

<b>DOCKETED</b>	
<b>Docket Number:</b>	25-ALT-01
<b>Project Title:</b>	2025–2026 Investment Plan Update for the Clean Transportation Program
<b>TN #:</b>	263170
<b>Document Title:</b>	CA Hydrogen Coalition Comments - CHC Driver Letters for CTP Advisory Committee
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<b>Organization:</b>	CA Hydrogen Coalition
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<b>Docketed Date:</b>	5/16/2025

*Comment Received From: CA Hydrogen Coalition  
Submitted On: 5/16/2025  
Docket Number: 25-ALT-01*

## **CHC Driver Letters for CTP Advisory Committee**

Letters submitted through our website from hydrogen vehicle drivers

*Additional submitted attachment is included below.*

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I have owned hydrogen since 2019 and I invested significantly, through auto purchase and maintenance.

I chose hydrogen because I felt strongly that we need to move away from fossil fuels, as well as an alternative to EV (which has its own drawbacks).

I live in a condo complex which currently has no EV chargers.

My main concern right now is the high cost of fuel (I can live with the current number of stations, as long as they aren't overcrowded or down for maintenance, which historically has been an issue).

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Gregory Todd  
1458 Hudson St Apt 215  
Redwood City, CA 94061

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

As an owner of a 2021 Mirai with access to the Pasadena North Allen hydrogen station I have found the Mirai to be the perfect zero emission vehicle for me. I have tried a bZRX and NX PHEV; however, without the ability to charge at home these vehicles do not accommodate my lifestyle.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

Jacquelyn Birdsall  
497 S El Molino Ave  
Pasadena, CA 91101

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I've had a hydrogen fcel vehicle for 4 years. We need more stations and the price of hydrogen has increased by 500%. That's outrageous! Yes, we get a fuel card when we buy the vehicle, but at \$36/kg they just don't makes sense. We need to get the price of the fuel down. Competition?

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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Sincerely,

Bob Herman  
9170 Blackbird Ave  
Fountain Valley, CA 92708

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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Sincerely,

Gary Lim  
1221 Via Coronel  
Palos Verdes Estates, CA 90274

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

My family purchased a hydrogen vehicle a year ago with the hopes that we could help fuel California's carbon reduction efforts. We have seen a plateau of hydrogen fuel prices at around a gasoline equivalent price of \$15 per gallon (\$36 per kg of hydrogen). Unfortunately, this price does not allow us to effortlessly continue to support California's carbon reduction efforts - with a fuel fill-up costing over \$200 for a range of 330 miles, our finances are negatively affected by the high hydrogen fuel prices.

With few people willing to make the investment we have made in a hydrogen fueled vehicle, companies willing to build out hydrogen station infrastructures are few and far between. This means the competition between fueling stations is nearly non-existent and fuel prices are held high because there is not enough pressure on the companies to develop more efficient methods of producing and delivering said hydrogen to the end user (my family, in this case).

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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Sincerely,

Scott Rothdeutsch  
1910 Refugio Rd  
Goleta, CA 93117

Thursday, May 1, 2025

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Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

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Sincerely,

Eric Stanton  
5600 MARBURN AVE # L  
LOS ANGELES, CA 90043



Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I have driven a Toyota Mirai hydrogen fuel cell vehicle since 2021.

I chose a hydrogen Fuel Cell Electric Vehicle (FCEV) because I believe in a hydrogen future.?

There are a few stations nearby but I am limited to leave my area- Drive to San Francisco 4 or five times a year and if Harris Ranch is down, I can't go.. Drive to San Diego is a nightmare

A battery electric vehicle does not meet my needs for refueling quickly and It leaves me beholden to a failing electric power structure in the state. I will not buy an electric car until such time as the power grid in California is in excellent condition And I fear that will not happen in my lifetime. I also don't have an hour to recharge a car when I'm on a driving trip.

