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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,

We 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 5/10/2022 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network. One of the biggest benefits of driving my Mirai is the positive impact it has on the environment and its potential to reduce pollution. In contrast to electric vehicles, I like that the Mirai uses less energy, and hydrogen is a more natural product. EV's use electricity for charging and can be more expensive.

As for refueling infrastructure, unfortunately, I only have one station in my area and it's about 29 miles from my home. Overall, my experience with Harris Ranch has been improving compared to before. Currently, they are doing a good job of taking good care of the station, and even recently installing a new pump.

Overall, my experience driving a fuel cell vehicle has been positive. Everything has been fine and the Mirai has been a safe vehicle to drive. The one thing I wish was different was if the cost of hydrogen was lower. Right now, it is still too expensive.

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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