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Docket Number:	19-ALT-01
Project Title:	2020-2021 Investment Plan Update for the Clean Transportation Program
TN #:	232614
Document Title:	David Lederman Comments - Hydrogen fuel infrastructure
Description:	N/A
Filer:	System
Organization:	David Lederman
Submitter Role:	Public
Submission Date:	3/30/2020 11:01:34 PM
Docketed Date:	4/1/2020

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Submitted On: 3/30/2020
Docket Number: 19-ALT-01*

Hydrogen fuel infrastructure

I am the owner of a hydrogen fuel cell vehicle. The car is excellent, but the hydrogen fueling infrastructure is lagging behind. It is urgent that the number of fueling stations be increased rapidly in the coming years, otherwise this green technology will not survive. I suggest that stations be approved and opened in the central coast region between Santa Cruz and Santa Barbara. At this point, it is impossible to drive from Santa Barbara to Santa Cruz without taking a huge detour through highway 5. New stations are also needed further North, in the Santa Rosa area.

I also propose that companies that agree to open and operate hydrogen fueling stations with State subsidies be held to contract terms that require them to provide a minimum amount of customer service. There are several stations in Sacramento, the Bay Area, and in Southern California (many run by Shell or Iwatani) which are either not operational or hardly function at all (that is, they are usually closed or empty). Some of these stations are brand new, for example, one of the new Shell stations in San Francisco, which opened last year, has been closed for the past four months due to a "coolant issue", whatever that is. Hydrogen gas and liquid providers, such as Air Products, should also be required to have backup plans in case problems occur that would be unacceptable and could be rectified by new regulations, or perhaps by enforcing contract clauses.

I am concerned that this great technology, which has the potential of significantly reducing green house gas emissions, and which allow for quick fueling and high energy efficiency, will not survive unless drastic steps are taken to accelerate fueling infrastructure buildup. A crossroads has been reached, and I hope the Commission is aware of this issue and will take remedial steps.