

Onroad Rebate Program Guidelines

**Class 4-8 Local Freight Trucks, Drayage Trucks,
School Buses, Shuttle Buses, and Transit Buses**

A Driving PA Forward Funding Program



pennsylvania
DEPARTMENT OF ENVIRONMENTAL
PROTECTION

Josh Shapiro
Governor

Jessica Shirley
Interim Acting Secretary

**Calendar Years (CYs) 2023-2024
(Revised November 2023)**

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Commonwealth of Pennsylvania Equity Statement

The Department of Environmental Protection (DEP) values working with partners who share our view that diversity and equity are integral to success in restoring and protecting the environment for all Pennsylvanians. As we work to demonstrably improve the inclusivity of our programs and processes, we also encourage our partners to pursue increased inclusivity in their operations. In this way, Pennsylvania's natural resources are best protected as "the common property of all the people," as identified in our state constitution.

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ध्यान दिनुहोस्: यदि तपाईं अंग्रेजीबाहेक अन्य भाषा बोल्नुहुन्छ भने तपाईंलाई भाषा सहायता सेवा उपलब्ध गराउन सकिन्छ। कल (717) 772-1104.

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Somali

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale oon aheyn ingiriiska, adeegyo luuqado ayaa kuu diyaar ah. Wac (717) 772-1104.

Spanish

ATENCIÓN: Si habla otro idioma que no sea el inglés, los servicios de asistencia lingüística pueden estar disponibles para usted. Llame al (717) 772-1104.

Ukrainian

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Urdu

توجہ: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو زبان کی معاونت کی خدمات آپ کو دستیاب کرائی جا سکتی ہیں۔ کال (717) 772-1104۔

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Relay Service: For applicants who are deaf, hard of hearing, deafblind, or have a speech disorder, the Hamilton Relay Service is available by calling 1-800-654-5984 (TTD users) or 1-800-654-5988 (voice users) and request that the call be relayed to Michael Trone at 717-772-1104.

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I. Funding Opportunity Description

A. Background

Reducing emissions from diesel engines is a significant air quality challenge facing the Commonwealth of Pennsylvania. To help Pennsylvania meet its diesel emissions reduction goals, DEP developed several grant and rebate programs under the Driving PA Forward Initiative to improve air quality in Pennsylvania and drive transformation from older, polluting diesel engines to cleaner, greener technologies. New engine technologies like electric, compressed natural gas, propane, and cleaner diesel can significantly reduce pollutants from freight and delivery trucks, transit and school buses, cargo handling equipment, ocean going vessels in port, forklifts, tugs, and freight switchers that rely on older diesel technology.

The Onroad Rebate Program is one of the Driving PA Forward Initiative's financial incentive programs that the DEP has developed to fund Eligible Mitigation Actions (EMAs) from Pennsylvania's \$118.5 million allocation from the State Environmental Mitigation Trust, resulting from the Volkswagen emissions cheating lawsuit settlement.¹ Pennsylvania will have at least 10 years to use its allocation of the State Environmental Mitigation Trust to fund EMAs. All expenditures from the State Environmental Mitigation Trust will require the approval of the Trustee.²

B. Scope of Work

The primary goal of the Onroad Rebate Program is to improve Pennsylvania's air quality by reducing oxides of nitrogen (NO_x) emissions from diesel-powered mobile sources by funding diesel emission reduction projects. Eligible diesel emission reduction solutions include certified engine repowers and/or certified vehicle or equipment replacements. DEP encourages projects located in the priority areas, in accordance with DEP's Beneficiary Mitigation Plan. Areas qualifying as priority areas for funding are those located in Environmental Justice Areas, National Ambient Air Quality Standard 'nonattainment' and 'maintenance areas', and exclusive combinations of high traffic and population density areas. Priority Areas are more clearly defined in the accompanying Applications Instructions document.

C. What's New

The CYs 2023-2024 (CYs 23-24) Onroad Rebate Program will be the last round for this Driving PA Forward funding opportunity. All Volkswagen settlement funds allocated to the Onroad Rebate Program are expected to be exhausted after the CYs 23-24 public solicitation.

The CYs 23-24 Onroad Rebate Program will open for applications on November 24, 2023 and will stay open until all remaining funds are reserved via issuance of rebate vouchers. There is a total of \$5.2 million to award in vouchers in this final round.

¹ A \$2.866 billion environmental mitigation trust (State Mitigation Trust) was established by the Environmental Mitigation Trust Agreement for State Beneficiaries filed by the United States (U.S.) Department of Justice, with the U.S. District Court for the Northern District of California on October 2, 2017, in the case, *In Re: Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability Litigation* (No. 3:15-md-02672-CRB (N.D. Cal.), MDL No. 2672). Additional information about the case and the settlement are available on DEP's website.

² A Trustee, Wilmington Trust, N.A., was approved by the Court on March 15, 2017, to administer the State Trust Agreement and disburse the funds from the State Environmental Mitigation Trust.

A waitlist will be established for applicants who apply after all CY 23-24 funds are reserved via active rebate vouchers. Typically, a large portion of reserved Onroad Rebate funds are returned to the program from expired vouchers and withdrawn projects. Waitlisted applicants will be offered program funding, if/when previously reserved funds are made available from withdrawn project and non-redeemed vouchers. Applicants will remain on the waitlist for 375 days from the close of the CYs 23-24 Onroad Rebate Program.

A single-use time extension provision is in effect for the CYs 23-24 Onroad Rebate Program. As this will be the last round of funding, voucher holders who cannot complete their projects within the 365-day project period, will be unable to apply for renewal and the reserved funds will be lost. To proactively address this potential hardship, voucher holders will be permitted to request a 180-day no cost time extension. Time extension requests will be considered on a case-by-case basis, and must satisfy the following conditions:

- Onroad Rebate project must be well underway.
- Reasons why the project can't be completed by the end of the standard 365-day project period must be entirely out of the voucher holder's control.
- Project must be able to complete within the 180-day extension.
- Extension request must be filed with DEP no later than 45 days prior to the original voucher expiration date.

D. Focus on Environmental Justice

Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations, and policies. EJ embodies the principles that communities should not be disproportionately exposed to adverse environmental impacts and anyone can have a seat at the table in the decision-making process that affects their environment.

