DEPARTMENT OF ECOLOGY
State of Washington

Washington State Volkswagen Settlement

Grants Announcement of Funds Available and Grant Guidelines to Replace Fossil Fuel Powered School Buses with All-Electric School Buses in Washington

Prepared by Mike Boyer
Diesel Grants and Contracts Coordinator
Air Quality Program

Updated November 2019

Publication 19-02-022

Publication and Contact Information

This document is available on the Department of Ecology's website at:
https://fortress.wa.gov/ecy/publications/summarypages/1902022.html

For more information contact:

Air Quality Program
P.O. Box 47600
Olympia, WA 98504-7600
Phone: 360-407-6800

Washington State Department of Ecology — www.ecology.wa.gov

- Headquarters, Olympia 360-407-6000
- Northwest Regional Office, Bellevue 425-649-7000
- Southwest Regional Office, Olympia 360-407-6300
- Central Regional Office, Union Gap 509-575-2490
- Eastern Regional Office, Spokane 509-329-3400

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Air Quality Program

Washington State Department of Ecology

Olympia, Washington

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Important Information

Apply to: Ecology Air Quality Program
Title: VW Federal Settlement—Grants, 2019 Funding
Action: Request for Grant Funding
Due Date: Thursday, December 12, 2019

Summary: This notice announces funding available on a competitive basis to help publicly funded schools in Washington reduce toxic and greenhouse gas emissions from fossil fuel powered school buses by scrapping and replacing old buses with new all-electric buses. Examples of eligible fossil-fueled buses that may be scrapped and replaced include school buses powered by diesel, gasoline, natural gas, and propane.

Amount of Funding Available: Approximately $12,000,000 is available for eligible projects.

Eligible Applicant: A publicly funded school district or charter school that owns their own school buses.

Eligible Project Categories: Scrap and replace publicly owned, pre-2007, fossil fuel powered school buses with all-electric powered buses, including the associated charging infrastructure.

Application Deadline: Applicants must submit applications by 5 PM PST, December 12, 2019. To ensure a competitive application process and attract qualified projects, Ecology reserves the right to extend the application period, as necessary.

Note: Ecology has an electronic grant and loan application system called EAGL (Ecology Administration of Grants and Loans). See Application Process for more details.

Notice of Awards: Ecology anticipates notifying successful recipients of awards by January 9, 2020.

Purpose of Solicitation

This is a competitive grant solicitation. The Washington State Department of Ecology (Ecology) announces the availability of up to $12 million in grants to help accelerate the transformation of Washington's fossil fuel powered school bus fleet to an all-electric powered fleet. Investing in zero-emission technologies will help address current air pollution problems, avoid future air pollution problems, and improve both near and long-term public health in communities historically disproportionately impacted by diesel pollution.

Background

Diesel Emissions and Public Health

Diesel emissions contain a hazardous mixture of pollutants that have serious health effects. Diesel exhaust has been linked to the onset or worsening of most major, chronic and/or terminal diseases, including cancer, emphysema, auto-immune disorders, asthma, heart disease, stroke, and the underdeveloped of children's lungs. When inhaled, fine particles in diesel exhaust penetrate the lungs and remain there indefinitely to aggravate or create both lung and heart conditions. Research also indicates diesel emissions cause premature deaths of people regularly exposed to these toxins. For this reason, diesel exhaust is one of the most toxic forms of air pollution.

Diesel engines power the vast majority of Washington school buses. Each school day, nearly half a million children in Washington ride more than 10,000 school buses on over 20,000 routes, totaling more than 90,000,000 miles annually. The landmark California Children's Health Study found that children exposed to air pollution, including diesel exhaust, have a significant reduction in lung growth and development, potentially leading to permanent lung damage as adults. The study also shows that reducing exposure to air pollution results in healthier lungs, and may reduce other associated health problems. These grant funds for electric school buses guarantee real and immediate health benefits, ensuring both a safe and healthy mode of transportation for children.

Federal Volkswagen (VW) Settlement

For violating the Federal Clean Air Act, Volkswagen (VW) agreed to provide Washington $112.7 million to fund diesel emission reduction projects. Ecology will use up to $12,000,000 to help accelerate the turnover of the fossil fuel powered bus fleet to all-electric school buses, reduce toxic air pollution to sensitive populations, benefit disproportionately impacted communities, and reduce greenhouse gases.

