

Onroad Rebate Program:

Class 4-7 Trucks, Drayage Trucks, School Buses and Shuttle Buses

A Driving PA Forward Funding Program



pennsylvania

DEPARTMENT OF ENVIRONMENTAL
PROTECTION

Tom Wolf
Governor

Patrick McDonnell
Secretary

Calendar Years (CYs) 2018-2019

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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, the Wolf Administration has developed new 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 clean technologies. New engine technologies like electric, compressed natural gas, propane, and clean 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 goal of the Governor's initiative is to permanently reduce NO_x emissions by as much as 27,700 tons. Of the mobile source NO_x emissions, diesel sources, including aviation, marine, and rail sources, account for approximately 61 percent of the emissions.

The Onroad Rebate Program is one of the Driving PA Forward financial incentive programs that the PA Department of Environmental Protection (DEP) has developed to fund Eligible Mitigation Actions (EMAs) from Pennsylvania's \$118.5 million allocation from the State Mitigation Trust, resulting from the emissions cheating lawsuit settlement.¹ Pennsylvania will have at least 10 years to use its allocation of the State Mitigation Trust to fund EMAs. All expenditures from the State 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 through 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 will be identified in the application instructions. DEP anticipates awarding a minimum of 70 percent of the available funds to projects in priority areas.

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 Mitigation Trust.

II. Eligibility Information

A. Eligible Applicants

Organizations or individuals that own eligible Class 4-7 Local Freight Trucks, Drayage Trucks, School Buses or Shuttle Buses registered and operating predominately in the Commonwealth may apply for an Onroad Rebate. Eligible applicants include:

1. Businesses – corporations, partnerships, sole proprietorships, limited liability companies, business trusts or other legal business entities incorporated in or registered with the PA Department of State, Bureau of Corporations and Charitable Organizations, to do business in the Commonwealth.
2. Incorporated Nonprofit – 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.
3. Government – a State agency 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), or a tribal government or native village.
4. 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
 - a. owns or operates a diesel fleet located or operating predominately in Pennsylvania, or
 - b. have partnered with or is acting as a project manager for another eligible entity listed in this section.
5. Metropolitan or Rural Planning Organizations, as defined by the U.S. Department of Transportation at 49 U.S.C. § 5303(b), that are located in Pennsylvania.
6. Federal government 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.

B. Ineligible Applicants

1. Businesses 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 Section IX. Glossary for definitions. Eligible vehicles include the following diesel-powered vehicles:

1. Class 4-7 Local Freight Trucks with Engine Model Years (MY)1992-2009.
2. Drayage Trucks MYs 1992-2009, that meet the definition of drayage truck in these guidelines.
3. Class 4-8 School Buses with Engine MY 2009 or older.
4. Class 4-8 Shuttle Buses with Engine MY 2009 or older.

D. Eligible Project Types

See Section IX. for definitions.

1. Repower with a new MY 2018 or newer diesel or alternative fueled engine, including all-electric engines, or a new MY 2016 or newer for drayage trucks.
2. Replacement with a new MY 2018 or newer diesel or alternative fueled vehicle, including all-electric vehicles, or a new MY 2016 or newer for drayage trucks.
3. All repowered or replaced engines or vehicles must be scrapped or rendered permanently inoperable in accordance with DEP instructions prior to redemption of a rebate voucher.
4. All vehicles and engines must be purchased no more than 30 days prior to the date of a rebate application or during the rebate voucher period. For the purpose of this program, purchased means paid for and delivered. Applicants can order vehicles or engines prior to submitting a rebate application, if the vehicle or engine is expected to be delivered and paid for during the rebate voucher period. See Section III.B. for rebate voucher period information.

