



2026 CLEAN AIR GRANTS INFRASTRUCTURE PROGRAM

INTRODUCTION

Si requiere asistencia para someter una solicitud en español, comuníquese con el Distrito al Grants@sbcapcd.org

Santa Barbara County Air Pollution Control District (District) [grant funds \(https://www.ourair.org/grants/\)](https://www.ourair.org/grants/) benefit public health by cost-effectively replacing old, high polluting equipment with newer, cleaner equipment earlier than required by regulation or through normal attrition and supporting the expansion of alternative charging and fueling infrastructure.

The grant funds come from the California Air Resources Board's (CARB) Carl Moyer Program, Community Air Protection Program, Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program, Climate Heat Impact Response Program (CHIRP), DMV surcharge revenue, and the District's Clean Air Fund.

Our 2026 Clean Air Grants program follows the most recent CARB's [Carl Moyer Program Guidelines](#) and [Community Air Protection Incentive Program Guidelines](#). 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 27, 2026**
 - **Close - Friday, September 4, 2026**
- Applications submitted before July 27, 2026, or after September 4, 2026, will not be accepted;
- Successful projects will be eligible to receive a grant within a range from \$10,000 to \$250,000.
 - *Actual grant amounts vary based on several factors, including but not limited to eligible project costs and fund availability.*
- All infrastructure projects must be surplus to any applicable rule or regulation. Funded projects must not be required by any federal, State, or local rule or regulation.
- Infrastructure projects will be competitively ranked, and priority will be given to projects located within [disadvantaged communities](#), projects located at multi-unit dwellings (5+ units), and publicly accessible projects.
- The District has discretion on how grants funds are prioritized and 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;
- Only applications deemed complete by the District will be eligible for grant funds;
- Incomplete applications will be returned to the applicant;
- Submittal of an application does not guarantee approval of grant funds;
- 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 perform pre-inspections for conversion, expansion, and portable power projects that are selected for funding to confirm the accuracy of the application information. Pre-inspections are not required for infrastructure projects proposing the installation of new charging or fueling stations;
- 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: Sydney Rouse

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

or

1011 West McCoy Lane, Santa Maria, CA 93455

or

email documents to: Grants@sbcapcd.org

- Within 24 hours, you'll receive 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:
 - Sydney Rouse at (805) 979-8327 or by e-mail at Grants@sbcapcd.org.

ELIGIBLE PROJECTS

To be eligible for funds, Infrastructure Projects must meet the criteria located in CARB's most recent [Carl Moyer Guidelines, Chapter 10: Infrastructure](#) and [Community Air Protection Incentives Guidelines](#).

Eligible projects must be located in Santa Barbara County and provide fuel or power covered sources which include on-road (i.e., passenger and commercial light-duty, medium-duty and heavy-duty vehicles), off-road, locomotive, agricultural, lawn & garden, and marine vessel infrastructure.

- 1. Electric Vehicle (EV) Battery Charging Station:** New, conversion of existing, and expansion to existing Level 2 or Level 3 battery charging stations.
 - a.** Large-scale Level 1 charging projects, or Level 1 chargers proposed in combination with Level 2 or Level 3 chargers may be considered on a case-by-case basis.
- 2. Hydrogen Fueling Station:** New, conversion of existing, and expansion to existing hydrogen fueling stations.
- 3. Stationary Agricultural Pump Electrification:** Infrastructure to support electric agricultural pumps funded by the District's [Agricultural Engine Replacement Program](#).
- 4. Shore Power:** Shore-side electrification or electrical power being provided by either the local utility or by distributed generation to a watercraft at berth.
- 5. Portable Power:** Infrastructure that can be transported to power covered sources, such as but not limited to portable fuel cell configurations or high-capacity battery storage systems (1kWh or above) with the primary purpose of powering or charging covered sources (as described above).



6. Other Types of Combination with Above: Transport refrigeration units (TRU) infrastructure, truck stop electrification, off-grid on-site power generation systems, micro-grid, mobile refuelers, and portable infrastructure.