Transportation is the largest source of greenhouse gas emissions in Washington, accounting for 43 percent of total greenhouse gas emissions in 2013. On-road gasoline and diesel vehicles account for 72 percent of the transportation sector's greenhouse gas emissions

Program Goals

The objectives of this grant are to:

- Reduce harmful air pollution and greenhouse gas emissions associated with gasoline and diesel vehicles.
- Help accelerate the transition of public vehicles to zero emission vehicles by helping public schools purchase electric school buses.
- Increase public awareness of electric vehicle technology by directly inserting electric school buses into local communities statewide.

These grant awards also align with the state's objectives under the:

- Washington Clean Air Act
- Washington GHG emission reduction limits (70.235 RCW)
- Washington Fuel Usage Goals for Publicly Owned Vehicles (43.19.648 RCW)
- Washington State Clean Energy Fund
- Results Washington Clean Transportation and Healthy Air Goal
- State and local government vehicle procurement rules (194-28 and 194-29 WAC)

Washington's Volkswagen Beneficiary Mitigation Plan

On November 6, 2018, Washington filed its mitigation plan with the Trustee for the VW settlement. The mitigation plan acknowledges the unprecedented opportunity to invest the VW settlement funds to make transformative improvements across Washington's transportation sector.

The mitigation plan includes the following goals, principles and priorities to help focus project selection:

Goals

- Reduce emissions from diesel engines in the state where the 2.0 and 3.0 liter Volkswagen vehicles were, are, or will be operated.
- Fully mitigate the total, lifetime excess NOx emissions of the subject vehicles.

Principles

- Improve air quality for communities that have borne a disproportionate share of the air pollution in Washington.
- Provide air quality benefits in addition to NOx reductions.
- Maximize air quality benefits that improve public health.

Priorities

- Accelerate adoption of EVs, equipment, and vessels.
- Promote electrification technologies in public transportation fleets.
- Accelerate fleet turnover to the cleanest vehicles.
- Achieve substantial additional emission reductions—beyond what would already occur, absent trust funding.
- Ensure cost-effectiveness.
- Leverage additional matching funds.

Project Benefits

Projects funded by these grants will:

- Reduce toxic air pollution among disproportionately impacted communities in Air Quality Priority counties.
- Reduce greenhouse gases that help Washington meet its greenhouse gas reduction goals
- Accelerate the adoption of zero emission school buses.

Disproportionately Impacted Communities

A key principle of Washington's Volkswagen Mitigation Plan is to improve air quality for communities that have historically borne a disproportionate share of the air pollution burden in Washington. Low income households, communities of color, and minority populations located near high-traffic, freight corridors, ports, and industrial facilities that often bear a disproportionate share of the air pollution burden.

To identify those disproportionately impacted communities in Washington, Ecology developed a "Diesel Emissions and Disproportionately Impacted Communities Index" that combines diesel emissions exposure with five socio-economic factors:

- Diesel Pollutions Burden (50% of the weight)
- Priority Population Burden (50% of the weight)
    - Limited English
    - No high school diploma
    - Population living in poverty
    - Unaffordable housing
    - Unemployed

The Department of Health added this index to their Washington Track Network (WTN): https://fortress.wa.gov/doh/wtn/wtnibl/

Using zero-emission, all-electric school buses on routes that serve these disproportionately impacted communities provides real and immediate health benefits to both sensitive populations and communities that have historically borne a disproportionate share of the air pollution burden

Available Funding

This notice announces the availability of up to $12 million to Washington school districts and charter schools to help accelerate the transformation to all-electric powered school bus fleets. Investing in zero-emission technologies will help address current air pollution problems, avoid future air pollution problems, and improve both near and long-term public health in communities historically disproportionately impacted by diesel pollution.

Ecology will reimburse the grant recipient for eligible costs incurred after the grant recipient submits to Ecology the required documentation verifying:

1) Purchase of a new electric school bus
2) Scrappage of a pre-2007 school bus
3) Verified installation of charging infrastructure

The availability of this funding is subject to the Trustee's approval of funding requests made by Ecology and the subsequent transfer of funds.