E. Ineligible Diesel Vehicles, Engines, and Equipment

In addition to the restrictions noted in the eligible project descriptions, the following are ineligible vehicles, engines, equipment, and project types:

1. Local Freight Trucks below Class 4.
2. School Buses or Shuttle Buses below Class 4.
3. Local Freight Trucks or Drayage Trucks that are MY 1991 or older, or newer than MY 2009.
4. Buses newer than MY 2009.
5. Any vehicle or engine that is not listed above in Section II.C.
6. Non-diesel-powered vehicles and engines.
7. Vehicles and engines, and equipment with less than three (3) years of useful life remaining or scheduled for replacement within less than 3 years of the project completion date in accordance with the applicant's normal attrition schedule are not eligible for funding. A normal attrition schedule may be detailed in the applicant organization's operating budget, maintenance and replacement plan, or any other organizational plan that determines the replacement schedule for vehicles or equipment.
8. Vehicles that have not operated in the applicant's fleet for at least one year prior to the application date.
9. Vehicles, engines, or equipment designated for repower or replacement where most of its annual operation time DOES NOT occur within the Commonwealth.
10. Vehicles, engines, or equipment being replaced or repowered that are not operational or that DO NOT have a valid Pennsylvania state registration, if required.
11. Vehicles or engines purchased (paid for and delivered) more than 30 days prior to the date of the rebate application or any time after the rebate voucher period has closed.

III. Onroad Rebate Information

A. Available Funding

The Onroad Rebate Program is funded through Pennsylvania's allocation from the State Mitigation Trust. The calendar years (CYs) 2018-2019 funding available under the Onroad Rebate Program is \$12,000,000. DEP will reevaluate the program requirements and rebate levels following the issue of \$12 million in vouchers, or by December 31, 2019, whichever occurs first. Applications for rebates will be accepted, reviewed and approved on a first come, first served basis.

The Onroad Rebate Program will provide rebates either as a maximum dollar amount or as a percentage of project costs, whichever is less, as identified in Tables 1, 2, and 3 below. Rebate amounts will be calculated when the application is completed using a calculator provided by DEP. The amount calculated using this calculator is the maximum amount an applicant can receive, even if final project costs are higher than estimated. Rebates can be applied to project costs directly connected to the purchase and installation of an eligible engine or the purchase of an eligible vehicle (see Section IV.D. for a list of eligible project costs). The final rebate amount is determined by the per-engine or per-vehicle project costs or percent of total project cost calculated for the application, whichever is less. The maximum rebate amount will be the amount listed on the rebate voucher. The final rebate amount may be lower than the voucher amount, if final costs are lower than anticipated, but it cannot be higher than the voucher amount.

DEP will not issue more than \$500,000 in Onroad Rebate vouchers in total to any entity (government or non-government) at any time, or allow any entity to hold active rebate vouchers for more than 10 vehicles at any time. If an applicant has reached the \$500,000 or 10 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 and 10 vehicle maxima.

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: Maximum Rebate Amounts for Government (G) or Non-Government (NG)
Owned Diesel or Alternative Fuel Replacements or Repowers**

Project Type	Maximum Rebate Diesel	Maximum Rebate Alternative Fuel	OR (whichever is less)	Maximum % of Total Project Cost (Diesel or Alternative Fuel)
NG - Class 4-5 Vehicle Replacement or Repower	\$15,000	\$22,500	or	25%
G - Class 4-5 Vehicle Replacement or Repower	\$30,000	\$45,000	or	50%
NG - Class 6-7 Vehicle Replacement or Repower	\$25,000	\$37,500	or	25%
G - Class 6-7 Vehicle Replacement or Repower	\$50,000	\$75,000	or	50%
G and NG - Drayage Truck Replacement	\$68,000	\$78,000	or	50%
G and NG - Drayage Truck Repower	\$54,400	\$62,400	or	40%
NG - School Bus Replacement or Repower	\$20,000	\$25,000	or	25%
G - School Bus Replacement or Repower	\$40,000	\$50,000	or	50%
NG - Shuttle Bus Replacement or Repower	\$32,500	\$37,500	or	25%
G - Shuttle Bus Replacement or Repower	\$65,000	\$75,000	or	50%

Table 2: Maximum Rebate Amounts for Government (G) and Non-Government (NG) Owned Electric Replacement or Repower

Project Type	Maximum Rebate Electric - Vehicle Only	Maximum Rebate Electric - with Infrastructure	OR (whichever is less)	Maximum % of Total Project Cost (Electric)
NG and G - Class 4-5 Vehicle Replacement or Repower	\$135,000	\$142,500	or	75%
NG and G - Class 6-7 Vehicle Replacement or Repower	\$157,500	\$165,000	or	75%
NG and G - Drayage Truck Replacement or Repower	\$225,000	\$232,500	or	75%
NG and G - School Bus Replacement or Repower	\$187,500	\$195,000	or	75%
NG and G - Shuttle Bus Replacement or Repower	\$151,500	\$159,000	or	75%