7. Additional projects may be considered on a case-by-case basis.

GENERAL ELIGIBILITY CRITERIA

- Public and private entities are eligible to apply unless otherwise stated.
 - Public entities include, but are not limited to, State, metropolitan, county, city, special district, school district, university, and federal agencies and organizations.
 - Private entities include, but are not limited to, private organizations, and corporations.
- The project must be installed and located in Santa Barbara County.
- Out of County applicants are eligible to apply provided that the infrastructure is in Santa Barbara County.
- To be eligible to co-fund with other funding sources or programs, the project must not have begun construction, must not be in progress, must not be completed, nor invoiced and paid.
- All infrastructure projects must be surplus to any applicable rule or regulation. Funded projects must not be required by any federal, State, or local rule or regulation (e.g., CALGreen Building Code).
- 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 (ADA). More information about ADA compliance for EV charging infrastructure can be found in this [presentation](#) from the California Division of the State Architect and on the [Alternative Fuels Data Center website](#).
- Equipment and parts must be new. Remanufactured or refurbished equipment and parts are ineligible.
- Work must be performed by contractors and/or electricians that meet all required licensing, certification, and statutory requirements for the eligible project type (e.g., Assembly Bill (AB) 841(Ting, Chapter 372, Statutes of 2020)). The air district may request proof of compliance with any licensing, certification, and statutory requirements before work is performed on an eligible project.
- Publicly accessible stations must be accessible to the public 24 hours per day or as many hours as allowed by local ordinance. Publicly accessible stations with restricted access, such as gated facilities, must be accessible to the public during the facility's regular business hours.
- Publicly accessible stations must provide equal access and opportunities to all users.
- Publicly accessible stations must be appropriately striped and equipped with signage identifying the parking space as an EV charging station or hydrogen fueling station.
- Applicants are eligible to claim credits generated under the Low Carbon Fuel Standard (LCFS) program.
- The grantee must maintain and operate the equipment as intended for the entire project life (e.g., 3 years).
- The grantee must submit annual reports for the entire project life (e.g., 3 years) to provide data for annual usage, downtime or service interruptions, electricity generated by solar or wind power equipment, etc.
- The project must be completed within two (2) years of contract execution. Subject to the approval of the District's Air Pollution Control Officer, the project completion deadline may be extended for good cause on a case-by-case basis.

BATTERY CHARGING STATION ELIGIBILITY CRITERIA

- On-road publicly accessible charging stations must use a valid and universally accepted charge connector protocol (e.g. Society of Automotive Engineers [SAE] J1772, Combined Charging System [CCS], North American Charging Standard [NACS], SAE J3271).



- Equipment must be certified, or field evaluation labeled by a [Nationally Recognized Testing Laboratory](#) (e.g., Underwriter's Laboratories, Intertek).
- EV charging projects must comply with applicable [California Energy Commission EV Charger Data and Reliability Standards](#), which may include semiannual inventory reporting, real-time data sharing for networked public chargers, a 97% uptime requirement for qualifying DC fast chargers, and associated documentation and 6-year recordkeeping obligations, depending on charger type and installation date.
- EV charging stations used for commercial purposes must comply with the California Department of Food and Agriculture (CDFA) Division of Measurement Standards (DMS) [Electric Vehicle Supply Equipment \(EVSE\) Regulation](#). Applicants are encouraged to use the [California Type Evaluation Program \(CTEP\) Database](#) to identify EVSE that has completed type evaluation and is compliant with the CDFA DMS EVSE regulation.
- Equipment must have a warranty that covers both parts and labor for at least one year.
- Publicly accessible EV charging station projects must be reported to the [Department of Energy Alternative Fuel Data Center](#).
- Multi-unit dwellings must have a minimum of five (5) residential units to be eligible.
- EV charging stations installed at multi-unit dwellings must be accessible to all residents.

HYDROGEN FUELING STATION ELIGIBILITY CRITERIA

- On-road publicly accessible stations must use standard filling pressures, H35 (350 bar) or H70 (700 bar).
- Equipment must have a warranty that covers both parts and labor for at least one year.
- The hydrogen fueling stations must be in compliance with the required standards for hydrogen storage, fueling protocol, nozzle hardware, fuel quality, and communications (e.g. SAE International standards and American National Standards Institute (ANSI)), the required safety and security standards such as National Fire Protection Association (NFPA) 2.
- Publicly accessible hydrogen fueling station projects must register, report, and abide by the reporting requirements of the [Station Online Status System \(SOSS\)](#) maintained by the [Hydrogen Fuel Cell Partnership](#).

STATIONARY AGRICULTURAL PUMP ELECTRIFICATION ELIGIBILITY CRITERIA

- Infrastructure must directly deliver power to a zero-emission stationary agricultural pump funded by the District's [Agricultural Engine Replacement Program](#).
- Covers necessary equipment required to deliver power on the customer's side, typically from the utility pole forward to the electric motor.