Application Process

All applicants must submit an application through the electronic grant and loan application system called EAGL (Ecology Administration of Grants and Loans). To apply through EAGL, applicants must first register for a Secure Access Washington (SAW) account and an EAGL account. Detailed instructions for new and current EAGL users can be found at:

https://ecology.wa.gov/About-us/How-we-operate/Grants-loans

For more information or help, call Mike Boyer at (360) 407-6563 or email at michael.boyer@ecy.wa.gov

For all project proposals, applicants must submit:

1. an application using EAGL (https://ecology.wa.gov/About-us/How-we-operate/Grants-loans),
2. a list of fossil fuel powered school buses or engines, to be scrapped and replaced (list form is available on the EAGL application), and
3. the amount of funding requested to purchase each new all-electric bus an associated charging infrastructure
4. a cover letter describing:
    - the estimated purchase costs for each all-electric bus with these grant funds;
    - If the applicant will use grant funds to help pay charging infrastructure costs, then include the estimated charging infrastructure costs for both equipment and labor.
    - If applicable, how the district will prioritize routes that benefit disproportionately impacted communities when planning for an all-electric school bus.
    - A brief description of how the recipient will inform the public about the public health and environmental benefits of transporting children on zero emission school buses.

Application Requirements

1. Eligible Applicants

This solicitation is open to publicly funded schools operating in Washington that own their school buses.

Publicly funded schools means the common schools as referred to in Article IX of the State Constitution, charter schools established under chapter 28A.710 RCW, and those schools and institutions of learning having a curriculum below the college or university level as now or may be established by law and maintained at public expense. This includes all common schools and public schools carrying on a program from kindergarten through twelfth grade and maintained at public expense.

- Common schools, known as school districts, as defined by RCW 28A.150.010
- Charter schools as defined by RCW 28A.150.020

Ineligible Applicants include:

- Privately owned schools
- Publicly funded schools that do not own their school buses, such as contractor-owned buses

2. Terms and Conditions

Each grant agreement resulting from this solicitation will include standard and general terms and conditions that set forth the recipient's rights and responsibilities. By completing the grant agreement, each applicant enters into an agreement with Ecology to conduct the proposed project according to the terms and conditions that correspond to its organization, without negotiation.

Failure to agree to the terms and conditions by taking actions such as failing to complete the grant agreement or indicating that acceptance is based on modification of the terms will result in rejection of the application. Applicants must read the terms and conditions carefully. Ecology reserves the right to modify the terms and conditions prior to executing grant agreements.

3. Awardee Requirements

All applications should address how the project proposal will comply with the following requirements. Failure to address these requirements may result in disqualification of the application during the Ecology review process. Failure of a grantee to maintain compliance with these requirements through project implementation and operation may result in withholding of grant reimbursement and/or rejection of future grant applications submitted by the grantee.

If awarded a grant, recipients must:

- Be responsible for all costs incurred prior to the execution of a contract, which will not be reimbursed.[1]
- Agree to install charging infrastructure prior to receiving delivery of new all-electric bus.
- Document and provide all necessary funds needed to fully purchase each all-electric bus and the associated charging infrastructure. (Necessary funds include the cost difference between the Ecology grant and the full purchase price of the new all-electric bus and the associated charging infrastructure.)
- Agree by way of public news release, school newsletter, email distribution list, social media, etc., to inform the general public within the school district of the public health and environmental benefits of transporting children on zero emission school buses. Charter schools should inform the families of those that attend the charter school and any local community associated with the school. (See Appendix A: Community Outreach Template)
- Comply with Washington State procurement laws for the solicitation of bids and the selection of vendors and contractors for the performance of any grant-assisted work.
    - Purchasing electric buses from OSPI's contract meets these requirements.
    - Purchase of electric charging infrastructure must meet state contracting guidelines.
- Comply with contract, audit, monitoring and reporting requirements, including scheduled site visits, as needed.

Grant Period

All recipients should order the new electric bus by June 30, 2021 and take possession of the new electric bus by June 30, 2023. *(Ecology will extend this due date if the electric bus manufacturer cannot meet this schedule.)*

[1] Awards will not be increased based on unanticipated or underestimated costs. It is strongly recommended that applicants perform their due diligence by contacting vendors for estimates.

