

Chapter Comm 131

APPENDIX

The material contained in this appendix is for informational purposes only, and is numbered to correspond to the number of the rule, as the rule appears in the text of the code.

A-131.20 Reprint of s. 560.125 (1), Stats., and the statute sections (in italics) referenced in that section.

“560.125 (1) (a) ‘Common motor carrier’ has the meaning given in s. 194.01 (1). [*“194.01 (1) ‘Common motor carrier’ means any person who holds himself or herself out to the public as willing to undertake for hire to transport passengers by motor vehicle between fixed end points or over a regular route upon the public highways or property over regular or irregular routes upon the public highways. The transportation of passengers in taxicab service or in commuter car pool or van pool vehicles with a passenger-carrying capacity of less than 16 persons or in a school bus under s. 120.13 (27) shall not be construed as being that of a common motor carrier.”*]

(b) ‘Contract motor carrier’ has the meaning given in s. 194.01 (2). [*“194.01 (2) ‘Contract motor carrier’ means any person engaged in the transportation by motor vehicle over a regular or irregular route upon the public highways of property for hire.”*]

(c) ‘Idling reduction unit’ means a device that is installed on a diesel truck to reduce the long-duration idling of the truck by providing heat, air conditioning, or electricity to the truck while the truck is stationary and the main drive engine of the truck is not operating.

(d) ‘Post-1998 diesel truck engine’ means a heavy-duty highway diesel engine that complies with the air pollutant emission standards promulgated by the federal environmental protection agency under 42 USC 7521 for engine model year 1998 or a later engine model year.

(e) ‘Private motor carrier’ has the meaning given in s. 194.01 (11). [*“194.01 (11) ‘Private motor carrier’ means any person except a common or contract motor carrier engaged in the transportation of property by motor vehicle other than an automobile or trailer used therewith, upon the public highways.”*]

(f) ‘Truck tractor’ has the meaning given in s. 340.01 (73). [*“340.01 (73) ‘Truck tractor’ means a motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.”*]

A-131.30 and 131.50 Reprint of s. 560.125 (3) and (4) (a) to (d) and (f), Stats. “560.125 (3) ELIGIBLE APPLICANTS. An applicant is eligible for a grant under this section only if all of the following apply:

(a) The applicant is a common motor carrier, contract motor carrier, or private motor carrier that transports freight.

(b) The applicant is headquartered in this state.

(c) The applicant pays 50 percent of the eligible costs for each idling reduction unit covered by a grant under this section without the use of grants, loans, or other financial assis-

tance from this state or from a local governmental unit in this state.

(d) The applicant agrees to collect information relating to the operation and performance of each idling reduction unit covered by a grant under this section, as required by the department, and to report that information to the department.

(4) GRANTS. (a) Except as provided in par. (b), the costs that an applicant has incurred or will incur to purchase and install an idling reduction unit on a truck tractor that is owned and operated by the applicant and that has a post-1998 diesel truck engine are eligible costs under this section if the use of the idling reduction unit will result, in the aggregate, in a decrease in the emissions of one or more air contaminants, as defined in s. 285.01 (1), from the truck tractor on which the idling reduction unit is installed or in a decrease in the use of energy by the truck tractor on which the idling reduction unit is installed.

(b) The following costs are not eligible costs:

1. The cost of shipping an idling reduction unit from the manufacturer to the facility where the idling reduction unit will be installed on the truck tractor.

2. The cost of operating an idling reduction unit.

3. The cost of maintaining an idling reduction unit.

(c) Subject to par. (d), the department may make grants under this section from July 1, 2007, to June 30, 2011, of 50 percent of the eligible costs for a total of not more than the following number of idling reduction units per applicant:

1. If the applicant owns and operates one truck tractor with a post-1998 diesel truck engine, one.

2. If the applicant owns and operates at least 2 but not more than 10 truck tractors with post-1998 diesel truck engines, 2.

3. If the applicant owns and operates at least 11 but not more than 50 truck tractors with post-1998 diesel truck engines, the greater of the following:

a. Two.

b. Ten percent of the number of truck tractors with post-1998 diesel truck engines that the applicant owns and operates.

