



Washington State Clean Diesel Program

Ecology's Clean Diesel Grant Program 2022-2023 Grants Announcement and Grant Guidelines

By

Ron Stuart

For the

Air Quality Program

Washington State Department of Ecology
Olympia, Washington

July 2022, Publication 22-02-027

Publication Information

This document is available on the Department of Ecology's website at:

<https://apps.ecology.wa.gov/publications/summarypages/2202027.html>

Contact Information

Air Quality Program

P.O. Box 47600

Olympia, WA 98504-7600

Phone: 360-407-6800

Website¹: [Washington State Department of Ecology](http://www.ecology.wa.gov)

ADA Accessibility

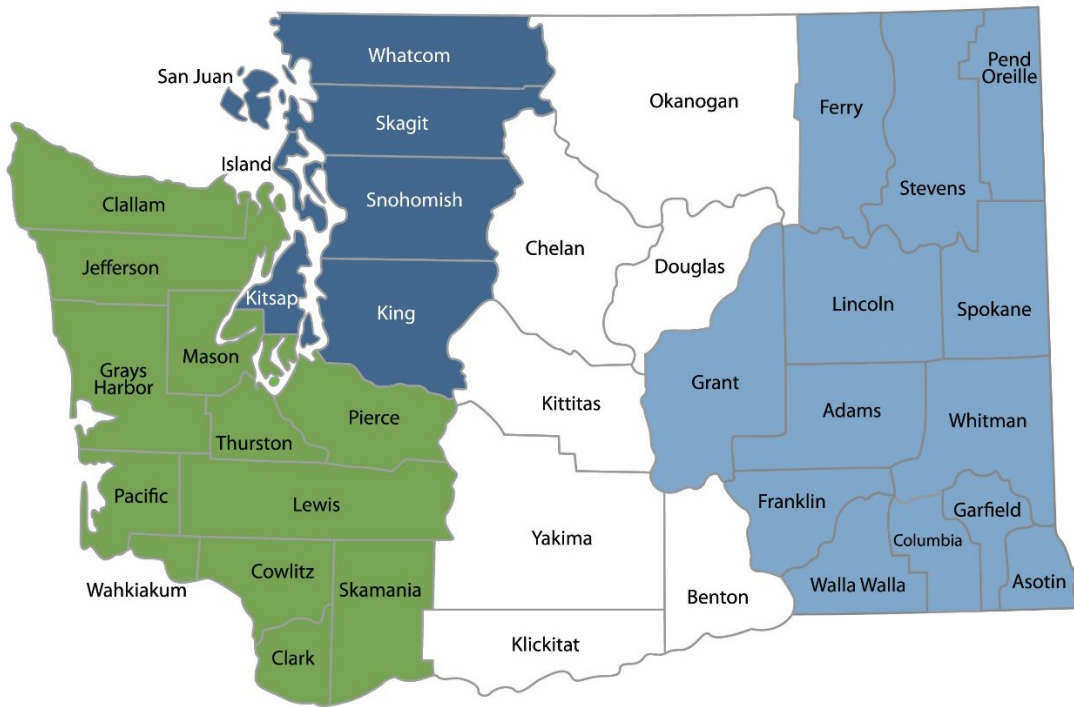
The Department of Ecology is committed to providing people with disabilities access to information and services by meeting or exceeding the requirements of the Americans with Disabilities Act (ADA), Section 504 and 508 of the Rehabilitation Act, and Washington State Policy #188.

To request an ADA accommodation, contact Ecology by phone at 360-407-6800 or email at melanie.forster@ecy.wa.gov. For Washington Relay Service or TTY call 711 or 877-833-6341. Visit Ecology's website for more information.

