

Washington State Transportation Carbon Reduction Strategy

Appendix C: Funding Opportunities

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Appendix C: Funding Opportunities presents a summary of state and federal funding available through various programs to support projects consistent with Washington’s climate goals.

C.1. Introduction

This appendix lists funding opportunities, primarily grants, that support transportation carbon emission reductions, across a variety of modes and project types. This list serves multiple purposes:

- Resource for organizations looking for funding support
- Demonstrating the breadth of support for emission reductions available to organizations in Washington State

The opportunities listed below are competitive programs available to multiple organizations. Formula grants that distribute funds are excluded, as are tax incentives.

Although the deadline for the current funding cycle has passed for some opportunities, funding amounts are identified to indicate general funding levels. Some programs, especially state-funded programs, begin the application process before funding levels are set in law so that organizations can receive funding early in the new biennium. Follow the links to find out more about each opportunity.

Where applicable, the agency administering each grant is noted in parenthesis at the end of the grant title. Agencies offering funding opportunities are listed with their acronyms:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Washington State Department of Commerce (Commerce)
- Washington State Department of Ecology (Ecology)
- Washington State Department of Transportation (WSDOT)
- Washington State Transportation Improvement Board (TIB)
- United States Department of Transportation (USDOT)
- United States Environmental Protection Agency (EPA)

C.2. Climate Planning and Implementation

Climate Pollution Reduction Grants (EPA)

The Climate Pollution Reduction Grants program will provide grants to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. Funds may be used by states, municipalities, air pollution control agencies, tribes, and groups thereof to develop and implement strong, local greenhouse gas reduction strategies. This two-phase grant program provides noncompetitive funding for planning grants and competitive funding for implementation grants.

Funding available

- Noncompetitive planning grants - \$250 million
- Competitive implementation grants - \$4.6 billion

<https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>

C.3. Electric vehicle charging infrastructure

As more vehicles and modes are electrified, additional charging infrastructure must be installed. Grants and programs in this section provide support across the spectrum of vehicle types, except transit. Programs supporting transit electrification are included below in section C.7 Transit Programs.

In addition to programs listed below, EV expansion on the National Highway System is an eligible activity within a variety of federal funding programs. Depending on the funding source, activities may include planning, vehicle acquisition, workforce development, and charger installation for passenger vehicles, freight, and transit. FHWA's [DOT Funding and Financing Programs with EV Eligibilities](#)⁶⁴ document identifies which federal funding program can be used for which activities.

Zero-emission Vehicle Infrastructure Partnerships grant (WSDOT)

For the installation of new electric vehicle charging equipment and hydrogen fueling infrastructure along priority corridors in Washington. Priority corridors for EV charging infrastructure include only state routes, that is, no Interstate or U.S. routes. For EV charging, stations should be located at least every 50 miles and within one travel mile of the priority corridor. Priority corridors for hydrogen fueling infrastructure include Interstates, U.S. routes, and state routes. Hydrogen stations should be located at least every 150 miles and within five travel miles of the priority corridor.

2023-2025 biennium funds available – \$30 million

<https://wsdot.wa.gov/business-wsdot/grants/zero-emission-vehicle-grants/zero-emission-vehicle-infrastructure-partnerships-grant>

National EV Infrastructure Grant Program (NEVI) (WSDOT)

WSDOT will administer formula National EV Infrastructure program grants. These grants will focus on building out FHWA National Alternative Fuel Corridors (I-5, I-82, I-90, US 101, US 195, US 395). Installations must include four 150kW CCS DCFC per site and be located within one mile of highway.

Funding available – federal fiscal years 2022-2026 – \$71 million

[WA State Plan for EV Infrastructure Deployment](#)⁶⁵

Community Charging (Commerce)

Projects that receive funding under this section must be implemented by, or include partners

⁶⁴ https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/resources/ev_funding_report_2022.pdf

⁶⁵ <https://wsdot.wa.gov/construction-planning/statewide-plans/washington-state-plan-electric-vehicle-infrastructure-deployment#:~:text=The%20%245%20billion%20NEVI%20Formula%20Program%20will%20provide,years%2C%20including%20%2410.5%20million%20for%20the%20first%20year>

from, one or more of the following: local governments, federally recognized tribal governments, or public and private electrical utilities that serve retail customers in the state.

