

## **Comment 1 for The Approval of Transportation Conformity Budgets for the San Joaquin Valley PM2.5 State Implementation Plan (sjvsip2015) - Non-Reg.**

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Subject: Particulate matter pollution in California from transportation

Comment:

We would like to eliminate the air pollution associated with VMT by making private cars dual mode on a guideway powered by PV solar panels under the guideway. The key to this claim is extreme engineering energy efficiency brought on by a combination of low aerodynamic drag and low rolling resistance of the electric vehicles on guideway. Cd of .07 rolling coefficient of .004 and a triangular guideway so the air can escape between the vehicle body and the guideway where they intersect. Not only does this reduction in energy allow for a much smaller battery using rare materials it allows these smaller battery packs to be swapped while the vehicle is rolling eliminating the fuel gauge eliminating the made up term range anxiety. While in the service area these dual mode vehicles have infinite range. Adding guideway allows infrastructure to be built afford-ably for the population as it expands. The transportation CO2 budget suddenly gets bigger if four-passenger cars no longer create PM 2.5 or CO2. Powering straight from sunshine eliminates the public perception that VMT are bad. This is a paradigm shift in how mobility is viewed by the government and the public. It is then no longer a sin to go places when there is no ecological damage. This month we submitted to the Colorado DOT an RFI response that describes water delivery from East Texas over the continental divide near Denver to the Eagle River to the Colorado River to Yuma then man made canal to LA. This guideway system can move 51.75 million gallons of water to the suburbs of LA without depleting ground water or using any fossil water. That project at CDOT is called WaterBeads. It uses the same guideway support poles as the people version as it goes through the Rocky Mountains. Across Texas it uses highway right of way that is presently a liability and has to be mowed constantly. The PM 2.5 contribution of WaterBeads is zero also. If that water was sent via traditional pipeline the pollution would be considerable from the pumping stations each with thousands of horsepower running 24/7/365. Reductions of PM 2.5 in the valley if dual mode vehicles were built would be half the current projections with a reasonable market penetration.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/1-sjvsip2015-VSZTOgZrU2FRJVVm.png>'

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No Duplicates.

**There are no comments posted to The Approval of Transportation Conformity Budgets for the San Joaquin Valley PM2.5 State Implementation Plan (sjvsip2015) that were presented during the Board Hearing at this time.**