¹ www.ecology.wa.gov/contact

Department of Ecology's Regional Offices

Map of Counties Served



Southwest Region 360-407-6300	Northwest Region 206-594-0000	Central Region 509-575-2490	Eastern Region 509-329-3400
---	---	---------------------------------------	---------------------------------------

Region	Counties served	Mailing Address	Phone
Southwest	Clallam, Clark, Cowlitz, Grays Harbor, Jefferson, Mason, Lewis, Pacific, Pierce, Skamania, Thurston, Wahkiakum	P.O. Box 47775 Olympia, WA 98504	360-407-6300
Northwest	Island, King, Kitsap, San Juan, Skagit, Snohomish, Whatcom	P.O. Box 330316 Shoreline, WA 98133	206-594-0000
Central	Benton, Chelan, Douglas, Kittitas, Klickitat, Okanogan, Yakima	1250 West Alder Street Union Gap, WA 98903	509-575-2490
Eastern	Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grant, Lincoln, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman	4601 North Monroe Spokane, WA 99205	509-329-3400
Headquarters	Statewide	P.O. Box 46700 Olympia, WA 98504	360-407-6000

Washington State Clean Diesel Program

Ecology's Clean Diesel Grant Program 2022-2023 Grants Announcement and Grant Guidelines

Air Quality Program
Washington State Department of Ecology
Olympia, WA

July 2022 | Publication 22-02-027



DEPARTMENT OF
ECOLOGY
State of Washington

Table of Contents

List of Tables	6
Tables.....	6
Important Information	7
Purpose of Solicitation	8
Background	9
Diesel emissions and public health	9
Program goals	9
Environmental justice	9
Children experiencing poverty.....	10
Eligibility and Funding Levels	11
Eligible applicants	11
Eligible projects.....	11
Eligible Costs	12
Award Selection Process	16
Unrequested, Unspent or Additional Funds	16
Application Process	17
Application Requirements	18
Terms and conditions	18
Valid applications.....	18
Awardee Requirements	19
Project proposal.....	19
Grant period.....	19
Scrap and replacement conditions	19
Grant Program Limitations	20
Appendix A	21

List of Tables

Tables

Table 1: Application Scoring	13
Table 2: Diesel Engine Replace or Retrofit Scoring.....	13
Table 3: Disproportional Impact Scoring	14
Table 4: FRPL Scoring	15
Table 5: Disproportional Impact Poverty Scoring.....	15

Important Information

Apply to: Washington State Department of Ecology Air Quality Program
Title: Air Quality Clean Diesel Grant Program 2022-2023
Action: Request for Grant Funding
Due Date: September, 8, 2022

Summary: This notice announces funding available to help diesel engine owners reduce toxic diesel emissions from heavy-duty diesel vehicles, engines, vessels and equipment in Washington.

Amount of Funding Available: Approximately \$750,000 is available for eligible projects. Funding may increase or decrease based on available funding.

Eligible Applicant: Cities, counties, tribes, public utility districts/co-ops, ports, transit authorities, school districts, state government, nonprofit organizations, and local clean air agencies.

Eligible Project Categories:

Purchase and installation of idle reduction equipment for diesel fueled school buses.

Projects to replace the oldest diesel marine engines with all-electric or hybrid electric system

Vocational training pilot programs to prepare students for jobs created by transforming diesel fleets to zero emission fleets.

Application Deadline²: Applicants must submit applications by 5 PM PST, September, 8, 2022.

To ensure a competitive application process and attract qualified projects, Ecology reserves the right to extend the application period, as necessary.

Notice of Awards: Ecology anticipates notifying successful recipients of awards by October 2022.

² Ecology has an electronic grant and loan application system called EAGL (Ecology's Administration of Grants and Loans). See Application Process for more details.

Purpose of Solicitation

This is a competitive grant solicitation. The Washington State Department of Ecology (Ecology) announces the availability of approximately \$750,000 to purchase and install idle reduction for diesel fueled school buses, replace the oldest polluting diesel marine engines with all-electric or hybrid electric systems, and provide funding for vocational training pilot programs to prepare students for jobs created by transforming diesel fleets to zero emission fleets.

Background

Diesel emissions and public health

Transportation is the largest source of climate pollution in Washington, accounting for nearly half of total greenhouse gas emissions. An Ecology air pollution study shows that diesel exhaust is responsible for 70 percent of Washington's airborne cancer risk³. It increases the risk for respiratory disease and worsens the health of people with asthma, heart disease, and lung disease.

Program goals

The objectives of this grant program are to:

- Reduce diesel pollution and greenhouse gases from Central and Eastern Washington's oldest school buses
- Reduce diesel pollution and greenhouse gases in disproportionately impacted communities
- Reduce diesel pollution and greenhouse gases for economically overburdened children

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

- Washington Clean Air Act
- 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)

Environmental justice

Ecology is committed to 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. Ecology uses an intersectional lens to address disproportionate environmental and health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations in overburdened communities, equitably distributing resources and benefits, and eliminating harm.

We are prioritizing investments that maximize air pollution reductions and improve public health in those communities that have historically borne a disproportionate share of the air

³ Concerns about Adverse Health Effects of Diesel Engine Emissions, Publication 0802032:
<https://fortress.wa.gov/ecy/publications/documents/0802032.pdf>

pollution burden in Washington.

Along with the Washington Department of Health, local clean air agencies, and environmental justice community organizations, we used a variety of tools (Washington Tracking Network, Puget Sound Clean Air Agency’s Highly Impacted Communities analysis, Ecology Comprehensive Emissions Inventory, etc.) to identify and consider beneficial impacts of projects in disproportionately impacted communities. The Department of Health incorporated the new index, “Diesel Pollution and Disproportionate Impact”, into their [Washington Tracking Network online mapping tool](#)⁴.

Children experiencing poverty

The [National School Lunch Program](#)⁵ (NSLP) promotes the improvement of children’s health and well-being by providing nutritious meals to children. The Washington State Office of Superintendent of Public Instruction (OSPI) collects data on the percentage of students eligible for free or reduced priced meals and students experiencing poverty within school districts. Ecology will prioritize grants to applicants serving communities with a high level of poverty as indicated by their school district Free and Reduced Price Lunch (FRPL) programs. Public, charter and tribal school FRPL data is provided in Appendix A.

⁴ <https://www.doh.wa.gov/DataandStatisticalReports/WashingtonTrackingNetworkWTN>

⁵ <https://www.fns.usda.gov/nslp>

Eligibility and Funding Levels

This notice announces the availability of approximately \$750,000 to purchase and install idle Reduction for Diesel School Buses Using Fuel Fired Heaters, replace the oldest polluting diesel marine engines with all-electric or hybrid electric system, and provide funding for vocational training pilot programs to prepare students for jobs created by transforming diesel fleets to zero emission fleets.

Eligible applicants

Cities, counties, public utility districts/co-ops, ports, school districts, state government, tribes, nonprofit organizations, and local clean air agencies.

Eligible projects

Idle Reduction for Diesel School Buses Using Fuel Fired Heaters.

Ecology currently has a contract for the purchase and installation of fuel operated engine fluid pre-heaters and cab air heaters, and associated equipment. Only project proposals using this contract will be considered for this project category. To request a copy of the contract or information about the idle reduction technologies on the contract, please call or email Ron Stuart at (360) 407-6870 or Ron.Stuart@ecy.wa.gov.

School buses retrofitted must be licensed, registered, and insured for on-road operations in Washington for at least one (1) year prior to August 25, 2022

School buses retrofitted with idle reduction technologies must have an estimated lifespan of at least two (2) more years remaining within the fleet.

Funding to replace the oldest polluting diesel marine engines with all-electric or hybrid electric system

Marine Vessels with Non-Tier, Tier 1 and Tier 2 diesel engines are eligible. Marine engines being replace must have operated over 100 hours during the previous calendar year. The marine engine being scrapped must be replaced with an all-electric or hybrid electric system. Hybrid system engines must be certified to meet EPA Tier 3 or newer diesel emission standards.

Documentation of permanent destruction of replaced engine must be provided to Ecology and will include:

- Completing and signing a certificate of destruction provided by Ecology.
- Using acceptable methods of permanent destruction as approved by Ecology, such as cutting a 3 inch by 3 inch hole in the engine block.
- Digital photographs and other materials documenting the destruction.

