



# Washington State Clean Diesel Program

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## Ecology's Zero Emission School Bus Grant Program 2023-2025 Grants Announcement and Grant Guidelines

By

Ron Stuart

For the

**Air Quality Program**

Washington State Department of Ecology  
Olympia, Washington

July 2024, Publication 24-02-014

## Publication Information

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## Contact Information

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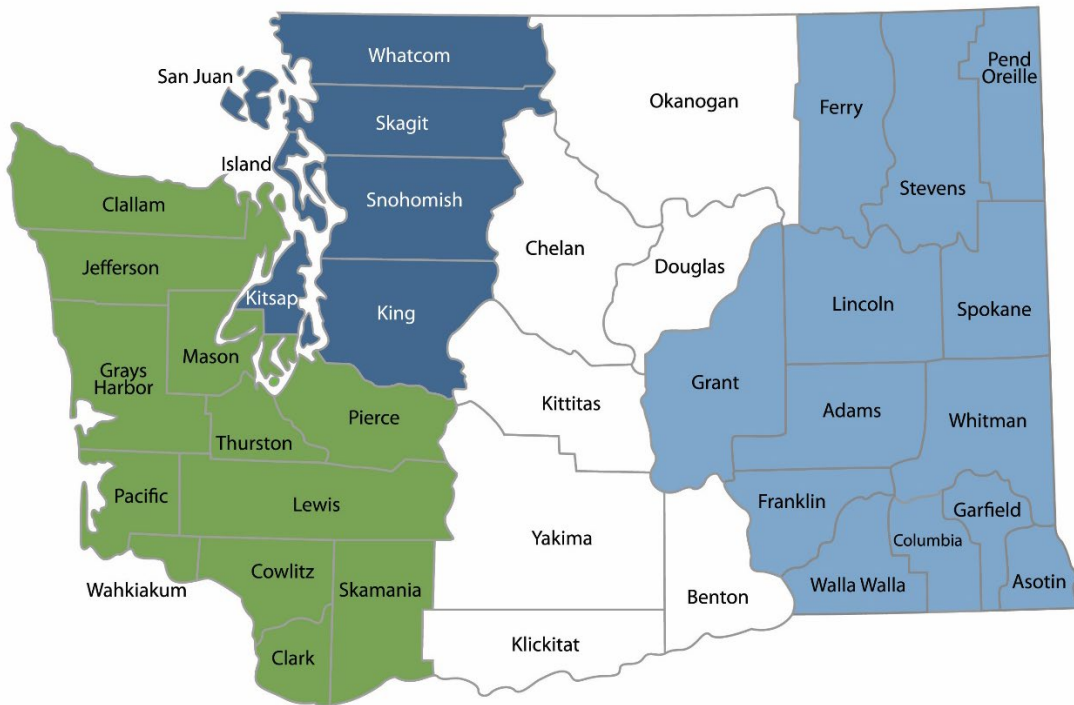
To request an ADA accommodation, contact Ecology by phone at 360-407-6800 or email at [melanie.forster@ecy.wa.gov](mailto:melanie.forster@ecy.wa.gov). For Washington Relay Service or TTY call 711 or 877-833-6341. Visit Ecology's website for more information.

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<sup>1</sup> [www.ecology.wa.gov/contact](http://www.ecology.wa.gov/contact)

# Department of Ecology's Regional Offices

## Map of Counties Served



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

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DEPARTMENT OF  
**ECOLOGY**  
State of Washington

# Table of Contents

- Important Information ..... 6**
- Purpose of Solicitation ..... 7**
- Program Goals ..... 7**
- Background..... 8**
  - Washington’s school bus fleet .....8
  - Diesel emissions and public health .....8
  - Environmental justice and equity .....8
  - Small and rural local education agencies.....9
  - Children experiencing poverty.....10
- Eligibility and Funding Levels.....11**
  - Eligible applicants .....11
  - Eligible projects.....11
  - Eligible Costs .....11
- Award Selection Process .....16**
- Unrequested, Unspent or Additional Funds .....17**
- Application Process.....18**
- Application Requirements.....19**
  - Terms and conditions .....19
  - Valid applications.....19
- Awardee Requirements.....20**
  - Project proposal.....20
  - Grant period.....21
  - Scrap and replacement conditions .....21
- Grant Program Limitations .....22**
- Appendix A .....23**
- Appendix B .....34**
- Appendix C .....37**
- Appendix D .....41**
- Appendix E.....42**

# Important Information

**Apply to:** Washington State Department of Ecology Air Quality Program  
**Title:** Ecology’s Zero emission School Bus Grant Program 2023-2025  
**Action:** Request for Grant Funding  
**Due Date:** August 15, 2024

**Summary:** This notice announces funding available on a competitive basis to help schools in Washington reduce toxic and greenhouse gas emissions from fossil fueled<sup>2</sup> school buses by scrapping and replacing old buses with new zero emission buses.

**Amount of Funding Available:** Approximately \$20,000,000 is available for eligible projects. Available funding may increase as additional funds become available.

**Eligible Applicant:** School bus owners that transport students to K-12 schools overseen by the [Washington Office of Superintendent of Public Instruction \(OSPI\)](#)<sup>3</sup> for the 2023-2024 school year.

**Eligible Project Categories:** Scrap and replace diesel school buses owned by the applicant with zero emission school buses, including charging or fueling infrastructure.

**Application Deadline<sup>4</sup>:** Applicants must submit applications by 5 PM PST, [08/15/2024](#). 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 2024**.

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<sup>2</sup> Fossil fuels are hydrocarbon containing fuels such as gasoline, diesel, propane autogas, and natural gas

<sup>3</sup> <https://www.k12.wa.us/about-osp>

<sup>4</sup> 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 \$20 million in grants to help accelerate the transformation of Washington's fossil fueled school bus fleet to a zero emission fleet. Investing in zero emission technologies will help improve both near- and long-term public health in overburdened communities.

Funding for this grant solicitation is provided by the Washington State Department of Transportation in support of an early action grant program to provide expedited funding for the replacement of fossil fueled school buses with zero emission school buses (ESHB 2134 2024). This grant opportunity is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at [www.climate.wa.gov](http://www.climate.wa.gov).

## Program Goals

The objectives of this grant program are to:

- Reduce diesel pollution and greenhouse gases from Washington's oldest school buses
- Reduce diesel pollution and greenhouse gases for economically disadvantaged children
- Improve air quality in overburdened communities highly impacted by air pollution
- Accelerate the transition of Washington's fossil fueled school bus fleet to zero emissions

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

- Results Washington Clean Transportation and Healthy Air Goal
- Washington GHG emission reduction limits (70.235 RCW)
- Washington Fuel Usage Goals for Publicly Owned Vehicles (43.19.648 RCW)
- Washington State Clean Energy Transformation Act (19.405 RCW)
- State and local government vehicle procurement rules (194-28 and 194-29 WAC)
- Washington Climate Commitment Act (SB 5126 Chapter 316, laws of 2021)
- Zero Emission School Bus ACT (Engrossed Second Substitute House Bill 1368 law of 2024)
- Healthy Environment for All Act (70A.02 RCW)

# Background

## Washington's school bus fleet

Washington State has 295 public school districts and 6 state-tribal education compact schools<sup>5</sup>. There were 1,096,304 students enrolled in the 2022-2023 school year. There are approximately 8,350 school bus drivers and 180 school bus monitors in Washington State<sup>6</sup>. Washington State school buses provide over 700,000 student trips per day and travel over 100 million miles per year<sup>7</sup>. As of March 2024, there are approximately 10,440 school buses in Washington State's fleet, 80 are zero emission buses, while the remaining (99.2%) operate on fossil fuels.