SHORE POWER ELIGIBILITY CRITERIA

- For shore-side projects that service ocean-going vessels, funding is available to install shore-side electrical grid-based power at a berth that solely receives visits from vessels not subject to the control requirements of CARB's Control Measure for Ocean-Going Vessels at Berth (Title 17, California Code Regs, sections 93130 through 93130.22). If it can be demonstrated that the project meets and is surplus to the regulatory requirements for vessels subject to control requirements, funding may be considered on a case-by-case basis.
- Shore-side projects that service commercial harbor craft must meet and be surplus to the regulatory requirements of CARB's Commercial Harbor Craft Regulation (Title 17, California Code Regs, section 93118.5).
- For shore-side projects that service ocean-going vessels, applicants who own/operate at a terminal must submit a copy of the Initial Terminal Plan per Section 93130.14 of the Control Measure for Ocean-Going



Vessels at Berth (Title 17, California Code Regs, sections 93130 through 93130.22). All subsequent project reports to air districts must include a copy of the terminal plan in order to evaluate compliance with the project contract.

- For ocean-going vessel projects, only a port authority, terminal operator, or marine vessel owner may apply to receive Moyer Program funding for a shore power project.
- For commercial harbor craft projects, only a port authority, terminal operator, owner of a marina or dock, or vessel owner may apply to receive Moyer Program funding for a shore power project

PORTABLE POWER ELIGIBILITY CRITERIA

- A portable power project must use equipment whose primary function is to power or charge a covered source, which includes on-road (including passenger and commercial light-duty, medium-duty and heavy-duty vehicles), off-road, locomotive, agricultural, lawn & garden, and marine vessel infrastructure.
- The infrastructure project and equipment utilizing it must be zero-emission.
- Factory-installed or supplied batteries (i.e., OEM batteries) standard for specific covered equipment or vehicles are not eligible for funding.
- Electric vehicles, whose primary function is not to power or charge a covered source, are not eligible for funding.

FUNDING PERCENTAGE OF ELIGIBLE COSTS

- The eligible cost percentages listed in the table below represent the maximum allowable funding level for each project type. The District has discretion on how grant funds are prioritized and distributed.

Project Type¹	Carl Moyer Guidelines²
All Projects ²	60%
Public School Bus Battery Charging & Alternative Fueling	80%
Infrastructure Project Located at or near (within a 0.25-mile radius) of a Sensitive Receptor(s) ³	+10%
Publicly Accessible Projects or Public Entity Applicant	+15%
Projects with Renewable Solar or Wind Power Systems ⁴	+10%
Heavy-duty truck parking facilities that provide communal charging opportunities (e.g. truck yards, truck depots, truck stops, etc.)	+10%

¹Portable power projects are not eligible for additional funding amounts.

²Additional funding amounts in this table may be combined. **Air District funding is capped at a maximum of 80% of eligible project costs.**

³Sensitive receptors include residences; educational facilities (preschools and kindergarten through grade twelve (K-12) schools; day care centers); health care facilities (hospitals, retirement and nursing homes, hospices), prisons, and dormitories or similar live-in housing.

⁴At least 50% of the total annual energy provided to covered sources by the project must be generated from solar or wind. Hydrogen stations dispensing hydrogen produced from at least 50% renewable energy also qualifies. Solar and wind systems should be appropriately sized to ensure that the annual energy generation does not exceed 100% of the consumption by the covered source.



ELIGIBLE PROJECT COSTS

- Cost of design and engineering (i.e., consulting, 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)
- License fees, environmental fees, commissioning fees (safety testing), and onsite required safety equipment
- Select fees may also be incurred pre-contract execution (i.e., permits, inspections, design, engineering, site preparation)
- Federal, sales and other taxes
- Shipping and delivery costs
- Extended warranties

***Labor costs are eligible only when performed by an external contractor or vendor. Labor performed by the grantee, the grantee's employees, or any internal staff, including but not limited to engineering, design, construction, installation, project management, administrative work, or site preparation, is NOT eligible for reimbursement.**

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)
- Insurance
- Labor performed by the grantee or any employees of the grantee, including but not limited to engineering, design, construction, installation, project management, administrative work, or site preparation
- Travel/lodging
- Employee 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 CHECKLIST

1. ☐ **Completed Application (Sections A-F)**

2. ☐ **CARB Regulatory Compliance Statement**

- Sign and date the CARB Regulatory Compliance Statement (page 12) to submit with application.

