

SAN DIEGO CLEAN AIR FOR ALL GRANTS

NOTICE OF FUNDING AVAILABILITY

April 2026—The San Diego County Air Pollution Control District (SDAPCD) Clean Air for All Grant Program (Program), funded by the California Air Resources Board (CARB), provides funding to upgrade or replace eligible equipment, install eligible fueling/charging infrastructure projects, or reduce air pollution impacts in eligible communities, thus achieving air pollutant emission reductions that are early and surplus to regulatory requirements. **SDAPCD anticipates that up to \$20 million is available for eligible projects this application period.**

Applications will be accepted from Monday, April 13, 2026, to Friday, May 15, 2026, at 5 p.m.

Eligible applicants are encouraged to apply promptly, as those who submit by the May 15, 2026 deadline will have the highest chances of having their application considered. Eligible applicants who submit their application after the deadline may still be included on a backup list if grant funds are available.

This Clean Air for All solicitation is for multiple grant programs:

- Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer),
- AB 617 Community Air Protection Program (CAPP),
- Proposition 1B Goods Movement Emission Reduction Program (GMERP),
- Climate Heat Impact Reduction Program (CHIRP)
- Ocean-Going Vessels at Berth Remediation Fund

Grant applicants are not required to familiarize themselves with these funding sources as SDAPCD staff will match eligible projects with the most appropriate funding program.

SDAPCD must award at least 50% of the available Moyer Program funds to those projects benefiting Environmental Justice (EJ) areas. EJ areas include SB 535 disadvantaged communities, AB 1550 low-income communities, and the Portside/International Border AB 617 communities. Additionally, SDAPCD must award at least 70 % of CAPP funds to projects benefiting SB 535 disadvantaged communities and at least 80% of CAPP funds to projects benefiting AB 1550 low-income communities. Maps defining these boundaries are found at: <https://bit.ly/ej-map> for SB 535 and AB 1550, and at <https://bit.ly/Portside-map> and <https://bit.ly/Border-map> for AB 617 communities.

Eligible emission reduction projects will be ranked by cost-effectiveness and Environmental Justice status and evaluated according to SDAPCD and CARB criteria, which are detailed below. Funding awards will be made until funds are exhausted. SDAPCD intends to reserve \$5 million for school bus electrification projects, including vehicle replacements and infrastructure, but reserves the option to fund other highly cost-effective zero-emission projects such as heavy-duty truck replacements instead. SDAPCD may prioritize projects that provide emission reductions that meet the requirements of any approved local Climate Action Plan or align with the strategies in the Community Emissions Reduction Programs for the [Portside](#) and [International Border](#) AB 617 communities. Refer to the Eligibility section for additional requirements.



San Diego County
Air Pollution
Control District

Grants and Incentives Team
858-586-2600 (Se habla español)
cleanairgrants@sdapcd.org
<http://tinyurl.com/sdapcd-moyer>

Partially funded through California Climate Investments, a statewide program that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment—particularly in disadvantaged communities.



WHO:

- Owners of eligible equipment/engines or proponents of eligible infrastructure/public school projects listed below, particularly those that benefit disadvantaged communities.

WHAT:

Potential grant funding for projects, including:

- **Equipment/Vehicle Replacement or Repower**—Replacing existing equipment/vehicles with new, emission certified equipment/vehicles or replacing an existing engine with a new, emission certified engine.
 - Includes off-road equipment, locomotives, and on-road heavy-duty trucks and buses.
 - Medium and Large Fleets subject to the Off-Road Regulation that meet the final compliance requirements of the Off-Road Regulation are eligible for funding.
 - Zero-emission school bus replacements are eligible for priority funding.
 - Limited opportunities exist to replace on-road diesel trucks subject to the Truck and Bus Regulation and/or the Advanced Clean Fleets Regulation. Please contact the Grants and Incentives Team for more information.
- **Marine Engine Repower/Replacement**—Replacing an existing engine with a new engine that meets current CARB Commercial Harbor Craft (CHC) Regulation requirements, limited to:
 - Tier 4 marine-certified engines
 - Marinized Tier 4 off-road engines
 - Zero-emission propulsion or auxiliary systems
 - Commercial fishing vessels may repower to Tier 3 engines

Besides for commercial fishing vessels, Tier 3 engines are no longer eligible except in rare cases where CARB has formally determined that no Tier 4 engine is available for that specific horsepower/duty-cycle category (less than 600 kW). A Tier 3 engine may be allowed only when CARB determines a Tier 4 engine is not available.

This category includes all commercial harbor craft subject to CHC regulation as well as vessels not subject to a CHC in-use compliance schedule. Applicants should apply under “Marine Vessel: All.”

- **Infrastructure**—Installing eligible zero-emission battery electric charging or hydrogen fueling infrastructure.
- **School** – Zero-emission school bus replacement and charging infrastructure grants are available for all public schools, but projects for schools in EJ areas will be prioritized. Public schools in disadvantaged communities are also eligible for funding for projects to install air purification systems and replace composite wood products with no- or ultra-low-emitting formaldehyde options.
- **Stationary Source**—Projects located in disadvantaged communities, including modernizing hexavalent chromium plating facilities or any stationary source categories approved by CARB.

Maximum funding amounts for each eligible project category are listed in the table on the last page. SDPACD may consider applications from other project categories not listed herein if the applications meet the eligibility requirements under the Carl Moyer Guidelines (<https://bit.ly/CM-Guidelines>) or Community Air Protection

Guidelines (<https://bit.ly/CAPP-Guidelines>). Please apply under the application type “Other Equipment: All other eligible equipment or projects not listed in another category.” Contact the SDAPCD Grants and Incentives Team for more information.

HOW:

Visit <http://tinyurl.com/sdapcd-moyer> for general info and <https://bit.ly/application-documents> for a list of documents needed to submit with the application. Instructions for applying can be found at [https://www.sdapcd.org/content/dam/sdapcd/documents/grants/Applying for Grants Citizen Access.pdf](https://www.sdapcd.org/content/dam/sdapcd/documents/grants/Applying%20for%20Grants%20Citizen%20Access.pdf)

WHERE:

Applications are submitted through the Citizen Access online application system:

<https://publicservices.sandiegocounty.gov/CitizenAccess/>

Paper, fax, email, and incomplete submittals will not be considered. Support can be provided for those without access to the online system; please contact the Grants and Incentives Team at cleanairgrants@sdapcd.org or 858-586-2600.

WHEN:

Applications will be accepted from **Monday, April 13, 2026, to Friday, May 15, 2026, at 5 p.m.** Project completion deadlines depend on project type and will be communicated to the applicants during the contract execution process.

ELIGIBILITY — All Funding Programs (Moyer, CAPP, GMERP, Remediation Fund)

At a minimum, project eligibility is based on the requirements of the Carl Moyer Guidelines (<https://bit.ly/CM-Guidelines>) as noted below, with the exception of GMERP-eligible projects. Supplemental CARB guidelines may apply to a particular project depending on its funding source.

* **Projects must meet a cost-effectiveness limit of one of the following amounts (by specified project type) per weighted ton of NO_x, ROG, and PM₁₀ reduced:**

Project Type	Cost-Effectiveness Limit
Conventional projects (e.g. diesel replacements to Tier 4)	\$60,000
Marine and on-road zero-emission technology	\$522,000
Off-road zero-emission technology	\$120,000
Locomotive zero-emission technology	\$200,000
On-road advanced technology	\$209,000
School buses	\$313,000

A project proponent may provide funds for costs above the applicable cost-effectiveness limit to complete the project. Infrastructure projects do not have a cost-effectiveness limit and will be ranked by a weighted point system shown in the Supplemental Evaluation Criteria Table below.

* Emission reductions obtained through program projects **must not be required** by any federal, State, or local

regulation, memorandum of agreement/understanding, settlement agreement, mitigation requirement, or other legal mandate.

- * Grants can be **no greater than a project's incremental cost**. The incremental cost is generally expressed as the percent of the total project cost in each Carl Moyer Program Guidelines source category chapter.
- * Sources of public co-funding must be disclosed to SDAPCD. There is no limit on the number of public co-funding sources that can be used to fund a project, as long as the total project costs are not exceeded and a 15 percent applicant cost share requirement is met for private sector projects. Co-funding will not penalize an applicant's cost-effectiveness. Additional co-funding requirements may be applicable in other programs.
- * Throughout the contract term, projects funded by the program **must not be used to generate NO_x or PM₁₀ credits or compliance extensions** and **must be excluded when determining regulatory compliance**.
- * Most replacement engines cannot exceed 135% of the baseline engine horsepower rating. Refer to the specific Carl Moyer Program Guidelines source category chapter for more detail.
- * In general, projects must have a **minimum project life of three years**, but some source categories allow a project life of less than three years. Selected applicants will be required to enter into a grant agreement that covers the minimum project life. Refer to the specific Carl Moyer Program Guidelines source category chapter for more detail.
- * Both existing and new equipment must have **at least 75 percent** of their total activity for the project life in California and **at least 50 percent** within San Diego County (this requirement does not apply to marine projects).
- * Only those marine project emission reductions that occur **within San Diego County** or **within 25 miles of the San Diego County coast** (map at <https://bit.ly/San-Diego-waters>) excluding Mexican waters, will be used when calculating a project's cost-effectiveness.
- * The **old equipment and/or engine must be destroyed** to receive grant funds. The only exception is the SDAPCD's Zero-Emission Truck Pilot Project; more information can be found here: <https://bit.ly/3NjBD2c>
- * Large Spark Ignition (LSI) equipment must be replaced with similarly functioning zero-emission equipment.
- * Medium and large off-road fleets subject to the Regulation for In-Use Off-Road Diesel-Fueled Fleets are no longer eligible for funding unless they meet the final 2023 In-Use Off-Road Diesel-Fueled Fleets standard.

Program projects **must also meet requirements applicable to each project category** found in the applicable source category chapter of the 2024 Carl Moyer Program Guidelines and all subsequently approved revisions.

ELIGIBILITY — Additional AB 617 CAPP Requirements

In addition to the Moyer requirements above, project eligibility is also based on the requirements of the 2025 revisions to the CAPP Guidelines (found at <https://bit.ly/CAPP-Guidelines>) and any subsequent revisions. The following types of projects will be prioritized:

- **Vehicles and equipment registered, domiciled, or operated a majority of the time within a disadvantaged community census tract in San Diego County**

- **Transit and school buses that serve at least one stop or station within** a disadvantaged community census tract located in San Diego County or within the Portside or International Border AB 617 communities

EJ maps: Disadvantaged communities are marked in yellow, green, and orange in this map: <https://bit.ly/4sEUMuw> and the Portside and International Border AB 617 communities are shown on these maps: <https://bit.ly/Portside-map> and <https://bit.ly/Border-map>.

Refer to the section ADDITIONAL CONSIDERATIONS FOR INFRASTRUCTURE AND CAPP PROJECTS below, for additional details regarding project selection.

APPLICATION PROCESS AND PROJECT SCHEDULE

Completed applications shall consist only of the information requested by SDAPCD and any supporting documentation explicitly requested in the application. **Information specifically requested by SDAPCD, either in the application or subsequently, is the only information that will be reviewed during evaluation of the project.** Summaries of information requested by equipment category may be found at: <https://bit.ly/application-documents>. All applications must be signed electronically by the owner of the vehicle/equipment. Those individuals or firms using a third party to prepare the application must still sign and date the application, provide their personal contact information, and complete the section in the application authorizing the third party to represent them in discussions with SDAPCD.

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Clear and legible photos of the existing equipment and engine plates shall be submitted with the application. Other photos may be requested during the application evaluation and contracting stages.

DISCLOSURES

Project applications include disclosures the equipment owner must sign. These include, but are not limited to:

- * Specification of whether the applicant has submitted an application for incentive funds to any other entity or program for the same project (for example, repowering of the same project engine). The applicant must disclose to whom the other application was submitted, whether funds have been awarded or may be awarded, and if so, the funding amount. An applicant may re-apply for project funding if a previous application for the same project has been denied by the funding entity and is no longer being considered for funding.
- * An applicant shall disclose the value of any current financial incentive that directly reduces the project cost, including tax credits or deductions, grants, or other public financial assistance for the same engine. The incremental cost of the project shall be reduced by the amount of the current financial incentive.
- * An applicant who is found to have intentionally submitted multiple applications for the same engine and who has not disclosed any current financial incentive in the disclosure required by the Program Guidelines shall at a minimum be disqualified from funding for that engine from all sources within the control of the SDAPCD or CARB. Such an applicant may also be banned from submitting future applications for any program funding. CARB and the SDAPCD may also seek civil or criminal penalties for such nondisclosure.

The applicant shall also certify in the disclosure statement that he or she has reviewed the application and that the application information is accurate and correct.

MISSING INFORMATION

Within thirty (30) business days of application receipt, SDAPCD will notify the applicant via email that the application is either complete or not complete, and identify what information is required to correct an incomplete application. An applicant will have ten (10) business days to provide the missing information. Failure to provide the requested information within the specified timeframe may result in the application being rejected, at the discretion of SDAPCD. SDAPCD reserves the right to request additional information at any time as needed to fully evaluate the project.

GROUNDS FOR REJECTION

SDAPCD will notify the applicant via email if the application is rejected. Possible grounds for rejection include:

- Failure to complete, sign, and date the application in the prescribed format.
- Submitting duplicate applications during the same grant window for any piece of equipment may result in all applications for that project being rejected.
- Failing to provide missing information within the specified timeframe.
- Failing to meet minimum eligibility.
- **Ordering or making a down payment on a new engine, piece of equipment, or vehicle prior to executing a contract with SDAPCD.** Dealers ordering engines, equipment, or vehicles prior to SDAPCD approval of grant applications via contract execution assume all financial risk and are in no way ensured program funds. **A grantee may not purchase or receive engines, equipment, or vehicles, nor may work begin on a repower or retrofit project, until the project contract is fully executed.**

EVALUATION PROCESS

At a minimum, each application will be evaluated for eligibility using the relevant program guidelines and all subsequently approved revisions. Projects, except for infrastructure projects, are evaluated based on multiple factors: cost-effectiveness, zero-emission projects, Environmental Justice or CAPP status, total emission reductions, available funding, and ability to complete the project by the established deadline. SDAPCD may prioritize projects that provide emission reductions that meet the requirements of any approved local Climate Action Plan

Project applications will be **evaluated after submittal**, and once deemed complete, applicants of eligible projects will be contacted to schedule a pre-inspection of the selected equipment. Upon successful completion of the pre-inspection, selected projects will then enter the grant agreement phase, execution of a contract between the applicant and SDAPCD. Contracts include language requiring appropriate insurance, a drug and alcohol-free workplace, indemnification of SDAPCD, and termination for nonperformance, default, or convenience. A detailed scope of work outlining all ongoing operational and reporting requirements will also be incorporated into each contract. A fully executed grant agreement must be returned within a reasonable amount of time from notification of the award, or funding may be revoked and given to another eligible project.

PAYMENT AND AWARD OF FUNDS

It is SDAPCD policy to pay for contracted services and equipment after completion of project tasks, upon presentation of invoices and supporting documentation to the SDAPCD and after a satisfactory post-inspection of the project and verification of destruction of the old equipment has been completed. Interim and final project reports detailing the progress and final results of the project, in addition to project deliverables, are also required. Performance of the contractor may be evaluated and used in subsequent evaluations in other SDAPCD funding programs.

SDAPCD reserves the right to limit funding for any or all categories. A list of approved projects will be posted on SDAPCD's website. SDAPCD reserves the right to use eligible applications received as part of this solicitation to create a waiting list of projects that may receive priority consideration for future funding cycles after these funds are exhausted. Funding awards are contingent upon approval by SDAPCD and the availability of funds. In the event funds are not available, SDAPCD shall have no liability to award any funds whatsoever to applicants or to furnish any other considerations.

ADDITIONAL CONSIDERATIONS FOR INFRASTRUCTURE AND CAPP PROJECTS

Infrastructure projects have no cost-effectiveness limit. Therefore, SDAPCD will apply a weighted point system to evaluate these projects if required by funding limitations. Infrastructure projects will be evaluated using both Group 1 and Group 2 criteria in the table below. Because infrastructure projects are often more expensive than other project categories, to ensure that incentive funds are used equitably and efficiently, SDAPCD may apply maximum grant limits to infrastructure projects that could vary by funding program.

For CAPP projects, besides the cost-effectiveness limits established in the Eligibility Section above, SDAPCD may apply the Group 1 criteria. Additionally, prior to project selection, SDAPCD will consider input from the **Community Air Protection Program (AB 617) Portside Steering Committee and the International Border Steering Committee**, which have prioritized zero-emission projects. SDAPCD reserves the right to prioritize zero-emission vehicles or infrastructure when feasible.

SUPPLEMENTAL EVALUATION CRITERIA TABLE

Score Topic	Point Total	Category	Maximum Points
Group 1 (CAPP and Infrastructure Projects)			
Disadvantaged Communities	3	Operating in SB 535 San Diego County census tracts	1
		Operating in AB 617 designated San Diego County communities	1
		Operating in AB 1550 San Diego County census tracts	1
Criteria Pollutant Cost-Effectiveness	2	Criteria pollutant emission reductions per grant funding amount (scored on a curve of either all submitted CAPP applications or infrastructure applications)	2 (Curved)
Greenhouse Gas Cost-Effectiveness	1	Greenhouse gas emission reductions per grant funding amount (scored on a curve of either all submitted CAPP applications or infrastructure applications)	1 (Curved)
Zero-Emission Technology	1	Uses zero-emission technology or is set up to use this technology	1
Group 2 (Infrastructure Only)			
Expected Use	2	Estimated expected use over contract life (scored on a curve of all submitted infrastructure applications)	2 (Curved)
Equipment Availability	3	Already own, or have an approved contract in place to purchase, hydrogen fuel-powered or electric equipment that can use the infrastructure	1
		Infrastructure application associated with SDAPCD grant-funded equipment	1
		Proposed infrastructure is publicly accessible to others with zero-emission equipment	1
Project Readiness	3	Obtained required local agency permits	1
		CEQA review complete (either exempt or completed document)	1
		Design and permits in process, but not yet complete	1

FUNDING TABLE: (CAPP-funded EJ projects may be funded at higher maximum levels*)

Project Category	Project Type	Maximum Funding Amount (Dollar Amount or Percentage of Eligible Costs)
Off-Road Compression Ignition or Large Spark Ignition (LSI) Equipment (including mobile agricultural equipment)	Equipment Replacement or Repower to Tier 4 Final or Zero-Emission Engines	Up to 85%
Zero-Emission Agricultural	Gas/Diesel Utility Terrain Vehicle Replacement	Lesser of 75% or \$13,500
	All Terrain Vehicle or Tractor (under 25 horsepower)	Up to 80% (including level 2 chargers)
Marine Vessels	EPA Marine Tier 3 or Tier 4 Repower/Remanufacture	Dependent on compliance deadlines in Amended Commercial Harbor Craft Regulation
	Shore Power – Ship Side	Up to 85%
	Shore Power – Shore Side	See Battery Charging Infrastructure below
	Vessel Replacement	Up to 85%
Locomotives	Replacement, Tier 4 or cleaner Engine Repower, or Head End Power Unit Repower	Class 1 or 2: Up to 80% Class 3, switcher, and passenger: Up to 85%
On-Road Heavy-duty Class 4 and Above (Greater than 14,000 lbs.; not including school buses); Includes Transit Vehicles, Drayage Trucks, Solid Waste Collection Vehicles, Public Agency and Utility Vehicles and Emergency Vehicles¹	Hybrid Conversion	Light Heavy-Duty: \$7,500 Medium Heavy-Duty: \$10,000 Heavy Heavy-Duty: \$15,000
	Exempt Vehicle Replacements	Emergency Vehicles: Up to 80% Light Heavy-Duty: \$30,000 Medium Heavy-Duty: \$40,000 Heavy Heavy-Duty: \$60,000
	Certified 0.1 NOx Standard or Cleaner Replacements	\$40,000 to \$160,000 (varies by vehicle weight and engine standard)
	Certified Optional Low NOx Standard or Cleaner Repowers	\$40,000
	Zero-Emission Transit Bus Replacement or Conversion	\$80,000 (with Federal Transit Authority funding) Up to 80% (without Federal Transit Authority funding)
	Zero-Emission Truck or Bus Replacement or Conversion	Light Heavy-Duty: \$170,000 Medium Heavy-Duty: \$180,000 Heavy Heavy-Duty: \$410,000

School Buses	Zero-Emission Replacements or Conversions	\$400,000
	Low-NOx or Hybrid Replacements	\$220,000
	Diesel or Alternative Fuel Replacements	\$165,000
	Repowers	\$70,000
Public School Facility Improvements	No added formaldehyde or ultra-low emitting formaldehyde composite wood products	Up to 100% (no added formaldehyde) Up to 90% (ultra-low emitting formaldehyde)
	Air Filtration Enhancement	Up to 100%
Battery Charging or Hydrogen Fueling Infrastructure	Baseline for All Projects	Up to 60%
	Solar/wind powered at least 50%; located near sensitive receptors; or heavy-duty truck parking facility ²	+10%
	Publicly available charging or applicant that is a public entity	+15%
	Public School Bus Infrastructure	Up to 100%
Transportation Refrigeration Units (TRUs)	Replacing Diesel with Zero-Emission	Up to the lower of 80% or \$100,000
	Electric Power Plug Installation	\$30,000 per plug

¹ No more than 80 percent of vehicle cost for fleets with 10 or less vehicles, no more than 50 percent of vehicle cost for larger fleets except for emergency vehicles and school buses. Except for certain operating vocations such as school buses, agricultural vehicles, and emergency vehicles, fleets with more than ten vehicles must select optional low NOx or zero-emission technologies. Grants exclude sales tax and other fees unless project is for zero-emission or emergency vehicles.

² Heavy-duty truck parking facilities must provide communal charging opportunities (such as truck stops, truck yards, and truck depots).

* Vehicles and equipment operating in specific census tracts may be eligible for additional funds under CAPP. Refer to Table A-1 - Table A-16 on pages A-3 through A-16 in the 2025 revisions to the CAPP guidelines: <https://bit.ly/CAPP-Guidelines>. Refer to the Eligibility Additional CAPP Requirements Section for census tract details.