Table 3: Maximum Rebate Amounts for Act 47* Municipality-Owned Diesel, Alternative Fuel, and Electric Replacements or Repowers

Project Type	Maximum Rebate Diesel	Maximum Rebate Alternative Fuel	Maximum Rebate Electric - Vehicle Only	Maximum Rebate Electric with Infrastructure	OR (whichever is less)	Maximum % of Total Project Cost (Diesel or Alternative Fuel)	Maximum % of Total Project Cost (Electric)
Class 4-5 Vehicle Replacement or Repower	\$60,000	\$90,000	\$180,000	\$190,000	or	100%	100%
Class 6-7 Vehicle Replacement or Repower	\$100,000	\$150,000	\$210,000	\$220,000	or	100%	100%
Drayage Truck Replacement or Repower	\$136,000	\$156,000	\$300,000	\$310,000	or	100%	100%
School Bus Replacement or Repower	\$80,000	\$100,000	\$250,000	\$260,000	or	100%	100%
Shuttle Bus Replacement or Repower	\$130,000	\$150,000	\$202,000	\$212,000	or	100%	100%

*Note: 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 municipality must be identified on DCED’s website to be eligible.

B. Project Period

Onroad Rebate Program applications must be approved by DEP prior to purchases and/or installations. Following DEP approval, the rebate applicant will be issued a voucher that secures the approved rebate amount for 180 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 reach expiration date prior to project completion and submission of final documentation may reapply for a new voucher. DEP does not guarantee that a new voucher will be issued. If a new voucher is issued, retroactive project costs going back to the original application date may be considered.

C. Funding Type

The Onroad Rebate Program is offering funding as a rebate program. This means an applicant issued a rebate voucher will pay all project costs and submit proof that project invoices have been paid, proof of project work completion, and other documentation with a rebate voucher redemption request to DEP. Voucher recipients will have a specific period to purchase and install, as appropriate, a new eligible vehicle or engine, and to scrap, as required, the old vehicle or engine. If DEP approves the voucher redemption request, DEP will submit the rebate request to the Trustee for direct payment to the voucher holder. DEP will not approve voucher redemption requests for unpaid invoices. Detailed invoice requirements and voucher redemption submission instructions will be included in the notification message to successful applicants.

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.

IV. Program requirements

A. Drayage Trucks

1. Current vehicles or engines must be diesel-powered and MY 1992 through MY 2009.
2. Vehicles or engines can be repowered or replaced with a new vehicle or engine fueled by diesel, alternative fuels, or all-electric.
3. New engines or vehicles must be MY 2016 or newer.
4. Current vehicles or engines must be scrapped or rendered permanently inoperable.

5. Existing and new vehicles must be used as drayage trucks, as defined in Section IX. Glossary for definitions.

B. Class 4-7 Local Freight Trucks

1. Current vehicles or engines must be diesel-powered and MY 1992 through MY 2009.
2. Vehicles or engines can be repowered or replaced with a new vehicle or engine fueled by diesel, alternative fuels, or all-electric.
3. New engines or vehicles must be the model year in which the replacement or repower occurs or one engine model year prior.
4. Current vehicles or engines must be scrapped or rendered permanently inoperable.

C. Class 4-8 School Buses and Shuttle Buses

1. Current vehicles or engines must be MY 2009 or older.
2. Vehicles or engines can be repowered or replaced with a new vehicle or engine fueled by diesel, alternative fuels, or all-electric.
3. New engines or vehicles must be the model year in which the replacement or repower occurs or one engine model year prior.
4. Current vehicles or engines must be scrapped or rendered permanently inoperable.

D. Project Costs

1. Eligible Projects Costs – All project costs must be necessary for, and directly connected to, the purchase and installation of new engines or the purchase of new vehicles. Project costs may include, but are not limited to, the following:
 - a. New engine purchase cost, including taxes and fees.
 - b. New engine installation costs.
 - c. New vehicle purchase costs, including taxes and fees, for 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.
 - d. Infrastructure costs for electric charging infrastructure, if purchased and installed in conjunction with an eligible all-electric repower or replacement.
 - i. Electric vehicle supply equipment (EVSE) purchase cost.
 - ii. EVSE installation costs.
 - iii. Electric service upgrades.
 - iv. Connecting EVSE to electrical service.
2. Ineligible Project Costs – DEP will not consider costs associated with the following:
 - a. Costs to upgrade vehicles beyond similar functions and amenities of the replaced vehicle.
 - b. Any fees associated with electric charging infrastructure not specified above.
 - c. Construction or modification of buildings and parking facilities to accommodate alternatively fueled vehicles.
 - d. Administrative costs.
 - e. Electric supply costs.

