

Diesel Truck Idling Reduction Grant

Program Overview

February 2012

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Department of Safety & Professional Services
Environmental & Regulatory Services Division
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Overview

The Diesel Truck Idling Reduction Grant Program was created in 2005 (Wisconsin Act 25) to provide monetary assistance for the installation of idling reduction units in long-haul diesel truck-tractors used to transport freight. Idling reduction units provide alternative power, heat, ventilation, or air conditioning to the truck tractor so the engine does not have to idle when the truck is parked. The program is intended to encourage Wisconsin-headquartered motor carriers to field test various idling reduction units which, when installed, will reduce fuel consumption and air pollution emissions. Qualified participants are eligible for reimbursement of up to 50% of the cost of their selected idling reduction equipment and its installation.

Funding for the program is provided by the petroleum inspection fund and appropriated at \$1 million annually, to be dispersed between July 2006 and June 2015. Additional one-time awards of \$1 million were awarded in fiscal years 2007-08 and 2008-09. In addition to the state funds the former Department of Commerce, now the Department of Safety & Professional Services (DSPS), was awarded \$2 million through the federal American Recovery and Reinvestment Act of 2009 (ARRA) by the U.S. Environmental Protection Agency (US EPA) in September 2009. ARRA funds were utilized in lieu of state dollars. The program is authorized through June 30, 2015.

Funding is divided between Large Fleets (those fleets with 51 or more truck-tractors) and Small Fleets (those with 50 or fewer truck-tractors), ensuring small fleets an opportunity to participate.

To be eligible, applicants must meet all of the following criteria:

- Be a common, contract or private motor carrier that transports freight.
- Be headquartered in the state of Wisconsin.
- Pay at least 50% of the eligible costs for each idling reduction unit covered by this grant (no other state or federal grant funds can be used).
- Agree to collect and report information relating to the operation and performance of each idling reduction unit covered under this grant.
- Own and operate the truck(s) in which an idle reduction unit will be installed or, in the case of leased trucks, have the truck owner's approval to install idle reduction technologies on their equipment. Leased vehicles were allowed using federal ARRA funds in September 2009. State statutes prohibit the inclusion of leased vehicles using state funds.

The number of units each fleet may be awarded is based on the number of eligible truck-tractors in the fleet. See Table 1.

Table 1

Applicant's number of Eligible (1999 or newer engine) Truck Tractors	Total Number of Eligible Idle Reduction Units Funded
1	1
2-10	2
11 to 50	2, or 10% of the applicant's number of eligible truck tractors, whichever is greater
51 to 250	6, or 7% of the applicant's number of eligible truck tractors, whichever is greater
251 to 500	18, or 6% of the applicant's number of eligible truck tractors, whichever is greater
501 to 2,500	30, or 5% of the applicant's number of eligible truck tractors, whichever is greater
Over 2,500	125 or 3% of the applicant's number of eligible truck tractors, whichever is greater
Note: No one applicant can receive more than 20% of the available funds.	

If the applicant owns and operates two to 10 eligible truck tractors, up to two idling reduction units can be funded. If the applicant owns and operates 11 to 50 eligible truck tractors, the program can fund the greater of two or 10% of eligible truck tractors. In the largest category, if the applicant owns over 2,500 eligible truck tractors, the program can fund the greater of 125 or 3% of eligible truck tractors.

Program participants are required to submit three reports; a baseline report (data for the twelve months prior to installation), a six-month progress report, and a final report after one year of operation. Data will be analyzed and made publically available online at:

www.dsps.wi.gov/dieselgrantprogram

Funding Allocation

From 2007 through 2009, the program was appropriated \$5,000,000 to be distributed for grants. During the first three years 339 awards were made totaling \$3,851,156 for 1,032 idling reduction grant units. In 2009, the downturn in the economy made participation a financial hardship for potential recipients and approximately \$750,000 was returned to the General Fund. ARRA funds from US EPA helped to expand the diesel truck idling reduction grant

program in late 2009. These grants were completed in December of 2010 awarding another 562 units to 90 motor carriers. The total awarded funds to date: **\$5,851,156** for **1,594** idling reduction units for **411** individual awards. See Table 2.

Table 2

Fiscal Year	Fleet Size	Number of Fleets Awarded	Awarded Units	Awarded Amount	Total Units	Total Award
FY07	Large	18	185	\$747,275		
FY07	Small	41	49	\$252,725	234	\$1,000,000
FY08	Large	27	431	\$1,469,092		
FY08	Small	108	121	\$457,789	552	\$1,926,880
FY09	Large	17	130	\$482,170		
FY09	Small	110	116	\$442,105	246	\$924,275
FY10	Large	21	456	\$1,593,317		
FY10	Small	69	106	\$406,683	562	\$2,000,000
ALL	Large	83	1,202	\$4,921,854	1,202	
ALL	Small	328	392	\$1,559,302	392	
ALL		411	1,594	\$5,851,156	1,594	\$5,851,155

DSPS has received 796 applications throughout the course of the program, of which 385 were not funded. The primary reasons for non-funded applications fall into the following categories:

- Demand outweighs availability of funds
- Applicant voluntarily withdraws (typically for financial reasons)
- Eligibility requirements are not met (most commonly the applicant is not headquartered in Wisconsin or the truck-tractor is not a post-1999 vehicle)
- The applicant owes state or federal taxes, child support or is in the process of bankruptcy
- Applicant met the maximum number of technologies they were eligible for

A complete list of award recipients can be found in Appendix A.

Technology

Idling reduction technologies fall into four main categories.

APU: Auxiliary Power Unit - \$8,000-\$10,000

The APU is a device containing an EPA emission-certified engine (certified under 40 CFR Part 89). The device is installed on a vehicle Class 8 or other application which supplies cooling, heating and electrical power

BP: Battery-Powered System - \$5,000 - \$8,000

A BP system uses batteries to power an independent electric cooling system

TSS: Thermal Storage System (aka Energy Recovery System (ERS)) - \$4,000 - \$5,000

A TSS collects heat energy as a truck is driven, and uses it to provide air conditioning while the engine is off

DFH: Direct Fired Heater - \$2,000 - \$4,000

(aka Fuel Operated Heater); provides heat only by combusting fuel drawn from the main engine or other fuel system

Each of these technologies provides emission reductions and fuel savings.

Successes

The most accurate way to calculate emissions and fuel savings is through EPA's Diesel Emission Quantifier (<http://www.epa.gov/cleandiesel/quantifier/>). The grant funds have produced the following fuel savings for Wisconsin motor carriers:

Statewide reductions in engine and fuel use:

- Annually: 1,370,585 gallons of fuel and 2,276,100 hours of truck idling
- Lifetime: 21,298,549 gallons of fuel and 35,370,031 hours of truck idling

Based on reductions in fuel use, overall emissions reductions can be estimated as follows:

- Nitrogen Oxide (NO_x): 73%
- Particulate Matter (PM): 64.1%
- Hydrocarbon (HC): 58%
- Carbon Monoxide (CO): 56.6%
- Carbon Dioxide (CO₂): 58.3%

Reducing fuel consumption is a key component of the success of the program. Use of the idling reduction technologies enables recipients the ability to realize a tremendous cost saving.

The following is a breakdown of the anticipated emission reductions. See Table 3.

Table 3

Summary of Emission Modeling Results for 1594 Idle Reduction Units Implemented During Fiscal Years 2007-11							
Time Period	Operating Mode(s)		NOx	PM	HC	CO	CO2
Annual	All	Baseline Emissions (tons)	1,427.61	37.66	80.36	325.76	394,091
		After-Retrofit Emissions (tons)	1,086.50	29.56	75.56	296.29	378,877
		Reductions (tons)	341.11	8.10	4.80	29.47	15,213
		Reductions (%)	23.9%	21.5%	6.0%	9.0%	3.9%
	Extended Idle Only	Baseline Emissions (tons)	455.44	12.33	8.05	50.17	25,478
		After-Retrofit Emissions (tons)	114.33	4.22	3.24	20.70	10,265
		Reductions (tons)	341.11	8.10	4.80	29.47	15,213
		Reductions (%)	74.9%	65.7%	59.7%	58.7%	59.7%
NOx = Nitrogen Oxide, PM - Particulate Matter, HC = Hydrocarbons, CO - Carbon Monoxide, CO2 = Carbon Dioxide							
Annual Gallons of Fuel Saved:			1,370,585				
Annual Hours of Idling Reduced:			2,276,100				
Time Period	Operating Mode(s)		NOx	PM	HC	CO	CO2
Lifetime	All	Baseline Emissions (tons)	21,709.54	568.75	1,229.98	4,828.47	6,126,077
		After-Retrofit Emissions (tons)	16,408.05	442.83	1,156.56	4,392.10	5,889,663
		Reductions (tons)	5,301.49	125.92	73.42	436.37	236,414
		Reductions (%)	24.4%	22.1%	6.0%	9.0%	3.9%
	Extended Idle Only	Baseline Emissions (tons)	7,079.69	191.63	123.08	743.63	396,059
		After-Retrofit Emissions (tons)	1,778.20	65.71	49.65	307.26	159,645
		Reductions (tons)	5,301.49	125.92	73.42	436.37	236,414
		Reductions (%)	74.9%	65.7%	59.7%	58.7%	59.7%
NOx = Nitrogen Oxide, PM - Particulate Matter, HC = Hydrocarbons, CO - Carbon Monoxide, CO2 = Carbon Dioxide							
Lifetime Gallons of Fuel Saved:			21,298,549				
Lifetime Hours of Idling Reduced			35,370,031				
NOTES: 1. Emissions and reductions were calculated using the federal "Diesel Emissions Quantifier" (DEQ). But, since the DEQ does not calculate HC and CO idle emissions, the U.S. EPA's MOBILE6.2 model was used to estimate the HC and CO extended idle emissions. The extended idle reductions for HC and CO were assumed to be proportional to the fuel savings.							
2. Key Assumptions:							
Vehicle class: 8a (33,001 - 60,000 pounds gross vehicle weight rating)							
Fuel type: Regular diesel (ultra-low sulfur diesel; 15 ppm sulfur)							
Annual travel (per vehicle): 125,000 miles							
Annual extended idling (per vehicle): 1800 hours							
Annual fuel consumption (per vehicle): 22,273.33 gallons							
(assumes 6 miles per gallon plus							
0.8 gallons per hour of extended idle)							
Annual reduction in extended idling (per vehicle):							
1800 hours for each of the 1,134 auxiliary power units							
450 hours for each of the 319 battery powered units							
450 hours for each of the 79 energy recovery systems							
900 hours for each of the 62 direct fired heaters							

Calculations to determine project cost-effectiveness is based on total project costs (grant funds plus subrecipient match funds) and all pollutant reductions combined, except CO2, over program lifetime. When including CO2 reductions there is significant improvement in cost-effectiveness. CO2 does not have a negative health affect and is not used in this calculation. The following is a breakdown of the anticipated cost effectiveness. See Table 4.

Table 4

Project Cost Effectiveness				
Number of Units	Pollutants	Emissions Reductions/Lifetime	Total Project Cost	Overall Cost Effectiveness
1594*	NOx, PM, HC, CO	5,397/ton	\$11,457,073	\$1,930/ton
*Auxiliary Power Units (APU) - 1,134, Battery Powered Units (BP) - 319, Thermal Storage System/Energy Recovery System (TSS/ERS) - 62, Direct Fired Heater (DFH) - 79				

Lessons Learned

Cumulative Maximum:

In 2007 a cumulative maximum on the number of idling reduction units purchased under the program. This change meant that some motor carriers who expressed interest in applying for additional grants became ineligible for further funding.

Many fleets became ineligible under the state grant as a result of a 2007 legislative change that turned an annual cap into a lifetime cap. The statutes establish a cumulative maximum number of idling reduction units that can be purchased under the program, based on the eligible number of post-1999 truck tractors owned and operated by the applicant. The cumulative maximum number of units funded is for the 2007-08 through 2010-11 grant cycles, and excludes the 2006-07 grant cycle.

For example, if the applicant owns and operates two to 10 eligible truck tractors, up to two idling reduction units can be funded. If the applicant owns and operates 11 to 50 eligible truck tractors, the program can fund the greater of two or 10% of eligible truck tractors. In the largest category, if the applicant owns over 2,500 eligible truck tractors, the program can fund the greater of 125 or 3% of eligible truck tractors.

Some motor carriers expressed interest in applying for additional grants, but did not do so because they had already received grants for the cumulative maximum number of idling reduction units they were eligible for. This provision was repealed and the cap maximum returned to annual caps.

Two-technology Requirement: The two technology provision requires the purchase and installation of more than one type of technology if applying for more than one unit. For example: if a motor carrier applies for three units such as two Auxiliary Power Units (APU),

the third unit must be either a Battery-Powered (BP) unit, a direct-fired heater (DFH) or other type of unit. This promotes the opportunity to field test various technologies and gives DSPS the opportunity to collect data for all types of units. As the program progressed and participants became familiar with the technologies available, fleets began to express dissatisfaction with the requirement to purchase technologies they did not want and the provision was repealed.

Eligibility for Leased Vehicles: A common arrangement in trucking involves leasing of truck-tractors for liability reasons. Statutory language required fleets to 'own (posses title) and operate' the truck-tractor for which they are applying. This provision meant some fleets were unable to apply for the grant funding as the leased company typically held the title. Previously DSPS has allowed leased vehicles into the program if the operator received written permission from the owner to alter the vehicle while using federal funds. State Statutes do not have this flexibility and therefore does not allow leased vehicles into the program at this time.

Training: Participant feedback strongly emphasized the need for training on the use of the idling reduction technologies. The idea of purchasing an IRU is great, but if it is not used correctly the savings is not realized and payback through fuel savings and idling time takes much longer.

Awareness: The grant program was essential in raising awareness of the benefits idling reduction technologies can provide. Participating fleets were required to submit a preinstallation report, six month report and twelve month report as well as the electronically recorded data (ECM) printout from the main engine of the truck-tractor. Because of this provision participants were able to see the impact the technology had on their bottom line (e.g. fuel saving, idling time). Fleets have experienced the benefits of fuel savings, improved comfort, environmental and health benefits achieved by using these technologies.

Economy: During the economic downturn some fleets credit the DSPS grant for keeping their business solvent. Funding helped with the cost of the unit as well as increased miles per gallon and decreased idling time. The lift provided to Wisconsin motor carriers offset some of the problems facing the transportation sector such as decrease in loads and stagnant rate reimbursement.

Negative feedback: Complaints included reducing or eliminating paperwork requirements. Some felt the three reports were cumbersome and the ECM downloads expensive to acquire. As a result DSPS no longer required a download with the six month report.

Weight of the unit (mainly APU's), additional maintenance and cost to upkeep the idling reduction units have also been cited as downfalls of the technologies.

Reporting: Reporting data is problematic –weather and route changes make it difficult to compare data. Some variables include:

- Economy – may have resulted in large gaps in driving time (parked)
- Weight of load (every 10% drop in truck weight reduces fuel use 5 to 10%)
- Weather related issues
- Route changes
- Speed limits
- Lack of training on use of technology

Positive feedback: The central feedback in response to participation is fuel savings, and therefore a reduction in cost of diesel fuel purchases. Other responses include:

- Fuel Savings
- Reduced idling time
- Comfort of driver (therefore driver retention)
- Health benefits
- Investment in idle reduction technologies is paid back within 2-4 years (depending on diesel fuel costs)
- Prevent cold starts-saves main engine wear and tear

What Works

Increased fuel mileage: Fuel efficiency is the number one reason motor carriers/fleets are interested in the purchase and installation of the idling reduction technologies.

Reduced air emissions: Air emissions have been and will continue to be significantly reduced in all of the target pollutant areas - Nitrogen Oxide (NOx), Particulate Matter (PM), Hydrocarbons (HC), Carbon Monoxide (CO) and Carbon Dioxide (CO₂). Significant health benefits have been achieved.

Reduced maintenance: Fleet owners and drivers report reduced maintenance on the main engine of the truck-tractor due to less wear and tear. Conversely, there is the additional cost of maintaining the IRU. The benefit of the reduction in main engine wear seems to outweigh the IRU maintenance costs.

Conclusion

After five years of field testing idle reduction technologies, Wisconsin motor carriers clearly accept idle reduction equipment as a cost saving necessity. The majority of motor carriers/fleets identify cost saving as their number one factor in making investments into new technologies. Many motor carriers that contacted DSPS stated that reducing air pollution was important, but if new equipment didn't positively affect their bottom line they would not participate. Therefore, emissions reduction is not a sole-driving factor in the purchase of new equipment for trucking companies.

Participation in the program remains strong. Motor carriers feel the benefits of the technologies far outweigh the negatives (e.g. weight and cost of unit). DSPS has requested continued funding through both state and federal assistance programs.

Appendix A

Large Fleet Awards Fiscal Year 2007- 2011			
	Name	Units Awarded	Award Amount
1	Marten Transport Services, Ltd.	248	\$1,012,615.63
2	Roehl Transport, Inc	200	\$742,309.94
3	Schneider National, Inc	195	\$417,944.85
4	H. O. Wolding, Inc.	47	\$206,066.26
5	Ashley Distribution Services, LTD	45	\$202,242.78
6	WEL Companies, Inc.	53	\$200,764.43
7	Schwerman Trucking, Co.	45	\$173,666.23
8	WH Transportation Co. Inc.	27	\$117,784.00
9	John Veriha Trucking, Inc.	23	\$102,651.62
10	deBoer Transportation, Inc.	23	\$92,898.54
11	Jeff Foster Trucking, Inc.	24	\$84,167.40
12	Millis Transfer, Inc.	16	\$83,684.19
13	V/S Midwest Carriers, Corp.	17	\$65,939.10
14	Plainfield Trucking, Inc.	15	\$63,167.34
15	Kreilkamp Trk Inc.	16	\$62,256.40
16	Kruepke Trucking, Inc	12	\$48,754.97
17	Karls Transport, Inc.	15	\$47,686.35
18	Windy Hill Foliage, Inc.	12	\$46,050.02
19	Prochnow Transport, Inc.	15	\$45,863.65
20	Paper Transport Inc.	15	\$42,674.34
21	Pehler & Sons, Inc.	12	\$42,427.52
22	Rands Trucking, Inc	14	\$42,230.68
23	Pioneer Transportation, Ltd.	12	\$38,918.76
24	Earl L. Bonsack, Inc	10	\$38,303.32
25	Blackhawk Transport	12	\$34,144.30
26	T.T.I. Inc.	7	\$26,148.16
27	Martins Bulk Milk Service, Inc.	7	\$26,141.00
28	Checker Logistics, Inc.	7	\$23,236.26
29	CTS Contract Transport Services Inc.	6	\$21,293.80
30	Road Ready Transfer Service	6	\$21,293.80
31	Nationwide Distributors, Inc.	6	\$18,273.54
32	Elite Carriers, LLC	6	\$18,063.90
33	Tri-Hi Transportation	5	\$17,160.04
34	Badger Express LLC	3	\$15,163.68
35	Americas Service Line, Inc	10	\$15,120.00
36	Tom Joy & Son Trucking LLC.	8	\$6,917.06
37	Valley Express, LLC	2	\$6,681.50
38	Convenience Transportation, LLC	1	\$5,806.50
39	Skinner Transfer Corp.	1	\$4,247.50
40	Niagara Logistics, Inc	1	\$3,952.26
41	KA Bulk Transport LLC.	1	\$3,897.50

42	G.G. Barnett Transport, Inc.	2	\$3,244.50
	Total	1,202	\$4,291,853.62
	Small Fleet Awards Fiscal Year 2007-2011	Units Awarded	Award Amount
1	S & D Trucking, Inc	5	\$23,206.74
2	Kraze Trucking LLC	4	\$18,917.74
3	Zeller Transportation LLC	4	\$18,015.04
4	Abbyland Trucking Inc.	4	\$17,810.48
5	Smedema Trucking, Inc.	4	\$17,304.83
6	Jim Piontek Trucking, Inc.	4	\$16,840.00
7	Zernicke Trucking Inc	4	\$16,821.75
8	Double J Transport, LLC	4	\$16,522.00
9	Potato King Transportation, Inc	4	\$16,140.96
10	Dicks Pallet Works, Inc.	3	\$14,935.88
11	Brock Trucking, Inc.	3	\$14,273.50
12	Advanced Logistics Ltd	3	\$13,799.13
13	Brian Dreher Trucking, Inc.	3	\$13,600.25
14	K&S Carriers, LLC	3	\$13,152.74
15	Wuethrich Transportation Inc.	3	\$12,947.62
16	Dawes Contract Carriage	3	\$12,647.09
17	Preferred Transit, Inc.	3	\$12,442.00
18	J&J Trucking Brandon, LLC.	3	\$12,247.50
19	Lowell C. Hagen Trucking	4	\$12,179.00
20	Your Town Transport, Inc.	3	\$11,180.30
21	PJ Trucking	2	\$10,262.68
22	Hayes Transport	3	\$10,007.50
23	DST, Inc.	2	\$9,847.11
24	Schlei Dray Line, Inc.	3	\$9,622.48
25	Eagle Logistics, Inc	2	\$9,564.07
26	Great Lakes Western, Inc.	2	\$9,350.00
27	Jaco Leasing Inc	2	\$9,023.00
28	ABN Plainfield Trucking, LLC	2	\$8,905.24
29	Hager City Express Co.	2	\$8,905.24
30	Alsum Transport, Inc	2	\$8,875.00
31	Grafton Transit, Inc	2	\$8,850.00
32	Terry Palecek, Inc	2	\$8,829.16
33	Dave Korntved Trucking	2	\$8,700.12
34	Dog's Life Trucking, LLC.	2	\$8,633.45
35	O'Neil 5 Star, LLC	2	\$8,535.00
36	Guntner Transport, LLC.	2	\$8,526.75
37	CJF Trucking, LLC	2	\$8,520.00
38	South Shore Trucking, Inc	2	\$8,520.00
39	Apache Stainless Equipment Corp. (Apache Transportation LLC)	2	\$8,495.00
40	Slinger Trucking, Inc.	2	\$8,495.00

41	Heding Truck Services, Inc	2	\$8,399.59
42	Blackheart Trans Corp	2	\$8,353.57
43	Davis Express, Inc.	2	\$8,322.50
44	Jefferson Transport Service, Inc	2	\$8,025.10
45	DH Express, Inc	2	\$8,004.50
46	Duffy Bros, Inc	2	\$8,004.50
47	Parrot Express, LLC	2	\$8,004.50
48	Performance Transportation Corp	2	\$8,004.50
49	Osborn & Son Trucking Co., Inc	2	\$8,000.00
50	Vick Trucking LLC	2	\$7,925.00
51	Merrill Iron & Steel Transit, LLC	2	\$7,800.00
52	Dejno's Trucking, Inc	2	\$7,595.00
53	D&E Transport Inc	2	\$7,470.00
54	All-Ways Transit, Inc.	3	\$7,291.57
55	Moodie, Inc.	2	\$7,288.57
56	AASM, LLC	2	\$6,955.91
57	Greenleaf Trucking Inc.	2	\$6,910.02
58	Fischer Truck and Bus Service, Inc	2	\$6,897.00
59	MaGregor Transportation Services, Inc	2	\$6,795.00
60	Wangerin Trucking	2	\$6,683.28
61	McNamara Trucking, LLC.	2	\$6,586.54
62	Fuchs Trucking LLC	4	\$6,315.27
63	Lang Transport, LLC	2	\$6,297.00
64	Endries Express, Inc	2	\$6,175.00
65	Mark W. Kickbusch	1	\$6,112.50
66	McDermid Transportation LLC	2	\$6,061.23
67	Emerald Trucking, LLC	1	\$6,050.00
68	'S' Corp	2	\$6,021.00
69	FHX, Inc	1	\$5,971.00
70	Bubolz Farms	1	\$5,806.50
71	Dale R. Larson Trucking	1	\$5,806.50
72	Dayspring Express LLC	1	\$5,806.50
73	Drews Trucking Inc	1	\$5,806.50
74	DuWayne Marshall Trucking	1	\$5,806.50
75	Gary Anderson Trucking, Inc	1	\$5,806.50
76	Irv Arndt Trucking	1	\$5,806.50
77	Kruske Paul P.	1	\$5,806.50
78	Kuntz Jann	1	\$5,806.50
79	Maglio Transport	1	\$5,806.50
80	MTS Feed Transport	1	\$5,806.50
81	Piontek Transport LLC	1	\$5,806.50
82	Wrycha LLC	1	\$5,806.50
83	Brakebush Transportation, Inc	1	\$5,701.50
84	David & Sheila Yeske	1	\$5,625.20

85	Duane Arndt Trucking LLC	1	\$5,526.50
86	Filippo & Sons, Inc.	1	\$5,285.00
87	L & D Inc.	1	\$5,246.50
88	Steven R. Schenian Trucking	1	\$5,246.50
89	Barry Richardson	1	\$5,180.00
90	Timothy J. Thesing	1	\$5,176.50
91	TJB Enterprises, LLC	1	\$5,148.50
92	B&J Transport, LLC	1	\$4,970.00
93	Tyrrell Trucking LLC	1	\$4,881.47
94	Lyle R. Stair Trucking	1	\$4,863.46
95	ZMC Inc.	2	\$4,747.50
96	Grant & Libby Trucking	1	\$4,714.50
97	Spurge Transport, LLC	1	\$4,619.25
98	J & R Transport Inc.	2	\$4,617.00
99	Buttry Trans.	1	\$4,600.00
100	Farrell Transport	1	\$4,600.00
101	D & T Leasing	1	\$4,575.77
102	Rick Berry Trucking	1	\$4,551.73
103	Seston Transport	1	\$4,551.73
104	Randall Webb	1	\$4,519.95
105	Jack Boyd	1	\$4,500.00
106	Alexander Transport, Inc	1	\$4,452.62
107	Blader Trucking Company, Inc.	1	\$4,452.62
108	Chasers Express, LLC	1	\$4,452.62
109	Drabek Trucking	1	\$4,452.62
110	Hot-Line Freight System, Inc	1	\$4,452.62
111	J Schneider Trucking, LLC	1	\$4,452.62
112	Lowell D Rivard	1	\$4,452.62
113	One Key Element, LLC	1	\$4,452.62
114	One Trip Trucking, Inc	1	\$4,452.62
115	Richard Pingel	1	\$4,452.62
116	Rodman Trucking	1	\$4,452.62
117	TJC Trucking, LLC	1	\$4,452.62
118	Tom Jessie Transport, LLC	1	\$4,452.62
119	Worthington Transport, Inc	1	\$4,452.62
120	Leif Time Trucking	1	\$4,446.00
121	Horst Trucking, LLC	1	\$4,414.58
122	Holloways Trucking	1	\$4,385.00
123	Wisota Transport, LLC	1	\$4,381.16
124	Nevalainen Transport, LLC	1	\$4,375.66
125	Farmway Transport, Inc.	1	\$4,365.95
126	D.L. Williams Trucking	1	\$4,347.50
127	Driefke Trucking, LLC.	1	\$4,347.50
128	Fox Valley Alfalfa Mill, Inc.	1	\$4,347.50

129	Froehlich Trucking	1	\$4,347.50
130	Henke Transport	1	\$4,347.50
131	Mackey Enterprises	1	\$4,347.50
132	Pattee Trucking	1	\$4,347.50
133	Roben Trucking LLC	1	\$4,347.50
134	Roberts Trucking	1	\$4,347.50
135	A&H Inc.	1	\$4,328.36
136	Bailey^Vera	1	\$4,306.60
137	Debra T's No. 1 Express	1	\$4,306.60
138	Jim Halverson LLC	1	\$4,306.60
139	Lakeshore Trucking, LTD	1	\$4,306.60
140	B&D Transportation	1	\$4,279.25
141	Blue Leasing Corp. Inc.	1	\$4,279.25
142	Henry's Trucking LLC.	1	\$4,279.25
143	Johnny W. Haney	1	\$4,279.25
144	Tom Ottery Transit, Inc.	1	\$4,279.25
145	James Gibbs, LLC	1	\$4,272.50
146	McClung Trucking	1	\$4,272.50
147	Mountain View Express, Inc	1	\$4,272.50
148	A-1 Movers, Inc.	1	\$4,262.49
149	JEJ Transport	1	\$4,247.90
150	McCahill Trucking	1	\$4,247.90
151	Scott D. Williams Trucking, Inc.	1	\$4,247.90
152	Smigla^Jeffrey	1	\$4,247.90
153	Tanner Transport, Inc.	1	\$4,247.90
154	Algoma Trucking	1	\$4,247.50
155	Brisky Trucking LLC.	1	\$4,247.50
156	C&M Express, LLC	1	\$4,247.50
157	Clark Trucking, Inc	1	\$4,247.50
158	David O. Delzer	1	\$4,247.50
159	Dean J Maccombs	1	\$4,247.50
160	Elmhurst Logistics, LLC.	1	\$4,247.50
161	Elroy Dommer, Inc.	1	\$4,247.50
162	G-K Adams	1	\$4,247.50
163	Horkan Trucking	1	\$4,247.50
164	Jameron Transport	1	\$4,247.50
165	Jeff Wagner Trucking, LLC.	1	\$4,247.50
166	Jenkins Trucking, LLC	1	\$4,247.50
167	JJC Trucking LLC	1	\$4,247.50
168	Kurasz^Christopher	1	\$4,247.50
169	L&D Trucking, LLC	1	\$4,247.50
170	La Pointe Trucking	1	\$4,247.50
171	LBA Leasing, Inc.	1	\$4,247.50
172	Lone Elm Trucking, Inc.	1	\$4,247.50

173	Marathon Cheese Transport, LLC.	1	\$4,247.50
174	Miles Trucking, LLC	1	\$4,247.50
175	MTK Trucking	1	\$4,247.50
176	Nieman Trucking, LLC.	1	\$4,247.50
177	Peter Berg	1	\$4,247.50
178	Prince Sebie	1	\$4,247.50
179	R&P Adventures	1	\$4,247.50
180	Rainbow Transport, LLC	1	\$4,247.50
181	Ravenscroft Trucking	1	\$4,247.50
182	Red River Farms	1	\$4,247.50
183	River Valley Express, LLC	1	\$4,247.50
184	Robert Johnson Trucking	1	\$4,247.50
185	Ro-Mar Trucking	1	\$4,247.50
186	Ross Caves & Son, Inc.	1	\$4,247.50
187	Russ Kell Transport	1	\$4,247.50
188	Schlimgen Transfer Lines, Inc.	1	\$4,247.50
189	Strait Enterprises, Inc.	1	\$4,247.50
190	Strelow Trucking	1	\$4,247.50
191	Superior Service Transportation	1	\$4,247.50
192	Thomson^Kevin	1	\$4,247.50
193	Tim Sharp & Son Trucking	1	\$4,247.50
194	Timepiece Inc.	1	\$4,247.50
195	Torgy's Trucking LLC	1	\$4,247.50
196	Turkey Creek Cartage	1	\$4,247.50
197	Verhoef Enterprises	1	\$4,247.50
198	Walter & Son Trucking, LLC	1	\$4,247.50
199	Whitehurst^Kevin	1	\$4,247.50
200	Zachmo, Inc.	1	\$4,247.50
201	Burgener Contract Carriers LTD	1	\$4,237.50
202	North Central Auto Transport	1	\$4,229.50
203	A & C Trucking LLC	1	\$4,223.50
204	Austian Transport, LLC	1	\$4,184.51
205	DeLoach^Jory W.	1	\$4,184.51
206	JMB Transport	1	\$4,184.51
207	Kohel Interstate Transport	1	\$4,184.51
208	Blume Farms Land and Cattle Co. Inc.	1	\$4,152.09
209	Jason Wrench	1	\$4,152.09
210	Pope Transport Inc.	1	\$4,152.09
211	T & J Trucking Co.	1	\$4,149.75
212	Greenleaf Transport, LLC	1	\$4,147.50
213	Timon Perron Trucking, Inc	1	\$4,147.50
214	Barbara E. Cline Trucking LLC	1	\$4,106.07
215	Mindham Trucking	1	\$4,106.07
216	Truttschel Trucking	1	\$4,106.07