3. ☐ **Price Quotes & Equipment Specification Sheets**

- Itemized vendor/installer quotes for both eligible and ineligible expenses, including equipment, installation labor, parts, construction labor and materials, electrical upgrades, tax, shipping, signage, and any other costs to complete the project.
- Provide manufacturer's specification sheets and warranty documentation for the new equipment.

4. ☐ **Aerial Map of Project Location & Site Plans**

- 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 or GPS coordinates of the proposed project site.
- Applicants must submit site plans that clearly show the proposed location of the equipment and document how the project will meet Americans with Disabilities Act (ADA) requirements.

5. ☐ **Evidence of Leasehold, Property Ownership, Legal Arrangement**

- Applicants must provide evidence of ownership of the land in which the project will be located, or control of the land through a long-term lease, easement, or other legal arrangement, for the duration of the project life (i.e., 3 years).
- For a proposed project where the land is not owned by the applicant, an executed lease agreement or letters of commitment lasting for the duration of the project life must be signed by property owners/authorized representatives and submitted with this application.

6. ☐ **Building & Land Use Permits**

- Provide a description of how the project will comply with local permit and land use approval requirements.
- 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, State building, environmental and fire codes, and Americans with Disabilities Act (ADA).

7. ☐ **Availability of Utilities**

- Applicants must provide documentation that power or fuel is being or will be provided to the site in a timely manner to meet project milestones and deadlines (e.g., application, payment to the local utility company for power installation, or contract).

8. ☐ **EVITP Certification**

- 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 prior to starting work.



2026 CLEAN AIR GRANTS INFRASTRUCTURE PROGRAM APPLICATION

ALL SECTIONS MUST BE COMPLETE TO BE ACCEPTED

SURPLUS REQUIREMENT DISCLOSURE

Is any portion of this infrastructure project required by any federal, State, or local rule or regulation (ex: CAL Green Building Code, local ordinances, etc.)? ☐ YES* ☐ NO

***If yes, please describe how the proposed project is in surplus to applicable rule(s) or regulation(s) in an attachment to this application.**

FUNDS DISCLOSURE

Has this project already received funds, or has 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 of all co-funding sources (secured and unsecured) for this project in an attachment to this application.**

A. APPLICANT INFORMATION

1. Company/Organization Name (must match tax ID number):		
2. Business type:		
3. Contact Name and Title:		
4. Mailing Address:		
5. City:	6. State:	7. Zip code:
8. Primary contact number:		
9. Email:		
10. Company website (if available):		

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. SITE INFORMATION

1. Project Address (if different than mailing address):		
2. City:	3. State:	4. Zip code:
5. Is the proposed project site owned by the applicant? ☐ Yes ☐ No If the site is not owned by the applicant, explain the situation below:		
6. Accessibility: ☐ The equipment will be strictly utilized for fleet, workforce, or other private use and will not be publicly accessible. ☐ The station will be strictly utilized for multi-family residents. ☐ The station will be publicly accessible 24 hours a day, 7 days a week. ☐ The station will be available for public use at certain times (specify below):		
7. Describe how the project will comply with all local permit and land use approval requirements prior to equipment installation and operation.		
8. Provide a detailed description of the proposed physical location of the equipment within the project site and submit site plans and/or other design drawings that clearly indicate the described location. Describe how the project will meet the above-mentioned eligibility criteria, including compliance with the Americans with Disabilities Act (ADA) accessibility. Provide a description of any signage that will be installed on-site and of how the project will be publicized.		



9. Describe current efforts or plans to engage with local utility companies to request power or fuel to the site. Applicants must be able to provide documentation of coordination with utilities (e.g. application, payment to the local utility company for power installation, or contract).

10. Please provide the estimated timeline for full project completion.

D. PROJECT INFORMATION

1. Type: ☐ Battery Charging Station ☐ Hydrogen Fueling Station ☐ Shore Power
☐ Portable Power ☐ Stationary Ag. Pump Electrification
☐ Other:

2. Will this project be powered by on-site solar and/or wind power systems? ☐ Yes ☐ No

*If yes, please indicate how much energy (kWh) is anticipated to be produced by the solar/wind systems. At least 50% of the total annual energy provided to covered sources by the project must be generated from solar or wind.

