



## 2022 CLEAN AIR GRANTS INFRASTRUCTURE PROGRAM

### **INTRODUCTION**

Si requiere asistencia para someter una solicitud en español, comuníquese con el Distrito al [Grants@sbcapcd.org](mailto:Grants@sbcapcd.org)

Santa Barbara County Air Pollution Control District (District) grant funds benefit public health by cost-effectively replacing old, high polluting equipment with newer, cleaner equipment earlier than required by regulation or through normal attrition. For more information on the District's program, see [www.OurAir.org/funding](http://www.OurAir.org/funding).

The grant funds come from the California Air Resources Board's (CARB) Carl Moyer Program, Community Air Protection Program, and Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program.

Our 2022 Clean Air Grants program follows the California Air Resources Board's 2017 Carl Moyer Program Guidelines: [www.arb.ca.gov/msprog/moyer/guidelines/current.htm](http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm). All funded projects must meet and comply with the requirements found within these guidelines. Infrastructure projects are not required to meet a cost-effectiveness threshold.

### **FUND AVAILABILITY**

- Applications will be accepted during the following time period:
- Open - Monday, July 25, 2022
- Close - Wednesday, August 31, 2022
- Once the application period closes, no more applications will be accepted;
- The 2022 Clean Air Grants Program will commit at least \$3,800,000 in CARB funds for all grant projects combined;
- Successful projects will be eligible to receive a grant within a range from \$10,000 to \$250,000;
- Emission reductions from the project must be surplus to any rule or regulation;
- Infrastructure projects will be competitively ranked, and priority will be given to projects located within low-income and disadvantaged communities, as defined by this map: <https://webmaps.arb.ca.gov/PriorityPopulations/>, along with projects located at multi-unit dwellings.
- Infrastructure projects that are accessible to the general public are encouraged and may qualify for more funding;
- The District has discretion on how grant funds are distributed.



## **APPLICATION PROCESS**

- Public, private, and nonprofit entities are eligible to apply and may submit a maximum of one (1) application per program category;
- Applications are limited to one (1) infrastructure grant project per Company, LLC, Tax ID, etc., and determinations are at the final discretion of the District;
- Infrastructure grant projects may include equipment that is located at multiple sites, if they're located within the same census tract. Please reach out to Alex Economou at [EconomouA@sbcapcd.org](mailto:EconomouA@sbcapcd.org) with questions about project eligibility;
- Only applications deemed complete by the District will be eligible for grant funds. Submittal of an application does not guarantee approval of grant funds;
- Incomplete applications will be returned to the applicant. Additional information can be submitted prior to August 31, 2022 to help complete the application;
- The District issues grant funds on a reimbursement basis. Reimbursement of funds does not occur until the applicant has paid for or financed the entire cost of the project;
- Applicants will provide documentation, such as Articles of Incorporation, that demonstrate that the person with grant signing authority (Section B of the application) has the ability to bind the company/organization into a grant agreement with the District;
- Once all completed project applications are reviewed, the District will rank each project using a variety of criteria including, but not limited to, location, public accessibility, and site type;
- The District will then perform pre-inspections of all projects that are selected for funding to confirm the accuracy of the application information;
- Once grant funds are depleted, any applicants with pending completed applications will be notified that grant funding is no longer available;
- To apply for grant funds, submit the attached application and required documents to:

**Santa Barbara County Air Pollution Control District**

**Attn: Alex Economou**

**260 N. San Antonio Rd, Ste A, Santa Barbara, CA 93110**

**or**

**301 E. Cook, Ste L, Santa Maria, CA 93455**

**or**

**email documents to: [Grants@sbcapcd.org](mailto:Grants@sbcapcd.org)**

- Within 24 hours, you'll receive a confirmation from the District that we've received your application. If you don't receive a confirmation email within 72 hours, please assume the application was not received and contact:
  - Alex Economou at (805) 979-8333 or by e-mail at [Grants@sbcapcd.org](mailto:Grants@sbcapcd.org)



## **ELIGIBILITY CRITERIA**

To be eligible for funds, Infrastructure Projects must meet the criteria located in CARB's 2017 Carl Moyer Guidelines, Chapter 10: Infrastructure:

[www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017\\_gl\\_chapter\\_10.pdf](http://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_chapter_10.pdf)

and CARB's 2019 Community Air Protection Incentives 2019 Guidelines:

[https://ww2.arb.ca.gov/sites/default/files/2020-10/cap\\_incentives\\_2019\\_guidelines\\_final\\_rev\\_10\\_14\\_2020\\_0.pdf](https://ww2.arb.ca.gov/sites/default/files/2020-10/cap_incentives_2019_guidelines_final_rev_10_14_2020_0.pdf)

Eligible projects are those that are located in Santa Barbara County and provide fuel or power to a covered source. Criteria includes, but is not limited to, the following:

- **Electric Vehicle (EV) Battery Charging Station:** New, conversion of existing, and expansion to existing non-residential level 2 or higher battery charging stations, including but not limited to:
  - Public chargers – non-residential charging station that at a minimum must be accessible to the public daily during regular business hours.
  - Workplace charging.
  - Fleet charging.
  - Direct current fast chargers along freeway roadway corridors.
  - Long-term charging at destination areas such as airports, hotels, schools, hospitals, shopping centers, etc.
- **Alternative Fueling Station:** New, conversion of existing, and expansion to existing hydrogen, and natural gas fueling stations.
- Additional projects may be considered on a case-by-case basis, such as residential battery charging stations for multi-unit dwellings. Multi-unit dwellings must have a minimum of four (4) units to be eligible for funding.
- Public and private entities are eligible to apply unless otherwise stated.
- The project must be installed and located in Santa Barbara County.
- Out of County applicants are eligible to apply provided that the infrastructure is situated in Santa Barbara County.
- Projects must comply with all applicable federal, State, local laws and requirements including environmental laws, and State building, environmental and fire codes. Projects must comply with the Americans with Disabilities Act.
- Work must be performed by a licensed contractor.
- Publicly accessible stations must at a minimum be accessible to the public daily during regular business hours.
- Equipment and parts must be new. Remanufactured or refurbished equipment and parts are ineligible.
- Publicly accessible light-duty EV charging stations must use a valid and universally accepted charge connector protocol (e.g. Society of Automotive Engineers (SAE), CHAdeMO).
- EV Chargers must be certified by a Nationally Recognized Testing Laboratory (e.g., Underwriter's Laboratories, Intertek): <https://www.osha.gov/dts/otpc/nrtl/nrtllist.html>
- EV charging station equipment must have a least a one-year warranty; Alternative fueling station equipment must have at least a three-year warranty.



- Publicly accessible stations are encouraged to be appropriately striped and equipped with signage identifying the parking space as an EV charging station or alternative fueling station.
- EV charging station projects must be reported to the Department of Energy Alternative Fuel Data Center located at <http://www.afdc.energy.gov/locator/stations/>.
- Hydrogen fueling station projects must be reported to the Station Online Status System (SOSS) maintained by the California Fuel Cell Partnership ([www.cafcp.org](http://www.cafcp.org)).
- Emission reductions obtained through projects must not be required by any federal, state, or local regulation, memorandum of agreement/understanding with a regulatory agency, settlement agreement, mitigation requirement, or other legal mandate.
- No emission reductions generated shall be used as marketable emission reduction credits, or to offset any emission reduction obligation of any person or entity.
- Funded projects must not be used for credit under any federal or state emission averaging banking and trading program.
- Applicants are eligible to claim credits generated under the Low Carbon Fuel Standard (LCFS) program.

**MAXIMUM ELIGIBLE FUNDING AMOUNTS**

<b>Project Type</b>	<b>2017 Moyer Guidelines</b>	<b>Community Air Protection<sup>2</sup></b>
All Projects	50%	60%
Any Infrastructure Project Located at a Sensitive Receptor <sup>1</sup>	50%	80% <sup>4</sup>
Publicly Accessible Projects	60%	70%
Projects with Solar/Wind Power Systems <sup>3</sup>	65%	75%
Publicly Accessible Projects with Solar/Wind Power Systems <sup>3</sup>	75%	80% <sup>4</sup>
Public School Bus Battery Charging and Alternative Fueling	80%	80% <sup>4</sup>
Additional Incentive for Projects Also Serving a Port/Railyard/Freight Facility	N/A	+10% <sup>4</sup>

<sup>1</sup>Sensitive receptors include multi-unit dwelling residences; educational facilities such as preschools and kindergarten through grade twelve (K-12) schools; day care centers; health care facilities such as hospitals or retirement and nursing homes; hospices; prisons; and dormitories or similar live-in housing.  
<sup>2</sup>Eligibility for Community Air Protection funding is based on projects being located within low-income and disadvantaged communities, as defined by this map: <https://webmaps.arb.ca.gov/PriorityPopulations/>  
<sup>3</sup>At least 50 percent of the energy provided to covered sources by the project must be generated from solar or wind.  
<sup>4</sup>Air District funding is capped at a maximum of 80% of the eligible project cost.