Scrap and Replacement Conditions

The to-be-scrapped school buses must currently be:

- Part of the applicant's fleet.
- Licensed, registered, and insured for on-road operation in Washington at least one (1) previous year from date of award.

The grant recipient must provide to Ecology documentation of the permanent destruction of the pre-2007 school bus or engine. The documentation must include:

- Completed template and signed certificate of destruction provided by Ecology.
- Use of acceptable methods of permanent destruction required by the VW federal settlement agreement, which includes:
    - rendering the vehicle inoperable and available for recycling;
    - at a minimum cutting a 3 inch by 3 inch hole in the engine block;
    - if the vehicle is scrapped and replaced, then disabling the chassis by cutting the vehicle's frame rails in half.
- Scrappage documentation signed by a licensed scrap yard, digital photographs, or other materials documenting the destruction.

4. Air Quality Priority Counties:

Ecology will highly prioritize funding projects located in a Washington Air Quality (AQ) Priority County. In AQ Priority Counties, transportation generates significant amounts of air pollution. These fourteen AQ Priority Counties (see table 1) contain about 85% of the state's population. These counties also contain the highest twentieth percentile of the state's population that is disproportionately impacted by diesel air pollution.[2]

Ecology compiled the list of fourteen Air Quality Priority Counties using information from the following sources:

- EPA's 2018 Priority County List for the National Air Toxics Assessment (NATA): https://www.epa.gov/sites/production/files/2018-04/documents/fy18-priority-counties-national.pdf
- Washington's non-attainment/maintenance areas for National Ambient Air Quality Standards (NAAQS): https://www3.epa.gov/airquality/greenbook/anayo_wa.html
- Washington Tracking Network's (WTN) "Diesel and Disproportionately Impacted Communities" Index: https://fortress.wa.gov/doh/wtn/wtnibl/

Applicants are asked to describe and will be scored on the potential beneficial impact of their project on disproportionately impacted communities. Applicants should use the WTN "Diesel and Disproportionately Impacted Communities" Index (https://fortress.wa.gov/doh/wtn/wtnibl/) to describe the beneficial impact.

Within air quality priority counties, high-traffic transportation corridors and urban population centers, especially those with ports and industrial facilities provide the greatest opportunity for Washington to achieve its mitigation plan principles and priorities. Table 1 summarizes Washington's Air Quality Priority Counties.

[2] "Disproportionately Impacted Communities" include those census tracts in the top 20th percentile for exposure to diesel emissions and for five socioeconomic factors: limited English, income spent on housing, no high school diploma, population living in poverty, and unemployment. These communities have historically borne the greatest health impact for exposure to diesel air pollution

Table 1: Washington Air Quality Priority Counties[3]

Priority Counties	EPA NATA	EPA NAAQS	Disproportionately Impacted Community County
Benton			X
Clallam			X
Clark	X	X	X
Cowlitz			X
Franklin			X
King	X	X	X
Lewis			X
Pierce	X	X	X
Skagit	X		X
Snohomish	X	X	X
Spokane		X	X
Thurston		X	X
Whatcom	X		X
Yakima		X	X
Total Counties	**6**	**7**	**14**

[3] AQ Priority Counties updated 12/21/2018

Ecology calculated the percent of violating VW vehicles and the percent of disproportionately impacted population for each of Washington Air Quality Priority Counties. These fourteen AQ priority counties have 84% of the state's violating VW vehicles and 100% of the state's disproportionately impacted population.

Table 2: Washington Air Quality Priority Counties: Ranked by Disproportionately Impacted Population[4]

Priority Counties	% of Disproportionately Impacted Population	% of Violating VW Vehicles
Lewis	0.3%	0.8%
Clallam	0.3%	1.0%
Benton	0.3%	2.2%
Franklin	0.5%	0.5%
Thurston	0.5%	3.9%
Whatcom	0.5%	4.2%
Cowlitz	0.8%	1.0%
Skagit	0.8%	2.4%
Yakima	1.9%	1.7%
Spokane	7.3%	3.1%
Clark	8.7%	6.5%
Pierce	13.3%	9.0%
Snohomish	16.1%	9.2%
King	51.1%	38.2%
Total Counties	**100%**	**83.7%**

[4] AQ Priority Counties updated 12/21/2018

Minimum Project Requirements

Applications that do not meet all the following criteria are not eligible and will not be scored or considered.

