



Wisconsin Diesel Truck Idling Reduction Grant Application for 2011-2012

The Wisconsin Department of Safety and Professional Services (DSPS) administers a grant program to reduce diesel truck idling. The program is designed to assist common, contract and private motor carriers in the purchase and installation of idling reduction technologies. This year motor carriers are eligible to receive up to 50% reimbursement for the purchase and installation of idling reduction equipment. The program's primary goals are to help Wisconsin motor carriers reduce air pollution emissions and fuel consumption.

Eligible Applicant: An eligible applicant (must meet all):

1. Is a common, contract or private motor carrier that transports freight.
2. Is headquartered in the state of Wisconsin.
3. Pays at least 50% of the eligible costs for each idling reduction unit covered by this grant (cannot use other grant funds as match).
4. Agrees to collect and report information relating to the operation and performance of each idling reduction unit covered under this grant.
5. Owns and operates the truck(s) in which an idle reduction unit will be installed with DSPS funding.

Eligible Costs:

- Idling reduction unit (base price).
- Standard installation of the idling reduction unit.

Ineligible Costs:

- The cost of shipping an idling reduction unit from the manufacturer to the facility where the unit will be installed.
- The cost of operating an idling reduction unit.
- The cost of maintaining an idling reduction unit.
- Self installation of idling reduction equipment unless approved by DSPS.
- Accessories that are in addition to the basic idle reduction unit (e.g., chrome exhaust, etc.)

Funding Available

DSPS anticipates awarding \$1 million in grants during the 2011-12 funding cycle.

Reporting Requirement

Grant awardees are required to submit pre-installation (baseline), six and twelve-month reports. The preinstallation and twelve month reports must include a report taken from an on-board electronic record (e.g., ECM download). The six month report will not require a download.

Applications will be accepted beginning on July 11, 2011.

Funds will be awarded on a lottery system. This may happen several times depending on the number of applications, the number of withdrawals and the cost of the technologies.

Are all truck tractors eligible under this program?

NO. Only truck tractors with 1999 or newer diesel truck engines. Rebuilt engines are eligible, but the engine model year (i.e., original engine year) must be 1999 or newer.

Application deadline is August 26, 2011.

The following table identifies how many truck tractors could be funded:

Applicant's Number of Eligible (1999 or newer engine) Truck Tractors	Total Number of Eligible Units Funded
1	1
2 to 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 I've received Diesel Truck Idling Reduction Grant funds in the past, am I still eligible for funding?

Yes. Cumulative max or lifetime caps are not applicable. Applicants are limited to the table above during this funding cycle.

What if I am awarded a grant from another government agency?

Applicants are required to pay at least 50% of the cost of the unit and installation. You may accept an award from another agency for different truck tractors in your fleet.

Does the grant cover purchases made prior to July 1, 2011?

NO. Only purchases incurred on or after July 1, 2011 are eligible for grant coverage.

Eligible technologies may be U.S. Environmental Protection Agency (www.epa.gov/otaq/retrofit/verif-list.htm) or California Air Resources Board (CARB) (www.arb.ca.gov/diesel/verdev/vt/cvt.htm) verified idle reduction technologies (not required).

Idling reduction technologies include, but are not limited to:

- Auxiliary Power Units (APU)
- Battery Powered Air Conditioning Systems (BP)
- Direct Fired Heaters/Bunk Heater Units (DFH)
- Energy Recovery Systems/Thermal Storage Systems (ERS)

Please return the completed application to:
 Wisconsin Department of Safety and Professional Services
 Attn: Diesel Truck Idling Reduction Grant Program
 201 W. Washington Avenue, P.O. Box 7838
 Madison, WI 53707-7838
 or via email at
DIP@Wisconsin.gov



Wisconsin Diesel Truck Idling Reduction Grant Program

Application

SECTION 1 - APPLICANT INFORMATION

Applications are due August 26, 2011

- 1. Business name: _____
- 2. Address: _____
- 3. City: _____ 4. State: _____ 5. Zip: _____
- 6. Website: _____ 7. Previous Diesel Truck Idling Reduction Grant recipient (y/n): _____
- 8. Date established or incorporated: _____ 9. TIN #: _____
(taxpayer identification number)
- 10. SS #: _____ 11. Principal administrative office(s) in Wisconsin? Yes _____ No _____
(social security number, fill-in SS# if you're an owner operator)
- 12. 80% of payroll paid to employees employed in Wisconsin? Yes _____ No _____
- 13. Type of business (x): Common motor carrier _____ Contract motor carrier _____ Private motor carrier _____
- 14. Number of full-time employees: _____
- 15. CEO/Owner's First name: _____ 16. Last name: _____ 17. Middle initial: _____
- 18. Phone number: (_____) _____ - _____ 19. Fax number: (_____) _____ - _____
- 20. E-mail address: _____
- 21. Facility contact name: _____ 22. Title: _____
(if same as CEO/Owner, skip to section 2)
- 23. E-mail address: _____ 24. Phone number: (_____) _____ - _____
(best number to reach you - cell phone)

SECTION 2 - MOTOR CARRIER & FLEET INFORMATION (must be completed by owner operators and fleets)

- 25. Federal DOT Number: _____ 26. Leased to (if applicable): _____
(company name)
- 27. Number of truck tractors in fleet with 1999 or newer diesel truck engines (use "1" if an owner operator): _____
- 28. How many truck tractors in your fleet already have idling reduction technology installed? _____
a. Types** (specify how many of each): APU _____ BP _____ DFH _____ ERS _____ Other (specify) _____
- 29. Does your company currently offer any incentives for drivers who conserve fuel? Yes _____ No _____
a. If yes, what incentives are offered (x): cash bonus _____ other _____
- 30. Does your fleet use any alternative fuels (e.g., biodiesel)? Yes _____ No _____
- 31. What other strategies are you employing to reduce fuel consumption (check all that apply):
driver training _____ idling policy _____ speed policy _____ single-wide tires _____ tag team driving _____ other (explain) _____

* Eligible applicants must possess title of the truck(s).

** Idle reduction technologies include: Auxiliary Power Unit (APU), Battery Powered Air Conditioning System (BP), Direct Fired Heater/Fuel Operated Heater (DFH), Energy Recovery System/Thermal Storage System (TSS/ERS).

SECTION 3 - TRUCK INFORMATION

2011-2012 Diesel Truck Idling Reduction Grant Application

The following table¹ shows the maximum number of idle reduction units that an applicant may have funded under the program during 2011-2012

Applicant's Number of Eligible Trucks (1999 or newer diesel truck engines) - CIRCLE the number of eligible trucks in your fleet	Maximum Number of Idle Reduction Units Eligible for Funding in 2011-2012
1	1
2 to 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

Long Haul Truck Tractor(s):		Truck 1	Truck 2	Truck 3	Truck 4
33	Engine Make:				
34	Engine Model:				
35	Original Engine Model Year:				
36	Engine Rebuilt (y/n) If yes, what year was the engine rebuilt?				
37	Sleeper Berth Truck Tractor (y/n):				

The Idle Reduction Technologies you are applying for:													
38	Manufacturer of the Idling Reduction Unit:												
39	Model:												
40	Type (specify by using an "x"):												
	APU: Auxiliary Power Unit												
	BP: Battery Powered Air Conditioning Unit												
	DFH: Direct Fired Heater/Bunk Heater												
	ERS/TSS: Energy Recovery System/Thermal Storage Systems												
	Other (please specify)												
41	Unit Provides (circle one: heat, cool, both)	heat	cool	both	heat	cool	both	heat	cool	both	heat	cool	both

Information from Attachment C - Price Quote:				
42	Idle Reduction <u>Base</u> Unit Price	\$		\$
43	Idle Reduction Installation Price (based on expected install \$)	\$		\$
44	Total Cost per unit	\$		\$
45	Number of idling reduction units being requested on this application (#):			
46	Total amount requested - purchase and installation (per Attachment C):	\$		

¹ **Grant recipients are limited by the table above as to the total number of idle reduction units they are eligible to apply for during the 2011-2012 funding cycle.** Grant recipients will be required to submit additional truck information and conduct pre-installation and twelve month engine downloads (not required for six month reporting). If applying for grant coverage for more than four trucks, attach additional copies of this page or download this page off of the Wisconsin Department of Safety and Professional Services website (<http://dsps.wi.gov/dieselgrantprogram>). Once the file is downloaded, you can fill in the information, print and mail with your completed application.

ATTACHMENT A - CERTIFICATION STATEMENT

The Applicant:

1. Certifies that, to the best of its knowledge and belief, the information being submitted to the Department of Safety and Professional Services (DSPS) is true and correct.
2. Certifies that the applicant is in compliance with all laws, regulations, ordinances and orders of public authorities applicable to it.
3. Certifies that the applicant is not in default under the terms and conditions of any grant or loan agreements, leases, or financing arrangements with other creditors.
4. Certifies that the applicant has disclosed and will continue to disclose any occurrence or event that could have an adverse material impact on the project. Adverse material impact includes but is not limited to lawsuits, criminal or civil actions, bankruptcy proceedings, regulatory intervention or inadequate capital to complete the project.
5. Understands that unless qualifying as a trade secret, all information submitted to the DSPS is subject to Wisconsin's Open Records Law.
6. Certifies that the applicant is not in default under state and federal tax laws.
7. Understands personal information provided may be used for secondary purposes [Privacy laws s.15.04(1)(m), Stats.].
8. Agrees to collect information relating to the operation and performance of each idling reduction unit covered by the grant, as required by DSPS and to report that information to DSPS.
9. Certifies that the applicant owns and operates the truck tractor(s) for which it is applying for grant coverage.
10. Certifies that the applicant is headquartered in Wisconsin.
11. Certifies that price quotes were obtained in an open, free and competitive manner.
12. Certifies that affirmative action requirements will be met. Affirmative action guidance will be provided to selected fleets for their action during the award acceptance phase.

APPLICANT CERTIFICATION

I CERTIFY TO THE BEST OF MY KNOWLEDGE THAT THE INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT AND THAT I AM A LEGALLY AUTHORIZED SIGNATORY OR DESIGNEE FOR THE SUBMITTAL OF THIS INFORMATION AND ANY OTHER REQUIRED INFORMATION ON BEHALF OF THE APPLICANT.

Signature	Date
Print Name	Title

**Diesel Truck Idling Reduction Grant Program
Contact**

Jean Beckwith
 Wisconsin Department Safety and
 Professional Services
 Environmental and Regulatory Services
 Phone: (608) 261-2517
 Email: Jean.Beckwith@wisconsin.gov
 Website: dspd.wi.gov/dieselgrantprogram

Please return the completed application to the:

Wisconsin Department of Safety and
 Professional Services
 Attn: Diesel Truck Idling Reduction Grant Program
 P.O. Box 7838
 201 W. Washington Ave
 Madison, WI 53707-7838
 or by E-Mail to DIP@wisconsin.gov



Substitute **W-9**

DO NOT send to IRS

ATTACHMENT B
Taxpayer Identification Number (TIN) Verification

Print or Type

Please see attachment for complete instructions.

This form can be made available in alternative formats to qualified individuals upon request.

<p>➤ Legal Name: (as entered with IRS. See instructions.)</p> <hr/> <p>➤ Trade Name: (See instructions.)</p> <hr/> <p>➤ Primary Address: (Address where 1099 should be mailed.) PO Box or Number and Street, City, State, ZIP+4</p> <hr/> <p>➤ Remit Address: (Address where check should be mailed if different than Primary.) PO Box or number and street, City, State, ZIP+4</p> <hr/> <p>➤ Order Address: (Address where order should be mailed if different than Primary.) PO Box or number and street, City, State, ZIP+4</p>	<p>➤ Entity Designation: (check only one)</p> <p><input type="checkbox"/> Individual / Sole Proprietor / LLC-Single Member</p> <p><input type="checkbox"/> Corporation (includes service corporations)</p> <p><input type="checkbox"/> Limited Liability Partnership</p> <p><input type="checkbox"/> Limited Liability Company</p> <p><input type="checkbox"/> Government Entity</p> <p><input type="checkbox"/> Hospital Exempt from Tax or Government Owned</p> <p><input type="checkbox"/> Long Term Care Facility Exempt from Tax or Government Owned</p> <p><input type="checkbox"/> All Other Entities</p> <p>➤ Taxpayer Identification Number (TIN): If you are a sole proprietor or LLC-Single Member, IRS prefers that you enter your SSN. If you chose to use your EIN it may result in unnecessary notices to the requester.</p> <p>REQUIRED (Enter a Tax ID & enter DUNS number)</p> <p><input type="checkbox"/> Social Security Number (SSN) _____ - _____ - _____</p> <p><input type="checkbox"/> Employer Identification Number (EIN) _____ - _____ - _____</p> <p><input type="checkbox"/> DUNS Number _____ - _____ - _____</p>
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➤ **Certification:** Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number, AND
2. I am not subject to back up withholding because (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to back up withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding.
3. I am a U.S. person (including a US resident alien).

Printed Name	Printed Title	Telephone Number ()
Signature		Date (mm/dd/ccyy)

For Agency Use Only		
Agency Number	Contact	Phone Number
Change <input type="checkbox"/> Name <input type="checkbox"/> Address <input type="checkbox"/> Other (explain)		

Return this form to the address listed below. For your convenience this form has been designed for return in a standard window envelope

Department of Safety and Professional Services
 P.O. Box 7838
 201 W. Washington Ave
 Madison, WI 53707-7838

Forms may be returned by use of FAX number to:
 (608) 261-2517



ATTACHMENT C - PRICE QUOTE
Wisconsin Diesel Truck Idling Reduction Grant Application
2011-2012

Idle Reduction Equipment Vendor Information

To be filled out by the idling reduction equipment vendor:

Company name: _____ Website: _____ Phone number: _____

Address: _____ City: _____ State: _____ Zip: _____

Customer Information

Customer business name: _____ Customer contact name: _____
 (first and last name)

Truck* and Idle Reduction Technology

Vehicle Identification Number (VIN) 17 Characters	Truck Year ¹	Idle Reduction Technology	Base Unit Cost ² (no options)	Base Installation Price ³	Tax Amount (if applicable)	Total Price
1 A B C D 2 3 4 5 6 7 8 9 E F G H	2006	ABC APU	\$6500	\$1500	\$0	\$8000
			\$	\$	\$	\$
			\$	\$	\$	\$
			\$	\$	\$	\$
			\$	\$	\$	\$
			\$	\$	\$	\$
Total Project Cost⁴					\$	

Customer self installation(s)⁵ (y/n): _____

Price quote prepared by:

Signature	Date
Print name	Title
Phone number	E-mail address

(1) Eligible Truck Tractor(s): Must be 1999 or newer original engine model year.
 (2) Base Unit Price: price without any accessories, miscellaneous fees or options.
 (3) Dept of Safety and Professional Services may set reimbursement rates for installation costs.
 (4) Total base Project Cost is the sum of the amounts in the "Total Price" column.
 (5) Self installations must be approved by the Department of Safety and Professional Services.
 * If quote is being prepared for more than five truck tractors, additional truck information can be attached to the quote.

Vendor may attach supporting documentation (e.g., vendor's actual quote)