately is the only negative thing I have to say about my Mirai. As someone that does not come from a high income household, the idea of spending \$480 monthly is something that does affect my financial situation. I was given a gas card to help with the cost of gas but the unreliability of my local station caused me to have to drive 50 miles to just fuel up which caused me to use my funds quicker than it was anticipated for. The

entire mission of this program is something that should be applauded but I do believe it should be given more resources to better equip those participating in it. The cost to fuel up a fuel cell electric car I believe should cost more than driving a Honda Sedan because it pushes people to go for the option that keeps us in a stagnant state of no advancement to better our planet for our society's future.

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,

Maria Cabanillas

1099 W Capitol Dr. Apt.107
San Pedro, CA 90731
(424) 264-1502
cabrejosf55@gmail.com