217	David Cowan & Sons Trucking Inc.	1	\$4,100.00
218	J. Kenneth Katzman Jr. Inc.	1	\$4,100.00
219	Jewelltown Companies Inc.	1	\$4,100.00
220	Dave Lichner Trucking	1	\$4,097.50
221	Moran Trucking	1	\$4,075.00
222	Doug Fishbaugher	1	\$4,061.19
223	D&J Stewart Inc	1	\$4,050.00
224	Meyer^Charles	1	\$4,047.50
225	Dalor Transit Inc.	1	\$4,027.13
226	J&Q Trucking	1	\$4,027.13
227	JJ Trucking	1	\$4,027.13
228	Lynn Transport LLC	1	\$4,027.13
229	MLC Transportation	1	\$4,027.13
230	Scott Ivey Trucking	1	\$4,027.13
231	Daves-Way	1	\$4,022.50
232	Kelvin Larson Trucking, LLC.	1	\$3,995.54
233	Wohl Trucking, Inc	1	\$3,992.50
234	G Meyer Trucking	1	\$3,975.00
235	Robert L Thibedeau	1	\$3,955.00
236	Kusmaul Seed Co. Inc.	1	\$3,922.50
237	Double M Trucking LLC	1	\$3,900.00
238	Fouks Trucking	1	\$3,900.00
239	Orville & MaryAnn Goodwin	1	\$3,900.00
240	Worke Trucking	1	\$3,900.00
241	Sansure Trucking LLC.	1	\$3,897.50
242	Ronald K. Henchen	1	\$3,850.00
243	Brian Toft	1	\$3,849.99
244	Woerpel Trucking, Inc.	1	\$3,800.00
245	Robert Wolf Trucking	1	\$3,797.50
246	E.Z. Trucking	1	\$3,618.65
247	Lindsay Transportation	1	\$3,600.00
248	Keesen^Timothy	1	\$3,597.50
249	Pero Gajic	1	\$3,557.50
250	Gojko Tosic	1	\$3,522.50
251	X-Treme Trucking	1	\$3,511.90
252	Michael Near	1	\$3,411.50
253	Drinka Trucking	1	\$3,272.50
254	Walheim^Ronnie	1	\$3,230.64
255	LLB Investments, LLC.	2	\$3,223.75
256	Stockland Trucking	1	\$3,041.07
257	Remme Trucking	1	\$3,039.91
258	Bay Motor Transport, Inc.	1	\$2,860.00
259	Parent^Timothy	1	\$2,699.88
260	J&G Schmidt Trucking	1	\$2,618.17

261	HP Transport, LLC	1	\$2,559.41
262	Pat Le Claire Trucking, Inc	1	\$2,559.41
263	Tucker Express, LLC	1	\$2,559.41
264	J&W Enterprises of Green Bay, Inc.	1	\$2,547.50
265	Jim Herrmann Trucking, LLC	1	\$2,546.25
266	SVS Trucking, LLC	1	\$2,418.09
267	Weiler Transport, LLC	1	\$2,337.65
268	Kamholz & Kids Transport	1	\$2,307.20
269	Wisconsin Dispatch Inc	1	\$2,281.48
270	D&M Express of WI Inc.	2	\$2,070.00
271	Steger Trucking, Inc	2	\$1,580.00
272	Russell L June	1	\$1,416.63
273	Cartage and Transportation Services	2	\$1,402.44
274	Spirit Express Trucking, LLC	1	\$1,325.00
275	CET Company, Inc	1	\$1,263.25
276	Dennis R. Hilker Trucking Inc	2	\$950.00
277	HI-MYST	1	\$790.00
278	Muck Farms Inc.	1	\$725.00
279	Hoff Trucking	1	\$697.50
280	Cummings Trucking	1	\$686.25
281	Cal-Les Transport, LLC	1	\$673.27
282	Michael Closs	1	\$636.83
283	Moser Trucking, LLC	1	\$625.00
	Total	392	\$1,559,302.40
	Grand Total	1,594	\$5,851,156.02