

**DOCKETED**

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*Comment Received From: Jake Donahue*  
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*Additional submitted attachment is included below.*



GOLDEN GATE  
**ZERO**  
EMISSION MARINE

August 9, 2019

California Energy Commission  
Docket Unit, MS-4  
Re: Docket No. 18-ALT-01  
1516 Ninth Street  
Sacramento, CA 95814-5512

Commissioner Monahan,

**RE: Docket #18-ALT-01: Comments in support of the 2019-2020 Investment Plan Update for the Clean Transportation Program.**

On behalf of Golden Gate Zero Emission Marine, I write today to provide formal comments on the proposed 2019-2020 Investment Plan Update for the Clean Transportation Program. We greatly appreciate Energy Commission staff taking the time to host a public advisory committee meeting for the Investment Plan. We are excited by the inclusion of a \$30 million allocation for Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure.

The Investment Plan document specifically names “forklifts and other cargo handlers” as having potential for emission reductions. We are encouraged to see off-road applications specifically included in the \$30 million Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure allocation and would implore the Commission to extend the solicitation eligibility beyond only forklifts and other cargo handlers to include investments in fueling infrastructure for marine applications as well.

At Golden Gate Zero Emission Marine, we build zero emission marine vessels that are deployable today. We hope the Commission can recognize the immense potential that zero emission commercial harbor craft, which we are building now, can play in bridging the gap to zero emission adoption among ocean-going freight vessels. The technology we are proving in the commercial harbor craft sector is directly transferable to the larger freight vessels polluting our air every day as well,<sup>1</sup> and for that reason is even more worthwhile for investment.

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<sup>1</sup> Minnehan, J. J., & Pratt, J. W. (2017). Practical Application Limits of Fuel Cells and Batteries for Zero Emission Vessels.

Additionally, the Advanced Renewable Fuel and Technology Program (Clean Transportation Program), is funded by both vehicle and vessel fees. To-date, vessel registration fees have contributed approximately \$66.7 million to the fund according to the Department of Motor Vehicles. Investments from the fund to vessel-related projects however, have totaled \$0 to-date. The authorizing legislation for the program (AB 118 & AB 8) contain the word "vessel" at 11 different locations within their respective language. We contend that this indicates legislative intent to invest money, collected partially from vessel fees, in vessel technologies and projects.

There was much discussion during the original creation of this program, AB 118 (2007), as to whether or not these new fees constituted taxes. The determination was made that they were not taxes, and thus enactable with a simple majority vote of the Legislature, because the fees would directly benefit the contributing fee-payers (i.e. both vehicle and vessel owners). However, to-date, this has not been the case. The Senate Committee on Appropriations commented in their analysis of AB 118 that, "using motor vehicle, boat, and operator fees for programs that do not directly benefit them could raise a question as to whether these additional fees are in fact taxes."<sup>2</sup> If the program continues to be administered through its sunset as a vehicle-only investment program, there are potentially detrimental legal implications of the lacking investment in vessel-related projects, which could be easily avoided by investing in marine applications now.

Lastly, harbor craft pollution is a significant issue that has yet to become a major component of California's efforts to improve air quality. While other areas have seen significant investment, harbor craft investments have been, by comparison, minimal. For these reasons, we believe harbor craft emissions represent the proverbial 'low hanging fruit' and should be targeted heavily and immediately for zero emission infrastructure investments and demonstrations.

We thank you for the opportunity to submit these written comments and feedback. Please keep Golden Gate Zero Emission Marine in mind if we can provide any data, information or otherwise be helpful as you move forward with the 2019-2020 Investment Plan for the Clean Transportation Program or any other agency priorities.

Finally, Golden Gate Zero Emission Marine fully supports the transition in program naming from the Advanced Renewable Fuel and Vehicle Technology Program to the Clean Transportation Program.

Sincerely,



Joseph Pratt  
CEO  
Golden Gate Zero Emission Marine

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<sup>2</sup> Barcellona Ingenito, M. (2007). Senate Appropriations Committee Fiscal Summary Assembly Bill 118 (Nunez).