Pennsylvania DEP identifies an EJ Area where 20 percent or more individuals live at or below the federal poverty line, and/or 30 percent or more of the population identify as non-white minority, based on data from the U.S. Census Bureau and the federal guidelines for poverty. In many instances, industrial sources of pollution are disproportionately concentrated in and around these EJ Areas, which negatively affects health and severely impacts quality of life for individuals living and working in EJ Areas.

The Commonwealth of Pennsylvania encourages any project which would attempt to mitigate pollution in EJ Areas. Any Driving PA Forward grant or rebate project proposal received by DEP, which provides clear environmental benefit to an EJ area, may receive additional consideration in the application review process.

II. **Onroad Rebate Information**

A. Available Funding

The Onroad Rebate Program is funded through Pennsylvania's allocation from the State Environmental Mitigation Trust. The funding available under the calendar years (CYs) 2023-2024 Onroad Rebate Program is \$5,200,000. The application period for this round of funding will open on November 24, 2023. DEP will close the application period following the issue of \$5.2 million

in vouchers, and after the application waitlist reaches 20 applicants or \$1 million. Applications for rebates will be accepted, reviewed, and approved on a first come, first served basis. Waitlisted applications will be selected as funding becomes available and in the order they were received.

The Onroad Rebate Program provides rebate vouchers that hold a certain amount of funding to be reimbursed to successful applicants once projects are complete. Rebate amounts are calculated when the application is completed using the Rebate Calculator provided by DEP. The Onroad Rebate Calculator will determine the total maximum rebate amount that may be reimbursed per vehicle, and the combined maximum rebate amounts for all vehicles submitted. The total amount calculated by the Rebate Calculator is the maximum amount an applicant can receive, even if final project costs are higher than originally estimated. The maximum rebate amount per vehicle will be either the percentage of total, per-vehicle project costs, or the maximum dollars-per-vehicle amount listed in Table 1 below, whichever is less. Maximum reimbursement percentages or maximum per vehicle dollars vary by vehicle type and vehicle ownership. Rebates can be applied to project costs directly connected to the purchase and installation of an eligible engine(s) and/or piece of equipment, or the purchase of an eligible vehicle(s) (see Section IV for a list of eligible and ineligible project costs).

Once approved, a successful Onroad Rebate awardee will be issued a rebate voucher, based on the amount calculated by the Rebate Calculator. The maximum rebate amount will be listed on the rebate voucher. The final rebate amount may be lower than the voucher amount if final costs are lower than reported in the application but will not be higher than the voucher amount. DEP will not issue more than:

- \$500,000 in Onroad Rebate vouchers for diesel and alternative fuel projects, in total, to any entity at any time or allow any entity to hold active rebate vouchers for more than five vehicles at any time.
- \$750,000 in Onroad Rebate vouchers for zero-emission technology projects, in total, to any entity at any time or allow any entity to hold active rebate vouchers for more than five vehicles at any time.

If an applicant has reached the \$500,000/\$750,000 or five vehicle voucher maxima, additional rebate applications from the applicant will only be evaluated after DEP approves the redemption of a voucher or vouchers previously issued, such that the entity is then below the \$500,000/\$750,000 and five vehicle maxima. Additional rebate requests will only be reviewed if the applicant is on the waitlist, and expired voucher funds become available.

The Onroad Rebate Program may be combined with other such rebates or subsidies to receive multiple benefits for the same project. However, other rebates or subsidies received or expected to be received for eligible costs for the project are subtracted from the project cost in the rebate calculator prior to determining the final rebate amount available under this program. Subsidies, rebates, or other funding that pays for ineligible costs does not need to be subtracted from the total project costs in the rebate calculator. This policy does not extend to the use of federal tax credits the applicant may receive for the project.

Table 1: Government Entities: Maximum Per Vehicle Reimbursement Rates

Project Category	Maximum Reimbursement Percentages	Maximum Dollar-Amount Reimbursements	Maximum Dollar-Amount Reimbursements for Act 47 Municipalities
Diesel			
Class 4-5 Truck Repower or Replacement	40%	\$35,200	\$88,000
Class 6-7 Truck Repower or Replacement	40%	\$44,000	\$110,000
Class 8 Truck Repower or Replacement	40%	\$77,000	\$192,500
Drayage Truck Replacement	50%	\$123,750	\$247,500
Drayage Truck Repower	40%	\$77,000	\$192,500
School Bus Repower or Replacement	25%	\$24,750	\$99,000
Shuttle Bus Repower or Replacement	40%	\$57,200	\$143,000
Alternative Fuels			
Class 4-5 Truck Repower or Replacement	50%	\$55,000	\$110,000
Class 6-7 Truck Repower or Replacement	50%	\$82,500	\$165,000
Class 8 Truck Repower or Replacement	50%	\$123,750	\$247,500
Drayage Truck Repower	40%	\$77,000	\$192,500
Drayage Truck Replacement	50%	\$123,750	\$247,500
School Bus Repower or Replacement	25%	\$30,250	\$121,000
Shuttle Bus Repower or Replacement	40%	\$66,000	\$165,000
Transit Bus Repower or Replacement - Incremental Cost	100%	\$110,000	\$110,000
Electric			
Class 4-5 Truck Repower or Replacement	60%	\$108,000	\$180,000
Class 6-7 Truck Repower or Replacement	60%	\$126,000	\$210,000
Class 8 Truck Repower or Replacement	60%	\$180,000	\$300,000
Drayage Truck Repower or Replacement	60%	\$180,000	\$300,000
School Bus Repower or Replacement	60%	\$150,000	\$250,000
Shuttle Bus Repower or Replacement	60%	\$121,200	\$202,000
Short Range Transit Bus Repower or Replacement - Incremental Cost	100%	\$100,000	\$100,000
Long Range Transit Bus Repower or Replacement - Incremental Cost	50%	\$250,000	\$500,000

Electric with Infrastructure			
Class 4-5 Truck Repower or Replacement	60%	\$114,000	\$190,000
Class 6-7 Truck Repower or Replacement	60%	\$132,000	\$220,000
Class 8 Truck Repower or Replacement	60%	\$186,000	\$310,000
Drayage Truck Repower or Replacement	60%	\$186,000	\$310,000
School Bus Repower or Replacement	60%	\$156,000	\$260,000
Shuttle Bus Repower or Replacement	60%	\$127,200	\$212,000
Short Range Transit Bus Repower or Replacement - Incremental Cost	100%	\$150,000	\$150,000
Long Range Transit Bus Repower or Replacement - Incremental Cost	50%	\$250,000.00	\$500,000

