

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460



OFFICE OF
AIR AND RADIATION

October 10, 2006

Dear ENERGY STAR[®] Traffic Signal Partner or Interested Stakeholder:

In 2005, Congress passed new Federal minimum efficiency standards for traffic signals that are equivalent to ENERGY STAR levels. In light of Congress's actions, EPA conducted a review of the traffic signal market and the ENERGY STAR specification to determine appropriate next steps. The purpose of this letter is threefold:

- 1) Notify stakeholders of EPA's proposal to suspend (i.e., discontinue) the ENERGY STAR specification for traffic signals effective May 1, 2007;
- 2) Provide EPA's rationale for suspending the specification rather than revising it to a higher efficiency level; and
- 3) Solicit stakeholder input on EPA's proposal by November 13, 2006.

EPA is proposing to suspend the specification, rather than revise it, because of the minimal additional energy savings that would result from a revised specification. A review of ENERGY STAR qualifying product models suggests limited variation in terms of energy performance (i.e., relatively small differences among LEDs). In fact, between the best and the worst performing models that are currently ENERGY STAR qualified, the savings over the new standard range from 5 to 78 kWh per year. This is compared to the large average savings of 590 kWh per year for red signals and 237 kWh per year for green signals that was delivered by the original ENERGY STAR specification and will now be fully realized with the Federal minimum efficiency standard. Given the minimal savings potential of a revised ENERGY STAR specification, it is difficult for EPA to justify the program expense associated with continuing the label for traffic signals.

EPA is proposing to suspend the ENERGY STAR specification for traffic signals effective May 1, 2007 (approximately six months from today). Manufacturers would be required to discontinue using the ENERGY STAR name and mark on traffic signal materials created on or after May 1, 2007. They also would no longer be authorized to refer to themselves as ENERGY STAR Traffic Signal partners. Similarly, EPA would no longer accept product models for qualification as ENERGY STAR or list individual models as ENERGY STAR qualified. However, EPA would continue to include general information on our Web site regarding energy-efficient traffic signals for use by procurement officials and others.

As an important stakeholder in ENERGY STAR for Traffic Signals, your feedback on this proposal is welcome. Please submit written comments via email to schmeltz.rachel@epa.gov. Alternatively, if you would like to discuss the rationale behind EPA's proposal to suspend the traffic signal specification, please call me at (202) 343-9124. **Comments received by November 13, 2006 will be considered; EPA expects to publish its final decision by the end of November 2006.**

All correspondence regarding the traffic signal specification will be posted on the Product Development portion of the ENERGY STAR Web site at www.energystar.gov/productdevelopment. Thank you for your support of ENERGY STAR.

Regards,

A handwritten signature in black ink that reads "Rachel Schmeltz". The signature is written in a cursive style with a long, sweeping tail on the letter "z".

Rachel Schmeltz
ENERGY STAR Program Manager