## **ELIGIBLE PROJECT COSTS**

- Cost of design and engineering, (i.e., labor, site preparation, Americans with Disabilities Act accessibility, signage).
- Cost of equipment (e.g., charging/fueling units, electrical parts, energy storage equipment, materials).
- Cost of installation directly related to the construction of the station.
- Meter/data loggers.
- On-site power generation system that fuels or powers covered sources (i.e., solar and wind power generation equipment).
- Federal, sales and other taxes.
- Shipping and delivery costs.
- Fees incurred pre-contract execution (i.e., permits, design, engineering, site preparation), license fees, environmental fees, commissioning fees (safety testing), and onsite required safety equipment.
- Consulting fees associated with the preparation of Environmental Assessment, Environmental Impact Statement, Environmental Impact Report, or other California Environmental Quality Act (CEQA) documents, etc.

## **INELIGIBLE PROJECT COSTS**

- Upgrades to existing stations.
- Fuel and energy costs.
- Non-essential equipment hardware.
- Operation cost (e.g., operational fees, commercial cloud plans, maintenance, repairs, improvements, spare parts).
- Extended warranty.
- Insurance.
- Data collection and reporting.
- Grantee administrative costs.
- Travel/lodging.
- Employee training and salaries.
- Legal fees.
- Real estate property purchases/leases.
- Performance bond costs.
- Construction management.
- Storm water plan costs.
- Security costs.
- Testing and soil sampling.
- Hazardous materials, including permitting, handling and disposal.



**APPLICATION REQUIREMENTS**

<p><b>1. Completed Application (Sections A-D, where applicable)</b></p>
<p><b>2. Proof of Compliance</b></p> <ul style="list-style-type: none"> <li>➤ Sign and date the CARB Regulatory Compliance Statement (page 13) and submit with application.</li> </ul>
<p><b>3. Price Quotes and Specification Sheets</b></p> <ul style="list-style-type: none"> <li>➤ Itemized vendor/installer quotes including equipment, installation labor, parts, construction labor and materials, electrical upgrades, tax, shipping, signage, and any other costs to complete the project.</li> <li>➤ Provide manufacturer’s specification sheets for the new equipment.</li> </ul>
<p><b>4. Aerial Map</b></p> <ul style="list-style-type: none"> <li>➤ Applicants must provide a description of the geographic location, including an aerial map (i.e. satellite view from an internet-based map or city/county map) and specific street address of the proposed station.</li> </ul>
<p><b>5. Evidence of Leasehold or Property Ownership</b></p> <ul style="list-style-type: none"> <li>➤ Applicants must provide evidence of ownership of the land on which the project will be located, or if owned by others, provide an executed lease agreement or letters of commitment lasting for the duration of the project life, signed by the property owners or authorized representatives.</li> </ul>
<p><b>6. Building and Land Use Permits</b></p> <ul style="list-style-type: none"> <li>➤ Provide a description of how the project will comply with local permit and land use approval requirements.</li> <li>➤ If the project is selected for funding, the applicant must obtain all required land use permits from agencies needed to install and operate the installation. The project must comply with all applicable federal, State, local laws and requirements including environmental laws, and State building, environmental and fire codes.</li> </ul>
<p><b>7. Availability of Utilities</b></p> <ul style="list-style-type: none"> <li>➤ If requested, applicants must be able to provide documentation that power or fuel is being provided to the site (e.g. application, payment to the local utility company for power installation, or contract).</li> </ul>
<p><b>8. EVITP Certification</b></p> <ul style="list-style-type: none"> <li>➤ Public Utilities Code section 740.20 requires Electric Vehicle Infrastructure Training Program (EVITP) certification to install EV charging infrastructure and equipment. Applicants must certify compliance and provide EVITP certification numbers. For more information on the EVITP, see: <a href="https://evitp.org/">https://evitp.org/</a></li> </ul>



## 2022 CLEAN AIR GRANTS INFRASTRUCTURE PROGRAM APPLICATION

### **FUNDS DISCLOSURE**

Has this project already received funds, or have the potential to receive funds, from a source other than the Santa Barbara County Air Pollution Control District?  **YES\***  **NO**

*\*If yes, please provide details in an attachment to this application.*

### **A. APPLICANT INFORMATION**

1. Company/Organization Name:		
2. Business type:		
3. Contact Name and Title:		
4. Street Address:		
5. City:	6. State:	7. Zip code:
8. Primary contact number:		
9. Email:		
10. Company web site (if available):		
11. Project Address (if different than business address):		