## Diesel emissions and public health

Transportation is the largest source of climate pollution in Washington, accounting for 39% total greenhouse gas emissions. Diesel exhaust increases the risk for respiratory disease and worsens the health of people with asthma, heart disease, and lung disease. Research shows that diesel filtration methods do not mitigate negative health effects that are associated with whole diesel exhaust, and that filtration systems on diesel engines emit ultrafine particulate matter (PM), which may easily pass the blood-brain barrier. Students, school bus drivers, school staff, and communities are exposed to diesel exhaust inside and near diesel school buses.

In 2013, the International Agency for Research on Cancer classified diesel exhaust as a carcinogen in humans based on evidence from occupational epidemiological studies. Washington State is currently ranked 33 of 49 for risk of cancer from diesel soot, compared to other U.S. states. An Ecology air pollution study shows that diesel exhaust is responsible for 70 percent of Washington's airborne cancer risk<sup>8</sup>.

These grant funds for zero emission school buses guarantee real and immediate health benefits, ensuring both a safe and healthy mode of transportation for children.

## Environmental justice and equity

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.

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<sup>5</sup> <https://ofm.wa.gov/washington-data-research/statewide-data/washington-trends/budget-drivers/kindergarten-through-grade-12-k-12-enrollment>

<sup>6</sup> United States Bureau of Labor Statistics. May 2021 State Occupational Employment and Wage Estimates. 2021.

<sup>7</sup> Washington Office of Superintendent of Public Instruction. School Bus Driver Handbook.2019.

<sup>8</sup> Concerns about Adverse Health Effects of Diesel Engine Emissions, Publication 0802032:

<https://fortress.wa.gov/ecy/publications/documents/0802032.pdf>



Ecology’s mission is to protect, preserve, and enhance the environment for current and future generations. As Ecology works to build a healthier environment, we must make sure no community is overburdened by environmental pollution, and that we strive to eliminate environmental and health disparities.

An overburdened community is defined in RCW 70A.02.010 as a geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities. A highly impacted community is a community designated by the department of health based on cumulative impact analyses or any community located in census tracts fully or partially on "Indian country" as defined in 18 U.S.C. Sec. 1151. The Department of Health uses an Environmental Health Disparities (EHD) map to designate highly impacted communities<sup>9</sup>. The EHD map ranks the risks communities face from environmental burdens including fossil fuel pollution and vulnerability to climate change impacts that contribute to health inequities. The Department of Health designates overburdened communities, or highly impacted as any census tract with a 9 or 10 overall rank on the Environmental Health Disparities (EHD) map<sup>10</sup>, or any census tract intersecting tribal lands.

Washington state has many overburdened communities, and Ecology was tasked to identify a subset of these communities experiencing the highest levels of criteria pollution by conducting environmental justice, air quality, and health impact reviews. In 2023 Ecology identified 16 overburdened communities highly impacted by air pollution and is taking steps to reduce air pollution impacts within these communities<sup>11</sup>. Ecology is engaged in government-to-government consultation with Tribes whose lands have elevated levels of criteria air pollution to determine if these Tribes prioritize Air Quality and qualify for Climate Commitment Act programs and funding. For the purpose of this grant opportunity, Ecology will score school district boundary overlap with tribal lands<sup>12</sup> the same as school bus service in overburdened communities.

## Small and rural local education agencies

Small and rural school transportation budgets may be too small to allow the purchase of zero emission school buses without financial assistance. Additionally, small and rural schools often lack personnel and resources needed to compete for federal grants. The Washington State Office of Superintendent of Public Instruction (OSPI) created a program dedicated to supporting small Local Education Agencies (LEA) with a student attendance of 1,000 students or less. OSPI’s Small LEA Support Team (SLST) and Small Schools Advisory Council guides this work including grant funding assistance under federal and state programs. OSPI also supports Rural

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<sup>9</sup> Department of Health Defined Overburdened Communities RCW 70A.02.010

<sup>10</sup> <https://fortress.wa.gov/doh/wtn/wtnibl/>

<sup>11</sup> Improving air quality in overburdened communities; <https://ecology.wa.gov/Air-Climate/Climate-Commitment-Act/Overburdened-communities>

<sup>12</sup> Tribal Lands Washington State GIS layer maintained by the Washington State Department of Ecology . <https://www.arcgis.com/home/item.html?id=fb1e72ec1d9146e09b56baf2ca686d15&sublayer=10>

and Low-Income schools through the Federal Rural Education Initiative [Title 5 Subpart B](#). Ecology is collaborating with OSPI to prioritize grants to both small and rural LEAs.

### **Rural Low-Income LEAs**

Rural low-income LEAs for the 2023-24 school year can be found in Appendix B.

Eligible LEAs:

1. 20 percent or more of children served (ages 5-17) are from families with incomes below the poverty line as determined by the U.S. Census Bureau, **and**
2. All schools served have a locale code of 32, 33, 41, 42, or 43 as determined by the [National Center for Education Statistics \(NCES\)](#).

### **Small LEA's Supported by the SLST**

Washington Small LEAs (SLEA) are LEAs with a student attendance of 1000 students or less. A list of SLEA for the 2023-2024 school year is provided in Appendix C.

## **Children experiencing poverty**

The [National School Lunch Program](#)<sup>13</sup> (NSLP) promotes the improvement of children's health and well-being by providing nutritious meals to children. To distribute NSLP funding, 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 school districts, charter schools, and state-tribal education compact school FRPL data is provided in Appendix A.

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<sup>13</sup> <https://www.fns.usda.gov/nslp>

# Eligibility and Funding Levels

This notice announces the availability of approximately \$20 million to scrap and replace fossil fueled school buses with new zero emission school buses. Funding is also available for charging or fueling infrastructure for the new zero emission school buses.

## Eligible applicants

This solicitation is open to school bus owners that transport students to K-12 schools identified by the Washington Office of Superintendent of Public Instruction (OSPI) <sup>14</sup>

## Eligible projects

An eligible project is the scrap and replacement of fossil fueled school buses with new zero emission school buses, including charging or fueling infrastructure needed to charge or fuel the new zero emission school buses. School buses being scrapped must be:

- Powered by fossil fuels such as diesel, gasoline, propane autogas, or natural gas.
- Owned by the applicant
- Licensed, registered, and insured for on-road operation in Washington for at least one (1) year prior to August 15, 2024
- Replaced with a new zero emission school bus. Fuel-operated passenger heaters are allowable optional equipment.

