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"directed to reduce criteria and GHG emissions. The proposed Zero-Emission Airport Shuttle regulation, will contribute to CARB's air quality and climate change goals by increasing the use of zero-emission vehicles (ZEVs) in the medium- and heavy-duty on-road sector" As we all know airplane transportation is rife with harmful pollution yet they are rarely held to account for their death toll. The latest study has the deaths from air pollution at 4,400 people per DAY in China and that number in the U.S. is 549 per DAY die ten years younger than natural. Given the gravity of this human tragedy, it is important to go after the biggest pollution sources not just the popular ones. Airport shuttles can and should go 100% clean if allowed to become dual mode elevated high speed guideway. More importantly lowering the aircraft pollution will have a far more effective impact on California's air by using PV solar elevated guideway to move all luggage on flights shorter than 600 miles per leg. Guideway at 180 mph would beat the trip time for flights under 600 miles. Taking the luggage tonnage off the airlines and putting it on efficient guideway would lower the pollution those 41% efficient jet engines produce hauling items stashed in your luggage. Since security searches were implemented at airports it is no longer fast to go on a short flight so moving your luggage on 180 mph guideway that is door to door and never stops, would allow your luggage to autonomously move to your hotel or destination ahead of your arrival Vs leaving baggage claim through the airport. Additionally for security having all luggage not in the belly of the airplane makes everyone safer from the lunatics. In offering this comment I do not really expect anything to be changed by CARB as they have for a decade rejected building a clean transportation system described in issued US Patents and China => L200710167087.1

Moving luggage at 180 mph using aerodynamic battery/electric vehicles would reduce the amount of measured air pollution. The IPCC predicts airplanes will contribute 5% of climate change by 2050 so the average luggage of 16 pounds per 190 pound average passenger (FAA) represents 1/2% of climate change not taking action on all this luggage. Shuttle buses on 13 airports will not contribute 1/2% of climate change but will be so small that it would be unmeasurable on the global scale. What will move the needle is action that scales to world scale. Technology transferred to China and India is the only thing that will make any dent in world pollution. Concentrating on a few vans is well meaning but ineffective. IF CARB wanted to make a real difference they would propose legislation that mandated all vehicles have an aerodynamic drag coefficient of .07 or less. That mandate would then be copied around the world and greatly reduce climate change and at the same time waste less energy total. At that level of aero efficiency, it is very affordable to go full solar for the energy of transportation. That takes the fuel mileage data sheet on the window of a new car to infinity miles per gallon instead of 24.7 mpg which is pathetic and irresponsible of CARB to allow that. TriTrack from the San Jose airport to San Jose downtown and Mountain View would be an excellent demonstration project to show how the other 12 airports of California should take action with respect to shuttles to/from the airport. Diesel must be banned period for any passenger shuttle as the best, newest diesel gets an F in any pollution measure. Diesel costs more to buy and to fuel yet ignorance reigns when it comes to the dude that buys shuttle equipment. The blue def stuff does not bring them up to anything resembling clean and those

4,400 people a DAY in China are still doomed.

One other pet peeve, Zero Emissions Vehicles should be actually zero emissions. Lying for the industry from a state agency named CARB is unwise. EVs that accept ANY power from the grid get the stigma of the poorly run electric power grid. Going off grid for EV charging breaks the cycle and that association link. Mandating the Cd to be below .07 allows PV Solar electricity to be much lower than diesel or gasoline fuel for mobility.

If the 13 airports want to provide clean transportation they should put out a bid for zero emissions shuttles, instead the bids are never open enough to allow for real suppliers to bid.

Any questions call 512-294-1960