Table 2: Non-Government Entities: Maximum Per Vehicle Reimbursement Rates

Project Category	Maximum Reimbursement Percentages	Maximum Dollar-Amount Reimbursements
Diesel		
Class 4-5 Truck Repower or Replacement	20%	\$17,600
Class 6-7 Truck Repower or Replacement	20%	\$22,000
Class 8 Truck Repower or Replacement	20%	\$38,500
Drayage Truck Replacement	40%	\$110,000
Drayage Truck Repower	40%	\$66,000
School Bus Repower or Replacement	20%	\$19,800
Shuttle Bus Repower or Replacement	20%	\$28,600
Alternative Fuels		
Class 4-5 Truck Repower or Replacement	20%	\$22,000
Class 6-7 Truck Repower or Replacement	20%	\$33,000
Class 8 Truck Repower or Replacement	20%	\$49,500
Drayage Truck Repower	40%	\$77,000
Drayage Truck Replacement	40%	\$99,000
School Bus Repower or Replacement	20%	\$24,200
Shuttle Bus Repower or Replacement	20%	\$33,000
Transit Bus Repower or Replacement - Incremental Cost	20%	\$22,000

Electric		
Class 4-5 Truck Repower or Replacement	60%	\$108,000
Class 6-7 Truck Repower or Replacement	60%	\$126,000
Class 8 Truck Repower or Replacement	60%	\$180,000
Drayage Truck Repower or Replacement	60%	\$180,000
School Bus Repower or Replacement	60%	\$150,000
Shuttle Bus Repower or Replacement	60%	\$121,200
Short Range Transit Bus Repower or Replacement - Incremental Cost	100%	\$100,000
Long Range Transit Bus Repower or Replacement - Incremental Cost	50%	\$250,000
Electric with Infrastructure		
Class 4-5 Truck Repower or Replacement	60%	\$114,000
Class 6-7 Truck Repower or Replacement	60%	\$132,000
Class 8 Truck Repower or Replacement	60%	\$186,000
Drayage Truck Repower or Replacement	60%	\$186,000
School Bus Repower or Replacement	60%	\$156,000
Shuttle Bus Repower or Replacement	60%	\$127,200
Short Range Transit Bus or Replacement - Incremental Cost	100%	\$150,000
Long Range Transit Bus or Replacement - Incremental Cost	50%	\$250,000

1. Reimbursement amounts are determined by the project type funding percentage, up to the maximum, per-vehicle dollar-amounts identified in Tables 1 & 2.
2. Preference will be given to applicants that are approved distressed municipalities under Act 47, Financially Distressed Municipalities Act of 1987, by allowing up to 100 percent reimbursement for eligible projects. Such municipalities must be identified on DCED's website to be eligible.
3. 'Government' rate for public school bus replacement projects: Businesses, non-profits, and transportation planning organizations contracted to provide student transportation services with public Pennsylvania school districts, are eligible to receive the 'Government' reimbursement rate, for the replacement of buses utilized to fulfill those contracts.
4. See the Glossary for definitions of vehicle types.

B. Project Period

Purchases/installations may be made starting September 1, 2023 and are subject to the eligibility requirements and funding restrictions of this program. Following DEP approval, the rebate

applicant will be issued a voucher that secures the approved rebate amount for 365 days. The voucher recipient must complete the project and provide all required documentation prior to the expiration date for the rebate voucher redemption request to be processed.

Applicants with vouchers that expire prior to project completion and submission of final documentation to DEP will forfeit their project funding. However, voucher holders who are unable to complete their projects on-time may request a one-time, 180-day no-cost time extension, if the following conditions are met:

- 1) The reasons why the project couldn't be completed within the standard 365-day project period must be entirely beyond the voucher holder's control (i.e. – supply chain disruptions, sale or reorganization of applicant's organization during project period, loss of essential project personnel during the project period, natural disasters and catastrophes).
- 2) The project must be well underway. All accumulated project activities and expenditures must occur within the active project period.
- 3) Time extension requests must be received by DEP no later than 45 days prior the original voucher expiration date of the CYs 23-24 Onroad Rebate Voucher.
- 4) The project must complete, and redemption request must be submitted to DEP by the end of the 180-day project period extension, which will start at the end of the standard 365-day project period.

Time extension requests will be evaluated on a case-by-case basis and are not guaranteed to be provided. Projects granted an extension must complete by the end of the new project period or will permanently forfeit funding.

C. Funding Type

The Onroad Rebate Program is offering funding as a rebate program. This means an applicant issued a rebate voucher will complete their project, pay all associated costs, and submit a complete Onroad Rebate redemption request application package to DEP. If DEP approves the voucher redemption request, DEP will request funds from the Trustee for payment to the voucher holder by the Commonwealth. For clarification: A voucher holder must meet the following milestones within their defined Project Period to be eligible for redemption:

- 1) Purchase new, replacement vehicles and place into full-time service in the voucher holder's fleet. This includes the purchase and installation of any charging/re-fueling infrastructure needed to support the operation of the new vehicles.
- 2) Scrap existing project vehicles according to Onroad Rebate Program requirements.
- 3) Pay all costs associated with the project and as identified in the application.
- 4) Submit an 'Application for Rebate Redemption' to DEP, complete with all required documentation.

D. Public Disclosure of Application Documents

Onroad Rebate Program applications and supporting documentation are public documents and subject to disclosure to the public upon request. Please note that all documentation and records used to support a funding request submitted to the Trustee of the State Mitigation Trust, and all documentation and records in support of all expenditures of State Mitigation Trust funds, are required to be made publicly available, subject to applicable laws governing the publication of confidential business information and personally identifiable information. This may include

information from the application and attachments, or voucher redemption request documentation submitted by successful applicants. Directions are provided in the Application Instructions for this program on how to format and submit any information that the applicant wishes the Commonwealth to consider as proprietary or confidential.

III. Eligibility Information

A. Eligible Applicants

Organizations that operate eligible Class 4-8 local freight or drayage trucks or school, shuttle, or transit buses registered or having an apportioned registration in Pennsylvania and operating predominately in the state may apply to the Onroad Rebate Program. See the glossary for definitions. Eligible applicants include a/an:

1. Business.
2. Incorporated Nonprofit.
3. State, Local, or Tribal Government Agency.
4. Air Quality or Transportation Organization.
5. Metropolitan or Rural/Regional Transportation Planning Organization.
6. Federal Government Agency.

