

Wisconsin Diesel Truck Idling Reduction Grant Program Frequently Asked Questions

1. If I'm eligible for more than one idle reduction unit, do I have to purchase different types and from different manufacturers?

Answer: No. Applicants can choose any idle reduction technology they want. It is recommended the technologies be verified by the U.S. Environmental Protection Agency (EPA) or California Air Resources Board (CARB) but it is not required. To find this information go to: <http://www.epa.gov/cleandiesel/verification/verif-list.htm> or <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>.

2. I'm applying for multiple idle reduction units. Do I need to include multiple price quotes when submitting the application?

Answer: Yes. If applying for more than one idle reduction technology, you must include individual price quotes for each type of idle reduction technologies. You must also use the Vendor Price Quote attached to the application.

The vendor price quotes must be filled out by the idle reduction vendor and must contain the base cost of the unit and installation. This means there should not be any extra costs on the quote. (e.g. shipping costs etc.). If the vendor would still like to include their own quote that lists available options, they may do so as long as the motor carrier submits the completed Vendor Price Quote Form attached to the application with base costs identified.

Applications that don't include a base cost and installation cost separately will be deemed incomplete, so it is important that idle reduction vendors provide the two costs separately.

3. Are leased trucks eligible?

Answer: No. Trucks that are on a leased to own agreement do not meet the definition of being owned and operated by the applicant and are therefore ineligible. Wisconsin Motor carriers that own (possess title) and operate their trucks can be leased on to a company as long as the motor carrier owns and operates the truck tractors for which they are seeking grant coverage.

4. What if I bought my idle reduction unit before July 1, 2016 can I still apply for a grant?

Answer: No. The grants are intended to function as incentives for purchase and installation of the equipment under prescribed conditions and not to be used as rewards or reimbursements for prior purchases.

5. What if I have questions while filling out applications?

Answer: Staff is available to assist motor carriers in filling out applications.

6. If I am an owner operator who resides in Wisconsin, but I work for a fleet ("leased to"), am I still eligible?

Answer: Motor carriers headquartered in Wisconsin that own and operate their 1999 or newer truck tractors are eligible for funding, granted they meet all the eligibility requirements.

7. Are rebuilt engines eligible?

Answer: Yes, if the original engine was manufactured in 1999 or is newer.

8. What happens if I'm awarded grant coverage and the truck tractor is involved in an accident within the first year?

9. **Answer:** Notify the Department of Administration (DOA) immediately. If the idle reduction unit is still functioning properly the motor carrier could install the unit on another truck tractor. If the unit cannot be saved, the truck owner must provide the department with proof by submitting documentation that shows the truck tractor and unit are no longer in working condition.

Insurance coverage: In order to prevent any "double dipping" of benefits, prior to the reimbursement of the costs of the unit, the department could request a copy of any insurance claims filed and/or payments made thereafter.

10. Will the grant cover self-installations made by grant recipients?

Answer: Yes, if approved by the DOA. The person installing the unit must be a properly trained mechanic (certified). If the idle reduction unit is installed by someone who is not certified, the motor carrier would have to get the idle reduction unit inspected by a certified installer at their own expense and submit to DOA an inspectors record/log stating the unit was installed properly.

Motor carriers should keep in mind that warranties could be voided if the installation is not performed by the idle reduction vendor.

11. If a motor carrier submits an application, but is not selected, does that applicant have priority the following year?

Answer: No. Applicants that are not selected during a given year will have to re-apply the following year (if they choose to do so).

12. Once I submit my application, can I go ahead and purchase an idling reduction unit?

Answer: Yes, but applicants who choose to purchase idle reduction units prior to receiving grant approval documents do so at the risk of not being funded. Please note that DOA will require all grant recipients to conduct a pre-installation engine download.

13. If my fleet information takes up more room than what's available on the application, can I include an excel spreadsheet?

Answer: Yes, as long as the attachment (spreadsheet) provides all the information that is asked for on the application (Section 3 – Truck Information). DOA has made available an excel spreadsheet for further truck information on the departments webpage.

14. What happens when an application is submitted using the wrong form?

Answer: Applications submitted to DOA on invalid forms or that are incomplete are considered ineligible for grant coverage. ADM 94.40 states: "Every application for a grant under this chapter shall be submitted to the department on a fully completed, valid form provided by the department."

15. The registration on my truck-tractor is not in the state of Wisconsin. Am I still eligible?

Answer: Yes. Wisconsin motor carriers do not have to have their truck tractors registered in Wisconsin, but the applicant needs to be headquartered in Wisconsin and own and operate their 1999 or newer truck tractors.

16. Once I am selected for a grant, does the contract need to be signed by a certain date?

Answer: Yes. Grant recipients need to sign and return the contract within 30 days from the award date. The department may grant a brief extension if needed.

17. Does DOA set application submittal deadlines?

Answer: Applications will be accepted during a set window (e.g., July 1 – 5). All applications received before or after the set timeframe will be considered ineligible. This will provide better clarity for when applications will be accepted and considered for funding.

18. If an applicant is applying for multiple units, but only provides a price quote for one technology what happens?

Answer: the request will be viewed as one technology (therefore the applicant will have one ticket in the lottery).

19. How are eligible applications funded?

Answer: all eligible applications are considered for funding (within a set timeframe – before the department cuts off accepting applications). The applications go through a lottery to determine which ones are funded.

20. How is the lottery run?

Answer: The lottery is a computer-based random lottery. Each eligible truck will receive a 'ticket' in the lottery. Once the funding is allocated, it is possible fleets may choose not to participate or to only use part of the funding. If this happens, those funds will be returned to the 'pot' and another lottery will be run. This may happen several times throughout the year.

21. If an application is missing information, but there is enough information to make a funding decision how is the application is treated?

Answer: the department will consider the application for a grant, but will follow-up with the motor carrier once the lottery is conducted.

22. How will base costs be determined prior to the lottery?

Answer: Averaging - Base costs are determined by averaging price quotes for each technology. For example, ABC APU base cost is determined by averaging quoted unit plus installation costs across all motor carriers/fleets that requested ABC APU. If a technology is requested by only one motor carrier/fleet, then DOA will obtain a vendor or manufacturer price quote to average with the submitted quote for a base cost.

Award amounts are limited to the lesser of requested amount and the base cost amount.

23. Are used idle reduction units acceptable?

Answer: No. Used idling reduction units will not be considered.

24. Does the grant cover parts (e.g., flange bolt, cables) during installation?

Answer: The grant covers base unit costs and base installation costs (typical installations).

25. Are applicants that have tax liens, but are on payment plans, eligible for grant funds?

Answer: Yes, if the applicant can provide documentation from the Wisconsin Department of Revenue and/or Internal Revenue Service that clearly states the applicant is on a payment plan.

26. If a grant recipient receives funding from another entity to assist in the purchase of the idle reduction equipment, are they still eligible for funding under the DOA program?

Answer: S. 16.956 (3) (c) states: "*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 assistance from this state or from a local governmental unit in this state.*" Therefore, if the grantee receives funding from an entity other than from the state or local governmental unit in Wisconsin, they would still be eligible for funding.