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*Comment Received From: Samantha Hendricks
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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 4/28/2022 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network. The Fuel Cell vehicle is amazing. I get 300 miles on a full tank and a refill only takes five to ten minutes. The Mirai has great acceleration, is very comfortable, and very high tech. As for electric vehicles, I don't know much about them. What I do know is that charging them takes hours not minutes. Also, each model has its own charger so you cannot always find the charger you need unless you have an adapter.

Regarding fuel stations, refueling is the biggest issue I have. The nearest fuel station is at 198 and I-5 and I live in Sanger. That means it's nearly an hour drive each way just to fill up. If there were even just one additional station on 99 near Fresno, it would make things so much easier for me and give drivers an additional stopping point between north and south California.

There is nothing I would change about my Mirai experience except there being more stations readily available. I know hydrogen uses less lithium than electric and there are a lot less hydrogen batteries being dumped than there is electric. On a side note, unfortunately I had to purchase an additional gas vehicle because I couldn't go where I needed to without the worry of refueling.

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,

Samantha Hendricks

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