4. If the applicant owns and operates at least 51 but not more than 250 truck tractors with post-1998 diesel truck engines, the greater of the following:

a. Six.

b. Seven percent of the number of truck tractors with post-1998 diesel truck engines that the applicant owns and operates.

5. If the applicant owns and operates at least 251 but not more than 500 truck tractors with post-1998 diesel truck engines, the greater of the following:

a. Eighteen.

b. Six percent of the number of truck tractors with post-1998 diesel truck engines that the applicant owns and operates.

6. If the applicant owns and operates at least 501 but not more than 2,500 truck tractors with post-1998 diesel truck engines, the greater of the following:

a. Thirty.

b. Five percent of the number of truck tractors with post-1998 diesel truck engines that the applicant owns and operates.

7. If the applicant owns and operates more than 2,500 truck tractors with post-1998 diesel truck engines, the greater of the following:

a. One-hundred twenty-five.

b. Three percent of the number of truck tractors with post-1998 diesel truck engines that the applicant owns and operates.

(d) In any fiscal year, the department may not pay to any one applicant more than 20 percent of the amount appropriated under s. 20.143 (3) (sm) for the fiscal year.

(f) The department shall require that applicants receiving grants under this section covering more than one idling reduction unit purchase idling reduction units of more than one type and from more than one manufacturer. The department may impose other conditions on the receipt of grants.”

A-131.40 Grant application form. The following pages contain the department’s application form for applying for the grants awarded under this chapter.

Wisconsin Diesel Truck Idling Reduction Grant 2008 Application



The Department of Commerce (Commerce) 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 technology. 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, in addition to providing valuable field testing data.

Eligibility: All of the following must apply. An eligible applicant:

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.
4. Agrees to collect and report information relating to the operation and performance of each idling reduction unit covered under this grant.

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 Commerce.
- Accessories that are in addition to the basic idling reduction unit (e.g., chrome exhaust, power inverter, etc.)

Funding Availability:

Commerce anticipates awarding two million dollars in grants in 2008. Commerce will accept applications beginning on July 1, 2008.

Reporting Requirement

Grant awardees are required to submit pre-installation (baseline), six and twelve-month reports. The reports must be taken from an on-board electronic record (e.g., ECM download). Please note: copy of engine downloads must be submitted with the pre-installation and 12-month reports. A six-month report is still required, but a copy of the engine download does not need to be included with the report.

What if I'm applying for more than one idling reduction unit?

Applicants applying for grants covering more than one idling reduction unit **must** purchase idling reduction units of more than one type and from more than one manufacturer (e.g., if applying for two units: one APU and one DFH would be eligible, not two APUs).

Please return the completed application to the:
Wisconsin Department of Commerce
Attn: Diesel Truck Idling Reduction Grant Program
201 W. Washington Avenue, P.O. Box 7970
Madison, WI 53707-7970

For more information visit:

<http://commerce.wi.gov/dieselgrantprogram>

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.

Does the grant cover purchases made prior to July 1, 2008?

NO. Only purchases incurred after July 1, 2008 are eligible.

Eligible Idling Reduction Technologies

Examples of idling reduction technologies include, but are not limited to:

- Auxiliary Power Units (APU)
- Battery Powered HVAC Units (BP HVAC)
- Direct Fired Heater/Bunk Heater Unit (DFH)
- Energy Recovery Systems (ERS)

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. Applicants are only eligible to receive grant coverage for the cumulative total number of idle reduction units identified in Section 3's table (page 3) from July 1, 2007 to June 30, 2011 (excludes units funded by Commerce during the 2006 funding cycle).

Step 2: Research idling reduction technology options.

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

Step 4: Submit application and itemized price quote to Commerce for review (accepting applications starting July 1, 2008).

*Applications submitted before July 1, 2008, will be ineligible.

Step 5: If program funding is approved by the state legislature and the application is fundable, Commerce 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 Commerce.

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 Commerce.

Step 9: Receive 80% reimbursement for eligible award amount.

Step 10: After submitting semi-annual and annual reports (including engine download print-out for the 12-month report), applicant receives remaining 20% of eligible award amount.

