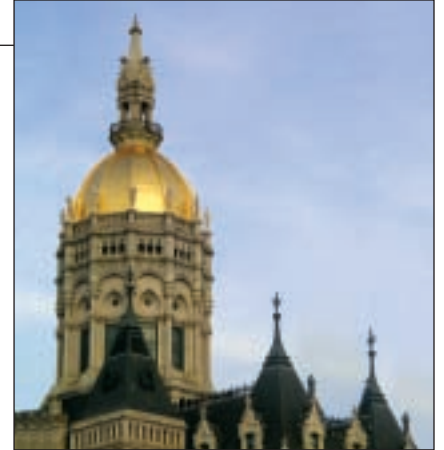


## Recommendations for the Federal Government

- The federal government should adopt standards that encourage the production and sale of more fuel-efficient cars in the United States.
- The federal government should allow federal tax deductions for hybrids and fuel-efficient vehicles, while increasing taxes on vehicles that use excessive amounts of fuel.
- The federal government should retain low-sulfur fuel standards for diesel fuel.
- The federal government should subsidize truck stop electrification and on-board auxiliary power units for truck cabin comfort without engine idling.
- The federal government should ensure that the National Ambient Air Quality Standards protect the health of all susceptible groups, including children and the elderly.
- Federal funds and incentives should be increased to provide effective and efficient public transportation options.
- The federal government should support “no idling” signs for schools and other places where cars and trucks tend to idle unnecessarily.
- The federal air quality standards should address the indoor air of vehicles, buildings, and residences. EPA should adjust outdoor air quality standards to account for probable indoor and within-vehicle exposures to air pollution. The Clean Air Act demands that standards be set to provide “an adequate margin of safety,” yet government neglects pollution levels within homes, schools, and vehicles and thus makes it impossible to conclude that the current standards are protective of human health.

## Recommendations for the State Government

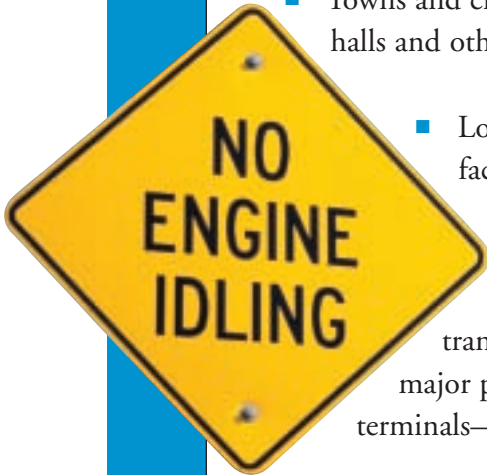


- The state should adopt regulations that prohibit the unnecessary idling of all vehicles. The state should enact into law the Connecticut Department of Environmental Protection regulation that prohibits all vehicles from “unnecessary idling.” The DEP “no idling” regulation, known as 22a-174-18 (3)(c), bans unnecessary idling for all cars, buses and trucks, with a few exceptions. The regulation is written much like the Connecticut school bus “no idling” law.
- The state government should allow state tax deductions for hybrids and fuel-efficient vehicles, while increasing taxes on vehicles that use excessive amounts of fuel.
- The state should require low-sulfur fuel for both vehicles and home heating.
- The state should regulate the location of school bus and transit bus parking facilities. Many school bus parking facilities are currently located near residential neighborhoods and adjacent to schools. Because school buses tend to idle for long periods of time when they first start up, they cause significant pollution problems for adjacent neighborhoods and schools.
- The state should provide “no idling” signs to be used at schools and other places where cars and trucks tend to idle unnecessarily.
- The state should expand its PM<sub>2.5</sub> monitoring network to more accurately capture the local variability of air pollutants.



## Recommendations for Local Governments

- Local governments should ensure that state “no idling” laws are enforced.
- Towns and cities should install “no idling” signs at schools, libraries, town halls and other town properties.
- Local zoning regulations should prohibit school bus parking facilities from being located in close proximity to residential neighborhoods or adjacent to schools.
- Local governments should provide free parking lots where transportation vans or buses can pick up commuters for the ride to major public transportation sites—such as railroad stations or bus terminals—or to metropolitan areas.
- Local governments should ask the state for guidance on standards that towns and municipalities can use when monitoring for local air pollution problems.



## Recommendations for Individuals



- Individuals should turn off their engines when a vehicle is not in use. Eliminating unnecessary idling is a no-cost action motorists can take to help improve air quality. The National Safety Council estimates that idling for more than half a minute burns more gas than it takes to restart the engine.
- When buying a car, consider the following:
  - (1) Check the posted fuel-efficiency rating. The greater the efficiency, the lower the carbon dioxide emissions per mile.
  - (2) Older cars pollute more. When buying a used car, have a mechanic check the catalytic converter and other pollution controls to be sure they are working properly. Be sure to keep the vehicle well-maintained.
- Keep vehicles in good mechanical condition. Poorly maintained or malfunctioning vehicles can release as much as 10 times the emissions of those that are well-maintained. Keep tires inflated to the proper level to prevent a loss of fuel economy. Fix air conditioning leaks and pay attention to dashboard warning lights.
- Travel at moderate, steady speeds. High speeds result in greater emissions.
- On extremely hot or cold days, pets and individuals who are elderly or infirm should not be taken to places where they need to be left in the car. If passengers wait in the car, the vehicle will need to idle in order to maintain comfortable temperatures for their safety.
- Reduce the number of vehicle miles traveled by carpooling, using public transportation, and planning ahead. One person, using mass transit for an entire year instead of driving to work, can reduce reduce hydrocarbon emissions by 9.1 pounds, carbon monoxide by 62.5 pounds, and nitrogen oxides by 4.9 pounds.