When I bought my car, hydrogen costs \$13 a kilogram. Now 4 years later it's \$36 and \$39 dollars. I turned in my leased car at three years and I still had half my fuel remaining on the card. When I bought a new Mirai Three years later the card is not even going to last three years. This is ridiculous.

We need plentiful fueling stations and the cost must come back down till at least \$20. We were told it went up because of natural gas issue and the natural gas issue is resolved and yet the price has not, not, not gone down.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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Sincerely,

Jodi Ehrlich  
2202 Holly Dr  
Los Angeles, CA 90068

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

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Sincerely,

Ian Vloke-Wurth  
1447 Bellevue Ave  
Los Angeles, CA 90026

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

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Sincerely,

Kenneth Lo  
15471 Edwards St  
Huntington Beach, CA 92647

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

In 2022 I purchased a new Toyota Mirai since I believe in alternative fuels for automobiles (I also purchased a new Nissan Leaf back in 2012, a new Chevrolet Bolt in 2018, and currently also own a 2025 Chevrolet Equinox EV).

However, the H2 fueling infrastructure has moved backward with regards to availability and price, so it is very difficult to obtain H2 fuel for my 2022 Toyota Mirai.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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Sincerely,

James Millington  
7419 Country Oaks Ln  
Orangevale, CA 95662

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I have driven fuel cell electric cars for about 12 years now in the Los Angeles area and beyond. I love my current fuel cell car and all of the ones I previously drove (Honda, Toyota, Hyundai). I have seen the light-duty (LD) network grow and evolve into a light duty AND medium duty network. I have seen the fuel shortages and performance issues.

It has been incredibly disappointing to see the leadership (not the staff) of CEC show a less-than-ideal interest in the network - I remember when CEC didn't fund the network for four years. Four years! It sent quite a signal to industry.

I wish I could be nicer about this matter, but it doesn't seem like being nice gets FCEV drivers anywhere, literally and figuratively.

There are others who deserve criticism, too, in varying degrees (mostly less) for the lack of fueling and hydrogen production infrastructure.

I agree with the California Hydrogen Coalition. Please listen to them.

Yours in hydrogen,  
Keith Malone

Sincerely,

Keith Malone  
3766 Latrobe St  
Los Angeles, CA 90031

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I have owned and driven a Toyota Mirai hydrogen fuel-cell vehicle for close to two years. I love my car! I'm proud to be driving an emission-free vehicle. However, it is especially important to me to be able to obtain hydrogen fuel more conveniently. I live in a multi-unit building and do not have the opportunity to charge a plug-in electric vehicle at home, so a hydrogen fuel-cell is the perfect car for me.

The major drawback to owning my Mirai has been the challenges with the fueling network. Several nearby public hydrogen refueling stations have closed since I bought my car. I am having to travel farther and farther from home to obtain fuel.

I respectfully request the California Energy Commission and, by extension, the Clean Transportation Advisory Committee to follow the direction in AB 126 (Reyes, 2023) to spend no less than 15% of Clean Transportation Program dollars on hydrogen refueling and offer greater funding for hydrogen fueling stations across all vehicle classes.

Sincerely,

Nancy Braden-Parker  
1840 Veteran Ave Apt 103  
Los Angeles, CA 90025

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I would like to urge that hydrogen be made from renewable sources.

Thank you

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Cynthia Phakos  
9010 RANGELY AVE  
WEST HOLLYWOOD, CA 90048

Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

For the last 15 years I am driving a Honda CNG but would like to upgrade to a hydrogen fuel cell vehicle if more filling stations were available. I am keenly aware of mileage anxiety and know that filling station are the secret to success or failure. I urge the California Energy Commission to support hydrogen fueled vehicles and the infrastructure that will allow their usage

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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Sincerely,