Eligible applicants, or the entities they represent, must have a physical location or base of operations located within the boundaries of Pennsylvania, from which the vehicles proposed for repower or replacement operate.

B. Ineligible Applicants

1. Businesses and non-profits not incorporated in or registered with the Pennsylvania Department of State, Bureau of Corporations and Charitable Organizations, to do business in the Commonwealth.
2. Individuals applying as individuals, not on behalf of an eligible applicant. Please note, sole proprietors are eligible to apply as a business.

C. Eligible Diesel Vehicles

See the Section IX. Glossary for definitions. Eligible vehicles include the following diesel-powered sources:

1. Class 4-8 local freight and drayage trucks with engine MY 1992-2009, with at least three years remaining useful life.
2. Class 4-8 school buses or shuttle buses, with engine MY 2009 or older, with at least three years of remaining useful life.
3. Transit buses with engine MY 2009 or older, that currently meet, or are expected to meet within one year of application, the following useful life guidelines:
 - a. Buses that are less than 30 ft, are 15,000 pounds GVWR or less, are at least five years old, and have at least 150,000 miles on the odometer.
 - b. Buses that are less than 35 ft, are over 15,000 pounds GVWR, are at least 10 years old, and have at least 350,000 miles on the odometer.
 - c. Buses that are at least 35 ft, are over 20,000 pounds GVWR, are at least 12 years old, and have at least 500,000 miles on the odometer.

- d. See Section III.D. for eligible project type limitations for transit buses; they differ from other vehicle types.

Vehicles must be registered (full or apportioned) in Pennsylvania and operating predominately in Pennsylvania (greater than 50 percent), at the time of application.

1. Pennsylvania is a member of the International Registration Plan (IRP) which is a registration reciprocity agreement among jurisdictions of the United States and Canada. The agreement provides for registration fee payments based on fleet distance operated in various jurisdictions.
2. Apportioned registration applies to vehicles that travel or are intended for travel in two or more of the member jurisdictions and is used for the transportation of persons for hire or is designed, used, or maintained primarily for the transportation of property, and:
 - a. is a power unit having a gross or registered weight in excess of 26,000 pounds, or
 - b. is a power unit having three or more axles regardless of weight, or
 - c. is used in combination when the weight of such combination exceeds 26,000 pounds gross vehicle weight.
3. Vehicles or combinations, having a gross vehicle weight of 26,000 pounds or less and two-axle vehicles, may be apportioned at the option of the registrant.
4. Operating predominately in Pennsylvania means that greater than 50 percent of a vehicle's annual operating time or greater than 50 percent of a vehicle's annual mileage must occur within the boundaries of Pennsylvania.

D. Eligible Project Types

1. Existing diesel project vehicles or engines must be scrapped or rendered permanently inoperable for all eligible project types.
2. Replace or repower eligible Class 4-8 trucks, school buses, or shuttle buses with a MY 2020 or newer diesel or alternative fueled engines, including all-electric engines.
3. Replace or repower eligible drayage trucks with a MY 2018 or newer diesel or alternative fueled engines, including all-electric engines.
4. Replace or repower eligible transit buses with MY 2020 alternative fuel and electric-powered vehicles and engines/motors. Diesel replacements or repowers of transit buses are not eligible for funding under this program.

E. Ineligible Vehicles, Engines, and Project Types

The following are ineligible vehicles and engines:

1. Local freight or drayage trucks that are MY 1991 or older, or newer than MY 2009.
2. Any buses newer than MY 2009.
3. Any vehicle or engine that is not a diesel-powered GVWR Class 4-8 local freight truck, drayage truck, or Class 4-8 school, shuttle, or transit bus.
4. Engines or vehicles designated for repower or replacement where most of the annual operation time does not occur within the Commonwealth.
5. Engines or vehicles being replaced or repowered that are not operational or that do not have a valid Pennsylvania state registration, or apportioned registration, as required.
6. Engines or vehicles that do not meet the minimum, remaining useful life requirement of three years.

7. Vehicles that have not operated in the applicant's fleet for at least one year prior to the application date.
8. Vehicles or engines purchased (paid for and ownership transferred) prior to September 1, 2023, or any time after the rebate voucher period has expired.

The following are ineligible projects types:

1. Projects to repower or replace transit buses with new diesel engines or buses.
2. Projects already completed or started more than 30 days prior to applying to DEP.
3. Projects with vehicles or engines physically located entirely outside of Pennsylvania.
4. Projects that are intended for fleet expansion.
5. Projects where the original vehicle will not be scrapped using an approved method; or not scrapped at all.
6. The repair or salvaging of a disabled vehicle.
7. Scheduled or routine maintenance.
8. Repairs due to accidents or neglect.
9. Projects that were previously funded by a different state or federally funded grant program.
10. Projects that replace or repower an alternative fuel vehicle, engine, or equipment.
11. Projects with no measurable environmental net benefit for the Commonwealth.

IV. Project Costs

A. Eligible Project Costs

1. Eligible costs for a diesel or alternative fuel repower (except transit buses) include the final cost of the new engine and installation costs.
2. Eligible costs for an electric repower (except transit buses) include the final cost of the engine, including installation costs and charging infrastructure associated with the new engine.
3. Eligible costs for a diesel or alternative fuel replacement (except transit buses) include the final cost of the new vehicle.
4. Eligible costs for an electric replacement (except transit buses) include the final cost of the new vehicle, including charging infrastructure associated with the new all-electric vehicle.
5. Eligible costs for an alternative fuel or electric repower for transit buses include the final, incremental costs of the new engine, including installation costs, above the cost of a comparable diesel engine, including charging infrastructure associated with the new all-electric vehicle.
 - a. For projects including electric vehicle infrastructure, the full or partial cost of the infrastructure may be included in the total project costs, but the engine purchase and installation costs are limited to incremental costs as noted above.
6. Eligible costs for an alternative fuel or electric replacement for transit buses include the final, incremental costs of the new vehicle, above the cost of a comparable diesel vehicle, including charging infrastructure associated with the new all-electric vehicle.
 - a. For projects including electric vehicle infrastructure, the full or partial cost of the infrastructure may be included in the total project costs, but the vehicle purchase costs are limited to incremental costs as noted above.