Ecology will provide complete instructions on acceptable destruction methods and documentation prior to execution of award agreement.

Vocational training pilot program to prepare students for jobs created by transforming diesel fleets to zero emission fleets.

A pilot project is a small scale project conducted in order to evaluate feasibility, duration, cost, adverse events, and improve upon a project design prior to full-scale implementation. An vocational training pilot program must contain the following elements to be eligible for funding:

- Classroom instruction for local grade school or high school students.
- Hands on instruction with electric vehicles and charging infrastructure
- Curriculum that addresses overcoming the challenges of transforming diesel fleets to zero emission fleets
- Curriculum that educates students on the health and environmental benefits of transforming diesel fleets to zero emission fleets

Eligible Costs

Idle Reduction for Diesel School Buses Using Fuel Fired Heaters.

The purchase and installation of fuel operated engine fluid pre-heaters and cab air heaters, and associated equipment

Scrap incentives for replacing the oldest polluting diesel marine engines with all-electric or hybrid electric system

Scrapping of Non-Tier, Tier 1 and Tier 2. Purchase and installation of all-electric or hybrid systems. Hybrid system engine replacements must meet EPA Tier 3 or newer diesel emission standards.

Vocational training pilot program to prepare students for jobs created by transforming diesel fleets to zero emission fleets.

Time and materials needed to design and conduct a pilot vocational training program. This includes classroom equipment, auto shop equipment, classroom supplies, and personnel costs.

Project funding levels

Idle Reduction for Diesel School Buses Using Fuel Fired Heaters. Up to \$200,000 total funding for idle reduction equipment and installation

Scrap incentives for replacing the oldest polluting diesel marine engines with all-electric or hybrid electric system Approximately \$350,000 total funding for the scrap and replacement of marine diesel engines with all-electric or hybrid electric systems. Grant funding not to exceed 100% of total project costs.

Vocational training pilot program to prepare students for jobs created by transforming diesel fleets to zero emission fleets. Approximately \$200,000 total funding.

Application Scoring

An Ecology evaluation committee will use the competitive scoring criteria below to score and rank valid applications. Ecology will rank applications with the same score according to their date of submission.

Ecology will score applications based on the following criteria:

Table 1: Application Scoring

Criteria	Maximum Points
Replacing or retrofitting the oldest, most polluting diesel engines	20
Serving disproportionately impacted communities	20
Serving economically overburdened communities	60

1) Applicants replacing or retrofit the oldest, most polluting diesel engines.

Applicants will score up to 20 points for the oldest diesel engines replaced or retrofitted. Ecology will use Table 3 below to assign points based on the engine model year. If more than one engine is being replaced, Ecology will use the average of the individual engine scores.

Table 2: Diesel Engine Replace or Retrofit Scoring

Engine Model Year Replaced or Retrofitted	Points
On road engines 1993 or older or Marine Engines Tier 0 or 1	20
On road engines 1994-2006 or Marine Engines Tier 2 or Tier 3	10
On road Engines 2007-2009 or Vocational training project	0

2) Applicants serving disproportionately overburdened communities

Ecology staff will determine the score of the census track by using the proposed project location described in the grant application. Applicants will score up to 20 points based on their “Diesel Pollution and Disproportionate Impact” index score. See scoring details below.

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

- Project locations will score points in the following way:
 - in census track with a score of 9 or 10 = 20 points
 - in census track with a score of 7 or 8 = 10 points
 - in census track with a score of 0-6 = 0 points

Table 3: Disproportional Impact Scoring

“Diesel Pollution and Disproportionate Impact” index score	Points
9 or 10	20
7 or 8	10
Less than 7	0

3) Applicants serving economically overburdened communities

School bus idle reduction applicants will score up to 60 points for serving students participating in Free and Reduced Priced Lunch (FRPL) Programs at their schools. Marine engine replacement projects will score zero (0) under this category.

An applicant will receive a score of:

- 60 points if:
 - The applicant is transporting students to a public, charter or tribal school in a school district with a FRPL percentage of 95% or greater
- 30 points if:
 - The applicant is transporting students to public, charter, or tribal schools in a school district with a FRPL percentage between 50%-94%
- 0 points if:
 - The applicant is transporting students to public, charter, or tribal schools in a school district with a FRPL percentage less than 50%
 - The applicants project is a marine engine replacement project.

Table 4: FRPL Scoring

FRPL percentage	Points
95% or Greater	60
50% to 94%	30
Less than 50% Or Marine engine replacement retrofit project	0

Marine engine electrification applicants will receive up to 60 points for vessels home ported in economically challenged communities. Ecology staff will determine the score of the census track by using the home port location described in the grant application. Applicants will score up to 60 points based on their “Diesel Pollution and Disproportionate Impact Priority Population living in Poverty” index score. Idle reduction and vocational training projects will score zero (0) under this category.

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

- Project locations will score points in the following way:
 - in census track with a score of 9 or 10 = 60 points
 - in census track with a score of 7 or 8 = 20 points
 - in census track with a score of 0-6 = 0 points

Table 5: Disproportional Impact Poverty Scoring

“Diesel Pollution and Disproportionate Impact” index score	Points
9 or 10	60
7 or 9	20
Less than 7	0

Award Selection Process

Ecology will award grants to the highest scoring eligible applicants in each of the eligible project categories of Idle reduction, Marine Engine Replacement and Vocational Training Pilot Program.

Awards are conditional on receipt of any additional information requested by Ecology to clarify or verify FRPL data, project scope or costs.

Unrequested, Unspent or Additional Funds

If Ecology allocates additional funding to this grant program after the application deadline expires, Ecology may select projects from the remaining eligible unfunded applicants using the award selection process. Priority for additional funding will be given to applicants partially funded by the original round of funding. Unfunded applicants must be compatible with any new funding source restrictions to be selected.

If applicants that are initially awarded funds withdraw or cancel their application, Ecology may increase funding for select projects, or select projects from the remaining eligible unfunded applicants. Priority for reallocated funding will be given to applicants partially funded by the original round of funding.

Ecology may adjust funding levels between project categories to minimize unspent funds.

If unrequested or unspent funds remain after the application deadline expires, Ecology may reopen the grant application window and establish a new submission deadline to accept additional applications.

If unrequested or unspent funds remain after the application deadline expires, Ecology may revise the grant program and accept a new round of applications.

Application Process

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

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

For more information or help, call Ron Stuart at (360) 407-6870 or email at ron.stuart@ecy.wa.gov

For project proposals, be prepared to submit the following information into the EAGL application forms:

Idle Reduction for Diesel School Buses Using Fuel Fired Heaters.

- The amount of funding requested to purchase replacement buses
- The school district FRPL percentage from Appendix A. If the replacement bus operates in more than one school district, Ecology will accept the highest FRPL percentage school district data.

Scrap incentives for replacing the oldest polluting diesel marine engines with all-electric or hybrid electric system

- List of diesel engines to be scrapped and replaced (Ecology will provide a form).
- Project description including diesel emission reduction and carbon emission reduction estimates

Vocational training pilot program to prepare students for jobs created by transforming diesel fleets to zero emission fleets

- A pilot project proposal that includes:
 - Description of the purpose and goals of the project.
 - How the program will provide hands on instruction with electric vehicles and charging infrastructure
 - How the curriculum will address overcoming the challenges of transforming diesel fleets to zero emission fleets
 - How the curriculum will educate students on the health and environmental benefits of transforming diesel fleets to zero emission fleets
 - A description of any collaboration with school bus owners transforming their diesel fleet to zero emissions.

Application Requirements

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.

Valid applications

Ecology will only accept valid applications for consideration. Applications must meet minimum administrative and technical criteria. Ecology will validate applications based on the applicants' responses to the information requested in this solicitation. To validate 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). Ecology will disqualify and eliminate from further evaluation applications that fail any of the Administrative or Technical Screening Criteria.

1. Administrative Screening Criteria

The application is submitted in EAGL 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 Ecology provided fleet list template was uploaded to the application and contains the required information.

Awardee Requirements

Project proposal

All applicants should address how the project proposal will comply with the following requirements. Ecology may withhold grant reimbursement and/or reject future grant applications from the grantee if they fail to maintain compliance with these requirements through project implementation and operation.

If awarded a grant, recipients must:

- Be responsible for all costs incurred prior to the execution of a contract, which will not be reimbursed.⁶
- Provide all necessary matching funds required.
- 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.
- Complete an Inadvertent Discovery Plan (form provided by Ecology) if the project breaks ground or alters existing structures.
- Provide any additional information requested by Ecology.
- Comply with contract, audit, monitoring and quarterly reporting requirements, including scheduled site visits, as needed.
- Retrofitted school buses must be licensed, registered, and insured for on-road operation in Washington at least one (1) year prior to date of award.

Grant period

All recipients should complete their projects by June 30, 2023. Ecology will consider extending this due date if applicants cannot meet this schedule.

Scrap and replacement conditions

The to-be-scraped marine engines must be Diesel powered.

The marine engine electrification grant recipient must provide to Ecology documentation of the permanent destruction of the engine. The documentation must include:

- Completed and signed Certificate of Destruction (form provided by Ecology).
- Verification photos of the permanent destruction, which includes:
 - Cutting a minimum 3 inch by 3 inch hole in the engine block.

⁶ Ecology will not increase an award due to unanticipated or underestimated costs. Ecology strongly recommended that applicants perform their due diligence by contacting vendors for estimates.

Grant Program Limitations

Only one application per organization will be accepted. If more than one application per organization is requested, please contact the Ecology Project Manager, Ron Stuart (see Page 12).

Awards are conditional on receipt of any additional information requested by Ecology to clarify or verify FRPL data, scope of work, or project costs.

Recipients may not use grant funds to pay for grant administration costs.

Ecology reserves the right to recommend partial funding for any proposal. In this event, the applicant/proposed 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 via EAGL submittal prior to reimbursement of all eligible costs:

1. Completed Payment Request/Progress Reports and Equipment Purchase Reports.
2. Completed and signed Certificate(s) of Destruction (form provided by Ecology).
3. Photos documenting the required engine scrappage
4. Legible copies of all invoices showing the purchase price of equipment, materials and labor.

Once the above has been completed, a Recipient Close Out Report must be submitted in EAGL.

Appendix A

Table A-1: Final FRPL percentage by district for 2021-2022. Data Source WA OSPI:
[https://www.k12.wa.us/sites/default/files/public/safs/misc/budprep21/FINALPovertyforPostin
 g.xlsx](https://www.k12.wa.us/sites/default/files/public/safs/misc/budprep21/FINALPovertyforPostin%20g.xlsx)

District	Final FRPL % for 2021-22
Aberdeen	71.94%
Adna	27.80%
Almira	36.44%
Anacortes	26.31%
Arlington	34.78%
Asotin-Anatone	31.70%
Auburn	55.00%
Bainbridge	7.18%
Battle Ground	31.94%
Bellevue	15.91%
Bellingham	31.83%
Benge	5.56%
Bethel	48.71%
Bickleton	17.95%
Blaine	44.18%
Boistfort	49.44%
Bremerton	60.32%
Brewster	90.17%
Bridgeport	94.59%
Brinnon	77.03%
Burlington Edison	50.85%
Camas	13.74%
Cape Flattery	66.47%
Carbonado	21.08%
Cascade	43.70%
Cashmere	41.54%
Castle Rock	49.63%
Catalyst Charter	35.71%
Centerville	24.42%
Central Kitsap	33.15%
Central Valley	31.58%
Centralia	77.11%
Chehalis	44.69%
Cheney	46.46%
Chewelah	53.37%

District	Final FRPL % for 2021-22
Chief Leschi Tribal	56.51%
Chimacum	48.67%
Clarkston	56.88%
Cle Elum-Roslyn	38.43%
Clover Park	62.16%
Colfax	28.35%
College Place	51.84%
Colton	31.41%
Columbia (Stev)	64.22%
Columbia (Walla)	54.51%
Colville	45.84%
Concrete	74.95%
Conway	18.14%
Cosmopolis	40.85%
Coulee/Hartline	45.73%
Coupeville	32.61%
Crescent	51.06%
Creston	41.25%
Curlew	56.73%
Cusick	68.79%
Damman	0.00%
Darrington	55.78%
Davenport	42.45%
Dayton	51.92%
Deer Park	45.34%
Dieringer	14.21%
Dixie	100.00%
East Valley (Spok)	53.35%
East Valley (Yak)	55.53%
Eastmont	56.99%
Easton	76.74%
Eatonville	40.83%
Edmonds	33.75%
Ellensburg	44.10%
Elma	71.46%
Endicott	60.47%
Entiat	64.76%
Enumclaw	29.86%
Ephrata	55.82%
Evaline	62.00%

District	Final FRPL % for 2021-22
Everett	38.62%
Evergreen (Clark)	49.74%
Evergreen (Stev)	71.88%
Federal Way	64.16%
Ferndale	46.25%
Fife	43.41%
Finley	76.61%
Franklin Pierce	65.71%
Freeman	20.24%
Garfield	46.08%
Glenwood	50.00%
Goldendale	41.47%
Grand Coulee Dam	71.87%
Grandview	83.49%
Granger	88.52%
Granite Falls	41.37%
Grapeview	39.20%
Great Northern	9.76%
Green Mountain	34.64%
Griffin	16.45%
Harrington	36.43%
Highland	80.53%
Highline	66.60%
Hockinson	18.56%
Hood Canal	68.23%
Hoquiam	68.36%
Impact Puget Sound Charter	63.26%
Impact Salish Sea Charter	40.63%
Inchelium	75.44%
Index	35.71%
Innovation Charter	39.22%
Issaquah	8.60%
Kahlotus	2.70%
Kalama	31.63%
Keller	88.57%
Kelso	60.51%
Kennewick	56.71%
Kent	51.61%
Kettle Falls	40.54%
Kiona Benton	69.24%

District	Final FRPL % for 2021-22
Kittitas	47.08%
Klickitat	61.11%
La Conner	55.61%
Lacenter	21.00%
Lacrosse Joint	37.04%
Lake Chelan	60.79%
Lake Stevens	23.23%
Lake Washington	9.65%
Lakewood	39.17%
Lamont	51.22%
Liberty	30.36%
Lind	68.95%
Longview	61.26%
Loon Lake	53.56%
Lopez	43.39%
Lumen Charter	90.63%
Lummi Tribal	72.12%
Lyle	58.05%
Lynden	28.77%
Mabton	91.90%
Mansfield	60.67%
Manson	66.94%
Mary M Knight	15.78%
Mary Walker	76.32%
Marysville	48.48%
Mc Cleary	46.79%
Mead	22.32%
Medical Lake	34.92%
Mercer Island	3.27%
Meridian	31.88%
Methow Valley	32.07%
Mill A	34.43%
Monroe	27.23%
Montesano	33.62%
Morton	54.98%
Moses Lake	64.23%
Mossyrock	55.31%
Mount Adams	98.94%
Mount Baker	53.59%
Mount Pleasant	17.91%

District	Final FRPL % for 2021-22
Mt Vernon	62.09%
Muckleshoot Tribal	74.21%
Mukilteo	48.12%
Naches Valley	50.99%
Napavine	41.89%
Naselle Grays Riv	50.68%
Nespelem	96.24%
Newport	60.95%
Nine Mile Falls	26.48%
Nooksack Valley	52.25%
North Beach	65.41%
North Franklin	76.02%
North Kitsap	31.44%
North Mason	48.05%
North River	62.50%
North Thurston	41.32%
Northport	51.10%
Northshore	11.16%
Oak Harbor	36.24%
Oakesdale	32.86%
Oakville	64.49%
Ocean Beach	64.10%
Ocosta	78.09%
Odessa	40.49%
Okanogan	59.12%
Olympia	27.96%
Omak	48.76%
Onalaska	55.09%
Onion Creek	56.82%
Orcas	28.39%
Orchard Prairie	7.59%
Orient	58.00%
Orondo	78.06%
Oroville	75.43%
Orting	29.41%
Othello	76.45%
Palisades	73.33%
Palouse	29.34%
Pasco	71.20%
Pateros	68.75%

