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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 5/9/2022 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network. One of the positives of owning a Mirai is I get all the same environmental benefits as an EV, with the added benefit of fast refueling, like fossil fuel vehicles. With an EV, you may have to wait 30 minutes – 1 hour to recharge. Another benefit is the ease of replacing vehicle parts. For example, replacing a Mirai's filter is more readily available compared to EV parts that require you to go to a dealership to replace.

Currently, I only have 1 station that I have access to. The station is Harris Ranch, and it is 15 miles or 15 minutes from my home. My refueling experience has been a lot better recently compared to when I first purchased the Mirai in 2022. Now a days, Harris Ranch has been upgraded with a new hose and system. The next closest station is in San Jose which is about 2 hours away. Because of this, I stay local with my commutes to ease my worries of running out of fuel. If more infrastructure is added, it can encourage me to drive farther and experience more.

Lastly, I just wish there was more support for hydrogen in the beginning. I feel like ValleyCAN did a great job of being the primary supporter for the technology and helped me transition to the Mirai as best as possible.

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,

Jesus Elias Chipres

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