

DOCKETED

Docket Number:	25-ALT-01
Project Title:	2025–2026 Investment Plan Update for the Clean Transportation Program
TN #:	263129
Document Title:	Veronica Gonzalez Zavala Comments - CTP Advisory Committee
Description:	N/A
Filer:	System
Organization:	Veronica Gonzalez Zavala
Submitter Role:	Public
Submission Date:	5/15/2025 4:48:30 PM
Docketed Date:	5/15/2025

*Comment Received From: Veronica Gonzalez Zavala
Submitted On: 5/15/2025
Docket Number: 25-ALT-01*

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 5/13/2022 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network. I enjoy driving my Mirai. It is a low cost to maintain, drives smooth, clean, and reliable. I would also be interested in driving a battery electric vehicle.

Near my home, there is one hydrogen station. This station is located at Harris Ranch 24505 West Dorris Avenue, Coalinga, CA 93210 and it is approximately 31 miles away from my residence. Other than the cost of hydrogen being expensive, there have been issues with the current pump, in which it has been down due to internet issues or needing to be reset. It is upsetting having to wait for someone to come down from San Jose to fix the problem. This has resulted in me having to leave my vehicle at the station.

If there was something that I wished was different it would be having access to a second hydrogen station closer to where I live. If not, having a second pump at the Harris Ranch location would be preferable.

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,

Veronica Gonzalez Zavala

Veronica Gonzalez Zavala

414 W Hanford Armona Rd SPC D6, Lemoore, CA 93245

veronica30gz@yahoo.com