Applications will be accepted beginning July 1, 2008

Wisconsin Diesel Truck Idling Reduction Grant Program 2008 Application



SECTION 1 - APPLICANT INFORMATION

- 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 #:
10. SS #: 11. Principal administrative office(s) in Wisconsin?
12. 80% of payroll paid to employees employed in Wisconsin?
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:
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):
27. Number of truck tractors in fleet with 1999 or newer diesel truck engines
28. How many truck tractors in your fleet already have idling reduction technology installed?
29. Does your company currently offer any incentives for drivers who conserve fuel?
30. Does your fleet use any alternative fuels (e.g., biodiesel)?
31. What other strategies are you employing to reduce fuel consumption (check all that apply):

* Examples of the types of idle reduction units (Not an exhaustive list of all the technologies available):
APU: (Alliance APU, ComfortPro APU, Kohler APU, RigMaster APU, Teleflex Proheat APU, Thermo King Tripac APU),
BP HVAC: (Bergstrom NITE system, Dometic A/C & Heat, Idle Free Hybrid and Reefer Link Systems),
DFH: (Espar Airtronic and Webasto Air Top 2000),
ERS: (Webasto Blue Cool).

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

2008 Diesel Truck Idling Reduction Grant Application

SECTION 3 - TRUCK INFORMATION

Long Haul Truck Tractor(s):

	Truck 1	Truck 2	Truck 3	Truck 4
32 Engine Model Year				
33 Engine Rebuilt (y/n) If yes, what year was the engine rebuilt?				
34 Sleeper Berth Truck Tractor (y/n):				

The Idle Reduction Technologies you are applying for:

If applying for more than one idling reduction unit you must purchase idling reduction units of more than one type and from more than one manufacturer.

35 Manufacturer of the Idling Reduction Unit:	
36 Model:	
37 Type (specify by using an "x"):	
	APU: Auxiliary Power Unit
	BP HVAC: Battery Powered HVAC Unit
	DFH: Direct Fired Heater/Bunk Heater
	ERS: Energy Recovery System
	Other (please specify)

Information from Attachment C - Price Quote:

38 Idle Reduction Base Unit Price	\$	\$	\$	\$
39 Idle Reduction Installation Price (based on a typical install)	\$	\$	\$	\$
40 Total Cost per unit	\$	\$	\$	\$

41 Number of idling reduction units being requested on this application (#):

Total amount requested - purchase and installation

(per Attachment C):

The following table shows the maximum number of idling reduction units that an applicant may have funded under the program:

Applicant's Number of Eligible Trucks (1999 or newer diesel truck engines)	Maximum Number of Units Funded from July 1, 2007 to June 30, 2011
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

Grant recipients are limited by the table above as to the number of idle reduction units they would be eligible for from 2007 - 2010. Therefore, if you received funding from the Department of Commerce in 2007 for idle reduction units, you must subtract the number of units you received funding for in 2007 to determine how many units you are eligible for funding in 2008 and future years.

If applying for grant coverage for more than four trucks, attach additional copies of this page or download this page off of the Commerce website (<http://commerce.wi.gov/dieselgrantprogram>). Once the file is downloaded, you can fill in the information, print and mail with your completed application.

Grant recipients will be required to submit additional truck information and conduct pre-installation and 12-month engine downloads if awarded funding.

ATTACHMENT A - CERTIFICATION STATEMENT

The Applicant:

1. Certifies that, to the best of their knowledge and belief, the information being submitted to Commerce 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 Commerce 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 Commerce, and to report that information to Commerce.
9. Certifies that the applicant owns and operates the truck tractor(s) for which it is applying for grant coverage (applicant must possess title of the truck tractor(s) and operate the truck tractor(s)).