District	Final FRPL % for 2021-22
Paterson	100.00%
Pe Ell	55.60%
Peninsula	18.72%
Pioneer	61.76%
Pomeroy	49.84%
Port Angeles	49.55%
Port Townsend	46.79%
Prescott	81.82%
Pride Prep Charter	57.76%
Prosser	71.73%
Pullman	27.62%
Puyallup	36.09%
Queets-Clearwater	100.00%
Quilcene	29.91%
Quileute Tribal	99.24%
Quillayute Valley	60.07%
Quinault	99.48%
Quincy	78.87%
Rainier	40.28%
Rainier Prep Charter	67.92%
Rainier Valley Charter	82.50%
Raymond	61.15%
Reardan	38.61%
Renton	46.85%
Republic	53.13%
Richland	9.75%
Ridgefield	21.96%
Ritzville	48.77%
Riverside	44.67%
Riverview	12.86%
Rochester	49.29%
Roosevelt	0.00%
Rosalia	63.01%
Royal	74.30%
San Juan	33.73%
Satsop	50.00%
Seattle	30.46%
Sedro Woolley	50.44%
Selah	52.52%
Selkirk	53.04%

District	Final FRPL % for 2021-22
Sequim	41.02%
Shaw	0.00%
Shelton	66.46%
Shoreline	24.95%
Skamania	34.48%
Skykomish	62.50%
Snohomish	17.80%
Snoqualmie Valley	8.98%
Soap Lake	90.09%
South Bend	68.31%
South Kitsap	30.66%
South Whidbey	25.14%
Southside	34.98%
Spokane	56.83%
Spokane Int'l Charter	46.58%
Sprague	50.00%
St John	44.88%
Stanwood	28.34%
Star	0.00%
Starbuck	58.33%
Stehekin	0.00%
Steilacoom Hist.	23.33%
Steptoe	0.00%
Stevenson-Carson	50.54%
Sultan	51.43%
Summit Atlas Charter	44.19%
Summit Olympus Charter	57.92%
Summit Sierra Charter	32.45%
Summit Valley	66.10%
Sumner	28.23%
Sunnyside	77.76%
Suquamish Tribal	55.56%
Tacoma	57.51%
Taholah	74.69%
Tahoma	12.90%
Tekoa	64.12%
Tenino	47.58%
Thorp	37.26%
Toledo	48.79%
Tonasket	72.58%

District	Final FRPL % for 2021-22
Toppenish	80.29%
Touchet	50.95%
Toutle Lake	38.37%
Trout Lake	0.00%
Tukwila	71.78%
Tumwater	31.02%
Union Gap	91.30%
University Place	34.87%
Valley	20.80%
Vancouver	47.25%
Vashon Island	22.30%
Wa He Lut Tribal	98.52%
Wahkiakum	55.09%
Wahluke	96.06%
Waitsburg	47.97%
Walla Walla	53.94%
Wapato	87.66%
Warden	83.69%
Washougal	35.21%
Washtucna	61.40%
Waterville	47.74%
Wellpinit	85.20%
Wenatchee	52.24%
West Valley (Spok)	51.09%
West Valley (Yak)	45.88%
White Pass	72.16%
White River	26.81%
White Salmon	41.36%
Wilbur	44.75%
Willapa Valley	41.35%
Wilson Creek	57.66%
Winlock	78.01%
Wishkah Valley	61.64%
Wishram	84.13%
Woodland	42.08%
Yakama Nation Tribal	0.00%
Yakima	77.93%
Yelm	45.44%
Zillah	56.81%