- For each electric school bus received, recipients must scrap a publicly owned, fossil fuel powered school buses with pre-2007 engines. (Engines certified to meet EPA, California, or Fifty State 2007 and newer heavy-duty diesel or alternatively fueled emissions standards are not eligible.)
- Recipient must take ownership of the new electric bus. (Contracted transportation service providers may not own the new electric school bus.)
- Recipient must have electric bus charging infrastructure in place prior to taking possession of new electric bus funded by this grant.
- Recipient must agree to provide community outreach to inform the school district's or charter school's community of the electric school bus grant award.
- Recipient must consult with the electric bus manufacturer and/or distributor to determine that the selected electric bus and charging infrastructure will adequately serve the districts selected routes.
- Recipient must explain how the charging infrastructure selected will adequately charge the selected electric bus for the routes the bus will serve.
- Recipient must explain how the identified routes match selected electric bus and charging infrastructure.
- Recipient must consult with electric power provider regarding the selection of and the installation of charging infrastructure. If the power provider does not provide such consultation services, then this requirement is waived.

Eligible Costs

Eligible Electric Bus Cost

Eligible bus cost include any zero emission electric school bus listed on OSPI's school bus contract. If electing to purchase a bus not on the OSPI contract, please contact Ecology.

Eligible Charging Infrastructure Costs

Grant recipient must have electric bus charging infrastructure in place prior to taking possession of new electric bus funded by this grant.

- Eligible costs include parts, materials, and labor from start of property line to bus battery connection, including items such as transformer, electrical wiring, conduit, trenching, electrical panel, charger, permit, and engineering as part of materials and installation contract.
- Ineligible costs include such items as feasibility studies, costs not directly associated with electric charging infrastructure contract, and administration costs.

When possible, recipients should consider future charging needs for adding electric buses.

- This might include purchasing a duel head charger rather than a single head charger. With a dual head charger, the district would have charging infrastructure in place for the future purchase of an additional bus.
- Recipients should also consider the cost and benefits of adding a DC fast charger versus a Level 2 charger. Most electric school bus fleets may need to install some combination of Level 2 chargers and direct current (DC) fast chargers to accommodate an increasing number of electric school buses.

Applicants should contact their power providers to inquire about potential consultation services and funding support. Many of Washington's power providers provide free expert consultation to fleets transitioning to all-electric vehicles. Some also offer funding assistance.

For information on charging infrastructure, reference "Cost Associated with Non-residential Electric Vehicle Supply Equipment, Factors to Consider in the Implementation of Electric Vehicle Charging Stations", U.S. Department of Energy, November 2015: https://afdc.energy.gov/files/u/publication/evse_cost_report_2015.pdf

Awards, Match Fund Requirements, and Limitations

Awards and Required Cost Share

Ecology will provide up to $325,000 per bus to help cover the cost difference between a new all-electric powered bus and a new fossil fuel powered bus, including the associated charging infrastructure. The recipient may use:

- Up to $300,000 of the $325,000 award to help pay for the cost difference between a new fossil fuel powered bus and a new all-electric powered bus; and
- Up to $50,000 of the $325,000 award to help pay for the cost of the associated electric charging infrastructure. (Ecology will not award funds to applicants seeking funds for charging infrastructure independent of purchasing a new all-electric bus.)

The total amount of award for new electric bus and associated charging infrastructure may not exceed $325,000 per bus. For example:

- If the recipient invested $275,000 to help pay for the cost difference between an electric and diesel school bus, then the recipient could use $50,000 toward charging infrastructure.
- If the recipient invested $300,000 to help pay for the cost difference between an electric and diesel school bus, then the recipient could use $25,000 toward charging infrastructure.

The total amount of grant award for each electric school bus and associated charging infrastructure combined may not exceed $325,000.

Note: The sales tax (state and local) imposed by RCW 82.08.20 does not apply to:

- the sale of zero emission buses (This exemption applies to all-electric school buses.); HB 2041, Section 11 (1) (e)
- the sale of or charge made for labor and services rendered to install electric vehicle infrastructure; HB 2041, Section 11 (1) (c)
- See: http://lawfilesext.leg.wa.gov/biennium/2019-20/Pdf/Bills/Session%20Laws/House/2042-S2.SL.pdf

Maximum Award

Ecology will award a maximum of $975,000 per recipient to help purchase up to three electric school buses, including up to $150,000 of the total grant for the associated charging infrastructure.