7. All project costs must be necessary for, and directly connected to, the purchase and installation of new engines or the purchase of new vehicles, and/or the purchase and installation of charging infrastructure – where applicable.
8. Project costs may include all applicable taxes and fees for eligible purchases and/or installations.
9. Project costs may include costs necessary for upgrades to purchase a new similarly outfitted vehicle. This means that any upgrades necessary to replace the function of the current vehicle, for example adding a dump truck package to a new basic chassis to replace an existing dump truck, is an eligible cost. Adding to the function of the new vehicle, such as installing a plow on the example above, would not be an eligible cost under this program.
10. Eligible infrastructure costs for electric charging infrastructure, if purchased and installed in conjunction with an eligible all-electric repower or replacement, include.
 - a. Electric vehicle supply equipment (EVSE) purchase cost.
 - b. EVSE installation costs.
 - c. Electric service upgrades.
 - d. Connecting EVSE to electrical service.
 - e. Up to a three-year maintenance/warranty plan, if obtained at the time of equipment purchase/installation.

B. Ineligible Project Costs

DEP will not consider costs associated with the following:

1. Costs to upgrade vehicles beyond similar functions and amenities of the replaced vehicle.
2. Upgrades to a higher GVWR class than the original project vehicle – for diesel and alternative fuel repower/replacement projects only. Electric repower/replacement projects may be permitted to increase by one GVWR class, but only for unavoidable, technical reasons, and this must be approved by DEP in advance.
3. Any fees associated with electric charging infrastructure not specified above.
4. Construction or modification of buildings and parking facilities to accommodate alternatively fueled vehicles.
5. Administrative costs.
6. Electric supply costs.
7. Repair costs for damaged or inoperable or malfunctioning vehicles and equipment.

V. **Additional Conditions**

The awarding of grant and rebate funding is subject to the following conditions:

1. DEP may consider past performance of applicants who received state funded grants and rebate incentives when determining rebate eligibility. DEP reserves the right to not award or withhold funds to applicants that have not completed projects or have failed to adhere to program requirements. This determination will be made by DEP on a case-by-case basis.
2. All projects must comply with all applicable local, state, and federal laws and must adhere to DEP guidance and policies.
3. Applicants must not have any outstanding obligations (financial or otherwise) to the Commonwealth and must not have any unresolved environmental violations.

4. Grantees must secure all permits or approvals otherwise required for the project to proceed, including permits required by DEP.
5. All government and on-profit and for-profit business entity employers in the Commonwealth of Pennsylvania are subject PA Prevailing Wage Act requirements. To be eligible for funding from this Program, applicant must already be compliant with the Act. Compliance with this Act will be verified with the PA Department of Labor & Industry, upon receiving an application for rebate funding.
 - a. Applicants shall ensure, where necessary, that construction projects with a cost more than \$25,000 that may be subject to PA's Prevailing Wage Act requirements are paid appropriate wages commensurate with the Act.
 - b. It is solely the responsibility of the applicants to ensure the act is followed where applicable.
6. In addition to the Prevailing Wage Act above, any government or for-profit entity applying for grant funding from any Commonwealth agency, must also comply with PA Executive Order 2021-06, Worker Protection and Investment:
 - a. Applicants are required to pay all employees working in their organizations a minimum wage that meets or exceeds the Commonwealth's minimum wage, as prescribed in PA Executive Order 2016-02, Minimum Wage for Employees of the Commonwealth and of Organizations Receiving State Contracts.
 - b. Beginning July 1, 2019, and annually thereafter, the minimum wage shall be increased by of \$0.50 until July 1, 2024, when the minimum wage reaches \$15.00. Thereafter, the minimum wage rate would be increased by an annual cost-of-living adjustment using the percentage change in the Consumer Price Index for All Urban Consumers (CPI-U) for Pennsylvania, New Jersey, Delaware, and Maryland. The applicable amount shall be published in the Pennsylvania Bulletin by March 1 of each year to be effective the following July 1.
 - c. Additionally, applicants must ensure any contractors, consultants, or lessors which will be compensated for work or costs related to Commonwealth grant- or rebate-funded projects, must also be compliant with the requirements identified above, if applicable. It is the applicant's/grantee's sole responsibility to notify any potential contractor, consultant, or lessor of these requirements and ensure compliance of these third parties prior to the expenditure of any project funds.

Failure to comply with the provisions in the Prevailing Wage Act and PA Executive Order 2021-06, may result in the termination of the grant agreement contract or rebate voucher, resulting in the loss of project funding. For more information about the applicability of the Prevailing Wage Act and Executive Order 2021-06 requirements, applicants should contact the Department of Labor and Industry at 717-787-5279 or 800-932-0665 or visit the website at www.dli.pa.gov.

7. If awarded a rebate voucher under this program, by accepting the issued rebate voucher, the applicant agrees to comply with all requirements of the Onroad Rebate Program and will work towards completion of their funded project in good faith. Failure to comply with any provision of this rebate program may result in corrective action, up to and including revocation of the awarded rebate voucher -depending on the infraction.

VI. Reporting Requirements

- A. All rebate recipients will be required to submit a one-year follow-up report after project completion. DEP will identify the submission due dates and provide reporting instructions upon completion of the project.

- B. If a rebate recipient fails to submit the information by its due date, DEP will not review and may suspend other rebate applications and voucher redemption requests from that recipient until the reporting requirement is fulfilled.
- C. The information submitted to DEP will identify one year of vehicle or engine usage data. The following information will be requested from each project. Additional data may be requested.
 - 1. Annual mileage/usage hours.
 - 2. Annual fuel use.
 - 3. Annual emission reductions.
 - 4. Maintenance and repair frequency.
 - 5. Charging equipment utilization, where applicable.

VII. How to Apply

- A. DEP will only accept rebate applications submitted through the Department of Community and Economic Development's (DCED) Electronic Single Application website, (ESA, a.k.a. eGrants), at: <https://www.esa.dced.state.pa.us/Login.aspx>. Please see the Onroad Rebate Program Application Instructions document for detailed, step-by-step instructions for registering in eGrants and applying for the rebate.
- B. All applications will require the following information, at minimum, to be submitted via eGrants:
 - 1. Applicant name, address, EIN, contact information, SAP Vendor ID number (for successful applicants).
 - 2. Project location.
 - 3. A brief narrative describing the project.
 - 4. Applicant small business status, Act 47 status, and organization type.
 - 5. Project type.
 - 6. Current vehicle information such as type, model year, annual mileage, annual fuel use, and ownership.
 - 7. New vehicle information such as type, model year, anticipated reduction in fuel use, and infrastructure requirements.
 - 8. New engine information such as horsepower and displacement, for engine repowers only.
 - 9. Priority location status.
 - 10. Project vehicle(s) normal attrition schedule narrative.
 - 11. Rebate Calculator worksheet with estimated total project costs.

