



Wisconsin Diesel Truck Idling Reduction Grant Factsheet 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. Motor carriers are eligible for **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. Own and operate the truck(s) in which an idle reduction unit will be installed with DSPS funding.
6. **Lease vehicles will NOT be eligible to apply** due to state statutory language which requires motor carriers to own (possess truck title) and operate their trucks to be eligible.

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 one million dollars in grants during the 2011-2012 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.

Are all truck tractors eligible under this grant program?

NO. Only heavy duty truck tractors with 1999 or newer

diesel truck engines. Rebuilt engines are eligible, but the original engine model year must be 1999 or newer.

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	

Eligible Idle Reduction Technologies

May be U.S. Environmental Protection Agency (EPA) (<http://www.epa.gov/otaq/retrofit/verif-list.htm>) or California Air Resources Board (CARB) (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>) verified idle reduction technologies. Examples of 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/TSS)

If I'm applying for more than one idle reduction unit, do I have to purchase different types of idle reduction units?

NO. Applicants can choose any idle reduction technology they want. You may choose equipment which is verified by the U.S. Environmental Protection Agency (EPA) or California Air Resources Board (CARB).

What is different this year in the Wisconsin Diesel Truck Idling Reduction Grant Program?

1. Leased truck tractors are NOT eligible under the state funded program. Truck owners must own (possess title) and operate the truck tractor for which they are applying for grant funding.

2. The requirement of having to purchase multiple idle reduction technologies is not applicable under this grant program.

If I've received Wisconsin Diesel Truck Idling Reduction grant funds in the past, Am I still eligible for funding in 2011?

YES. Cumulative maximum provisions (i.e., lifetime caps) are not applicable to this grant program.

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 during the 2011-2012 funding cycle.

Is there a deadline to apply?

Yes. Applications are due by 4:00 P.M. Central Standard Time (CST) on **August 26, 2011.**

Additional Resources:

• **Midwest Clean Diesel Initiative (EPA):** The Midwest Clean Diesel Initiative is a collaboration of federal, state and local agencies, along with communities, non-profit organizations and private companies working together to reduce emissions from diesel engines in the Midwest. www.epa.gov/midwestcleandiesel/

• **EPA Smartway Program:** The SmartWay Transport Partnership is a voluntary collaboration between U.S. EPA and the freight industry designed to increase energy efficiency while significantly reducing greenhouse gases and air pollution. SmartWay Transport Partners lead the way towards a cleaner, more efficient transportation future by adopting fuel-saving strategies that increase profits and reduce emissions. www.epa.gov/smartway/

The Application Process

The Diesel Truck Idling Reduction Grant Program follows these steps:

Step 1: Determine eligibility and allowable number of units the grant will fund (see table on page 1).

Step 2: Research idling reduction technology options.

Step 3: Get an itemized (base cost) price quote from vendor.

Step 4: Submit application and itemized price quote to the Dept of Safety and Professional Services (DSPS) for review.

Step 5: If the application is fundable, DSPS will send the applicant an award letter and a contract.

Step 6: Review, complete and sign contract within 30 days from the award date. Return to DSPS.

Step 7: Purchase and install unit(s).

Step 8: Submit a request for disbursement form, a copy of the paid invoice and a pre-installation report (including a copy of the engine download print-out) within 120 days from the award date to DSPS.

Step 9: Receive 100% reimbursement for eligible award amount.

Step 10: Submit six month report (no engine download is required) within seven months from the date of the installation of the idling reduction unit, the twelve month report (including engine download print-outs) within thirteen months of the date of the installation. Applicant receives final close out letter.

Where do I submit my application?

Wisconsin Department of Safety and Public 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

Questions?

Please contact Jean Beckwith at 608-261-2517 or Jean.Beckwith@Wisconsin.gov

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