Minimum match requirements

The recipient must provide funding to pay the difference between the full cost of the electric bus, along with the associated charging infrastructure, and the grant provided from this funding opportunity.

Limitations

- Eligible projects will be competitively ranked and considered for funding according to the criteria established.
- Recipients may not use grant funds to pay for administration costs.
- Ecology reserves the right to recommend partially funding any proposal. In this event, the Proposed Applicant/Awardee and the Grants and Contracts Coordinator shall meet and reach agreement on a reduced scope of work commensurate with the level of available funding.

Final Documentation

Upon completion of the project, grant awardees must submit the following documents to Ecology prior to reimbursement of all eligible costs:

1. A final closeout report.
2. Completed template and signed certificate of destruction (blank template and certificate provided by Ecology).
3. Scrappage documentation signed by a licensed scrap yard, digital photographs, or other materials documenting the destruction.
4. Summary Invoice/Reimbursement Request.
5. Legible copies of all sales/invoices showing the purchase price and amount paid by the applicant for the school bus and associated charging equipment.
6. Copies of canceled checks or credit card statements as proof of payment for all costs.
7. Digital photograph(s) of the completed charging unit(s).
8. A copy of the installer's written certification that the charging station(s) have been installed and are in working order and operating in accordance with local, state and federal codes.
9. Copies of all required permits.
10. Date of installation, installation completion, and when the charging station became operational.
11. Signed statement verifying that all documents submitted are valid.

Evaluation and Process Criteria

Application Evaluation

Ecology will evaluate and score applications based on the applicants response to the information requested in this solicitation. To evaluate all applications, Ecology will organize an Evaluation Committee consisting of Ecology staff. Ecology's Grants and Contracts Coordinator will screen applications for compliance with the Administrative Screening Criteria (#1 below). The Evaluation Committee will screen applications for compliance with the Technical Screening criteria (#2 below). Applications that fail any of the Administrative or Technical Screening Criteria will be disqualified and eliminated from further evaluation.

1. Administrative Screening Criteria
    - The application is received by Ecology's Grants and Contracts Coordinator by the due date and time specified in this solicitation.
    - The application does not contain any confidential information or identify any portion of the application as confidential.
    - The applicant has not included a statement or otherwise indicated that it will not accept the terms and conditions, or that acceptance is based on modifications to the terms and conditions.
2. Technical Screening Criteria
    - The applicant is an eligible applicant.
    - The project is an eligible project that meets the minimum project requirements.
    - The project meets the minimum cost share requirement.

Application scoring

This is a competitive grant solicitation. The evaluation committee will use the Competitive Scoring Criteria below to rank applications. The evaluation committee will score all qualified projects. Ecology may award less funding than requested.

In order to achieve the project goals, the evaluation committee will score projects based on the following criteria. Each applicant may earn up to 40 points.

Ecology will score applicants based on the following criteria:

1) Applicants within EPA NATA counties listed in Table 2 will score 5 points.
2) Applicants within EPA NAAQS counties listed in Table 2 will score 5 points.
3) Applicants within disproportionately impacted counties listed in Table 2 will score 10 points.
4) Applicants will score up to 10 points based on their "Diesel and Disproportionately Impacted Communities" Index Score. See scoring details below.

See Washington Track Network (WTN): https://fortress.wa.gov/doh/wtn/wtnibl/

An applicant will receive a score of

- 10 points if:
  - Any portion of a WTN census tract with a "Diesel and Disproportionately Impacted Communities" index score of "9" or "10" is included within the school district boundary, or
  - A charter school is located within a census tract with a "Diesel and Disproportionately Impacted Communities" index score of "9" or "10".
- 5 points if:
  - Any portion of a WTN census tract with a "Diesel and Disproportionately Impacted Communities" index score of "7" or "8" is included within the school district boundary, or
  - A charter school is located within a census tract with a "Diesel and Disproportionately Impacted Communities" index score of "7" or "8".
- 1 point if:
  - All of the census tracts within the school district boundary have a "Diesel and Disproportionately Impacted Communities" index score of "1" thru "6", or
  - A charter school is located within a census tract with a "Diesel and Disproportionately Impacted Communities" index score of "1" thru "6".