Questions regarding the registration, access, and use of the eGrants application system should be directed to the eGrants Help Desk at egrantshelp@pa.gov, or 1-833-448-0647 between the hours of 8:30 AM to 5:00 PM EST Monday through Friday.

Inquiries related to Onroad Rebate Program requirements, approved project milestones, and other aspects of this rebate program- including application requirements- should be directed to Driving PA Forward program staff at 717.787.9495, or by e-mail to RA-EPVWMITIGATION@pa.gov.

VIII. Webinar Information

A recorded presentation providing an overview of the program and application process will be available on the Department's Driving PA Forward website under the 'Onroad Rebate' heading during the application period. Applicants should use the contact information in Section IX. of these program guidelines to submit questions or request clarification about the presentation or the program documents.

IX. How to Redeem a Rebate Voucher

The rebate recipient must submit the information listed below following project completion to redeem the rebate voucher. The required documentation must be submitted to DEP before the expiration of the rebate voucher. Upon approval of the final documentation, DEP will begin processing the redemption payment. Due in part to the funding request processing time required by both DEP and the Trustee of the Volkswagen settlement funds, payment of the rebate may take up to 180 days, from the date a payment request is submitted to DEP. Submission instructions for redeeming the voucher will be included in the voucher packet provided to successful applicants. Required documentation:

- A. Final Rebate Calculation Worksheet.
- B. Copies of purchase invoices for all eligible project costs.
- C. Approved forms of proof-of-payment for all eligible project costs.
- D. Proof-of-scrappage of existing vehicle(s) or engine(s), including a Certificate of Destruction and all high-resolution, digital photographs required to be submitted with that document. Photograph files must be properly labeled and sorted and must enable the positive identification of specific project vehicles and scrappage tasks.
- E. SAP Vendor ID number.
- F. High-resolution, digital photographs of the new vehicle(s)/engines(s).
- G. A copy of the new vehicle title(s) or other documentation providing the vehicle or engine identification(s) or serial number(s); invoices may address this requirement if these numbers are included on the invoice(s).

Fraud Prevention Disclaimer: Any false information provided or omission of material facts by a voucher holder during the initial application or rebate redemption and payment application processes may subject the voucher holder to criminal, civil, and/or administrative penalties for fraud, false statements, false claims, or otherwise, under 18 Pa C.S. § 4904.

Additionally, the voucher holder is responsible for the actions of any third-party vendors, contractors, or service providers, during the course of completing project activities on the voucher holder's behalf. Voucher holders must ensure the accuracy of documentation provided by project partners, for example - equipment and vehicle vendors and project vehicle scrappers. Voucher holders must also ensure that any project partners comply with the requirements of this program, and all applicable local, state, and federal laws and regulations.

X. Glossary – All definitions are for the purposes of this funding program and may vary from other commonly used definitions.

‘Air Quality or Transportation Organizations’ – Local, regional, or multi-state air quality or transportation organizations that include a Pennsylvania state government agency, a municipal government, or a municipal authority as a member, and

1. owns or operates a diesel fleet located or operating predominately in Pennsylvania, or
2. have partnered with or is acting as a project manager for another eligible entity listed in this section.

‘All-Electric’ – powered exclusively by electricity provided by a battery, fuel cell, or the electric grid.

‘Alternate Fueled’ – an engine, or a vehicle, or piece of equipment that is powered by an engine, which uses a fuel different from or in addition to gasoline fuel or diesel fuel (e.g., CNG, propane, diesel-electric Hybrid).

‘Alternative fuel’ – gaseous fuels such as hydrogen, natural gas (compressed-CNG or liquid-LNG), and propane-LPG; alcohols such as ethanol, methanol, and butanol; vegetable and waste-derived oils; and electricity. Other fuels may be considered for repower and replacement projects on a case-by-case basis by DEP.

‘Business’ – corporations, partnerships, sole proprietorships, limited liability companies, business trusts, or other legal business entities incorporated in or registered with the Pennsylvania Department of State, Bureau of Corporations and Charitable Organizations, to do business in the Commonwealth.

‘CARB’ – California Air Resources Board

‘Certified Remanufacture System or Verified Engine Upgrade’ – engine upgrades certified or verified by EPA or CARB to achieve a reduction in emissions.

‘Class 4-7 Local Freight Trucks (Medium Trucks)’ – trucks, including commercial trucks, used to deliver cargo and freight (e.g., courier services, delivery trucks, box trucks moving freight, waste haulers, dump trucks, concrete mixers, and others) with a Gross Vehicle Weight Rating (GVWR) between 14,001 and 33,000 lbs.

‘Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Buses)’ – vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,001 lbs. used for transporting people. Also see definitions for school bus, shuttle bus, and transit bus.

‘Class 8 Local Freight, and Port Drayage Trucks (Eligible Large Trucks)’ – trucks with a Gross Vehicle Weight Rating (GVWR) greater than 33,000 lbs. used for port drayage and/or freight/cargo delivery (including waste haulers, dump trucks, concrete mixers, and others).

‘Commonwealth’ – Commonwealth of Pennsylvania.

‘DEP’ – Pennsylvania Department of Environmental Protection.

‘Diesel fuel’ – a fuel that is commonly or commercially known, sold, or represented as diesel fuel, including any mixture of primarily liquid hydrocarbons that is sold or represented as suitable for use in an internal combustion, compression-ignition engine.

‘Drayage’ – a truck pickup from, delivery to, or operation within a seaport, border point, inland port, or intermodal terminal with both the trip origin and destination in the same local area. For this program, local area is defined as within 20 miles of the trip origin.

‘Drayage Trucks’ – trucks used for drayage, limited to hauling cargo to and from ports and intermodal rail yards.

‘Electric vehicle or equipment’ – A vehicle or engine that uses electric motors and motor controllers for propulsion or operation of mechanical equipment in place of more common power sources such as the internal combustion engine (ICE).

‘EPA’ – United States Environmental Protection Agency

‘Federal Government Agency’ – Federal agencies that have custody, control, or management of land (including, but not limited to, Clean Air Act Class I and II areas) within or contiguous to the territorial boundaries of the Commonwealth.

