

CLEAN AIR GRANTS

Notice of Funding Availability

San Diego County APCD Grant Program (Year 21)

Formerly known as Carl Moyer Memorial Air Quality Standards Attainment Program

August 2019—The San Diego County Air Pollution Control District (District) is pleased to announce the availability of funds from the California Air Resources Board (CARB) to improve air quality and public health. The San Diego County APCD Grant Program (Program) provides funding to:

- upgrade or replace eligible equipment,
- install charging or fueling infrastructure to power or fuel grant-eligible projects,
- replace equipment at stationary sources of air pollution not subject to the Cap and Trade Program, and
- provide a suite of project types for kindergarten through twelfth-grade schools located in disadvantaged or low-income communities.

Priority will be given to projects that directly benefit disadvantaged or low-income communities as required by State law. Up to \$28.5 million is available for all eligible projects.

**Applications will be accepted from
Wednesday, August 7, 2019 to Friday, September 20, 2019 at 5 p.m.**

Eligible projects will either be ranked by cost effectiveness and Environmental Justice status or scored and evaluated according to District criteria. Funding awards will be made from highest to lowest score, until funds are exhausted. In addition to the ranking, the District may choose to prioritize zero-emission projects as well as projects that provide emission reductions that meet the requirements of any approved local Climate Action Plan. Refer to the Eligibility section for additional requirements.

WHO:

Owners of the following eligible equipment/engines:

- Off-Road Construction/Industrial (Small fleets only - as reported in DOORS; medium and large fleets are no longer eligible unless they meet the final 2023 In-Use Off-Road Diesel-Fueled Fleets standard or are purchasing zero-emission equipment)
- Off-Road Agricultural
- Marine
- Locomotive
- On-Road Heavy-Duty Trucks
- Stationary Source equipment (includes hexavalent chromium plating facilities or any stationary source categories approved by CARB)

Proponents of:

- Eligible Fueling/Charging Infrastructure Projects Serving equipment in the Categories Listed Above
- Public school projects (serving students in any grade K-12) located in disadvantaged or low-income communities



Grants and Incentives Team

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<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.



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WHAT: Potential grant funding for projects including:

- **Equipment/Vehicle Replacement**—Replacing existing equipment/vehicles with new, emission certified equipment/vehicles.
- **Engine Repower**—Replacing an existing engine with a new, emission certified engine.
- **Infrastructure**—Installing projects that provide alternative fuel or power in support of program-covered sources.
- **School**—Projects at public schools (serving students in any grade K-12) located in disadvantaged or low-income communities, including Zero-Emission School Bus Replacement, Zero-Emission Lawn and Garden Equipment Replacement, Composite Wood Products meeting NAF (no added formaldehyde) or ULEF (ultra-low emitting formaldehyde) standards, and Air Filtration Enhancement and Replacement using new filters with MERV (Minimum Efficiency Reporting Value) of 14 or greater.
- **Stationary Source**—Projects located in disadvantaged or low-income communities, including hexavalent chromium plating facilities or any stationary source categories approved by CARB.

HOW: Visit <http://tinyurl.com/sdapcd-moyer> for instructions.

WHERE: Applications are submitted through the County’s Citizen Access online application system

<https://publicservices.sdcounty.ca.gov/citizenaccess/>

Paper, fax, email, and incomplete submittals will not be considered.

WHEN: Applications will be accepted beginning August 7 to September 20 at 5 p.m. All projects selected for funding should be completed by **April 30, 2021**, if possible (subject to guideline requirements).

Maximum funding amounts for each eligible project category are listed in the table below. Additional project categories may be available. Please contact the District for more information.