## Eligible Costs

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

- Purchase of a new zero emission school bus
- Scrappage of the old fossil fueled school bus
- Installation of charging or fueling infrastructure

Grant funds may be combined with any other source of funding needed to fully purchase each zero-emission school bus and any associated charging or fueling infrastructure. If grant funding under this opportunity is combined with sources of grant funding for the same project (grant stacking), the total combined awards cannot exceed the total project cost. This includes the cost of the vehicle, infrastructure equipment, infrastructure installation or other eligible project costs.

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<sup>14</sup> OSPI list of websites and addresses for school districts, charter schools, tribal schools, and ESDs: <https://www.k12.wa.us/about-ospi/about-school-districts/websites-and-contact-info>

## Project funding levels

Ecology will use K-12 school district Free Reduced Priced Lunch (FRPL) program, rural low-income LEA data, and small LEA data (SLEA) for the current school year to determine funding levels. The FRPL percentages, rural low-income data, and SLEA data must represent the LEA where replacement buses funded by this grant will operate.

### **Public schools, charter schools, and state-tribal education compact schools**

Ecology requires applicants that transport students to public, charter or tribal compact schools to submit OSPI school district FRPL information for the 2023-24 school year as part of their application. This information can be found in Appendix A.

### **Funding level 1: Applicants with a FRPL percentage greater than 95% or are a Rural Low-Income LEA<sup>15</sup>**

Funding up to 100 percent of the replacement cost of a fossil fueled school bus with a new zero emission school bus. There is no limit on the number of buses an applicant may request. Ecology will award up to three (3) bus replacements per applicant per selection round. Up to \$75,000 for the cost of charging or fueling infrastructure per replacement bus.

Or - Funding up to 115 percent of the difference between zero emission and fossil fueled replacement. There is no limit on the number of buses an applicant may request. Ecology will award up to ten (10) bus replacements per applicant per selection round. Up to \$75,000 per replacement bus for the cost of charging or fueling infrastructure.

### **Funding level 2: Applicants with a FRPL percentage 50%-94% or is an SLEA<sup>16</sup>**

Funding up to 115 percent of the difference between zero emission and fossil fueled replacement. There is no limit on the number of buses an applicant may request. Ecology will award up to ten (10) bus replacements per applicant per selection round. Up to \$75,000 per replacement bus for the cost of charging or fueling infrastructure.

### **Funding level 3: Applicants with a FRPL percentage below 50%**

Funding up to 100 percent of the difference between zero emission and fossil fueled replacement. There is no limit on the number of buses an applicant may request. Ecology will award up to ten (10) bus replacements per applicant per selection round. Up to \$50,000 per replacement bus for the cost of charging or fueling infrastructure.

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<sup>15</sup> Rural Low Income LEA for the 2023-24 school year listed in Appendix B

<sup>16</sup> OSPI Small LEA for the 2023-24 school year listed in Appendix C

Table 1: Funding Levels:

<b>Applicant District FRPL Percentage or Rural School District Status</b>	<b>Bus Replacement Funding Level</b>	<b>Max Number of Buses per Applicant</b>	<b>Infrastructure Funding Level</b>
FRPL Greater than 95%  Or Rural Low- Income LEA  (Choose one Option)	Option 1: Up to 100% of the bus replacement	Up to 3 Buses	Up to \$75k per bus replacement
	<u>or</u>  Option 2: Up to 115% of the cost difference between zero emission and fossil fueled replacement	Up to 10 buses	
FRPL 50%-94%  Or SLEA	Up to 115% of the cost difference between zero emission and fossil fueled replacement	Up to 10 buses	Up to \$75k per bus replacement
Less than 50%	Up to 100% of the cost difference between zero emission and fossil fueled replacement	Up to 10 buses	Up to \$50k per bus replacement

## Application Scoring

Ecology will use the competitive scoring criteria below to score and rank valid applications. Ecology will rank applications with the same score according to their FRPL percentage. If a tie remains, Ecology will rank applications based on date of submission.

Ecology will score applications based on the following criteria:

Table 2: Application Scoring

<b>Criteria</b>	<b>Maximum Points</b>
Replace oldest, most polluting school buses	20
Reduce school bus exhaust emissions in overburdened communities identified under RCW 70.65.020(1) or 70A.02.010	100
Reduce school bus exhaust emissions for economically disadvantaged children	60

### 1) Replace the oldest, most polluting school buses

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

Table 3: Engine Model Year Scoring

Engine Model Year	Points
2006 or older	20
2007-2009	10
2010 or newer	0

### 2) Reduce school bus emissions in overburdened communities

The applicant will receive a score of 100 points if:

- The school district boundary overlaps a census tract with an overall rank of 9 or 10 on the Department of Health Environmental Health Disparities (EHD) map, or
- The school district boundary overlaps with any Tribal lands

If the school district boundary does not overlap a census tract with an overall rank of 9 or 10 on the Department of Health Environmental Health Disparities (EHD) map, the applicant will receive up to 100 points based on the percentage of school district boundary overlap in one of the sixteen Ecology designated highly impacted overburdened community boundaries. Overburdened community school district scores for the 2023-24 school year can be found in Appendix D.

The applicant will score 0 points if:

The school district is not listed in Appendix D and is not transporting students to any tribal compact school or within any school district boundary overlapping federally recognized tribal reservation lands, the overburdened community score is 0 (zero).

### 3) Reduce school bus emissions for economically disadvantaged children

Applicants will score up to 60 points for a high percentage of students participating in Free and Reduced Priced Lunch (FRPL) Programs at their schools or transporting students within a rural low-income LEA.

An applicant will receive a score of:

- 60 points if:
  - The applicant is transporting students to a public, tribal, or charter school in a school district with a FRPL percentage of 95% or greater (Appendix A) or identified as rural low-income LEA (Appendix B).

- 30 points if:
  - The applicant is transporting students to public, tribal, or charter schools in a school district with a FRPL percentage between 50%-94% (Appendix A)
- 0 points if:
  - The applicant is transporting students to a public, tribal, or charter school in a school district with a FRPL percentage less than 50%
  - The applicant is transporting students to school district with a FRPL percentage less than 50%, applicant does not have a FRPL program, or FRPL data is not available.

Table 4: FRPL Scoring

<b>FRPL percentage or Rural Low-Income LEA Status</b>	<b>Points</b>
FRPL percentage 95% or Greater <u>or</u> Rural Low Income School District	60
FRPL percentage 50% to 94%	30
FRPL percentage less than 50%	0

# Award Selection Process

Ecology will use the five-step process described below to select projects for grant awards. Applicants will be assigned to the Educational Service District (ESD)<sup>17</sup> where the new replacement bus will operate. Step 1 award eligibility will be verified using OSPI's School Bus Inventory<sup>18</sup>. Applicants eligible for award selection under Step 4 will be required to submit to Ecology information demonstrating an unsuccessful application to receive federal funds for zero emission school bus purposes prior to January 1, 2024.

Selection process for awards:

Step 1: Ecology will award grant funding<sup>19</sup> to five (5) of the highest scoring applicants in each ESD currently using school buses manufactured prior to 2007 and serving overburdened communities

Step 2: If funds remain after completing step 1, Ecology will award grant funding to five (5) of the remaining highest scoring applicants in each ESD serving overburdened communities;

Step 3: If funds remain after completing step 1 and 2, Ecology will award grant funding to the remaining highest scoring applicants for the replacement of school buses manufactured prior to 2007;

Step 4: If funds remain after completing step 1, 2, and 3, Ecology will award grant funding to the remaining highest scoring applicants that demonstrate an unsuccessful application to receive federal funding for zero emission school bus purposes prior to January 1, 2024.

Step 5: If funds remain after completing step 1, 2, 3 and 4, Ecology will award grant funding to the remaining highest scoring applicants.

If unrequested or unspent funds remain after the initial selection process, Ecology will repeat the award selection process steps 1- 5.

Awards are conditional on receipt of any additional information requested by Ecology to clarify or verify FRPL data, rural low-income LEA designation, SLEA designation, or project scope and cost.

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<sup>17</sup> OSPI's Educational Service Districts: <https://www.k12.wa.us/about-ospi/about-school-districts/educational-service-districts>

<sup>18</sup> OSPI School Bus Inventory Report  
<https://eds.ospi.k12.wa.us/BusDepreciation/default.aspx?pageName=busSearch>

<sup>19</sup> Grant funding levels and number of buses per award are described in the Project Funding Levels section of this guideline



## Unrequested, Unspent or Additional Funds

If Ecology allocates additional funding to this grant program, Ecology may select projects from the remaining eligible unfunded or underfunded applicants using the process described by the Award Selection Process Step 1-5. 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 select projects from the remaining eligible unfunded applicants using the process described by Award Selection Process Step 5.

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) 522-3453 or email at [ron.stuart@ecy.wa.gov](mailto:ron.stuart@ecy.wa.gov)

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

1. The amount of funding requested to purchase each new zero emission bus and associated charging or fueling infrastructure and price quotes for both the fossil fueled bus replacement and zero emission bus replacement for the bus being scrapped.
2. School district FRPL percentage found in Appendix A. If the replacement bus operates in more than one school district, Ecology will accept the highest FRPL percentage school district data.
3. A brief description of the charging or fueling infrastructure project. Specifically, applicants must describe any ground disturbance or demolition related to installing charging infrastructure.

For all project proposals, the following documentation must be uploaded to the EAGL application:

1. List of fossil-fueled school buses to be scrapped and replaced (Ecology will provide a form).
2. Price quotes for each replacement zero emission school bus and equivalent fossil-fueled bus.

# Application Requirements

## Terms and conditions

Each grant agreement resulting from this solicitation will include standard general terms and conditions that set forth the recipient's rights and responsibilities. By signing the grant agreement, each applicant enters into an agreement with Ecology to conduct the proposed project according to the terms and conditions.

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.

# 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:

- Identify the electric utility participating in charging infrastructure installation, upgrade or expansion. Provide Ecology with the appropriate utility contact information for notice of grant award.
- Be responsible for all costs incurred prior to the execution of a contract, which will not be reimbursed.<sup>20</sup>
- Demonstrate the ability to charge or fuel the new zero emission school bus prior to receiving reimbursement for the bus.
- Provide all necessary additional funds needed to fully purchase each zero-emission bus and the associated charging or fueling infrastructure.
- Comply with Climate Commitment Act (CCA) branding requirements as described in Governor directive 24-01<sup>21</sup> for stationary projects or consumer incentive programs.
- 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, including the purchase of zero emission buses and charging or fueling infrastructure. The purchase of zero emission buses from OSPI's contract meets these requirements<sup>22</sup>.
- Complete a Cultural Resource Review Form (form provided by Ecology) for all charging infrastructure projects.
- Complete any subsequent requirements following the Cultural Resources Review process. This may include an Inadvertent Discovery Plan (form provided by Ecology), monitoring, or a permit, if the charging infrastructure project breaks ground. Ecology will notify you of the required deliverables upon completion of the Cultural Resources Review.
- Provide any additional information requested by Ecology about construction and demolition for charging infrastructure installation.
- Comply with contract, audit, monitoring and quarterly reporting requirements, including scheduled site visits, as needed.

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<sup>20</sup> 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.

<sup>21</sup> [https://fortress.wa.gov/ecy/ezshare/fsd/GovernorDirective24-01\\_CCABrandingGuidelines.pdf](https://fortress.wa.gov/ecy/ezshare/fsd/GovernorDirective24-01_CCABrandingGuidelines.pdf) page 3

<sup>22</sup> Note: There is no sales tax in Washington State for the purchase of zero emission school buses or charging infrastructure through July 1, 2025

## Grant period

All recipients should order the new zero emission buses by December 31, 2024 and take possession of the new zero emission buses by June 30, 2025. Ecology will consider extending this due date if the zero emission bus manufacturers cannot meet this schedule.

## Scrap and replacement conditions

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

- Fossil fuel powered.
- Part of the applicant's fleet.
- Registered, and insured for on-road operation in Washington at least one (1) year prior to August 15, 2024.

Note:

- Applicants may scrap any fossil fuel powered bus, regardless of age, i.e. no age restrictions.
- The bus scrapped and the new zero emission bus purchased need not be the same type. For example, applicants wishing to purchase a new type A zero emission bus may scrap a fossil fuel powered type C or type D bus (and vice-versa).

The grant recipient must provide to Ecology documentation of the permanent destruction of the school bus. 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.
  - Disabling the chassis by cutting the vehicle's frame rails in half.

An alternative destruction plan may be approved by the Ecology Project Manager on a case-by-case basis.

## Grant Program Limitations

The EAGL system will only allow applicants to create one application. If more than one application per organization is requested, please contact the Ecology Project Manager, Ron Stuart.

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 administration costs.

Ecology reserves the right to recommend partially funding 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. Required photos documenting the scrapping of fossil fueled buses.
4. Legible copies of all invoices showing the purchase price for the school bus and associated charging equipment.
5. Digital photograph(s) of the new zero emission bus(s) and fueling or charging unit(s).
6. Provide digital photographs of CCA branding materials placed on the new zero emission buses and charging stations as required by the Governors directive 24-01.

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/budprep23/23-24FINALPoverty.xlsx>

District	Final FRPL % for 2023-24
Aberdeen	67.27%
Adna	22.02%
Almira	42.36%
Anacortes	31.88%
Arlington	37.99%
Asotin-Anatone	35.14%
Auburn	56.51%
Bainbridge	8.83%
Battle Ground	37.30%
Bellevue	20.90%
Bellingham	33.19%
Benge	0.00%
Bethel	49.75%
Bickleton	30.77%
Blaine	46.17%
Boistfort	40.26%
Bremerton	60.83%
Brewster	91.58%
Bridgeport	93.70%
Brinnon	83.33%
Burlington Edison	58.79%
Camas	16.25%
Cape Flattery	81.30%
Carbonado	28.89%
Cascade	41.97%
Cashmere	44.56%

District	Final FRPL % for 2023-24
Castle Rock	53.62%
Catalyst Charter	48.29%
Centerville	38.14%
Central Kitsap	39.16%
Central Valley	41.67%
Centralia	76.36%
Chehalis	49.35%
Cheney	52.19%
Chewelah	60.48%
Chief Leschi Tribal	52.78%
Chimacum	57.68%
Clarkston	54.33%
Cle Elum-Roslyn	34.79%
Clover Park	63.10%
Colfax	34.46%
College Place	50.26%
Colton	34.04%
Columbia (Stev)	75.54%
Columbia (Walla)	55.53%
Colville	60.14%
Concrete	37.17%
Conway	27.19%
Cosmopolis	40.96%
Coulee/Hartline	45.73%
Coupeville	40.98%
Crescent	53.98%
Creston	49.49%
Curlew	58.01%
Cusick	71.39%
Damman	0.00%



District	Final FRPL % for 2023-24
Darrington	52.80%
Davenport	50.92%
Dayton	50.27%
Deer Park	51.54%
Dieringer	20.36%
Dixie	77.78%
East Valley (Spok)	61.94%
East Valley (Yak)	60.78%
Eastmont	65.48%
Easton	72.29%
Eatonville	42.28%
Edmonds	38.32%
Ellensburg	42.29%
Elma	74.91%
Endicott	58.44%
Entiat	71.97%
Enumclaw	28.86%
Ephrata	58.01%
Evaline	50.94%
Everett	39.01%
Evergreen (Clark)	55.74%
Evergreen (Stev)	86.84%
Federal Way	72.68%
Ferndale	51.98%
Fife	47.67%
Finley	71.99%
Franklin Pierce	54.67%
Freeman	21.18%
Garfield	57.76%
Glenwood	49.12%

District	Final FRPL % for 2023-24
Goldendale	46.14%
Grand Coulee Dam	61.76%
Grandview	87.89%
Granger	87.27%
Granite Falls	42.73%
Grapeview	47.30%
Great Northern	39.47%
Green Mountain	36.36%
Griffin	21.76%
Harrington	45.86%
Highland	80.81%
Highline	67.63%
Hockinson	22.86%
Hood Canal	78.35%
Hoquiam	66.92%
Impact Commence Bay Charter	61.01%
Impact Puget Sound Charter	61.67%
Impact Salish Sea Charter	57.55%
Inchelium	81.59%
Index	52.38%
Issaquah	12.01%
Kahlotus	33.33%
Kalama	36.58%
Keller	90.00%
Kelso	63.07%
Kennewick	59.16%
Kent	56.38%
Kettle Falls	53.10%
Kiona Benton	84.10%
Kittitas	51.30%

District	Final FRPL % for 2023-24
Klickitat	0.97%
La Conner	55.90%
Lacenter	27.65%
Lacrosse Joint	51.14%
Lake Chelan	60.44%
Lake Stevens	28.67%
Lake Washington	12.06%
Lakewood	44.01%
Lamont	64.29%
Liberty	40.58%
Lind	73.91%
Longview	66.26%
Loon Lake	54.70%
Lopez	59.74%
Lumen Charter	91.67%
Lummi Tribal	65.72%
Lyle	79.34%
Lynden	40.89%
Mabton	93.39%
Mansfield	69.07%
Manson	65.58%
Mary M Knight	27.41%
Mary Walker	59.57%
Marysville	54.62%
Mc Cleary	62.71%
Mead	31.49%
Medical Lake	38.77%
Mercer Island	5.11%
Meridian	38.16%
Methow Valley	35.40%

District	Final FRPL % for 2023-24
Mill A	29.58%
Monroe	33.44%
Montesano	36.92%
Morton	58.55%
Moses Lake	64.88%
Mossyrock	59.83%
Mount Adams	84.59%
Mount Baker	45.77%
Mount Pleasant	32.39%
Mt Vernon	65.06%
Muckleshoot Tribal	68.21%
Mukilteo	48.44%
Naches Valley	54.49%
Napavine	45.53%
Naselle Grays Riv	50.00%
Nespelem	99.19%
Newport	57.40%
Nine Mile Falls	30.95%
Nooksack Valley	59.43%
North Beach	71.12%
North Franklin	74.25%
North Kitsap	35.05%
North Mason	40.24%
North River	80.82%
North Thurston	43.99%
Northport	45.97%
Northshore	16.25%
Oak Harbor	41.27%
Oakesdale	41.38%
Oakville	61.04%

District	Final FRPL % for 2023-24
Ocean Beach	63.92%
Ocosta	58.90%
Odessa	52.70%
Okanogan	73.93%
Olympia	31.87%
Omak	60.62%
Onalaska	58.73%
Onion Creek	80.49%
Orcas	29.68%
Orchard Prairie	6.76%
Orient	60.98%
Orondo	81.51%
Oroville	73.26%
Orting	30.92%
Othello	81.62%
Palisades	53.85%
Palouse	39.87%
Pasco	74.29%
Pateros	70.26%
Paterson	97.87%
Pe Ell	59.02%
Peninsula	21.17%
Pinnacle Prep Charter	49.40%
Pioneer	53.78%
Pomeroy	49.86%
Port Angeles	61.31%
Port Townsend	42.82%
Prescott	68.20%
Pride Prep Charter	55.47%
Prosser	77.78%

District	Final FRPL % for 2023-24
Pullman	35.93%
Pullman Com Monte Charter	21.65%
Puyallup	42.33%
Queets-Clearwater	97.50%
Quilcene	47.37%
Quileute Tribal	76.03%
Quillayute Valley	61.17%
Quinault	99.49%
Quincy	82.26%
Rainier	43.39%
Rainier Prep Charter	60.24%
Rainier Valley Charter	78.08%
Raymond	71.90%
Reardan	45.75%
Renton	51.09%
Republic	61.23%
Richland	41.17%
Ridgefield	24.71%
Ritzville	45.58%
Riverside	51.89%
Riverview	15.24%
Rochester	58.07%
Roosevelt	0.00%
Rosalia	63.58%
Royal	79.79%
San Juan	38.88%
Satsop	53.85%
Seattle	30.47%
Sedro Woolley	51.62%

District	Final FRPL % for 2023-24
Selah	63.23%
Selkirk	60.23%
Sequim	50.19%
Shaw	0.00%
Shelton	64.43%
Shoreline	28.77%
Skamania	45.21%
Skykomish	52.78%
Snohomish	20.57%
Snoqualmie Valley	12.28%
Soap Lake	84.36%
South Bend	67.07%
South Kitsap	39.58%
South Whidbey	31.86%
Southside	49.23%
Spokane	58.72%
Spokane Int'l Charter	47.84%
Sprague	67.16%
St John	46.62%
Stanwood	30.03%
Star	0.00%
Starbuck	0.23%
Stehekin	0.00%
Steilacoom Hist.	28.19%
Steptoe	0.00%
Stevenson-Carson	54.35%
Sultan	53.02%
Summit Atlas Charter	40.95%
Summit Olympus Charter	51.59%
Summit Sierra Charter	31.67%