Howie Zechner  
2770 La Tierra St  
Pasadena, CA 91107



Thursday, May 1, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

Hydrogen cars are a game-changer! They're clean, emitting only water vapor, so no pollution or carbon monoxide worries in my garage. Unlike gasoline cars, there's no smelly exhaust to give me headaches. Plus, they're quiet, efficient, and refuel quickly, paving the way for a greener future. Additionally, the fueling process is much faster than charging an EV for a road trip. The only problem with hydrogen is that there isn't enough fueling stations. The good thing is that they can be added to the current gasoline infrastructure nationwide.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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Sincerely,

Kevin Nguyen  
10651 Linnell Ave  
Garden Grove, CA 92843

Friday, May 2, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

As the owner of a Hydrogen fuel cell electric car, the availability of running stations and a fair price for Hydrogen is my greatest concern. I cannot be all in on battery electric cars, yet a combination of both types of cars. And, with the addition of 18 wheel trucks, and heavy machinery using fuel cells instead of diesel fuel to power those vehicles, then we can maintain the great air quality in California and get us to zero dependence on fossil fuels.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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Sincerely,

Stephen Mirkin  
12443 Sylvan St  
North Hollywood, CA 91606

Saturday, May 3, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I 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.

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Sincerely,

Jaime Backal  
19041 HAMLIN ST  
RESEDA, CA 91335

Monday, May 5, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I live in San Diego County, and we only have one active hydrogen station. I urge you to provide funding to expand the hydrogen fueling network up the I-15 corridor and the I-5 corridor to make hydrogen more available to consumers. I love my hydrogen car, but the limited fueling stations and high price of hydrogen are risking the future of clean green hydrogen vehicles in California. Please take action.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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Sincerely,

Bruce Bequette  
1765 Via Napoli  
Fallbrook, CA 92028

Monday, May 5, 2025

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Dear CEC Advisory Committee,

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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Sincerely,

Lisa Yang  
1630 W 186th St  
Gardena, CA 90248

Monday, May 5, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

We bought a hydrogen car a couple of years ago and we love it, however, the cost of hydrogen has made our car so expensive that it was cheaper to buy a second car and pay for gas, insurance, and monthly car payments than for filling up on hydrogen every month.

If we can get the prices at the pumps lowered, it would help us, and many others, so much.

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I have been a fuel cell electric vehicle driver and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

Jesse Segrist  
26126 Serrano Ct  
Lake Forest, CA 92630

Tuesday, May 6, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

The availability of competitively priced retail hydrogen for light-duty vehicles is the only thing holding back the proliferation for the fantastic FCEV's on the market today. I've owned mine for 2 years and feel that this technology can be a giant part of the solution in reducing vehicle emissions. Please support funding for the expansion of the retail hydrogen network. "If you build it, they will come"!

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Dan Inskeep  
1514 The Strand  
Hermosa Beach, CA 90254

Tuesday, May 6, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I drive a hydrogen fuel cell car. We've had it for 3 years and we love cleaning the air as we drive.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Faron Lyons  
18242 Burbank Blvd  
Tarzana, CA 91356



Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

Hello!

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,  
KAREN ONEILL  
2 Hunter  
Irvine, CA 92620

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

Please lower the H2 price to comparable to Regular Gas Price if you really want the H2 be successful.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Kumar Chaklashiya  
4183 Riverview Dr  
Jurupa Valley, CA 92509

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

The failed promise of hydrogen power for personal transportation vehicles

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Anthony Christlieb  
4956 Beech Ct  
Simi Valley, CA 93063

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I have driven a hydrogen vehicle for 10 years and chose it after driving an electric vehicle. I absolutely love the Toyota Mirai and am consistently frustrated by the logistics of fueling it. In San Diego County there is only one operable station (the inoperable one is in Del Mar) which requires me to drive 30 miles each week (RT) to fuel my car. Stations along the I-15 or the I-5 would greatly improve the situation. I have no access to an electric charger where I live and the public ones are onerous to wait at for charging. That's why I stick with my hydrogen car vs. an electric option.

I 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.

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 minute 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.