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 of Commerce
 Bureau of Entrepreneurship
 Phone: (608) 261-2517
 Email: Jean.Beckwith@wisconsin.gov
 Website: commerce.wi.gov/dieselgrantprogram

Please return the completed application to the:

Wisconsin Department of Commerce
 Attn: Diesel Truck Idling Reduction Grant Program
 201 W. Washington Ave,
 P.O. Box 7970
 Madison, WI 53707-7970

State of Wisconsin
 Department of Administration
 DOA-6448 (R08/2001) Substitute W-9

Division of Executive Budget and Finance
 State Controller's Office
DO NOT SEND TO IRS

ATTACHMENT B

W-9 TAXPAYER IDENTIFICATION NUMBER (TIN) VERIFICATION

Print or Type

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

Legal Name: (as entered with IRS)
 Individuals: Enter Last Name, First Name, Middle Initial
 Sole Proprietorships: Enter Last Name, First Name, Middle Initial
 All Others: Enter Legal Name of Business

Trade Name:
 Individuals: Leave Blank
 Sole Proprietorships: Enter Business Name
 All Others: Complete only if doing business as a D/B/A

Remit Address: Address where awarded funds check should be sent if different from primary address PO Box or Number and Street, City, State, ZIP+4

Order Address: Address where order should be mailed
 PO Box or number and street, City, State, ZIP+4
 [NOT APPLICABLE]

Primary Address: Address where 1099 should be sent if different from remit address
 PO Box or number and street, City, State, ZIP+4

Entity Designation: (check only one)

- Individual / Sole Proprietor
- Corporation (includes service corporations)
- Limited Liability Partnership
- Limited Liability Corporation
- Government Entity
- Hospital Exempt from Tax or Government Owned
- Long Term Care Facility Exempt from Tax or Government Owned
- All Other Entities

Taxpayer Identification Number (TIN):

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN. However, using your EIN may result in unnecessary notices to the Requester.

Check Only One

- Social Security Number (SSN)
- Employer Identification Number (EIN)
- Individual Taxpayer Identification Number for U.S. Resident Aliens (ITIN)

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 backup 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 backup 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)		

For all projects approved by Commerce, this form is used as a reference for issuing checks to Recipients. Commerce will file with the IRS appropriate income tax forms for award Recipients based on information that appears on this form. Failure to provide this information may result in delayed payments. This request is being made at the direction of the Wisconsin State Controller. We are required to inform you that failure to provide the correct Taxpayer Identification Number (TIN) / Name combination may subject you to a \$50 penalty assessed by the Internal Revenue Service under section 6723 of the Internal Revenue Code. Section 6109 requires you to furnish your correct TIN to persons who must file information returns with the IRS to report interest, dividends, and certain other income paid to you, mortgage interest you paid, the acquisition or abandonment of secured property, or contributions you made to an IRA. The IRS uses the numbers for identification purposes and to help verify the accuracy of your tax return. You must provide your TIN whether or not you are required to file a tax return. Payers must generally withhold 31% of taxable interest, dividend, and certain other payments to a payee who does not furnish a TIN to a payer. Certain penalties may also apply.

2008 Diesel Truck Idling
Reduction Grant
Application

ATTACHMENT C - PRICE QUOTE



To be filled out by the idling reduction equipment vendor:

Idle Reduction Equipment Vendor Information

Company name: _____ Website: _____ Phone number: _____

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

Customer & Truck Information

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

Vehicle Identification Number (VIN) 17 characters	Truck Year	Truck Make	Truck Model

Idle Reduction Technology (use one price quote per technology):

¹Idle reduction technology: _____ Make/model: _____

²Base unit price: \$ _____ each truck ⁴Customer self installation, if applicable (y/n): _____

³Expected installation price: \$ _____ each truck ⁵Prices are valid for (#) _____ units.

Taxes (if applicable): \$ _____ each truck Notes: _____

Total price per unit installed:	\$ _____	Total cost for all units installed:	\$ _____
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Price quote prepared by:

Signature	Date
Print name	Title
Phone number	E-mail address

(1) If quote is for multiple idle reduction technologies please include a separate quote form for the different idle reduction technologies. Examples of the types of idle reduction units (Not an exhaustive list of all the technologies available): APU: (Alliance APU, ComfortPro APU, Kohler APU, RigMaster APU, Teleflex Proheat APU, Thermo King Tripac APU), BP HVAC: (Bergstrom NITE system, Dometic A/C & Heat, Idle Free Hybrid and Reefer Link Systems), DFH: (Espar Airtronic and Webasto Air Top 2000), ERS: (Webasto Blue Cool).

(2) Base Unit Price: price without any accessories, miscellaneous fees or options. (3) Commerce may set installation costs.

(4) Self installations must be approved by Commerce.

(5) 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)