

Congress of the United States
Washington, DC 20515

June 16, 2009

Honorable Ed Pastor
Vice Chairman
Subcommittee on Energy and Water Development
2362-B Rayburn House Office Building
Washington, DC 20515

Honorable Rodney Frelinghuysen
Ranking Member
Subcommittee on Energy and Water Development
2362-B Rayburn House Office Building
Washington, DC 20515

Dear Vice Chairman Pastor and Ranking Member Frelinghuysen:

As you review the fiscal year 2010 Energy & Water Development Appropriations bill, we are writing to express our great concern over the lack of funding for the hydrogen program, which has been reduced to zero. While we commend the Department of Energy (DOE) for crafting an aggressive energy budget, we are worried that DOE's restructuring of its hydrogen and fuel cell program will disrupt the commercialization of these technologies just as they are gaining market traction. We urge you to closely review this decision, as it would curtail very promising research and development on a critical zero-emission option for our transportation sector, while wasting several years of truly productive effort by government and industry.

Compared to FY 2009, the hydrogen and fuel cell program has been reduced by 66%, or \$132,387,000. Hydrogen funding was cut completely, leaving only fuel cells, which were placed on a caretaker footing. DOE had a much better and more balanced portfolio in FY 2008. DOE also zeroed the Nuclear Hydrogen Initiative (-\$8 M) and dropped the Fuels work on hydrogen from coal (-\$10 M, or a 67% reduction), while the Solid State Energy Conversion Alliance (SECA) lost \$4 M (-8%).

We believe these are short-sighted errors, as hydrogen and fuel cell programs have had strong bipartisan support over the years and have made great technical and economic progress since 2002. DOE's own planning, advised by a comprehensive report from the National Academy of Sciences and codified in the *Energy Policy Act of 2005*, has set critical goals for 2015 and 2020. Ending these programs now would make it impossible to reach these widely agreed goals and milestones and will waste over \$1.4 billion in publically funded investments and \$4 billion invested by our industrial partners.

Hybrid electric drive hydrogen fuel cell and advanced battery electrics are our only Zero Emission Vehicle options. If we want to eliminate greenhouse gases from the transportation

sector and use domestic feedstocks, the hydrogen option will be critical; therefore, abandoning this program is unwise. We should not waste our considerable public investment, end the productive momentum or dissolve the knowledge resources and the industry partnerships we have built. In a tough global economy, the U.S. can ill afford to encourage yet another advanced technology to wander off our shores.

DOE has promptly issued Funding Opportunity Announcements (FOAs) under the stimulus legislation—especially transportation electrification and alternative fuels—that will move key technologies closer to commercial reality. We urgently need to ramp up our progress in fuels, autos and electricity. One of our most promising options is Hydrogen and Fuel Cells. In transportation, these electric drive hybrids dramatically improve efficiency as well as eliminate end-use emissions. Hydrogen and fuel cells can be used in everything from passenger cars to heavy trucks.

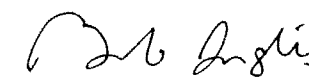
In the longer run, our auto and fuel industries need to be able to commercialize a family of technologies that gets the auto out of the environmental equation. Hydrogen can be used as storage for variable renewable energy sources, like wind and solar. We need distributed generation, portable and backup power. We need to be able to make a sizable share of our fuel domestically from a wider variety of feedstocks, and create more diversity in our fuel resources. And we need to sharply diminish our carbon footprint and the offshore drain of wealth that comes from our oil import bill.

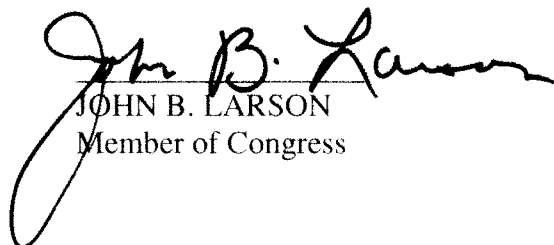
With the strong support of Congress over the last few years, Hydrogen and Fuel Cells have had a prominent place in DOE's balanced portfolio of energy alternatives. This is ensured in Titles VII and VIII of the *Energy Policy Act of 2005* (EPAct 05), and subsequently in the *Energy Independence and Security Act of 2007* (EISA 07) and the *American Recovery and Reinvestment Act of 2009* (ARRA 09). During the Senate E&W hearing on May 19th, Chairman Byron Dorgan confirmed Congress' support, stating that DOE had made a "significant mistake...and we are going to do everything we can to continue [these projects]."

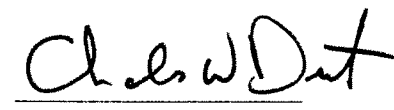
In arriving at these decisions, DOE had very little discussion with stakeholders, experts and its program, and ignored the advice of its own Hydrogen Fuel Cell and Technical Advisory Committee (HTAC). We depend upon the technical expertise of the DOE to set our energy policy in motion, and expect more thoughtful action. We ask that you take the appropriate action to restore this budget.