Thank you for your consideration of this matter.

Sincerely,

Tracey Franks  
9110 Judicial Dr Unit 8324  
San Diego, CA 92122

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I have driven a Toyota Mirai from 2017 to 2025. I love it because it is healthier for the environment and everyone on the road if made with renewable resources. The convenience of fueling has improved over the years, but the price has not. I am wasting a car payment every month because the hydrogen fuel is too expensive for high mileage drivers. Battery electric vehicles will not suffice for me due to my busy schedule and the availability for the charging stations as well. In the future, it would make sense to change all gasoline stations to fuel cell stations instead of building so many new parking spot chargers.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Nolan Bagalso  
4904 Shadowfalls Dr  
Martinez, CA 94553

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I have driven an H2 FCEV since 2021; the first leasing Toyota Mirai (2021) and last year, purchasing the 2024 model. I am a scientist who closely monitors both technical specifications and news stories on the H2 economy, including the H2 infrastructure networks (e.g. in the LA area, ARCHES). I planned by commitment to H2 FCEV over 5 years. Where I live in San Diego County, there is only one functioning H2 filling station; down from two when I first leased my vehicle. I am deeply disappointed that the CEC have not fulfilled their commitment to expanding the H2 filling station network in CA to 200 stations. The number of existing stations is only ~55, and it is contracting. Consumers of H2 FCEV had made their own commitments to zero-emissions FCEVs, but it is incumbent for the coalition and the state to do the same. Expanding the H2 filling station network make sense for all the reasons the coalition made in expanding zero-emissions vehicles and reducing carbon emissions.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

Tadeusz Molinski  
730 Fern Gln  
La Jolla, CA 92037

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

FCEV's are essentially electric vehicles with; a lightweight (hydrogen) battery; EV performance; fast refueling; and range/scalability.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Robert Watson  
2824 N Buena Vista St  
Burbank, CA 91504

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I've been driving a hydrogen car since 2016. Hydrogen availability has always been an issue throughout California. Recently my local station closed so my situation is the worst it's ever been.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Bryan Caluwe  
2620 Arizona Ave Apt 3  
Santa Monica, CA 90404



Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

David Cash  
39 Savona Walk  
Long Beach, CA 90803

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I have been driving the Hydrogen car for 3 years, the hydrogen price has now is almost 3 times more than gas price. It make no sense to keep it on road if no more hydrogen station. The only Irvine station was even closed that makes it so inconvenient for 350,000 resident in the city.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

Wenqi Zeng  
22 Rincon  
Irvine, CA 92620

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

Steve Sturm  
6450 Forester Dr  
Huntington Beach, CA 92648

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation expansion of hydrogen fuel station infrastructure  
Program Advisory Committee Meeting (25-ALT- 01)

Dear CEC Advisory Committee,

COSTCO- a very good world corporation with a tighten knit Refueling infrastructure coupled with Hydrogen Refueling would greatly benefit the environment.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

James Anderson  
270 Summerfield Dr  
Bay Point, CA 94565

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

Hi I would like to make a difference and help the environment by driving my hydrogen car but due to limited stations it is difficult to reach my goal. Please help us by investing in building more stations and bringing the cost of hydrogen down. I appreciate your help and support.

Sincerely,  
S. Moghaddas

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Seyed Moghaddas  
19926 Rhona Pl  
Santa Clarita, CA 91350

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

We need more stations in entire CA. Need urgently some stations near 210 and 15 intersection, there is nothing right now for more than 20 miles radius. We also need the price of gas to go down

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

Sundaram Guru  
7375 Sonoma Creek Ct  
Rancho Cucamonga, CA 91739

Wednesday, May 7, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I have driven my Toyota Mirai for 3 years. Love the car. Like being able to fill up in less than 5 minutes. Would love more station options so that I can get to LA from San Jose via 101. FCEV is a better option than electric for many.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

Fred Koehler  
642 San Miguel Ave  
Santa Clara, CA 95050

Thursday, May 8, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I purchased a 2018 Toyota when 40/100 fueling stations were functioning and fuel was \$16.00 /kg and today we have 64/100 stations and fuel is now \$36.00/kg. The car, ride, and fueling time is superior to a plug in electric. However, I feel the state has not done enough for us.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

Bart Joseph  
18319 Avocet Ct  
Canyon Country, CA 91387



Thursday, May 8, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

Eric Stanton  
5600 MARBURN AVE # L  
LOS ANGELES, CA 90043

Thursday, May 8, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

By far best for environment sincerely Darrell

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

darrell johnson  
12081 Sapphire St  
Garden Grove, CA 92845

Thursday, May 8, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

Dear Members of the California Clean Transportation Advisory Committee,

I am writing as a dedicated hydrogen fuel cell vehicle (FCEV) driver to urge your continued and increased investment in hydrogen fueling infrastructure across California. For the past 3.5 years, I have driven a 2019 Toyota Mirai and recently upgraded to a 2024 model, motivated by the promise of a zero-emission vehicle that produces only water as exhaust. The potential for a fully renewable system aligns with my commitment to sustainability, and the FCEV's quick refueling—under five minutes—meets my need for convenience in a way that battery electric vehicles (BEVs) cannot match, as their charging times are significantly longer.

Living near three hydrogen stations within a 10-minute drive has made my experience seamless, allowing me to commute and travel without disruption. This accessibility underscores the value of well-placed stations, but many areas of California lack similar coverage. Expanding the network with strategically located stations would greatly enhance the driving range and confidence for FCEV owners statewide, enabling longer trips and broader adoption. For example, additional stations along major highways and in underserved regions would make hydrogen vehicles a viable option for more Californians.

Increased funding for hydrogen infrastructure is critical not only for drivers like me but also for supporting local jobs and advancing California's zero-emission future. More stations would encourage FCEV adoption, reduce reliance on fossil fuels, and bolster the clean energy economy. I also suggest improving station reliability through regular maintenance and real-time status updates via apps to enhance the fueling experience.

Your recommendations will shape the future of clean transportation in California. I respectfully ask that you prioritize robust funding for hydrogen fueling stations to ensure a sustainable, accessible, and equitable zero-emission transportation system.

Thank you for your consideration.

Cheers, Paul

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Paul Whitman  
1226 Phyllis Ave  
Mountain View, CA 94040

Thursday, May 8, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

Please, help in this issue, I understand supply and demand, but this seem to be greed, this is a Green Fuel, it started out at 13.99 a KG when i got my car I dont see why its now 36.00 a KG...is this just to make drive in FCEV the same as A ICE...? Please help.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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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,

Jerry Sharp  
24001 MUIRLANDS BLVD  
LAKE FOREST, CA 92630

Friday, May 9, 2025

The Honorable CEC Advisory Committee

Subject: RE: Investment Plan for Clean Transportation Program Advisory Committee Meeting (25-ALT-01)

Dear CEC Advisory Committee,

I have owned my 2017 Toyota Mirai for three years now. I have greatly enjoyed this clean and reliable car. When I purchased my Mirai fuel cell, Toyota provided me with a 3 year hydrogen fuel card. At the time H2 cost \$13 a kilogram...it is now \$36...this price is unsustainable to users once the free fuel card has expired, which mine just has...so until H2 becomes affordable again, my car will remain parked for the duration and will have no choice but to go back to driving an ICE car, which is more affordable to me at this time...It is a sad thing really....but economics are a big part of clean transportation..but sadly not at these current ridiculous H2 prices. While the availability of H2 has never been an issue to me...the current price for H2 certainly is....thus doomed to failure.

I 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 and am personally aware of the benefits of hydrogen mobility and the challenges with the current fueling network.

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 minute 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,

Pierrick Miston  
11912 Pine St  
Los Alamitos, CA 90720