‘Government Owned’ – owned exclusively by a Pennsylvania-based eligible applicant that meets the definition of ‘Government’ in Section II.A.

1. For the purpose of this program, privately-owned (non-government) school buses under contract with a public school in Pennsylvania are eligible for the ‘government-owned’ rebate level for school buses.

‘Government’ – a State or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village. The term ‘State’ means the several States, the District of Columbia, and the Commonwealth of Puerto Rico.

‘Grantee’ – an applicant that has an executed grant agreement with DEP.

‘Gross Vehicle Weight Rating (GVWR)’ – the maximum weight of the vehicle, as specified by the manufacturer. GVWR includes total vehicle weight plus fluids, passengers, and cargo.

- Class 1: < 6000 lb.
- Class 2: 6001-10,000 lb.
- Class 3: 10,001-14,000 lb.
- Class 4: 14,001-16,000 lb.
- Class 5: 16,001-19,500 lb.
- Class 6: 19,501-26,000 lb.
- Class 7: 26,001-33,000 lb.
- Class 8: > 33,001 lb.

‘Hybrid’ – a vehicle that combines an internal combustion engine with a battery and electric motor.

- ‘Incremental Cost’ – the difference in cost between a vehicle or engine being replaced by a diesel-powered (conventionally fueled engine) vehicle or engine and an alternatively fueled vehicle or engine.
- ‘Infrastructure’ – the equipment used to enable the use of electric-powered vehicles (e.g., electric vehicle charging station).
- ‘Intermodal Rail Yard’ – a rail facility in which cargo is transferred from drayage truck to train or vice-versa.
- ‘Intermodal’ – involving two or more different modes of transportation in conveying goods (i.e.- air, marine, on-road, rail).
- ‘Metropolitan or Rural/Regional Transportation Planning Organizations’ – Organizations as defined by the U.S. Department of Transportation at 49 U.S.C. § 5303(b), that are located in Pennsylvania.
- ‘MY’ – Model year
- ‘New Engine’ – an engine approved for use in an eligible truck or bus that has never been installed or used before.
- ‘New Vehicle’ – a vehicle with fewer than 7,500 miles on the odometer at the time of purchase that otherwise qualifies for this program.
- ‘Non-Government Owned’ – owned exclusively by Pennsylvania-based eligible applicants that do not meet the definition of ‘Government’ in Section II.A.
- ‘Non-Profit’ – An organization incorporated as a non-profit under Pennsylvania law or registered with the Pennsylvania Department of State, Bureau of Corporations and Charitable Organizations, to do business in the Commonwealth.
- ‘Plug-in Hybrid Electric Vehicle (PHEV)’ – a vehicle that is similar to a Hybrid but is equipped with a larger, more advanced battery that allows the vehicle to be plugged in and recharged in addition to refueling with gasoline or other fuels. This larger battery allows the car to be driven on a combination of electric and other fuels.
- ‘Port’ – a site located at a point along navigable waters (seaport), at a point along an international border (border point), or at a location away from navigable waters or international borders that are used to facilitate the transfer of goods between modes of transportation including air, marine, rail, and truck (inland port or intermodal terminal).
- ‘Public Transportation’ – Regular, continuing shared-ride surface transportation services that are open to the public or open to a segment of the general public defined by age, disability, or low income; and does not include:
1. intercity passenger rail transportation provided by the entity described in Chapter 243 (U.S. Code) (or a successor to any such entity).
 2. intercity bus service.
 3. charter bus service.
 4. school bus service.
 5. sightseeing service.
 6. courtesy shuttle service for patrons of one or more specific establishments; or
 7. intra-terminal or intra-facility shuttle services.

‘Replacement’ – replacement of non-road and highway diesel vehicles and/or equipment with newer, cleaner vehicles and/or equipment that operate on diesel, alternative fuels, or all-electric and use engines certified by EPA and/or CARB (if applicable) to meet a more stringent set of engine emissions standards.

‘Repower’ – to replace an existing engine with a newer, cleaner engine or power source that is certified by EPA and CARB (if applicable), to meet a more stringent set of engine emission standards. Repower includes, but is not limited to: diesel engine replacement with an engine certified for use with diesel or a clean alternate fuel; diesel engine replacement with an electric power source (e.g., grid, battery); diesel engine replacement with a fuel cell; diesel engine replacement with an electric generator(s) (genset); diesel engine upgrades in Ferries/Tugs with an EPA Certified Remanufacture System; and/or diesel engine upgrades in Ferries/Tugs with an EPA Verified Engine Upgrade. All-electric and fuel cell repowers do not require EPA or CARB certification.

‘School Bus’ – a Class 4-8 passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport pre-primary, primary, and secondary school students to or from school, or an event related to school. (49 U.S.C. 30125). A school bus may be Type A, B, C, or D and be eligible. Vehicle(s) must be registered in Pennsylvania as a school bus.

‘Scrapped’ – to render inoperable and unrepairable, and available for recycle. At a minimum, scrappage includes cutting a 3-inch hole in the engine block for all engines. If any eligible vehicle will be replaced as part of an eligible project, scrappage shall also include the disabling of the chassis by cutting the vehicle’s frame rails completely in half. Both provisions may also be met by crushing, shredding, or otherwise destroying the entire vehicle. Alternate destruction methods may be permitted if pre-approved by DEP.

‘Shuttle Bus’ – a Class 4-8 bus that travels exclusively between two set points, by appointment or by a set schedule. For this program, a shuttle bus must be capable of transporting at least six non-driver passengers and no more than 50 non-driver passengers.

‘Tier 0, 1, 2, 3, 4’ – EPA engine emission classifications for nonroad, locomotive, and marine engines.

1. Tier levels for various types of nonroad vehicles and equipment can be found here: <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles>.

‘Transit Bus’ – A bus providing public transportation. (49 U.S. Code § 5302 – Definitions)

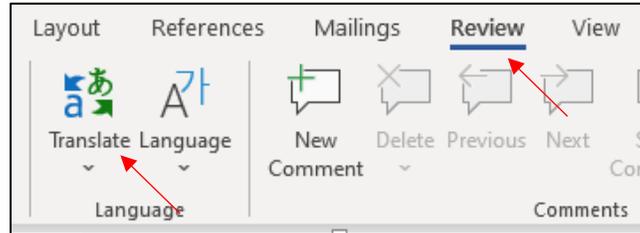
1. For the purpose of this program, a ‘Short Range Electric Transit Bus’ is defined as one that meets the other transit bus eligibility requirements and has a less than 100 kWh battery and an operating range of less than 50 miles.
2. For the purpose of this program, a ‘Long Range Electric Transit Bus’ is defined as one that meets the other transit bus eligibility requirements and has a more than 300 kWh battery and an operating range of more than 150 miles.