5) Applicants will score 10 points if they agree to use their electric bus to serve a bus route that includes a "Diesel and Disproportionately Impacted Communities" Census Tract with an index score of "7" through "10".

Table 3 summarizes the grant scoring criteria and the points scored for each criteria.

Table 3: Summary of Scoring Criteria and Points Scored

Category	Item	Maximum Points
EPA NATA County	See Table 2	5
EPA NAAQS County	See Table 2	5
Disproportionately Impacted County	See Table 2	10
Disproportionately Impacted Census Tract	Census tract score of "9" or "10" Census tract score of "7" or "8" Census tract score of "1" thru "6"	10 5 1
Census Tract Route Service	Census tract score of "7" thru "10"	10
Maximum Total Score		40

Ecology will evaluate and score applicants and make awards by a series of two "Rounds".

Round 1 Scoring: Ecology will score and rank each applicant. Each applicant will be eligible to receive an award of up to $325,000.

1) The highest ranked applicant will receive the first award of up to $325,000.
2) Then, the second highest ranked applicant will receive the next award of up to $325,000, and so on, until either all funds are exhausted or each applicant has received an award.
3) If funds remain after awarding each applicant up to $325,000, then Ecology will proceed to Round 2.

Round 2 Scoring:

1) Eligible applicants receiving the maximum score of 40 may be eligible for additional awards of up to $325,000 per bus, depending on funds available. Under Round 2 scoring guidelines, applicants may receive additional awards of up to $650,000, not to exceed a total combined award of up to $975,000 (Round 1 plus Round 2).
2) If funds remain, applicants receiving a score of 35 may be eligible for an additional awards of up to $325,000 per bus.
3) If funds still remain, Ecology may increase the amount of maximum award per applicant.

Tie Breaker: In the event of a tie among applicants in any round of scoring, Ecology will provide awards to those applicants that have the greatest number of disproportionately impacted population within their school district. (Ecology will use GIS to determine the number of population.)

See Table 4 to help determine the maximum score and funding for an applicant.

Table 4: Scoring for Applicants with Publicly Owned Buses

County	Max Census Tract Score	Max Score	Number Of Buses	Max Award
Clark, King, Pierce, & Snohomish	"9" or "10"	40	up to 3	≤ $975,000
	"7" or "8"	35	1	≤ $325,000
	"1" to "6"	31	1	≤ $325,000
Skagit, Spokane, Thurston, Whatcom, & Yakima	"9" or "10"	35	1	≤ $325,000
	"7" or "8"	30	1	≤ $325,000
	"1" to "6"	21	1	≤ $325,000
Benton, Franklin, Clallam, Cowlitz, Lewis	"9" or "10"	30	1	≤ $325,000
	"7" or "8"	25	1	≤ $325,000
	"1" to "6"	11	1	≤ $325,000
Other Counties	"7" or "8"	5	1	≤ $325,000
	"1" to "6"	1	1	≤ $325,000

Appendices

Appendix A. Community Outreach Template

Ecology encourages recipients to distribute the following message in English, Spanish, and other languages as appropriate for their school district. Ecology will provide translation services as needed.

To address climate change and improve public health, Washington is adopting innovative policies across all sectors of the economy to create clean energy jobs and transition from fossil fuels to clean, renewable energy. Although Washington ranks among the leading states for electric vehicle sales, transportation is still our largest source of air pollution, including greenhouse gasses that contribute to climate change. Continued electrification of our transportation systems will reduce air pollution, including greenhouse gases.

Washington's Volkswagen settlement represents an unprecedented opportunity to make transformative improvements across Washington's transportation sector. Ecology's mitigation plan identifies electric school buses, transit buses, and ferries, along with electric vehicle charging infrastructure among key investment opportunities to reduce emissions that improve public health. The Departments of Commerce, Ecology, and Transportation are coordinating to invest in zero emission technologies for our publicly owned fleets and to expand our electric vehicle charging infrastructure network. These investments will reduce public exposure to harmful pollution, address climate change, and generate financial savings in fuel and maintenance costs.