To ARB Governing Board, management and staf

Please consider providing LCF credits to the electricity needed to liquefy dispensed hydrogen fuel. Since its so intimately involved with increasing the hydrogen ZEV range, and is actually dispensed, ARB should give at least partial LCF credits to facilitate liquid H2 fueling. It is a fundamental part of emerging H2 fueling infrastructure.

In general, even though ARB and CEC have expressed itself to be neutral to ZEV funding stating that either battery EVs and Hydrogen EVs can qualify – 80 percent of the state funding since year 2000 have gone towards batteries. That is for every $1 of funding in hydrogen ZEVs, about4 times have gone to battery ZEVs.

In total, according to San Diego Tribune (or Union?), the total ZEV incentives have been 2.5 billion. What it fails to notice, how hydrogen ZEVs got only a small fraction. Because of this sustained funding, battery ZEVs are now way ahead of hydrogen ZEVs. This is inconsistent with "neutrality".

Hydrogen ZEVs have numerous benefits - including longer range, faster recharging, and none of the toxic chemicals inherent in battery packs. The latter chemicals are mined in disadvantaged areas in the world, and then ultimately will be recycled in such areas within USA or abroad. Hydrogen ZEVs avoid that.

So please make up for the lack of funding for Hydrogen ZEVs by increasing dramatically the focus on the hydrogen fueling.

California is recognized as the world leader in both technologies. Within California, it was the author (in the early 90s) as the lead scientist at SCAQMD - regional air quality agency in Southern California - that started California's movement towards battery EVs, and later hydrogen EVs. We launched and treated both ZEV technologies fairly - but unfortunately ARB has shown sustained bias. Please correct this bias.

Yours truly

Ranji George