V. 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, 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
 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. Normal attrition schedule narrative
 11. Rebate calculation worksheet with estimated total project costs

Questions regarding the registration, access, and use of the eGrants application system should be directed to the DCED Customer Service Center at 1-800-379-7448 between the hours of 8:30 AM to 5:00 PM EST Monday through Friday.

Inquiries related to the project requirements and other aspects of this rebate program and applications requirements should be directed to Samantha Harmon at 717.787.9495, or by e-mail to RA-EPVWMITIGATION@pa.gov.

VI. Webinar Information

DEP staff will facilitate a webinar (web-based information session) for the CYs 2018-2019 Onroad Rebate Program on December 3, 2018 to provide general information about the rebate program and to answer any questions from attendees relating to the program, including questions about the application and instructions. A link to register for the webinar is available at <http://www.dep.pa.gov/dataandtools/webinars/pages/default.aspx>. The webinar will be recorded and posted online here: <http://www.dep.pa.gov/Business/Air/Volkswagen/Pages/Driving-PA-Forward-Grant-and-Rebate-Awards.aspx>.

VII. How to Redeem a Rebate Voucher

The rebate recipient must submit, at minimum, the information listed below following project completion to redeem the rebate voucher. Upon DEP approval of the final documentation, DEP will apply to the Trustee of the State Mitigation Trust for direct rebate payment to the holder of the voucher. Due in part to the application processing time required by the Trustee, payment of the rebate may take up to 90 days. 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 invoices for all eligible project costs
- C. Proof of payment for all eligible project costs
- D. Proof of scrappage of existing vehicle or engine, including a Certificate of Destruction and all photos required to be submitted with that document
- E. Payee contact and bank wire information for payment from the Trustee (form provided)

VIII. Reporting Requirements

- A. All rebate recipients will be required to submit a one (1) 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.
 - 1. Annual mileage
 - 2. Annual fuel use
 - 3. Annual emission reductions

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

‘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, and propane; 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.

‘CARB’ – California Air Resources Board

‘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 Buses’ – vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,001 lbs. used for transporting people. See definitions for Shuttle Bus and School Bus.

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

‘CNG’ – Compressed Natural Gas.

‘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 or delivery to a seaport, border point, inland port, or intermodal terminal with both the trip origin and destination in the same local area. For the purpose of 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

‘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.

‘Gross Vehicle Weight Rating/ GVWR’ – shall mean 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.

‘Infrastructure’ – the equipment used to enable the use of electric powered vehicles (e.g., electric vehicle charging station).

‘Intermodal’ – involving two or more different modes of transportation in conveying goods.

‘Intermodal Rail Yard’ – a rail facility in which cargo is transferred from drayage truck to train or vice-versa.

‘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.

‘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 is used to facilitate the transfer of goods between modes of transportation including air, marine, rail, and truck (inland port or intermodal terminal).

- ‘Replacement’ – to replace non-road and highway diesel vehicles, engines and equipment with newer, cleaner vehicles, engines and 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, if applicable, CARB, 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 bus sold or introduced into interstate commerce for purposes that include carrying students to and from school or related events. May be Type A, B, C or D. Vehicle must be registered in Pennsylvania as a school bus.
- ‘Shuttle Bus’ – a Class 4-8 bus that travels exclusively between two set points, by appointment or by a set schedule. For the purpose of this program, a shuttle bus must be capable of transporting at least six non-driver passengers and no more than 50 non-driver passengers.
- ‘Scrapped’ – to render inoperable and available for recycle, and, at a minimum, to specifically cut a 3-inch hole in the engine block for all engines. If any Eligible Vehicle will be replaced as part of an Eligible project, scrapped shall also include the disabling of the chassis by cutting the vehicle’s frame rails completely in half. Other methods may be allowed if pre-approved by DEP.