

DOCKETED

Docket Number:	16-ALT-02
Project Title:	2017-2018 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program
TN #:	214457
Document Title:	James Dumont Comments: Maritime Opportunities under the ARFVTP
Description:	N/A
Filer:	System
Organization:	James Dumont
Submitter Role:	Applicant Consultant
Submission Date:	11/10/2016 12:07:35 PM
Docketed Date:	11/10/2016

Comment Received From: James Dumont

Submitted On: 11/10/2016

Docket Number: 16-ALT-02

Maritime Opportunities under the ARFVTP

Esteemed Commissioners:

As the Commission comes together to decide upon future funding opportunities for the ARFVTP, I would encourage and request they look to the maritime sector as an area of investment with the potential to secure significant emissions reductions, increase the use of alternative fuels, expand DER capabilities, and spur domestic job creation. Institutions and businesses across California are ready to move forward and are actively seeking funding to expand the use of alternative fuel technologies in both recreational boats and harbor craft. Land-based transportation has received significant funding and attention from all levels of the government, and I believe the timing is right to begin applying many of these promising technology advances to the maritime industry.

California is host to one of the world's premier maritime academies, making us the perfect candidate for receiving federal and multinational funding to support the development of alternative fuel technologies to be used in plying the thousands of miles of commercially navigable waterways here in the United States or out on the high seas.

Including the maritime sector in the ARFVTP funding cycle should enable California and project stakeholders to secure additional funding from the federal government in multiple areas. Accordingly, maritime projects with a focus on reducing emissions and increasing efficiency in the freight sector could likely receive funding from the United States Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program and the Maritime Administration's Maritime Environmental and Technical Assistance (META) Program. Additionally, as the potential applications for DER technologies expand across the maritime industry, we could expect to be eligible for supplemental funding from the Department of Energy (DOE) and the Advanced Research Projects Agency "Energy" (ARPA-E).

There have been significant advances over the past few years in California's maritime sector, from the operation of hybrid tugs and ferries to Sandia Labs' promising feasibility study promoting the operation of hydrogen-fueled ferries. Moreover, if we look to build upon recent investments under programs such as the Marine Highways Program, I believe there are opportunities which would have compounding effects on emissions reductions in the face of the 40% growth forecasted for the national freight transportation industry over the next 30 years. As the Marine Highways Program is a biennial investment, the timing of this round of funding will enable stakeholders greater maneuverability to secure federal funding for sustainable maritime projects in California.

Thank you very much for your robust efforts to safeguard the environment and bring sustainable transportation options to the various transportation sectors of California. I look forward to continuing to work with the Commission to advance sustainable transportation initiatives.