3. Equipment Make:

4. Equipment Model:

5. EV Charger Type(s): ☐ Level 1 ☐ Level 2 ☐ Level 3 (DC Fast Charger)

6. EV Charger Connector Type(s): ☐ J1772 ☐ CCS ☐ NACS ☐ J3271 ☐ Other:

7. Total number of EV charging ports or fueling dispensers by type:

8. Total number of EV charging connectors by type:

*Multiple connectors (J1772, CCS, NACS, J3271) can be available for one EV charging port, but only one vehicle will charge at a time.

9. Anticipated annual usage in terms of projected throughput for the project (kWh of electricity; kg or cubic feet of hydrogen):



10. Projected number of vehicles, equipment, or vessels that will be using the station(s) annually:

11. If portable power project, provide storage capacity of the equipment:

12. If the EV charging stations will be used for commercial purposes, is the proposed EVSE [CTEP-certified](#) as required by the [CDFA DMS EVSE regulation](#)? ☐ Yes ☐ No ☐ N/A

*Applicants must contact Santa Barbara County Department of Agriculture/Weights & Measures (agcommissioner@countyofsb.org) to confirm compliance.

13. Will the project be reported to the Department of Energy Alternative Fuel Data Center (required for publicly accessible EV charging station projects)? ☐ Yes ☐ No

14. [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.

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 must provide all applicable EVITP certification number(s) to the APCD prior to authorizing work on the project.**



E. PROJECT COSTS/BUDGET

Applicants are required to submit itemized quotes from vendors to substantiate claims made in this table.

Design and engineering*: (i.e., consulting, labor, site preparation, Americans with Disabilities Act accessibility, signage)	\$
Cost of equipment and associated material: (i.e., charging/fueling units, electrical parts, energy storage equipment, materials)	\$
Cost of installation directly related to the construction of the station*:	\$
Permitting:	\$
Warranties:	\$
Shipping:	\$
Taxes:	\$
On-site power generation system that fuels or powers covered sources (if applicable, i.e., solar and wind power generation equipment)	\$
Other eligible expenses (see page 6):	\$
Ineligible expenses (see page 6):	\$
Total Project Cost:	\$

***Labor must be performed by an external contractor. The District does not reimburse for any labor performed by the grantee or internal staff. Applicants must provide itemized contractor quotes showing hourly labor rates, expected hours, and a prevailing wage compliance statement.**

F. APPLICATION STATEMENT OF TERMS AND CONDITIONS

1. Projects approved for funding are required to use the District's [Standard Grant Agreement template](#).
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 that if the actual project costs are lower than originally estimated, the grant award may be adjusted to an amount below the not-to-exceed limit to ensure compliance with the maximum funding percentage allowed under CARB's most recent [Carl Moyer Program Guidelines](#).
7. 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.
8. I understand I must complete the equipment purchase and project work specified in the application no later than the period of performance (e.g., two years) stated in the Grant Agreement. This deadline may be extended for cause if requested by the applicant and approved in writing by the District.
9. 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.
10. I understand that the new equipment must be located within Santa Barbara County.
11. I understand that I must submit reports annually to the District to provide data for the equipment's annual usage, any unscheduled downtime, including duration of downtime and causes of downtime, episodes of



electrical service interruption, and electricity generated from solar or wind power equipment for the entire project life.

12. 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.
13. I understand that I am eligible to claim credits generated under the Low Carbon Fuel Standard (LCFS) Program.
14. 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;
15. 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.
16. 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.
17. I understand that a fuel/energy meter must be installed and maintained in operating condition on all equipment.
18. 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.
19. 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.
20. I understand that an IRS Form 1099 may be issued to me for the incentive funds received. I understand that it is my responsibility to determine the tax liability associated with participating in the Clean Air Grants Program;
21. 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.
22. 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.
23. I understand it is my responsibility to ensure compliance with applicable provisions of the California Labor Code pertaining to Public Works projects (Labor Code Sections 1720-1861) and workers employed in the performance of this proposed project are paid prevailing wages as determined by the Department of Industrial Relations.



I hereby certify to the best of my knowledge that all information provided in this application and any 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 2026 Clean Air Grants Program? (check all that apply)

- ☐ District Website ☐ District E-mail
☐ 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.

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air pollution control district
SANTA BARBARA COUNTY



CALIFORNIA
AIR RESOURCES BOARD

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
- Innovative Clean Transit Rule
- Advanced Clean Fleets Regulation

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: