



DRIVING FOR THE FUTURE

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Chrysler
Daimler
GM

Honda
Hyundai
Nissan

Toyota
Volkswagen

Automotive Fuel Cell Cooperation

Cal/EPA Air Resources Board
California Energy Commission
South Coast AQMD
U.S. Department of Energy
U.S. Department of Transportation
U.S. Environmental Protection Agency

AC Transit
Air Liquide
Air Products

Ballard Power Systems
CA Dept of Food and Agriculture
CEERT

Energy Independence Now
ITS-UC Davis

Linde North America, Inc.

NFCRC-UC Irvine

NREL

Powertech Labs

Praxair

Sandia National Laboratories

Santa Clara VTA

SunLine Transit Agency

UTC Power

March 24, 2012

California Energy Commission
Dockets Office, MS-4
Re: Docket No. 11-ALT-1
1516 Ninth Street
Sacramento, CA 95814-5512

DOCKET

11-ALT-1

DATE APR 24 2012

RECD. APR 25 2012

Dear Commissioner Peterman and California Energy Commission staff:

Thank you for the opportunity to comment on the revised draft of the 2012-2013 Investment Plan (Docket 11-ALT-1). The California Fuel Cell Partnership acknowledges and appreciates the work that has gone into developing this latest Investment Plan and we appreciate CEC's previous support for developing hydrogen retail standards and 11 hydrogen stations in the first NOPA (2008-2010 Investment Plan). CEC's leadership is an integral part of the industry's success.

CaFCP members are currently working on a plan that outlines the launch of the commercial market for fuel cell vehicles in 2015. A key strategy is to establish a network of hydrogen stations that will enable consumer sales. On February 22, automakers presented during CEC's public workshop and outlined the need for 68 hydrogen stations by 2015. AB 118 has provided co-funding for about one-third of the needed stations so far.

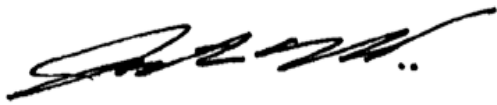
CaFCP members support the \$11M in funding for hydrogen infrastructure in the 2012-2013 Investment Plan. This will bring the number of stations to about half of what's needed to launch the commercial market. We also find it appropriate to expand the definitions of eligibility within the Regional Alternative Fuel Readiness and Planning funding opportunities, as we also recognize and agree with the need to support local communities in preparing for these technologies.

The California Fuel Cell Partnership is a collaboration in which several companies and government entities are independent participants. It is not a joint venture, legal partnership or unincorporated association.

Support from CEC continues to demonstrate the California's leadership in this alternative fuel, and position the state to benefit from the environmental, economic and energy independence opportunities fuel cell electric vehicles offer.

Thank you again for the opportunity to provide comments. Please let me know if you have any questions or need clarification.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin Ward".

Justin Ward
CaFCP Chair

A handwritten signature in blue ink, appearing to read "Catherine Dunwoody".

Catherine Dunwoody
Executive Director