Funding may be used for level 2 or higher charging infrastructure and related costs including but not limited to construction and site improvements - prioritizing charging at multifamily housing first, followed by publicly available charging, then schools, state and local government, and all others.

2023-2025 biennium funds available – \$138 million

<https://waevcharging.org/>

Vehicle Incentives (Commerce)

Vehicle incentives programs will be funded for:

- Individuals living in an overburdened community.
- Individuals in greatest need of this assistance in order to reduce the carbon emissions and other environmental impacts of their current mode of transportation in the overburdened community in which they live.
- Communities with the greatest health disparities, and communities of color that are most likely to receive the greatest health benefits.

2023-2025 biennium funds available – \$50 million

Website coming in early 2024.

Electrification of Transportation Systems (Commerce)

This program supports the continued transformation of the electric transportation market in Washington State with grants for local governments, tribal governments, and retail electric utilities for electric vehicle charging infrastructure.

2023-2025 biennium funds available – \$5.5 million

<https://www.commerce.wa.gov/growing-the-economy/energy/clean-energy-fund/electrification-of-transportation/>

Charge where you are: Level 2 EV Charging (Ecology)

Public organizations, tribal governments, businesses, and non-profit 501(c)(3) organizations may use funds to install 4-10 Level 2 charger plugs for publicly available charging, fleet and workplace charging, and charging at multi-unit residential buildings.

Round 1 application period September 26 to November 16, 2023.

2023-2025 biennium funds available – VW funds, amount to be announced

<https://ecology.wa.gov/about-us/payments-contracts-grants/grants-loans/find-a-grant-or-loan/volkswagen-enforcement-action-grants>

Charging and Fueling Infrastructure Discretionary Grant Program (US DOT)

This new competitive grant program provides funds to strategically deploy electric vehicle (EV) charging infrastructure and other alternative fueling infrastructure projects in urban and rural communities in publicly accessible locations, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities, as well as along alternative fuel corridors.

Funding available – federal fiscal years 2022-2026 – \$2.5 billion

<https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program>

C.4. Utility-provided electric vehicle incentives

The Department of Energy provides information on [utility incentives in Washington State](#).⁶⁶ Be sure to confirm information with individual utilities. Incentives available at the time this document was prepared are listed below.

Plug in America has a [tool to find EV incentives by zip code](#),⁶⁷ including federal, state, and utility tax credits, rebates, and discounts.

Pacific Power – Time of Use Rate

Offers residential and commercial customers a time-of-use rate.

<https://www.pacificpower.net/savings-energy-choices/time-of-use.html>

Tacoma Public Utility – Residential EV Charging Rebate

Tacoma Public Utility offers residential customers a \$400 rebate, in form of bill credit, for installation of a Level 2 EV charging station, a smart splitter, or a 240-volt outlet.

<https://www.mytpu.org/ways-to-save/residential-incentives/ev-charging/>

Tacoma Public Utility – Multifamily and Businesses EV Charging Rebate

Tacoma Public Utility offers rebates on the first two Level 2 EV Charging stations at multifamily dwellings and business in Tacoma. Rebates for the first two EV charging station ports:

Applicant Type	Standard Rebate Amount	Rebate for Historically Underinvested Communities
Business	60% of project costs, up to \$12,000	80% of project costs, up to \$16,000
Multifamily Dwelling	80% of project costs, up to \$16,000	100% of project costs, up to \$20,000

⁶⁶

[https://afdc.energy.gov/fuels/laws/ELEC?state=WA#:~:text=Electric%20Vehicle%20\(EV\)%20Charging%20Station%20Rebates,%E2%80%93%20Tacoma%20Public%20Utility%20\(TPU\)&text=A%20rebate%20of%20up%20to.%2425%2C000%2C%20to%20increase%20grid%20reliability](https://afdc.energy.gov/fuels/laws/ELEC?state=WA#:~:text=Electric%20Vehicle%20(EV)%20Charging%20Station%20Rebates,%E2%80%93%20Tacoma%20Public%20Utility%20(TPU)&text=A%20rebate%20of%20up%20to.%2425%2C000%2C%20to%20increase%20grid%20reliability)

⁶⁷ <https://plugstar.com/tools/incentives>

A rebate of up to \$2,000 is available for every additional EV charging station port installed. Applicants may also receive a rebate for 100% of utility infrastructure upgrade costs, up to \$25,000, to increase grid reliability.

Business charging: <https://www.mytpu.org/community-environment/clean-renewable-energy/electric-vehicles/public-electric-vehicle-charging/>

Multifamily charging: <https://www.mytpu.org/community-environment/clean-renewable-energy/electric-vehicles/multifamily-dwelling-ev-charging/>

Clark Public Utilities (CPU) – Residential Level 2 Charger Rebate

Offers customers rebates for purchase and installation of Level 2 EV charging stations:

- Energy star and internet connected chargers – \$400
- Other chargers - \$100

<https://www.clarkpublicutilities.com/residential-customers/reduce-energy-waste-and-lower-your-bill/all-rebates-incentives-and-low-interest-loans/electric-vehicle-program/>

Clark Public Utilities (CPU) – Income-qualified EV Rebate

Income-qualified customers may receive a 10% rebate on the purchase of an EV, up to \$2000. Residency and registration requirements apply. Funding is on a first-come first-serve basis.

<https://www.clarkpublicutilities.com/residential-customers/reduce-energy-waste-and-lower-your-bill/all-rebates-incentives-and-low-interest-loans/electric-vehicle-program/>

Snohomish Public Utility District - Residential EV Charging Station Rebate

Offers residential customers a \$350 rebate for the purchase and installation of a qualified Level 2 EV charging station.

Offers a \$200 account credit towards the charging of a new or leased EV.

<https://www.snopud.com/save-energy/electric-vehicles/residential/tax-credits-rebates/>

Seattle City Light – Fleet Electrification Program

Seattle City Light offers assessment assistance and recommendations to convert vehicle fleets to electric vehicles, as well as rebates for both on-road and off-road vehicle charging. Fleets located in environmental justice communities may be eligible for “make-ready infrastructure incentives.”

<https://www.seattle.gov/city-light/business-solutions/renewable-energy-services/fleet-electrification-program>

Seattle City Light – Multifamily EV Charging Program

Seattle City Light offers assessment assistance and recommendations for multifamily properties. EV charger rebates depend on property type.

- Multifamily housing – 100 percent of costs for Level 1 and Level 2 charging installations, up to \$15,000.
- Shared parking at affordable housing – 100% of the cost of installing at least 2 Level 2 chargers for shared parking spaces, up to \$50,000.
- Shared parking market rate condominiums – 50% of the cost of installing at least 2 Level 2 chargers for shared parking spaces, up to \$25,000.

<https://www.seattle.gov/city-light/energy/electrification/transportation-electrification/multifamily-ev-charging>

C.5. Zero emission commercial vehicles & infrastructure

In addition to programs listed below, a variety of federal funds may be used for vehicle electrification efforts, including planning, vehicle acquisition, workforce development, and charger installation for passenger vehicles, freight, and transit. [More information](#)⁶⁸ is available from FHWA.

ZEV Commercial vehicle infrastructure and incentive programs (WSDOT)

These funds will support the implementation of zero-emission commercial vehicle infrastructure and incentive programs and the replacement of school buses powered by fossil fuels with zero emission school buses, including the purchase and installation of zero-emission school bus refueling infrastructure.

An early action grant program will provide \$20 million in expedited funding to zero-emission commercial vehicle infrastructure demonstration projects. The remaining \$100 million will be held until the joint transportation committee completes the medium- and heavy-duty vehicle infrastructure and incentive strategy (due January 2024).

2023-2025 biennium funds available – \$120 million

Clean off-road equipment incentives (WSDOT)

This program will provide incentives for clean off-road technologies. Funds will be held until the joint transportation committee completes the medium- and heavy-duty vehicle infrastructure and incentive strategy (due January 2024).

2023-2025 biennium funds available – \$5 million

Cargo handling equipment incentives (WSDOT)

This program will provide incentives for the adoption of zero emission cargo handling equipment. Funds will be held until the joint transportation committee completes the medium- and heavy-duty vehicle infrastructure and incentive strategy (due January 2024).

2023-2025 biennium funds available – \$2.5 million

⁶⁸ https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/resources/ev_funding_report_2022.pdf

Air Quality Clean Diesel Grant Program (Ecology) – yard trucks and fuel cell transit buses

Cities, counties, public utility districts/co-ops, ports, transit authorities, school districts, state government, tribes, nonprofit organizations, tribes, and local clean air agencies are eligible for the following activities:

- Scrap and replace diesel yard trucks with zero emission yard trucks.
- Scrap and replace diesel transit buses with zero emission transit buses.

Application period opens early December 2023.

2023-2025 biennium funds available – \$2.2 million

<https://ecology.wa.gov/About-us/Payments-contracts-grants/Grants-loans/Find-a-grant-or-loan/Clean-diesel-grants>

Air Quality Clean Diesel Grant Program (Ecology) – marine engines and vocational training

Cities, counties, public utility districts/co-ops, ports, transit authorities, school districts, state government, tribes, nonprofit organizations, tribes, and local clean air agencies are eligible for the following activities:

- 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 period opens first or second quarter 2024.

2023-2025 biennium funds available – to be determined

<https://ecology.wa.gov/About-us/Payments-contracts-grants/Grants-loans/Find-a-grant-or-loan/Clean-diesel-grants>

Diesel to zero-emission refuse vehicle, street sweeper, freight switcher, port cargo handling equipment, and forklifts (Ecology)

Provides funding to cities, counties, state government, tribes, public utility districts/co-ops, public ports and public port authorities, school districts, and public colleges and universities to repower or replace the following diesel equipment types with zero emission equipment. Funds available shown in parentheses.

- Refuse vehicles and street sweepers (\$9.68 million)
- Freight switchers locomotives (\$3.52 million)
- Port cargo handling equipment (\$3.08 million)

<https://ecology.wa.gov/about-us/payments-contracts-grants/grants-loans/find-a-grant-or-loan/volkswagen-enforcement-action-grants>

Clean Heavy-Duty Vehicle Program (EPA)

EPA will offer grants and rebates to replace class 6 or class 7 heavy-duty vehicles with zero emission vehicles. Funding can support infrastructure, workforce development, training and planning, and maintenance and charging.

Eligible recipients are states, municipalities, Indian tribes, and non-profit school transportation associations.

Funding available - \$1 billion to be available through federal fiscal year 2031.

[EPA Clean Heavy-Duty Vehicle Program](#)⁶⁹

Diesel Emissions Reduction Act (DERA) Program (EPA)

DERA offers funding assistance to accelerate the upgrade, retrofit, and turnover of the legacy diesel fleet. Funds may be used for buses, class 5 to 8 heavy-duty highway vehicles, marine engines, locomotive engines, and non-road engines, equipment or vehicles used in construction, cargo handling, agriculture, mining, or energy production.

Funding available – \$100 million per federal fiscal year through 2024

<https://www.epa.gov/dera/national>

C.6. Zero emission school buses

Air Quality Clean School Bus Grant Program (Ecology)

Provides funding to bus owners that transport students to Central and Eastern Washington K-12 schools overseen by the [Washington Office of Superintendent of Public Instruction](#) (OSPI) for the 2023 — 2024 school year to scrap and replace diesel uses with zero emission school buses.

Application opens November 2023

Funding available – \$14 million

<https://ecology.wa.gov/About-us/Payments-contracts-grants/Grants-loans/Find-a-grant-or-loan/Clean-diesel-grants>

Clean School Bus Program (EPA)

This program funds the purchase of replacement buses for 2010 and older diesel-powered school buses that will be scrapped if selected for funding. Replacement buses must EPA or CARB-certified 2021 model year or newer battery electric, compressed natural gas, or propane. Electric bus purchases may also be eligible to receive funding for charging infrastructure equipment and installations. Half of the funding is available to zero emission buses and equipment and half is dedicated to clean school buses.

Funding available – federal fiscal years 2022-2026 - \$5 billion

In federal fiscal year (FFY), EPA awarded \$1 billion in rebates. In FFY 2023, EPA is running a grant program and anticipates awarding \$400 million.

⁶⁹ <https://www.epa.gov/inflation-reduction-act/clean-heavy-duty-vehicle-program#:~:text=The%20Inflation%20Reduction%20Act%20invests.to%20train%20and%20develop%20workers>

<https://www.epa.gov/cleanschoolbus>

C.7. Active transportation

E-bike lending library and rebate programs

WSDOT is to create an e-bike lending library program to start in state fiscal year 2025. The agency is also establishing an e-bike rebate program.

Prior to that, funding is directed to the University of Washington to develop a policy brief with recommendations on establishing the e-bike lending library and grant programs.

2023-2025 biennium funds available – \$7 million (about \$5 million for rebates and \$2 million for the lending library, includes funding for UW study)

A website has not yet been established.

Safe Routes to Schools Grant Program (WSDOT)

2023-2025 biennium funds available – \$34.9 million

<https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program>

Pedestrian and Bicyclist Safety Grant Program (WSDOT)

2023-2025 biennium funds available – \$33.5 million

Move Ahead Tier Bicycle and Pedestrian Projects (WSDOT)

2023-2025 biennium funds available – \$41.2 million

School-Based Bicycle Education Program

2023-2025 biennium funds available – \$16.8 million

Complete Streets (TIB)

The Washington State Transportation Improvement Board offers Complete Streets award. Awards are funding opportunities for local governments that have adopted a Complete Streets ordinance. Board approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.

About \$15 million was awarded in 2022. The next award cycle is anticipated for 2023 or 2024

<http://www.tib.wa.gov/grants/grants.cfm>

Small City Active Transportation Program (TIB)

The Active Transportation Program provides funding to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing

facilities.

Funding applications are available during each year's call for projects (from June to August).

<http://www.tib.wa.gov/grants/grants.cfm>

Urban Active Transportation Program (TIB)

The Active Transportation Program provides funding to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities. All projects must be transportation related on a federally classified route (principal, minor, collector).

Funding applications are available during each year's call for projects (from June to August).

<http://www.tib.wa.gov/grants/grants.cfm>

Connecting Community Grants (WSDOT)

The Sandy Williams Connecting Communities Program (SWCCP) was established to improve active transportation connectivity for people walking, biking, and rolling along and across current and former state highways. The program focuses on high equity needs communities, which are those most affected by environmental health disparities and barriers to opportunities.

Funding – \$50 million over five years

<https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/sandy-williams-connecting-communities-program>

C.8. Transit and Shared Mobility

The programs listed below are competitive grants for transit capital, planning, mobility management, and operating expenses.

Many transit grant programs solicit and review applications prior to the biennium. See individual grant websites to determine application timelines and processes. Amounts available for the 2023-2025 biennium are shown even for grants that have already selected projects to indicate the overall level of funding the program has historically allocated.

Green Transportation Capital Grant Program (WSDOT)

Green Transportation Capital grants provide funding to transit agencies for cost-effective capital projects that reduce the carbon intensity of the Washington transportation system.

- Electrification of vehicle fleets, including battery and fuel cell operated electric vehicles.
- Updating or modifying facilities for fleet electrification and/or hydrogen refueling infrastructure. New facilities that directly and primarily support fleet electrification.
- Construction of electric charging and fueling stations.
- Necessary upgrades to electrical transmission and distribution systems.

- In-house staff directly managing a capital construction or equipment/vehicle procurement project.
- Acquisition of property rights for capital projects.
- Planning activities (contingent upon legislative appropriation of funding). Planning may include, but is not limited to, zero emission fleet transition planning, alternatives analyses, major investment studies, preliminary design/engineering, project-level environmental assessment and documentation, and final design.

2023-2025 biennium funds available – \$55 million

<https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/green-transportation-capital>

Low or No Emission Vehicle Grant Program (FTA)

The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero emission and low emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

- Purchasing or leasing low or no emission buses.
- Acquiring low or no emission buses with a leased power source.
- Constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses.
- Constructing new public transportation facilities to accommodate low or no emission buses.
- Rehabilitating or improving existing public transportation facilities to accommodate low or no emission buses.
- Workforce development training.

Federal fiscal year 2022-2026 competitive funding – \$5.6 billion (about \$1.1 billion per fiscal year)

<https://www.transit.dot.gov/lowno>

Bus and Bus Facilities Grants Program (FTA)

This competitive federal grant may be used for capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

\$5.1B nationally in funding for FY 2022 to FY 2026—FTA administers program

Federal fiscal year 2022-2026 – \$1.9 billion

Federal fiscal years 2024, 2025, 2026 – about \$400 million each year

<https://www.transit.dot.gov/bus-program>

Zero-emissions Access Program grant (WSDOT)

The Zero-emissions Access Program (ZAP) provides funding for zero emission carshare pilot programs. ZAP grants fund carshare pilot programs in underserved and low- to moderate-income communities that have limited access to public transportation or are in areas where emissions exceed state or federal standards.

The ZAP grant's goal is to expand access to clean-fuel transportation options and provide opportunities for zero-emission carshare programs in underserved communities where access to public transportation is less available ([RCW 47.04.355](#)).

2023-2025 biennium funds available – \$1.1 million

<https://wsdot.wa.gov/business-wsdot/grants/zero-emission-vehicle-grants/zero-emissions-access-program-grant>

Commute Trip Reduction (WSDOT)

Funding is available for Commute Trip Reduction (CTR) grants and activities to reduce emissions and congestion.

2023-2025 biennium funds available – \$7.2 million

<https://wsdot.wa.gov/business-wsdot/commute-trip-reduction-program>

Special Needs & Rural Mobility Grant Program – Non-Profit Providers (WSDOT)

Paratransit/Special Needs grants sustain and expand services to people with disabilities. Rural Mobility grants support public transportation in rural and small urban areas. These competitive grants cannot be applied for independently. WSDOT awards these grants as part of the Consolidated Grant program.

2023-2025 biennium funds available – \$48.7 million

<https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/paratransit-special-needs-and-rural-mobility-competitive>

Public Transit Rideshare Grant Program (WSDOT)

Transit agencies use these grant funds to expand rideshare fleets, replace aging rideshare vehicles, and provide incentives to employers to increase ridership. The funding allows transit agencies to purchase rideshare vehicles with alternative fuel types and associated charging stations, including low-emission plug-in hybrids and zero-emission all-electric vehicles.

2023-2025 biennium funds available – \$10 million

<https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/public-transit-rideshare>

Consolidated Grant Program (WSDOT)

Consolidated grants provide funds for public transportation improvements within and between

rural communities; transportation services between cities; purchases of new buses and equipment; and public transportation services to seniors and people with disabilities. Funds may support planning, operations, mobility management, and capital projects.

2023-2025 biennium funds available – \$110 million

<https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/consolidated>

Tribal Transit Mobility Grant Program (WSDOT)

Tribal Transit Mobility Grants are part of the Consolidated Grant Program.

Federally recognized tribes may apply. Project types include capital, planning, operations and maintenance, and mobility management. Match requirements depend on project type.

2023-2025 biennium funds available – up to \$10 million per biennium. WSDOT anticipates \$4.6 million will be available in the current funding cycle; recommended projects will be submitted to the legislature on September 1, 2023.

<https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/tribal-transit-mobility>

Regional Mobility Grants Program (WSDOT)

This grant supports local efforts to improve connectivity between counties and regional population centers as well as to reduce transportation delays. This program includes four eligible project types: vehicle and equipment purchases, capital construction, operations, and transportation demand management.

2023-2025 biennium funds available – \$115 million

<https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/regional-mobility>

Transit Coordination Grants Program (WSDOT)

This grant supports projects that increase transit ridership and improve transit riders' travel experience through collaboration among agencies in the central Puget Sound region. The program encourages joint planning and coordination by central Puget Sound transit systems to improve user experience and increase ridership while making the most effective use of tax dollars.

Transit agencies located in a county or counties with a population of 700,000 or more that border Puget Sound (i.e., King County Metro, Everett Transit, Sound Transit, Community Transit, Pierce Transit). At least two eligible transit agencies must jointly propose an application.

Eligible projects include, but are not limited to:

- Integrating marketing efforts
- Aligning fare structures

- Integrating service planning
- Coordinating long-range planning, including capital projects planning and implementation
- Integrating other administrative functions and internal business processes, as appropriate
- Integrating certain customer-focused tools and initiatives

2023-2025 biennium funds available – \$2 million

<https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/transit-coordination>

Transit Support Grants (WSDOT)

These grants provide funding to support operating and capital expenses of transit agencies in Washington state. To be eligible for transit support funds, transit agencies must:

- Adopt and implement a zero-fare policy for all modes provided by the agency, including paratransit, for people 18 by October 1, 2022. Agencies that adopt and implemented a zero-fare policy after October 1, 2022, will not receive 2023-2025 funds and will be eligible for funds beginning in the 2025-2027 biennium.
- Maintain or increase their local sales tax authority on or after January 1, 2022, and may not delay or suspend the collection of voter-approved sales taxes approved on or before January 1, 2022.
- Certify annually that the agency has maintained its local sales tax authority for transit at or above January 1, 2022 levels.
- To the extent practicable, align implementation of youth zero-fare policies with equity and environmental justice principles consistent with recommendations from the environmental justice council, and ensure low-barrier accessibility of the program to all youth.

2023-2025 biennium funds available - \$188.9 million

<https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/transit-support-grant>

State Bus and Bus Facilities Grant Program (WSDOT)

State Buses and Bus Facilities grants provide funding to transit agencies for the replacement, expansion, rehabilitation, and purchase of transit rolling stock; construction, modification, or rehabilitation of transit facilities; and funding to adapt to technological change or innovation through the retrofitting of transit rolling stock and facilities.

2023-2025 biennium funds available – \$37.5 million

<https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/state-buses-and-bus-facilities>

C.9. Ferries

Passenger Ferry Grant Program (FHWA)

The Passenger Ferry Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment.

Of the 2023 funds, \$5 million is exclusively for low or zero-emission ferries or ferries using battery or fuel cell components and associated infrastructure.

Funding available – Federal fiscal year 2023 – \$50.1 million

<https://www.transportation.gov/rural/grant-toolkit/passenger-ferry-grant-program>

Electric or Low-Emitting Ferry Pilot Program (FHWA)

This program provides competitive funding for projects that support the purchase or electrification of ferries and other efforts to reduce emissions from ferries. Low-emitting ferries must use alternative fuels, such as electricity, hydrogen, biofuel.

Funding available – federal fiscal years 2022-2026– \$250 million (\$50 million per fiscal year)

<https://www.transit.dot.gov/funding/grants/grant-programs/electric-or-low-emitting-ferry-pilot-program-iija-ss-71102>

C.10. Aviation

Sustainable Aviation Grants (WSDOT)

This grant program supports the adoption of energy efficient and clean energy airport infrastructure to reduce harmful aviation-related emissions, and transition airports to more environmentally sustainable operations. The department considers projects that advance the state of sustainable aviation technology and lead to future innovation. Projects may include, but are not limited to, pilot projects demonstrating the use of

- Mobile battery charging technology
- Hydrogen electrolyzers and storage
- Electric ground equipment
- Hanger charging technology

2023-2025 biennium funds available – \$1.48 million

<https://wsdot.wa.gov/travel/aviation/aviation-grants>

C.11. Ports

Port Electrification Competitive Grants (WSDOT)

This program will provide grants for port electrification. Recipients must require that vessels docked at the port use shore power if the vessel is capable and power is available.

2023-2025 biennium funds available – \$26.5 million

Reduction of Truck Emissions at Port Facilities Program (FHWA)

The Reduction of Truck Emissions at Port Facilities program studies and provides grants to reduce idling at port facilities, including through the electrification of port operations.

Available funding federal fiscal years 2022-2026 - \$400 million

<https://ops.fhwa.dot.gov/bipartisan-infrastructure-law/index.htm>

Clean Ports Program (EPA)

This new funding program will build on EPA's Ports Initiative to help address public health and environmental impacts on surrounding communities. Funds may be used for zero-emission port equipment and technology and developing port climate plans.

Available funding - \$3 billion, available until the end of federal fiscal year 2027.

<https://www.epa.gov/inflation-reduction-act/clean-ports-program>