Sincerely,

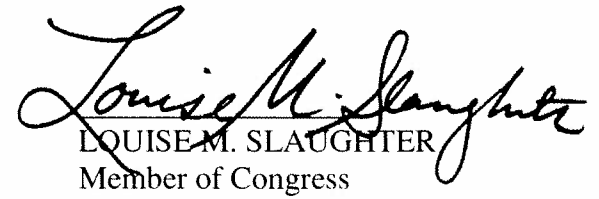

MICHAEL F. DOYLE
Member of Congress


BOB INGLIS
Member of Congress

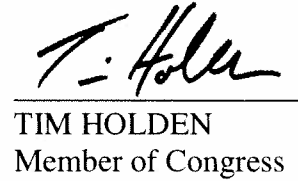

JOHN B. LARSON
Member of Congress

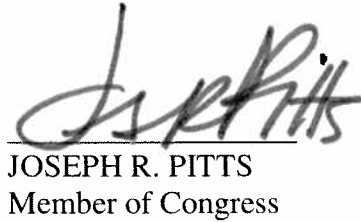

CHARLES W. DENT
Member of Congress

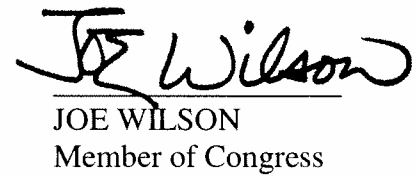

JOHN M. SPRATT JR.
Member of Congress

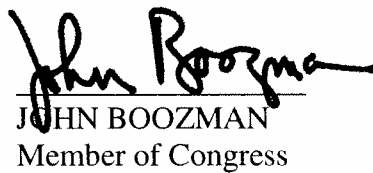

LOUISE M. SLAUGHTER
Member of Congress


ROSA DELAURO
Member of Congress


TIM HOLDEN
Member of Congress

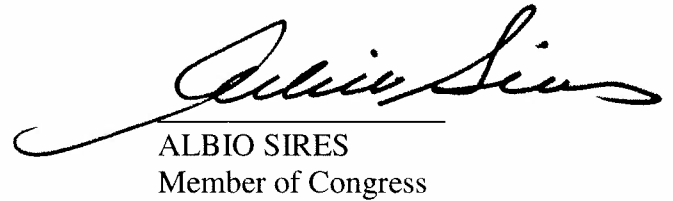

JOSEPH R. PITTS
Member of Congress

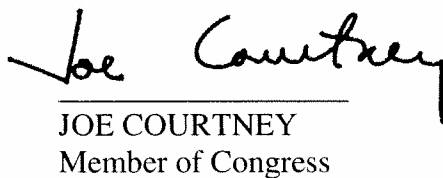

JOE WILSON
Member of Congress

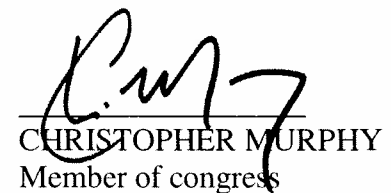

JOHN BOOZMAN
Member of Congress

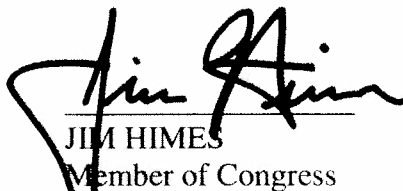

HENRY BROWN JR.
Member of Congress

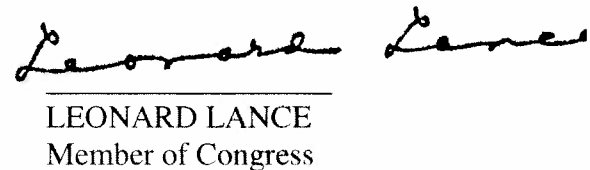

GRESHAM BARRETT
Member of Congress

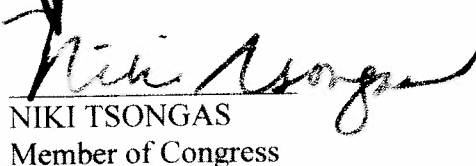

ALBIO SIRES
Member of Congress

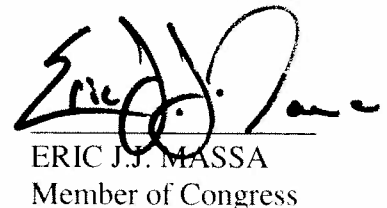

JOE COURTNEY
Member of Congress


CHRISTOPHER MURPHY
Member of Congress


JIM HIMES
Member of Congress


LEONARD LANCE
Member of Congress


NIKI TSONGAS
Member of Congress


ERIC J.J. MASSA
Member of Congress