



Aircraft & Airport Funding Fact Sheet

Last Updated October 1, 2025

California Air Resources Board (CARB) staff has prepared this fact sheet to inform stakeholders of funding opportunities that could potentially be used to reduce emissions from aircraft and airports. The funding programs listed have different requirements and timelines, and not all funding programs may be available at this time. Information is current as of September 2025 and is subject to change.

Clean Off-Road Equipment (CORE) Program

Administrator: CARB

CORE is a voucher program that incentivizes the purchase or lease of zero-emission off-road equipment. Some airport ground support equipment is eligible, such as cargo loaders, wide-body aircraft tugs, and aircraft ground power units. Participants receive a discount on eligible equipment purchased through a CORE-approved dealer. Scrappage of equipment is not required. The voucher amount depends on the relative cost of zero-emission technology compared to its internal combustion engine counterpart and other market factors. CORE also provides additional funding for charging infrastructure, equipment deployed in pollution overburdened communities, and small businesses. Please visit the [CORE website](#) for further details.

Carl Moyer Memorial Air Quality Standards Attainment Program

Administrator: CARB and California Air Districts

The Carl Moyer program provides incentive grants to fund the incremental cost of cleaner-than-required engines, equipment or other technology. Covered emission reductions must be in surplus of any existing regulations, agreements, or requirements. Off-road equipment (including airport ground support equipment) projects are eligible for funds, such as for repowering existing equipment, purchasing retrofit technology, replacing equipment with cleaner devices (requires scrappage of an older, fully functional piece of equipment), and for infrastructure that enables the deployment of cleaner technologies. CARB allocates funds to air districts and establishes overall program guidelines. Local air districts administer the program, select the projects to fund and contract with the applicants. Air districts may differ in their protocols for administering funds and the types of projects they fund, so it is recommended to contact local air districts to determine project eligibility and program implementation. Please visit the [Carl Moyer program website](#) for more information.

Community Air Protection (CAP) Grants

Administrator: CARB and California Air Districts

Community Air Grants are part of CARB's Community Air Protection Program (CAPP) established by Assembly Bill 617. These grants are intended to support community-driven projects that tackle air pollution issues. Grant application and implementation must be led by a California community-based organization or Native American tribe. Projects must be located in and benefit disadvantaged or low-income communities. Projects can be educational (e.g., outreach and increasing public participation in CAPP), technical (e.g., air quality monitoring and generating data to inform emission reduction actions), or targeted (e.g., convening community members to develop a Local Community Emission Reduction Plan). Please visit the [Community Air Protection Grants website](#) for more information.

Community Air Protection (CAP) Incentives

Administrator: CARB and California Air Districts

CAP Incentives are also part of CARB's Community Air Protection Program (CAPP) established by Assembly Bill 617. CARB allocates the funds to air districts, which then administer the incentives to selected local projects. The incentives can support a variety of projects that provide emission reduction benefits to disadvantaged communities beyond any applicable rules or regulations. Project categories that are eligible for funding include mobile sources, zero-emission charging infrastructure, stationary sources that are not subject to the California Cap and Trade program, and community-identified measures in a Community Emission Reduction Plan. Please visit the [Community Air Protection Incentives website](#) for more information.

Advanced Technology Demonstration and Pilot Projects

Administrator: CARB

The Advanced Technology Demonstration and Pilot Projects program aims to accelerate the next generation of clean, advanced technology vehicles, equipment or emission controls which are not yet commercialized. Demonstration projects are those that are beyond the research and development phase and typically within three years of commercialization. Pilot projects are early commercial deployments intended to enhance market introduction and bring down costs. Zero-Emission Aviation and Ground Support Equipment projects are eligible. For example, the program is currently supporting a California Zero-Emission



Aviation Demonstration Project, which aims to demonstrate the innovation and economic viability of zero-emission, autonomous aircraft for applying agricultural chemicals to crops in the San Joaquin Valley. Any company (e.g., private-sector parties, technology manufacturers or end-users) is eligible to receive funds, but they must partner with an eligible agency that would apply for the grant and administer the funds. Eligible applicants can be California-based public entities (e.g., air districts, counties, cities, etc.) or non-profit organizations with experience in administering large scale air pollution control projects. The fiscal year 25/26 funding plan that is planned to go to the Board in November 2025 will provide clarity on the program's next funding opportunity. The most recent grant solicitation can be found [here](#). Please visit the [Advanced Technology Demonstration and Pilot Projects website](#) for more information.

Voluntary Airport Low Emissions (VALE) Program

Administrator: Federal Aviation Administration (FAA)

VALE provides funding for airport projects intended to improve air quality, such as low-emission vehicles, electric or hydrogen-powered ground support equipment, gate electrification, remote ground power, solar or geothermal energy systems, and underground fuel hydrant systems. To be eligible for VALE funding, airports must be in a non-attainment or maintenance area for one of the National Ambient Air Quality Standards. The proposed project cannot be included in any State Implementation Plan to be eligible. Please visit the [VALE website](#) for additional details.

Airport Zero Emissions Vehicle and Infrastructure Pilot Program

Administrator: FAA

The Airport Zero Emissions Vehicle (ZEV) and Infrastructure Pilot Program provides funds for airport sponsors to purchase ZEVs and/or for infrastructure needed to operate ZEVs. The purchased ZEVs must be airport-owned, on-road, zero-emissions vehicles (all-electric or hydrogen powered) that do not produce exhaust emissions of any criteria pollutants. Funding for infrastructure is also eligible, such as for refueling stations, chargers, on-site fuel storage tanks, and other equipment needed for ZEV operation. The ZEVs that are purchased through these funds must remain exclusively at the funded airport for its useful life. The funds are drawn from Airport Improvement Program grants (see below). Please visit the [ZEV website](#) for more information.



Airport Infrastructure Grant Funding Reallocation (AFR) Program

Administrator: FAA

Beginning in 2026, airport sponsors will be eligible to apply for competitive AFR grants. Eligible projects include those that reduce airport emissions, reduce noise impact to the surrounding community, reduce dependence on the electrical grid, or provide general benefits to the surrounding community. AFR grants are funded through unobligated Airport Infrastructure Grant (AIG) funds that are nearing expiration. These funds originate from the Infrastructure Investment and Jobs Act, which allocated approximately \$25 billion to airports over five years (FY 2022-2026). For example, AIG funds that were awarded in FY 2022 will expire in 2027, and any unused funds will become available for AFR grants in 2026, one year prior to expiration. A Notice of Funding Opportunity will be issued annually until the program concludes. For more information, please visit the [AFR Program website](#) and review the recently posted [FAQs](#).

Airport Improvement Program (AIP) Grants

Administrator: FAA

AIP grants provide funding to public-use airports for infrastructure projects that enhance safety, capacity, security, and environmental sustainability. Funding may be used for a variety of eligible projects including taxiway construction/rehabilitation, environmental studies, energy efficiency equipment/infrastructure, and zero emissions vehicles/infrastructure. Please visit the [AIP website](#) for more information.

Diesel Emissions Reduction Act (DERA) Program

Administrator: United States Environmental Protection Agency (U.S. EPA)

DERA grants are intended to accelerate the upgrading or retirement of "legacy" diesel engines (pre-2009 model year engines that do not meet current emission standards). Diesel-powered airport equipment is eligible. Funds may be used to retrofit or replace existing diesel engines, vehicles, and equipment with U.S. EPA or CARB certified engine configurations and verified retrofit and idle reduction technologies. The program prioritizes funding for areas with poor air quality (i.e., non-attainment or maintenance areas) and areas with environmental justice concerns. Please visit the [DERA website](#) for further information.



Targeted Airshed Grants Program

Administrator: United States Environmental Protection Agency (U.S. EPA)

The Targeted Airshed Grants Program provides funding to eligible state, local, and tribal air pollution control agencies to conduct emission reduction activities in the most severe ozone and PM_{2.5} nonattainment areas in the United States. Eligible emission reduction activities may include projects, programs, policies, approaches, and/or deploying technologies that achieve measurable reductions of emissions that contribute to ozone or PM_{2.5} concentrations. For example, activities that retrofit, repair, or replace higher-polluting vehicles, engines, or equipment with cleaner technologies are eligible. In addition, demonstration projects involving new or experimental technologies, methods, or approaches where the results of the project will be disseminated so that others can benefit from the knowledge gained are also eligible. These emission reduction activities should also demonstrate potential for inclusion in the jurisdiction's State Implementation Plan or Tribal Implementation Plan. Interested applicants should partner with their local air district to submit the planned project. Please visit the [Targeted Airshed Grants Program website](#) for more information.

Range Extenders for Electric Aviation with Low Carbon and High Efficiency (REEACH)

Administrator: Advanced Research Projects Agency Energy (ARPA-E) | United States Department of Energy (U.S. DOE)

The objective of the REEACH program is to develop high performance energy storage and power generation sub-systems that can deliver adequate electric power to propel a fully electric, narrow-body aircraft through all flight phases (i.e., taxi, take-off, climb, cruise, and descent) and store sufficient energy to power the entire aircraft during a long-range mission with adequate safety reserves. The REEACH program provides funding for research that will advance technology to convert chemical energy contained in energy-dense carbon neutral liquid fuels into electric power for aircraft propulsion. Please visit the [REEACH Program website](#) for more information.



Aviation-Class Synergistically Cooled Electric-Motors with Integrated Drives (ASCEND)

Administrator: ARPA-E / U.S. DOE

The ASCEND program supports the research and development of novel lightweight and ultra-efficient electric powertrains that will enable net-zero carbon emissions in single-aisle commercial aircraft. The target benchmark for the project is a powertrain system that achieves a power density greater than 12 kW/kg with an efficiency greater than 93%. The ASCEND program is complimentary to the REEACH program listed above, in that outcomes of the two programs are intended to integrate together into a larger system for decarbonized electric aviation. Please visit the [ASCEND Program website](#) for further information.

Seeding Critical Advances for Leading Energy technologies with Untapped Potential (SCALEUP)

Administrator: ARPA-E / U.S. DOE

The SCALEUP program provides funding for the commercial scale-up and market adoption of promising energy technologies. Research to advance aircraft electrification are eligible. Proposed projects must have received previous funding from an ARPA-E award and must have substantial technology development to be on a pathway toward commercial deployment. Funded projects would translate the performance achieved at a lab-bench scale to commercially scalable versions of the technology, integrate the technology with broader systems, provide extended performance data, and validate the manufacturability and reliability of the new technology. Applications are accepted on a rolling basis. Please visit the [SCALEUP webpage](#) for further information.