### **B. GRANT SIGNING AUTHORITY**

1. Name:	2. Title:
3. Attach Articles of Incorporation (or other company documentation) that verifies the person's title and authority to sign the grant agreement	



**C. PROJECT INFORMATION**

1. Type: <input type="checkbox"/> EV Charging Station <input type="checkbox"/> Alternative Fueling Station: Type of fuel: <input type="checkbox"/> Other:	
2. Will the project be accessible to the public? <input type="checkbox"/> Yes <input type="checkbox"/> No	
3. If accessible to the public, for how many hours per day and days per week?	
4. Make:	5. Model:
6. EV Charger Type: <input type="checkbox"/> Level 2 <input type="checkbox"/> Level 3 (DC Fast Charger)	
7. If Level 3, indicate Connector Type: <input type="checkbox"/> CHAdeMO <input type="checkbox"/> CCS <input type="checkbox"/> Other:	
8. Number of charging ports/fueling dispensers:	
9. Please estimate annual usage for the project (# of vehicles, kWh, SCF or other):	
10. Will the project be reported to the Department of Energy Alternative Fuel Data Center (required for EV charging station projects)? <input type="checkbox"/> Yes <input type="checkbox"/> No	
11. Provide a description of how the project will comply with local permit and land use approval requirements:	





12. Please describe the project including the physical location of the infrastructure and include a site plan or other design drawings which clearly indicate the location of the new installation on the property. Please describe how the project will meet the above mentioned eligibility criteria, including ADA accessibility. Please provide a description of any signage that will be installed and of how the project will be publicized.



13. Electric Vehicle Infrastructure Training Program (EVITP):

[California Public Utilities Code \(PUC\) 740.20](#) (Assembly Bill 841 (2020)) requires that all electric vehicle (EV) charging infrastructure and equipment located on the customer side of the electrical meter funded through this grant shall be installed by a contractor with the appropriate license classification, as determined by the Contractors’ State License Board, and at least one electrician on each crew, at any given time, who holds an EVITP certification. Projects that include installation of a charging port supplying 25 kilowatts or more to a vehicle must have at least 25 percent of the total electricians working on the crew for the project, at any given time, who hold EVITP certification. One member of each crew may be both the contractor and an EVITP certified electrician. These requirements do not apply to any of the following:

- EV charging infrastructure installed by employees of an electrical corporation or local publicly owned electric utility.
- EV charging infrastructure funded by moneys derived from credits generated from the Low Carbon Fuel Standard Program (Subarticle 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of the California Code of Regulations).
- Single-family home residential EV chargers that can use an existing 208/240-volt outlet.

For more information on the EVITP, see: <https://evitp.org/>

By signing this application, the applicant certifies that all work for this infrastructure grant will be performed in compliance with PUC Section 740.20. Please indicate which one of the following compliance methods applies to this project:

This statute does not apply to this project, because:

This statute does apply to this project, and the certification number(s) for each EVITP certified electrician that will install EV charging infrastructure or equipment for this project are:

This statute does apply to this project, and EVITP certification number(s) are not available at this time. The applicant will provide all applicable EVITP certification number(s) to the APCD prior to authorizing work on the project.

**D. APPLICATION STATEMENT OF TERMS AND CONDITIONS**

1. Projects approved for funding are required to use our Standard Grant Agreement template which is available on our website: <https://www.ourair.org/grants/>
2. I have legal authority to apply for grant funds for the entity described in this application.
3. The proposed project is not required to be implemented by any local, state, and/or federal rule, regulation, or other legally binding requirement.



