

**DOCKETED**

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*Comment Received From: Joaquin Aguilera Aguilera  
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## **CTP Advisory Committee**

*Additional submitted attachment is included below.*

May 13, 2025

California Energy Commission  
1516 9<sup>th</sup> 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 April 13, 2022, and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network. I like that my Toyota Mirai gives me the convenience of quick refueling, usually around five minutes. This is similar to a conventional gasoline vehicle, but without the emissions. It's quiet, smooth, comfortable, and has an adequate range, which makes it great for my commute to school and occasional weekend trips back home. In contrast, with an EV I wouldn't have the same flexibility. Charging times are much longer, and I'd need to plan stops more carefully when traveling.

While at San Jose State, I have access to about three hydrogen stations within a 15 to 20-mile radius. The closest one is in Campbell, but even then, I always check online to make sure it's operational. When I drive home to Hanford, it's more difficult to refuel since the only station nearby is Harris Ranch location 35 miles away from my place of residence. Because of this I have to plan carefully and refuel before leaving the Bay Area, as well as refueling before coming back to the Bay Area. The refueling is quick when everything works, but there have been times when I had to wait in line or drive to a different location due to low fuel or outages.

If I could change one thing about the FCEV experience, it would have a more reliable and widespread network of hydrogen stations. Too often, I've had to make changes to plans because a station was offline or out of fuel. This led me to always plan for the worst-case scenario to avoid being left stranded. It would make a big difference if more stations were available and better maintained, so I could drive without constantly checking my app or worrying if I'll make it to the next station.

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,

Joaquin Aguilera Aguilera

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