District	Final FRPL % for 2023-24
Summit Valley	84.93%
Sumner	29.47%
Sunnyside	79.54%
Suquamish Tribal	68.67%
Tacoma	55.27%
Taholah	78.36%
Tahoma	17.50%
Tekoa	54.36%
Tenino	49.80%
Thorp	45.63%
Toledo	43.01%
Tonasket	81.54%
Toppenish	78.97%
Touchet	47.89%
Toutle Lake	44.77%
Trout Lake	33.67%
Tukwila	73.54%
Tumwater	32.78%
Union Gap	87.90%
University Place	39.86%
Valley	28.00%
Vancouver	51.52%
Vashon Island	25.42%
Wa He Lut Tribal	85.93%
Wahkiakum	58.00%
Wahluke	94.38%
Waitsburg	46.43%
Walla Walla	66.76%
Wapato	87.58%
Warden	89.91%



District	Final FRPL % for 2023-24
Washougal	37.51%
Washtucna	72.46%
Waterville	46.59%
Wellpinit	85.82%
Wenatchee	54.20%
West Valley (Spok)	57.37%
West Valley (Yak)	49.32%
Whatcom Interg'l Charter	47.83%
White Pass	64.67%
White River	31.63%
White Salmon	46.23%
Why Not You Charter	58.22%
Wilbur	43.78%
Willapa Valley	41.57%
Wilson Creek	66.96%
Winlock	68.83%
Wishkah Valley	70.70%
Wishram	89.71%
Woodland	42.66%
Yakama Nation Tribal	0.00%
Yakima	82.54%
Yelm	46.43%
Zillah	68.00%

## Appendix B

Table B-1: Rural Low Income School Districts for 2023-2024 School Year. Data provided by WA OSPI.

1. 20 percent or more of children served (ages 5-17) are from families with incomes below the poverty line as determined by the U.S. Census Bureau, **and**
2. All schools served have a locale code of 32, 33, 41, 42, or 43 as determined by the [National Center for Education Statistics \(NCES\)](#).

Rural Low Income Local Education Agency (LEA)	Locale Code(s)	Average Daily Attendance (ADA)	U.S. Census Bureau (% Poverty)
Aberdeen School District	33	3138	20.48
Bridgeport School District	43	751	29.14
Brinnon School District	41	72	27.12
Cape Flattery School District	43	497	22.67
Chewelah School District	43	750	20.06
Columbia (Stevens) School District	43	102	20.77
Concrete School District	42	504	20.25
Curlew School District	43	243	29.61
Cusick School District	43	328	20.79
Endicott School District	43	80	20.69
Evergreen School District (Stevens)	43	24	31.58
Glenwood School District	43	53	25.81
Goldendale School District	33	2288	22.38
Granger School District	32	1434	21.87
Great Northern School District	41	30	23.28

<b>Rural Low Income Local Education Agency (LEA)</b>	<b>Locale Code(s)</b>	<b>Average Daily Attendance (ADA)</b>	<b>U.S. Census Bureau (% Poverty)</b>
Hoquiam School District	33	1579	21.90
Inchelium School District	43	231	24.18
Kahlotus School District	43	34	22.95
Keller School District	43	33	30.00
La Conner School District	31	580	22.26
Lake Quinalt School District	43	173	23.30
Lamont School District	43	37	32.14
Lind School District	43	185	21.29
Mabton School District	32, 41	815	20.95
Mansfield School District	43	93	30.68
Mary Walker School District	42	450	23.22
Mount Adams School District	42	818	24.33
Nespelem School District	43	130	22.53
Newport School District	32	1003	23.10
North Beach School District No. 64	33, 41, 43	736	22.58
Northport School District	43	284	26.43
Ocosta School District	42	589	28.70
Omak School District	33	6730	21.21
Onion Creek School District	43	48	23.81
Orient School District	43	31	24.41

<b>Rural Low Income Local Education Agency (LEA)</b>	<b>Locale Code(s)</b>	<b>Average Daily Attendance (ADA)</b>	<b>U.S. Census Bureau (% Poverty)</b>
Oroville School District	43	524	29.21
Palisades School District	42	22	20.83
Queets-Clearwater School District	43	50	27.27
Quillayute Valley School District	33	3289	22.42
Republic School District	43	354	24.50
Roosevelt School District	43	32	23.26
Selkirk School District	43	235	26.09
Starbuck School District	43	24	31.25
Summit Valley School District	43	73	23.48
Sunnyside School District	32, 41	6485	20.35
Taholah School District	43	161	21.08
Tonasket School District	43	1132	24.65
Trout Lake School District	43	193	23.27
Valley School District	43	1300	24.40
Wellpinit School District #49	42	394	21.70
White Pass School District	43	333	23.29
Wishram School District	42	58	34.09

# Appendix C

OSPI Small School LEA (SLEA) for the 2023-2024 School Year

SLEA Name
Adna School District
Almira School District
Asotin-An atone School District
Benge School District
Bickleton School District
Boistfort School District
Brewster School District
Bridgeport School District
Brinnon School District
Cape Flattery School District
Carbonado School District
Catalyst Public Schools
Centerville School District
Chewelah School District
Chimacum School District
Cle Elum-Roslyn School District
Colfax School District
Colton School District
Columbia (Stevens) School District
Columbia (Walla Walla) School District
Concrete School District
Conway School District
Cosmopolis School District
Coulee-Hartline School District
Coupeville School District
Crescent School District
Creston School District
Curlew School District
Cusick School District
Damman School District
Darrington School District
Davenport School District
Dayton School District
Dixie School District
Easton School District
Endicott School District
Entiat School District
Evaline School District

SLEA Name
Evergreen School District (Stevens)
Finley School District
Freeman School District
Garfield School District
Glenwood School District
Grand Coulee Dam School District
Grapeview School District
Great Northern School District
Green Mountain School District
Griffin School District
Harrington School District
Hood Canal School District
Impact   Puget Sound Elementary
Impact   Salish Sea Elementary
Inchelium School District
Index Elementary School District 63
Innovation Schools
Kahlotus School District
Keller School District
Kittitas School District
Klickitat School District
La Conner School District
LaCrosse School District
Lake Quinault School District
Lamont School District
Liberty School District
Lind School District
Loon Lake School District
Lopez School District
Lumen Public School
Lyle School District
Mabton School District
Mansfield School District
Manson School District
Mary Walker School District
McCleary School District
Methow Valley School District
Mill A School District
Morton School District
Mossyrock School District
Mount Adams School District
Mount Pleasant School District

SLEA Name
Napavine School District
Naselle-Grays River Valley School District
Nespelem School District #14
Newport School District
North Beach School District No. 64
North River School District
Northport School District
Oakesdale School District
Oakville School District
Ocean Beach School District
Ocosta School District
Odessa School District
Office of the Governor (Sch for Blind)
Onalaska School District
Onion Creek School District
Orcas Island School District
Orchard Prairie School District
Orient School District
Orondo School District
Oroville School District
Palisades School District
Palouse School District
Pateros School District
Paterson School District
Pe Ell School District
Pioneer School District
Pomeroy School District
Prescott School District
PRIDE Prep Charter School District
Queets-Clearwater School District
Quilcene School District
Rainier Prep Charter School District
Rainier School District
Rainier Valley Leadership Academy
Raymond School District
Reardan-Edwall School District
Republic School District
Ritzville School District
Roosevelt School District
Rosalia School District
San Juan Island School District
Satsop School District

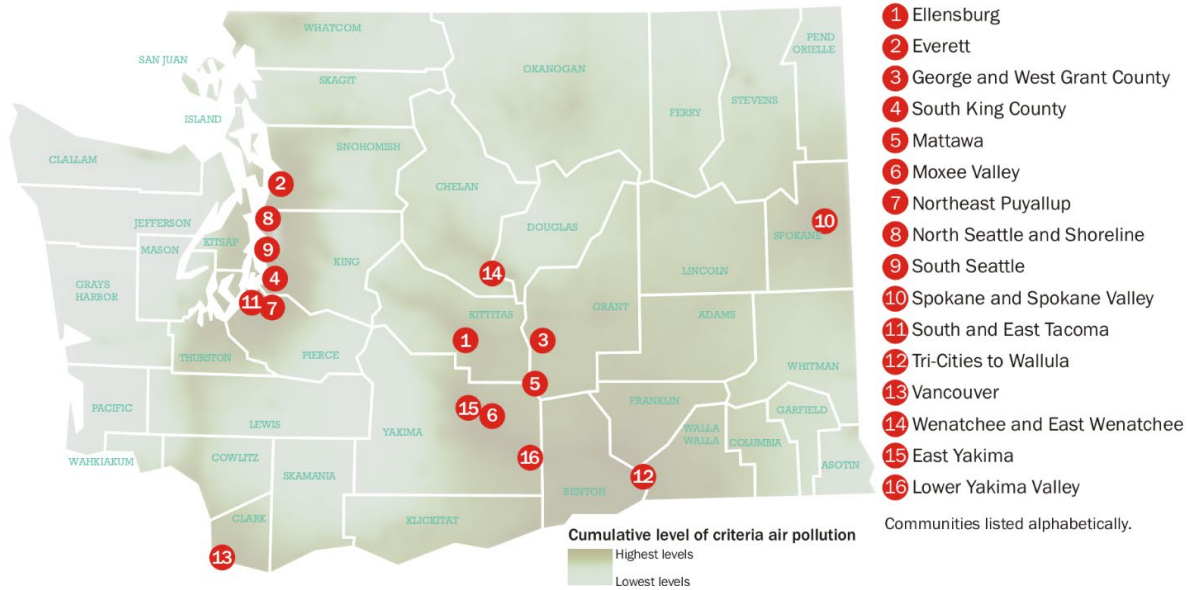
SLEA Name
Selkirk School District
Shaw Island School District
Skamania School District
Skykomish School District
Soap Lake School District
South Bend School District
Southside School District
Spokane International Academy
Sprague School District
St. John School District
Star School District No. 054
Starbuck School District
Stehekin School District
Steptoe School District
Stevenson-Carson School District
Summit Public School: Atlas
Summit Public School: Olympus
Summit Public School: Sierra
Summit Valley School District
Suquamish Tribal Education Department
Taholah School District
Tekoa School District
Thorp School District
Toledo School District
Touchet School District
Toutle Lake School District
Trout Lake School District
Union Gap School District
Wahkiakum School District
Waitsburg School District
Warden School District
Washington Center for Deaf and Hard of Hearing Youth
Washtucna School District
Waterville School District
Wellpinit School District #49
White Pass School District
Wilbur School District
Willapa Valley School District
Wilson Creek School District
Winlock School District
Wishkah Valley School District
Wishram School District



# Appendix D

**Table D-1: Overburden Community Highly Impacted by Criteria Air Pollution Score.**

Data Source Department of Ecology Climate Commitment Act Section 3 data analysis.



School District Name	Overburdened Community Highly Impacted by Air Pollution	Overburden Community Score (% of School District Boundry within Overburden Community Boundry)
Grandview	Lower Yakima Valley	94.8
Tukwila	South Seattle	84.4
Columbia (Walla Walla)	Tri-Cities to Wallula	64.9
Union Gap	East Yakima	59.7
Yakima	East Yakima	53.4
Federal Way	South King County	45.0
Vancouver	Vancouver	43.1
Sunnyside	Lower Yakima Valley	38.6
Highline	South Seattle	38.2
Kent	South King County	31.4
Tacoma	South and East Tacoma	30.8
West Valley (Spokane)	Spokane and Spokane Valley	28.9
Spokane	Spokane and Spokane Valley	28.1
Auburn	South King County	25.4
Franklin Pierce	South and East Tacoma	23.8
Finley	Tri-Cities to Wallula	22.5
East Valley (Yakima)	Moxee Valley	18.3
Renton	South King County	17.9
Everett	Everett	16.6
Quincy	George and West Grant County	16.5
Seattle	South Seattle	15.6
Tukwila	South King County	15.4
Mukilteo	Everett	15.2
Royal	George and West Grant County	11.1

School District Name	Overburdened Community Highly Impacted by Air Pollution	Overburden Community Score (% of School District Boundry within Overburden Community Boundry)
East Valley (Spokane)	Spokane and Spokane Valley	9.1
Kennewick	Tri-Cities to Wallula	8.9
Highline	South King County	8.3
Zillah	Moxee Valley	8.0
Pasco	Tri-Cities to Wallula	7.4
Evergreen (Clark)	Vancouver	6.0
Granger	Lower Yakima Valley	5.9
Puyallup	Northeast Puyallup	5.3
Prosser	Lower Yakima Valley	5.2
Central Valley	Spokane and Spokane Valley	5.1
Shoreline	North Seattle and Shoreline	4.5
Wahluke	Mattawa	3.9
Clover Park	South and East Tacoma	3.1
Touchet	Tri-Cities to Wallula	3.0
Eastmont	Wenatchee and East Wenatchee	2.8
Seattle	North Seattle and Shoreline	2.4
Wenatchee	Wenatchee and East Wenatchee	2.3
Mabton	Lower Yakima Valley	2.1
Wapato	Moxee Valley	1.1
Richland	Tri-Cities to Wallula	1.1
Ellensburg	Ellensburg	1.0
Mead	Spokane and Spokane Valley	0.6
Zillah	Lower Yakima Valley	0.5
Toppenish	Moxee Valley	0.3

# Appendix E

## EPA Clean Heavy Duty Vehicle Grant Stacking

This appendix only applies to recipients participating in Ecology’s application for EPA’s Clean Heavy Duty Vehicle Grant (CHDV)<sup>23</sup> program.

If Ecology’s application to EPA CHDV program (submitted July 24, 2024) is funded, the following additional grant guidelines apply to recipients receiving CHDV funding:

### Stacking CHDV grant funds and Ecology Zero Emission School Bus Grant Program funds:

EPA funds will be applied to the costs of the project before calculating Ecology-share of project costs. Award amount cannot exceed the total costs of the replacement bus. EPA funds will only apply to vehicle replacements.

Example: School district A applied for 1 standard bus\*

Electric bus cost	Comparable diesel bus cost	100% difference between costs	EPA award
\$500,000	\$200,000	\$300,000	\$280,000

\*The maximum EPA award per standard bus is \$280,000 (\$300,000 for ADA bus) or 75% of bus cost

Example School District A award breakdown:

Total Bus Cost	\$500,000
EPA bus award	\$280,000
ECY bus award	\$220,000
Total bus award	\$500,000
ECY infrastructure award	\$50,000
Total project award	\$550,000

### Additional EPA CHDV funding requirements:

Eligible Existing Vehicles: To be eligible for funding, all existing vehicles to be replaced must meet the criteria defined below. Please note, participating fleet owners will have to attest that existing vehicles meet the criteria below in a signed eligibility and scrappage statement. The signed eligibility and scrappage statement is not required at the time of application, but will be required as part of the reporting requirements prior to reimbursement. All existing vehicles to be replaced must:

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<sup>23</sup> <https://www.epa.gov/clean-heavy-duty-vehicles-program/clean-heavy-duty-vehicles-grant-program>

- a. Be a Class 6 or Class 7 school bus with Gross Vehicle Weight Rating (GVWR) between 19,501 lbs to 33,000 lbs.
  - a. A “school bus” is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school (see 49 U.S.C. § 30125).
- b. Be fully operational at the time of application submission. An operational vehicle should be able to start, move, and have all necessary parts to be operational.
  - a. Usage Requirements: Have provided bus service to a public school district for at least three days/week on average during the 2022/2023 school year at the time of applying, excluding emergency-related school closures. Ecology strongly recommends applicants to replace existing buses that provided service to the public school district listed on the application.
- c. Meet the following model year requirements:
  - a. Be an engine model year (EMY) 2010 or older diesel-powered vehicle that will be scrapped per the instructions under “Fleet Expansion” later in this section; or
  - b. If a participating fleet does not possess an eligible EMY 2010 or older diesel-powered vehicle, then the existing vehicle to be replaced must:
    - i. Be a EMY 2010 or older non-diesel ICE-powered vehicle that will be scrapped per the instructions under “Fleet Expansion” later in this section; or
    - ii. Be a EMY 2011 or newer diesel or non-diesel ICE-powered vehicle that will be scrapped per the instructions under “Fleet Expansion” later in this section.

**Eligible Replacement Vehicles:** To be eligible for funding, all replacement vehicles must:

- a. Be a zero emission (ZE) vehicle, defined as a vehicle that has a drivetrain that produces, under any possible operational mode or condition, zero exhaust emissions of any criteria air pollutant (or precursor thereof) and any greenhouse gas.
  - a. Vehicles which have been converted to a ZE drivetrain after the first retail sale are not eligible for funding.
  - b. The conversion of a vehicle to a battery-electric drivetrain is not an eligible cost or activity.
- b. Be EMY 2023 or newer.
- c. Be a Class 6 or Class 7 heavy-duty vehicle. Replacement battery-electric Class 6 vehicles may have a GVWR of up to 28,000 lbs, and replacement battery-electric Class 7 vehicles may have a GVWR of up to 35,000 lbs. Note that Section 422 of the Transportation, Housing and Urban Development, and Related Agencies Consolidated Appropriations Act of 2019 amended 23 U.S.C. 127 (s) to state that, “A vehicle, if operated by an engine fueled primarily by natural gas or powered primarily by means of electric battery power, may exceed the weight limit on the power unit by up to 2,000 pounds.”

- d. Be ordered only after entering agreement with Ecology, including EPA funding.
- e. Be purchased, not leased or leased-to-own.
- f. Not be manufactured or retrofitted with, or otherwise have installed, a power unit or other technology that creates air pollution within the vehicle, such as an unvented diesel passenger heater.
  - a. Externally vented, fuel-operated passenger heaters are allowed; however, data<sup>24</sup> shows that the emissions from auxiliary heaters are still harmful. Ecology strongly encourages applicants to consider alternative cold weather mitigation strategies (e.g., insulation of cabin and/or batteries, electric heat pumps, cabin, and battery preconditioning) until other viable alternatives become available.
- g. Be certified to conform with all applicable Federal Motor Vehicle Safety Standards (FMVSS). Per the Clean Air Act, before entering commerce, all vehicles must receive an EPA certificate of conformity and/or a California Air Resources Board (CARB) Executive Order to applicable emissions standards. Vehicles funded under the CHDV Program must be certified to conform with all applicable FMVSS for the funded fuel type of the new vehicle after the final stage of manufacturing. All requirements for new replacement buses may be verified upon audit throughout the project period.
- h. Be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements.
- i. Not be purchased or otherwise subsidized with other federal grant funds. The total of funds from the CHDV grant and other eligible external funds allocated for the vehicle replacements cannot exceed the cost of the new vehicles. Vehicles funded under this program may be eligible for applicable IRA credits, namely, the Commercial Clean Vehicle Credit provides up to \$40,000 for qualified commercial clean vehicles and the Alternative Fuel Vehicle Refueling Property Credit provides up to \$100,000 for qualified charging and refueling infrastructure. Please see the Internal Revenue Service (IRS) website for more information.

Eligible costs:

Vehicle Costs: Eligible project costs include the cost of the replacement vehicle subject to the cost share and cap limitations listed in the table below:

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<sup>24</sup> Karjalainen et al. Atmosphere. 2021,12, 1105. 8 Cold Weather Considerations for Electric School Buses

Vehicle Type	Battery-Electric Vehicles (BEVs)	
	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)
School Bus	75%	\$280,000*

\*ADA-compliant school buses are eligible for an additional \$20,000 per-vehicle funding cap (i.e., a total per-vehicle funding cap of \$300,000).

**Fleet Expansion/Disposition Requirements:** Funding under EPA’s CHDV grant cannot be used for the purchase of vehicles to expand a fleet. The vehicle being replaced must be scrapped. Participating fleet owners must attest to the appropriate disposal in a signed eligibility and scrappage statement, as provided by Ecology. Note, the vehicle being replaced should be permanently disabled within the grant period of performance by:

- a. Cutting a three-inch-by-three-inch hole in the engine block (the part of the engine containing the cylinders) and cutting or crushing one chassis rail between the axles is the preferred scrapping method. Other acceptable scrapping methods may be considered and will require prior Ecology and EPA approval. Recipients seeking approval for alternative scrapping methods must submit an alternative scrapping plan to Ecology’s project manager detailing how the method will destroy and/or disable the engine and must, if approved, comply with the evidence requirements listed below, including digital photos.
- b. Disabling the chassis should be completed by cutting through the frame/frame rails on each side at a point located between the front and rear axles. Other acceptable scrapping methods may be considered and will require prior written approval from the Ecology project manager, subject to EPA approval. Vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g., plow blades, shovels, seats, tires, etc.). If disabled engines, disabled vehicles, or parts are to be sold, EPA program income requirements apply.