4. No equipment has been purchased and no work on this project has begun or will begin until the Grant Agreement is fully executed by the District Board of Directors or by the Air Pollution Control Officer.
5. I understand the grant will reimburse a portion of the total costs and I must retain copies of receipts and cancelled checks to prove that I paid for the total project cost before receiving reimbursement.
6. I understand there are conditions placed on receiving a grant and agree to refund the grant (or a pro-rated portion) if it is found that at any time I do not meet those conditions.
7. I understand I must complete the equipment purchase and project work specified in the application no later than the period of performance stated in the Grant Agreement. This deadline may be extended for cause if requested by the applicant and approved in writing by the District.
8. I understand it is my responsibility to ensure that all technologies use a valid and universally accepted charge connector protocol and are certified by a Nationally Recognized Testing Laboratory.
9. I understand that the new equipment must be located within Santa Barbara County.
10. I understand that I must submit reports annually to the District, which provide a qualitative description of public and private uses, annual usage per charger and the number of plug-in events, and any unscheduled downtime, including duration of downtime and causes of downtime.
11. I understand that I will be prohibited from applying for any form of emission reduction credits for Moyer-funded equipment including: Emission Reduction Credit (ERC), Mobile Source Emission Reduction Credit (MSERC), and/or Certificate of Advanced Placement (CAP), for all time, from the District, CARB, and/or any other district.
12. I certify that I have disclosed if the proposed project has been funded or being considered for any funds by another air district or any other public or private agency;
13. I understand that disclosure is required of the value of any current financial incentive that directly reduces the project price, including tax credits or deductions, grants, or other public financial assistance.
14. I understand that a Global Positioning System (GPS) unit may be required to be installed on vessels and vehicles/equipment if the District ascertains during the application process that the grant equipment has the potential of operating outside of the boundaries of the Santa Barbara County for a significant portion of the project life. I will submit data as requested and otherwise cooperate with all data monitoring and reporting requirements.
15. I understand that a fuel/energy meter must be installed and maintained in operating condition on all equipment.
16. I understand the District has the right to conduct audit inspections to ensure the project equipment is fully operational and at the activity level committed to in the grant agreement.
17. I certify that the requested funds do not include administrative costs. Administrative costs are defined as costs related to application preparation and submittal, project administration, monitoring, oversight, data gathering, and report preparation. I will include funds necessary to cover administrative costs and any required matching funds in my budget for the duration of the project.
18. I understand that an IRS Form 1099 will be issued to me for the incentive funds received under the Carl Moyer Program. I understand that it is my responsibility to determine the tax liability associated with participating in the Moyer Program.
19. I have signed and submitted to the District a CARB Regulatory Compliance Statement to certify compliance with all federal, state, and local air quality rules and regulations at the time of application submittal.
20. Agreement to Conduct the Transaction Electronically. Counterparts may be executed and delivered via facsimile, electronic mail (including pdf, digital signature, or any electronic signature complying with the U.S federal ESIGN Act of 2000, California's Uniform Electronic Transactions Act (Cal. Civ. Code 1633.1, et seq.) or other applicable law) or other transmission method, and any counterparts so delivered shall be deemed to have been duly and validity delivered and be valid and effective for all purposes.



**I hereby certify to the best of my knowledge that all information provided in this application and all attachments are authentic and accurate:**

Name of responsible party:	Title:
Signature of responsible party: _____	Date:

**Third Party Certification**

**I have completed the application, in whole or in part, on behalf of the applicant:**

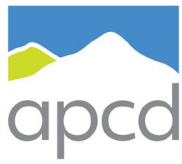
Name of third party:	Title:
Signature of third party: _____	Date:
Amount paid to third party:	Source of funds to third party:

**GRANT PROGRAM OUTREACH**

How did you hear about the 2022 Clean Air Grants Program? (check all that apply)

- District Website
- District E-mail
- Radio
- Equipment Dealer
- I'm a Returning Applicant
- Word of Mouth
- Other \_\_\_\_\_

Please let us know your thoughts on the program, and if you think it can be improved.



## REGULATORY COMPLIANCE STATEMENT

As an applicant for California Air Resources Board grant funding, I declare:

I am in compliance with, and will remain in compliance with, and do not have any outstanding/unresolved/unpaid Notices of Violations (NOV) or citations for any federal, state, or local air quality regulation including, but not limited to, the following:

- Crop Handling Equipment Reg
- Drayage Truck Regulation (including dray-off trucks)
- Marine Shore Power Reg
- Portable Diesel Airborne Toxic Control Measure
- Sleeper Berth Truck Idling Reg
- Statewide Engine Airborne Toxic Control Measure
- Statewide Truck and Bus Reg
- Commercial Harbor Craft Reg
- In-Use Off-Road Diesel Vehicle Reg
- Off-Road Large-Spark Ignition Fleet Reg
- Public Agency and Utility Rule
- Solid Waste Collection Vehicle Reg
- Transit Fleet Rule

I certify under penalty of perjury that the information provided is accurate:

**Authorized Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

1. Authorized Representative's Name:		
2. Authorized Representative's Title:		
3. Legal Owner Name:		
4. Company Name:		
5. Street Address:		
6. City:	7. State:	8. Zip Code:
9. Phone:		10. E-mail: