

<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>	263183
<b>Document Title:</b>	Jennifer Hamilton Comments - J Hamilton Comments to the CEC Advisory Committee
<b>Description:</b>	N/A
<b>Filer:</b>	System
<b>Organization:</b>	Jennifer Hamilton
<b>Submitter Role:</b>	Public
<b>Submission Date:</b>	5/16/2025 2:53:43 PM
<b>Docketed Date:</b>	5/16/2025

*Comment Received From: Jennifer Hamilton  
Submitted On: 5/16/2025  
Docket Number: 25-ALT-01*

## **J Hamilton Comments to the CEC Advisory Committee**

*Additional submitted attachment is included below.*

May 16, 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 vehicles (FCEVs) since they first came into existence. I am a Gen 2 Toyota Mirai owner/driver, and my in-laws are happily using my Gen 1 Mirai, even though there is but one fueling station in Sacramento.

I have witnessed the inception of the state-wide fueling network and its growth for passenger cars and buses, and now a needed expansion to meet needs for medium and heavy-duty trucks. Although I have waited in long lines for fuel during shortages and station outages, I love that my FCEV replaces a conventional vehicle and that I can fill in a few minutes and continue with my day. And as a consumer, and a native Californian, I love that I have a choice for a zero-emissions option.

I have heard the unfortunate misinformation and rhetoric pitting hydrogen and fuel cells against battery electric, and seen the effects it has on the decisions that are made at the highest levels. It is truly disappointing and disheartening. It is not a question of which technology; BOTH battery and fuel cell electric are needed.

AB 126 (Reyes, 2023) reauthorized the Clean Transportation Program and directed the California Energy Commission to spend no less than 15% of program dollars on hydrogen refueling. However, when taking into consideration the funds allocated to battery 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. Many priority regions in the state lack access to hydrogen refueling and the projection for 129 stations falls far short of the 200-station goal called for in Executive Order B-48-18.

As such, I hereby submit my request that the California Energy Commission- and by extension the Clean Transportation Advisory Committee- offer greater funding for hydrogen fueling stations across all vehicle classes. This will ensure more access to zero emission mobility and as a result, further reductions in carbon and other harmful emissions, helping California meet its goals.

Most Sincerely,

Jennifer Hamilton  
1162 McClaren Dr.  
Carmichael, CA 95608