

**From:** [Dupree, Anthony](#)  
**To:** [Poggi, Anthony@ARB](mailto:Poggi,Anthony@ARB)  
**Cc:** [Mehzun, Noah](#)  
**Subject:** RE: California Airport Shuttle questions  
**Date:** Monday, February 25, 2019 7:14:29 PM

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening Anthony,

My colleague and I were in Sacramento last week and attended the conference on 2/21/19. First I want to commend you and the state of California for taking the steps to reduce GHG's and be a leader in innovation. Park N' Fly would love to be at the forefront of this innovation. I was wondering if you had a minute to answer some questions we had about the Airport Shuttle bus Electric vehicle proposal?

1. I was wondering why when we spoke and I offered information about our vehicle use this was something that you were researching related to this proposition? We only found out about this proposal a few weeks before it happened and did not know we would be able to submit comments until a few days prior to the meeting. So we were not able to prepare remarks. This would not have changed our answers but it would've allowed us to prepare and research more.
2. How do we get on notification list to get this information as early as it is possibly available?
3. One of my major concerns when CARB is factoring the RTI, the cost you are associating with the cost of a class 4 vehicle is grossly under what I have been quoted. I was quoted at the cheapest end \$210,000 and at the higher end \$300,000 for a class 4 electric vehicle vs CARBs \$150,000 value.
4. The infrastructure costs are greatly under estimated as well. We recently brought in a 450v system at one of our lots to power a shop. Just the transformer and distribution box cost us nearly \$40,000. This did not include any trenching or installation of charging stations. I suspect the infrastructure cost alone to install 5 to 6 charges will be closer to \$60,000 or \$70,000. Can these numbers be corrected in your analysis? Also has any consideration been made for the fact if this proposal passes the cost of these stations and materials to install them will increase as demand grows?
5. What testing has been done and documented on a scale for the battery life? One of my major concerns is when you are continually recharging these batteries they create heat and wear the internal components out quicker. With the level 3 chargers at 50kw, this will charge the batteries in about 4 hours but how many times can you realistically do this before damaging the cells in the battery?
6. There are several grants to incentivize converting fleets to electric, however, most are for removing gas or diesel powered engine in exchange for an electric vehicle. We operate almost 60 vehicles in California. None fit this build to qualify for these grants. We are losing \$100,000 per vehicle in incentives because we already took steps to operate clean vehicles and convert our entire fleet to CNG. What incentives will be offered to companies like ours that have already made an investment into clean energy?

7. Has any conversations been made with the manufacturers (GM, Ford, Chrysler) about producing specialty chassis for electrification models? I ask because right now you have to purchase a chassis with an engine and transmission that are removed and replaced with the motor and generator for the electric vehicle. This would easily reduce the cost of chassis by 10 to 15 thousand dollars. Rather than forcing us to purchase them to have them removed and can only be sold as used in the aftermarket.
8. I heard a lot of talk about tailpipe emissions, but has your team researched the total emissions required to produce the Li-ion batteries these vehicles require or the power plant emissions required to charge these vehicles? While we completely support a green initiative and agree something must be done to reduce green house gases, if the process to produce and charge these vehicles produces more pollutants than you will save is this really the best step to take at this point in time?
9. I do not think allowing the voluntary sign up for certification is a good idea. This will allow manufacturers a way to skirt the issues if they release a inferior product. If we are going to have to purchase these vehicles as an end user, We would like some kind of assurance that we are getting a high quality product.

I know this is a lot but if you are able to respond or would like to set up a call to discuss these items I would greatly appreciate it. We would like to work with California on getting the best proposal out there. Noah and myself are available to discuss these issues with anyone on your team or if someone from the board would like to speak with us we would be honored. We regret not making a comment at the meeting and hope to have our voice heard in this.

*Kind Regards*

**Anthony Dupree**

**Fleet/Operations Manager**

Office: 404-364-8121

Cell: 817-903-8273

[adupree@pnf.com](mailto:adupree@pnf.com)

**New 50th Logo (002)**



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**From:** Poggi, Anthony@ARB <Anthony.Poggi@arb.ca.gov>

**Sent:** Monday, October 15, 2018 1:35 PM

**To:** Dupree, Anthony <ADupree@PNF.com>  
**Subject:** RE: California Airport Shuttle questions

Anthony,  
Are you available today for a quick phone call?

Thank you,  
Anthony

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**From:** Poggi, Anthony@ARB  
**Sent:** Monday, October 08, 2018 7:37 AM  
**To:** 'Dupree, Anthony' <[ADupree@PNF.com](mailto:ADupree@PNF.com)>  
**Subject:** RE: California Airport Shuttle questions

Thanks so much for contacting me. What time today is convenient for a quick conversation?

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**From:** Dupree, Anthony <[ADupree@PNF.com](mailto:ADupree@PNF.com)>  
**Sent:** Monday, October 08, 2018 5:26 AM  
**To:** Poggi, Anthony@ARB <[Anthony.Poggi@arb.ca.gov](mailto:Anthony.Poggi@arb.ca.gov)>  
**Subject:** RE: California Airport Shuttle questions

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Good Morning Anthony

I am Anthony Dupree, the New Fleet Manager for Park N Fly. I took over for Dustin earlier this year after he was promoted. I would be more than happy to take your call and answer your questions to the best of my abilities.

Thank you and have a great day!

**Anthony Dupree**  
**Fleet/Operations Manager**  
Office: 404-364-8121  
[adupree@pnf.com](mailto:adupree@pnf.com)

**New 50th Logo (002)**

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**From:** Hoeppner, Dustin  
**Sent:** Monday, October 8, 2018 8:23 AM  
**To:** Dupree, Anthony <[ADupree@PNF.com](mailto:ADupree@PNF.com)>  
**Subject:** FW: California Airport Shuttle questions

FYI

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**From:** Poggi, Anthony@ARB <[Anthony.Poggi@arb.ca.gov](mailto:Anthony.Poggi@arb.ca.gov)>  
**Sent:** Friday, October 5, 2018 3:32 PM  
**To:** Hoeppner, Dustin <[DHoeppner@PNF.com](mailto:DHoeppner@PNF.com)>  
**Subject:** California Airport Shuttle questions

Dustin,

My name is Anthony Poggi and I am working on the Airport Shuttle Bus Regulation for the California Air Resources Board. Last year you filled out our survey for all of Park n Fly's shuttles operating at California Airports. Thanks so much for taking the time to provide that information. I am currently trying to gather a bit more data regarding the number of passengers transported per day and per trip to/from the airport. If you have a few minutes for a quick phone call I would really appreciate it.

Thanks,

**Anthony Poggi**

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