‘Zero Emission Vehicle (ZEV)’ – a vehicle that produces no emissions from the onboard source of power (e.g., All-Electric or hydrogen fuel cell vehicles).

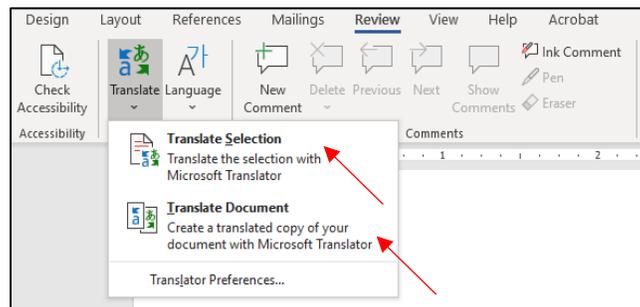
XI. Appendix A – Language Access Resources

Microsoft Word Documents (free): This document can be translated into over 60 languages using Word Translator. See instructions below.

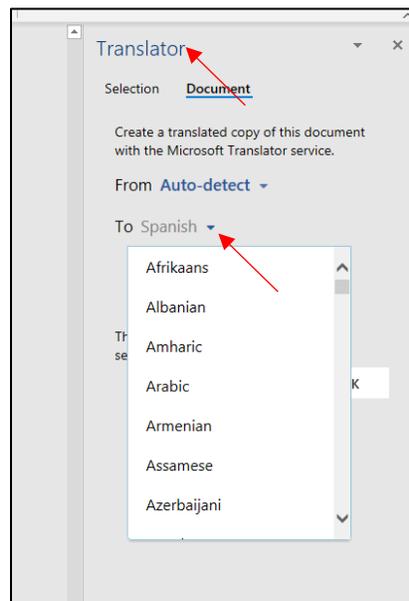
Select the ‘Review’ tab and open the ‘Translate’ drop-down.



Select ‘Translate Document’ for entire document, or ‘Translate Selection’ for partial translation.

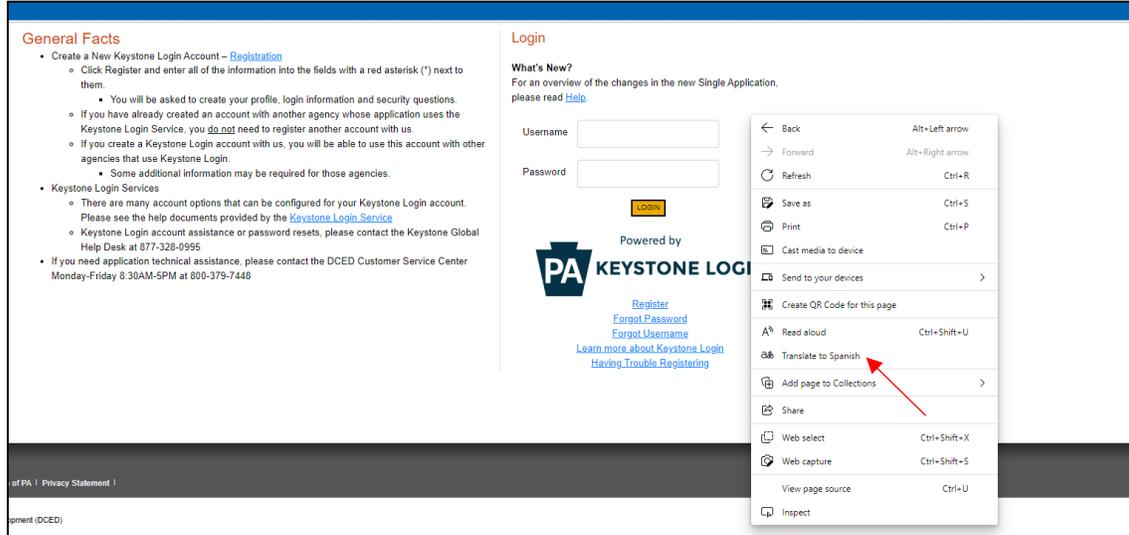


The ‘Translator’ tool will open on the right of the screen. Use the ‘To’ drop-down to select the language you prefer. Once a language is selected, Microsoft Word will complete the translation and open a new document.

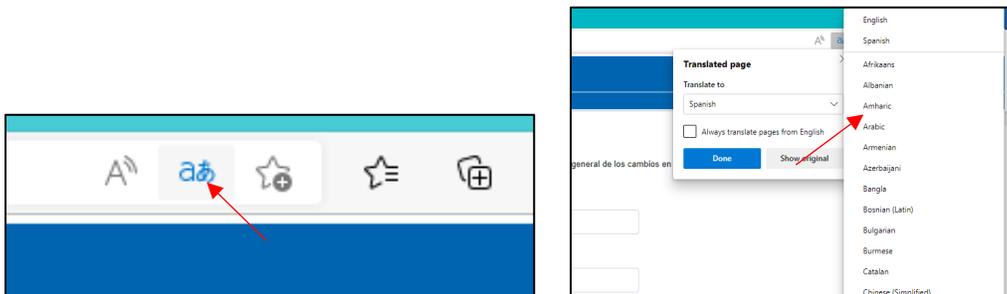


*PA DEP does NOT take responsibility for mistranslations using this tool. The English (US) version of the document will be the official source for any conflicts with interpretation.

ESA System (free): The online application for this funding opportunity can be displayed in multiple languages in the Electronic Single Application (ESA) system. To pull up translation options using Microsoft Edge, right-click in the open space near the login credential area and select ‘Translate’ or ‘Translate to English.’ If you have a different language set as a preferred language in your browser, it may say ‘Translate to ____’ and display your preferred language. (see next paragraph).



The translate option in ESA allows translation into English or your preferred language (Spanish, German, etc.). The following icon will appear in the toolbar once the Translate option is selected and you can pick another language. Click on ‘Show Original’ to return the page to English.



If you select a language other than English (U.S.), the entire application will be displayed in the language selected. This option will not translate attachments or documents downloaded from the application. If you need assistance with translations of attachments, please contact the Department using the contact information provided in the Program Guidelines.