

September 15, 2025

Ms. Rajinder Sahota  
Deputy Executive Officer, Climate Change and Research  
California Air Resources Board  
1001 I Street, Sacramento  
California 95814

Subject: LCFS Proposed Amendments

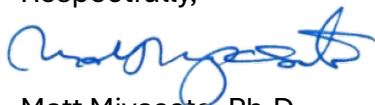
Dear Ms. Sahota,

FirstElement Fuel (FEF) appreciates CARB's continued work in advancing low and zero carbon transportation fuels, especially considering the current federal administration's assault on California's actions to protect the environment. We applaud the proposed change to the Light- and Medium-Duty Hydrogen Refueling Infrastructure (LMD HRI) capacity credit to a maximum of 1,200 kg/day for public stations. This increased credit will ensure future stations are at least as large as our current LD stations and will be sized to accommodate larger pickup and MD trucks forecast to become available by the end of the decade.

The only critical remaining issue is the single applicant cap of 1% of deficits, which we will exceed once we complete our next two stations in the HRI program. We are a small company whose only mission is to provide retail hydrogen refueling for transportation. With grants from the California Energy Commission (CEC), we have grown to become the largest retail station operator in California. This was not by design but rather by perseverance as the other LD station operators have all withdrawn from the market. Through our experience and in-house engineering, we are now able to achieve the highest station availability (+92%) across the California network. We are positioned to assist California meet its zero-emissions and low carbon transportation goals but will be prohibited from doing so. This is especially critical as MD vehicles enter the market. We urge the removal of this 1% deficit cap for both the LMD and HD HRI programs or at least waive this requirement for CEC and Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) funded stations.

We again commend staff on your continued work to enable zero-emissions transportation technologies. We recommend removal of the 1% deficit applicant cap as this will penalize success and prevent companies like ours from deploying hydrogen stations. We look forward to working with staff to implement this critical change.

Respectfully,



Matt Miyasato, Ph.D.  
Chief Public Policy & Programs Officer