FUNDING TABLE

Project Category	Project Type	Maximum Funding Available (Dollar amount or % of Eligible Project Cost)
Off-Road Compression Ignition or Large Spark Ignition (LSI) Equipment (including mobile agricultural equipment)	Tier 4 Engine Repowers	Up to 85%
	New or Used Equipment Replacement to Tier 4 Final or Zero-Emission Engines	Up to 80%
Zero-Emission Agricultural Utility Terrain Vehicles (UTV)	New Zero-emission UTV replacing gas/diesel UTV/ATV (agricultural only)	Up to 75%



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Project Category	Project Type	Maximum Funding Available (Dollar amount or % of Eligible Project Cost)	
Marine Vessels	EPA Marine Tier 3 or Tier 4 Repower or Remanufacture Kit	Fishing, Pilot, or Work Vessel — Up to 80% for Tier 3; up to 85% for Tier 4	
	Shore Power—Shore Side	Up to 50%	
	Shore Power—Ship Side	Up to 100% of Retrofit Costs — Up to 50% of Transformer Costs	
Locomotives	Locomotive Replacement	Class 1 or 2 — Up to 75% Class 3 and Passenger—Up to 85%	
	Tier 4 or cleaner Engine Repower	Class 1 or 2 — Up to 75% Class 3 and Passenger — Up to 85%	
	Head End Power Unit Repower (case-by-case)	Class 1 or 2 — Up to 75% Class 3 and Passenger—Up to 85%	
On-Road Heavy-Duty Class 4 (GVWR > 14,000 lbs.) and above, Transit Vehicles, Drayage Trucks, Solid Waste Collection Vehicles, Public Agency and Utility Vehicles and Emergency Vehicles ^{1, 2}	Hybrid Conversion	\$7,500 (Class 4) to \$15,000 (Class 8)	
	Diesel, Alternative Fuel or Hybrid Replacement	Emergency vehicles— Up to 80%	\$30,000 (Class 4) to \$60,000 (Class 8)
	Low-NO _x Replacement (0.02 g/bhp-hr or less NO _x)	Transit Bus \$25,000	\$40,000 (Class 4) to \$100,000 (Class 8)
	Low-NO _x Repowers	Transit Bus \$20,000	Other Trucks & Buses \$40,000
	Zero-Emission Replacement or Conversion	Transit Bus \$80,000	\$80,000 (Class 4) to \$200,000 (Class 8)
School Bus	Repower (\$70,000), Diesel or Alternative Fuel (\$165,000), Low-NO _x or Hybrid Replacement (\$220,000), Electric Conversions (\$400,000), Zero-Emission Replacements (\$400,000)		
Public School Projects (located in disadvantaged or low-income communities)	Zero-Emission Lawn and Garden Equipment Replacement (including trimmers, walk-behind mowers, ride-on mowers)	70% of purchase price (maximum limits determined by equipment type)	
	Composite Wood Products (including tables, desks, countertops, chairs, and storage cabinets) meeting NAF (no added formaldehyde) or ULEF	100% of incremental cost for NAF 90% of incremental cost for ULEF	
	Air Filtration Enhancement and Replacement	TBD	



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Project Category	Project Type	Maximum Funding Available (Dollar amount or % of Eligible Project Cost)
Infrastructure (must fuel or power the type of vehicles or equipment covered in the 2017 Carl Moyer Program Guidelines)	All Projects	Not Accessible to Public — Up to 50% Publicly Accessible Projects — Up to 60%
	Projects with Solar/Wind Power Systems	Not Accessible to Public — Up to 65% Publicly Accessible Projects — Up to 75%
	Public School Buses—Battery Charging and Alternative Fueling	Up to 100%

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

2 With the exception of school buses and agricultural trucks, fleets with more than ten vehicles must select optional low NO_x or zero emission technologies

- Vehicles and equipment operating in specific census tracts may be eligible for additional funds as part of the Community Air Protection Program (CAPP). Refer to Table A-1 on page A-3 in the 2019 CAPP proposed guidelines for additional maximum funding: https://ww3.arb.ca.gov/msprog/cap/docs/proposed_2019_cap_guidelines.pdf. Also, refer to the Eligibility Section for more details about these census tracts.
- 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.

ELIGIBILITY

At a minimum, project eligibility is based on the requirements of the [2017 Carl Moyer Program Guidelines](#) as noted below. Supplemental CARB guidelines may apply to a particular project depending on its funding source (if awarded).

- **Projects must meet a cost-effectiveness limit of \$30,000, or \$100,000 for zero-emission and low-NO_x projects**, per weighted ton of NO_x, ROG, and PM₁₀ reduced. Projects funded with NO_x Remediation Mitigation funds must meet a cost-effectiveness limit of \$10,000/ton of NO_x only. 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 evaluated by a weighted point system.
- 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 source category chapter of the Program Guidelines.
- 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**.
- In general, projects must have a **minimum project life of three years**, but some source categories allow a project life



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of less than three years. Refer to the specific Carl Moyer Program source category chapter for more detail.

- Projects 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](#) (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.
- LSI equipment must be replaced with a similarly-functioning zero-emission equipment.
- Medium and large off-road construction fleets are no longer eligible unless they meet the final 2023 In-Use Off-Road Diesel-Fueled Fleets standard or are purchasing zero-emission equipment

Program projects **must also meet requirements applicable to each project category** found in the applicable source category chapter of the 2017 Carl Moyer Program Guidelines and all subsequently approved revisions. Projects may also be eligible under three related CARB programs: Funding Agricultural Replacement Measures for Emission Reductions (FARMER), Community Air Protection Program (CAPP), and NO_x Remediation Mitigation (NRM). All FARMER funds must benefit agricultural equipment owners. Under CAPP, the District will strive to spend over 70% of CAPP funds to benefit SB 535 (Disadvantaged Communities) census tracts and over 80% of these funds to benefit AB 1550 (Low-Income Communities) census tracts county-wide. A map highlighting these census tracts is on this CARB webpage:

<https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>. The AB 617 communities ([map linked here](#)) are included in the SB 535 and AB 1550 communities.

NRM funds will be used primarily for off-road equipment county wide.

Guidelines for these programs are available at, respectively: <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm> (Carl Moyer Program); <https://arb.ca.gov/ag/agincentives/agincentives.htm> (FARMER); and <https://www.arb.ca.gov/msprog/cap/capfunds.htm> (CAPP). NRM funds are based on the Carl Moyer Program. Grant applicants are not required to familiarize themselves with these funding sources as District staff will match projects with the most appropriate funding program.

ELIGIBILITY — FARMER

Most project eligibility is based on the requirements of the 2017 Carl Moyer Program Guidelines except replacement zero-emission Utility Terrain Vehicle (UTV) projects. These projects require the replacement UTV to be new and the baseline UTV to have both:

- **A towing capacity** of 500 pounds or greater
- **A total vehicle weight** of 700 pounds or greater



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ELIGIBILITY — Community Air Protection Program (CAPP)

- **Most vehicles and equipment must be registered, domiciled, or operated a majority of the time within a SB 535 or AB 1550 census tract located in San Diego County.** These projects may be subject to on-going reporting or tracking to ensure that the emission reduction benefits are realized in these census tracts.
- **Transit and school buses must serve at least one stop or station within a SB 535 or AB 1550 census tract located in San Diego County.**
- Map of designated census tracts:
<https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>

COST-EFFECTIVENESS CALCULATORS

The District website offers online calculators to allow applicants to estimate their project's cost-effectiveness, which is a key evaluation criterion for some projects. Calculators are available for off-road equipment replacement projects and marine vessel repower projects. Use of the calculators is for **estimation purposes only** and **does not guarantee a project will qualify for funding**. Click the desired calculator in the table below.

Project Type	Off-road Equipment Replacement (diesel)	Marine Vessel Repower (diesel)
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APPLICATION PROCESS

Completed applications shall consist only of the information requested by the District and any supporting documentation explicitly requested in the application. **Information specifically requested by the District, either in the application or subsequently, is the only information that will be reviewed during evaluation of the project.** 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 the District. **Failure to complete, sign, and date the application may result in rejection of the application.**



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Receipt of more than one application for any one project may result in all applications for that project being rejected. The District will notify the applicant that the application is either complete or not complete, and identify what information is required to correct an incomplete application. The District reserves the right to request additional information at any time as needed to fully evaluate the project.

DISCLOSURES

Project applications include disclosures that 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 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 District or CARB. Such an applicant may also be banned from submitting future applications for any program funding. CARB and the District 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.

EVALUATION PROCESS

At a minimum, each application will be evaluated for eligibility using the [2017 Carl Moyer 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, emission reductions helping to meet local Climate Action Plan targets, total emission reductions, available funding, and ability to



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complete the project by the established deadline. Selected projects will be required to successfully complete a pre-inspection before moving on to the grant agreement phase. Applicants submitting incomplete application forms or those with projects not meeting the eligibility requirements will be notified of ineligibility. A list of approved projects will be posted on the District's website. The District 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.

Eligible projects should be completed by **April 30, 2021**, if possible (subject to guideline requirements).

The District reserves the right to limit funding for any or all categories.

EVALUATION PROCESS—INFRASTRUCTURE AND CAPP PROJECTS

Infrastructure projects have no cost-effectiveness limit. Therefore, the District will apply a weighted point system to rank these projects. Infrastructure projects will be evaluated using both Group 1 and Group 2 criteria in the table below and be eligible for a maximum grant of \$1 million.

For CAPP projects, besides the cost-effectiveness limits established in the Eligibility Section above, the District may apply the Group 1 criteria. Additionally, the District will consider input from designated CAPP communities prior to project selection. The District reserves the right to prioritize zero-emission vehicles or infrastructure when feasible. Fleets with trucks on the current GMERP back-up list may opt to pursue CAPP funding for these trucks if all the CAPP eligibility requirements can be met.

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



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Score Topic	Point Total	Category	Maximum Points
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, alternative fuel-powered equipment that can use the infrastructure	1
		Infrastructure application associated with District grant-funded equipment	1
		Proposed infrastructure is publicly accessible to others with alternative fuel-powered 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

ENVIRONMENTAL JUSTICE

Health and Safety Code Section 43023.5 requires 50 percent of the state Carl Moyer Program funds to be expended in a manner that directly reduces air contaminants or reduces the public health risks associated with air contaminants in communities of minority populations or low-income populations with the most significant exposure to air contaminants or localized air contaminants (Environmental Justice, or EJ, areas). For consistency with CARB, the District defines EJ Areas as SB 535 and AB 1550 census tracts. The District intends to award at least 50% of the available Carl Moyer Program funds to those projects based in EJ areas. A map of these areas is on the CARB website: <https://ww3.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm>.



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AWARD OF FUNDS

Funding awards are contingent upon approval by the District and the availability of funds. In the event funds are not available, the District shall have no liability to award any funds whatsoever to applicants or to furnish any other considerations. All projects approved for funding must successfully complete a pre-inspection as well as negotiation and execution of a contract between the applicant and the District. Contracts include language requiring appropriate insurance, a drug and alcohol-free workplace, indemnification of the District, 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. Failure to successfully negotiate a contract with the District within a reasonable amount of time may result in loss of funding.

PAYMENT OF AWARDS

It is District policy to pay for contracted services and equipment in arrears (i.e., after completion of project tasks), upon presentation of invoices and supporting documentation to the District 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, will also be required. Performance of the contractor may be evaluated and used in subsequent evaluations in other District funding programs.

PROJECTED SCHEDULE

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, the project will be ranked against other eligible projects. Selected projects will then enter the grant agreement negotiation phase. 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. All projects selected for funding should be completed and operational by **April 30, 2021**, if possible (subject to guideline requirements).

NOTE: A potential grantee may **not order or make a down payment** on a new engine, piece of equipment, or vehicle prior to contract execution. Dealers ordering engines, equipment, or vehicles prior to District approval of grant applications via contract execution assume all financial risk and are in no way ensured program funds. A grantee **may not receive engines, equipment, or vehicles, nor may work begin on a repower or retrofit project, until the project contract is fully executed.**



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