



Carl Moyer Program - Proposed Electric Charging Infrastructure Project Application

Project Eligibility Criteria

Projects must meet the criteria described in the most recent Carl Moyer Program Guidelines. These criteria include, but are not limited to, the following:

General:

- The project must be permanently installed and located in California.
- The project must comply with all applicable federal, State, local laws and requirements including environmental laws, and State building, environmental and fire codes. For instance, Air Districts may need to perform CEQA review and obtain approval prior to funding a project.
- Work must be performed by contractors and/or electricians that meet all required licensing, certification, and statutory requirements for the eligible project type. CARB may request proof of compliance with any licensing, certification, and statutory requirements before performing any work on an eligible project.
- Publicly accessible stations must be accessible to the public 24 hours a day or as many hours as allowed by local ordinance.
- Equipment and parts must be new. Remanufactured or refurbished equipment and parts are not eligible.
- Low Carbon Fuel Standard (LCFS) credit generation associated with eligible activities is not prohibited by the Moyer statute.

Battery Charging Station:

- Charging equipment must be a level 2 or higher.
- 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 Standards (NACS), SAE J3271).
- Equipment must be certified by a Nationally Recognized Testing Laboratory (e.g., Underwriter's Laboratories, Intertek) located at <https://www.osha.gov/dts/otpc/nrtl/nrtllist.html>.
- Equipment must have at least a one-year warranty to cover parts and labor.

Applicant Requirements:

- Applicant is responsible for completing the Imperial Irrigation District (IID) Application for Service prior to beginning the project. (<https://www.iid.com/home/showpublisheddocument/12923/637853529709400000>).
- Applicants who are awarded funding are required to solicit and select project materials and suppliers through a competitive bidding process. A minimum of two competitive bids must be obtained before a supplier is selected, and the selection must be approved by ICAPCD.
- The applicant will be responsible for all permits and location approvals required for the project.
- All projects must be completed by Electric Vehicle Infrastructure Training Program (EVITP) certified electricians per Assembly Bill 841.
- The applicant must be able to demonstrate to the Air District that the applicant can obtain all required land use permits from agencies needed to install and operate the station.
- For a publicly accessible station, the applicant 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.
- Applicants must demonstrate that they either own the land on which the project will be located, or control it through a long-term lease, easement, or other legal arrangement, for the duration of the project life. 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 must be submitted with the application.
- Applicants must be able to provide documentation that power or fuel is being, or will be, provided to the site (e.g., application, payment to the local utility company for power installation, or contract).

Additional criteria may be found in the 2024 Carl Moyer Guidelines (Ch. 10: Infrastructure).



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APPLICATION REQUIREMENTS

- Completed application
- Aerial map of the proposed project location (i.e. satellite view from an internet-based map or city/county map) and specific street address of the proposed station.
- Detailed site plan, indicating necessary new construction and equipment from pole line.
- Scope of Work Letter
- Imperial Irrigation District (IID) Application for Service
- Itemized quotes for each cost listed on page 5
- Proof that the applicant can obtain all required land use permits from agencies needed to install/operate infrastructure.
- Documentation demonstrating that the land on which the project will be located is either owned by the applicant or controlled by the applicant through a long-term lease, easement, or other legal arrangement for the duration of the project life. (For applicants who do not own the land where the proposed project will be built, an executed lease agreement or letters of commitment lasting for the duration of the project life must be signed by the property owner(s) or authorized representative(s) can be attached to satisfy this criterion.)
- Proof that power is being provided to the site of the proposed project. (e.g. application to, payment to, or contract with the local utility company)
- Equipment warranty documentation: Equipment must have a warranty 1-year for battery charging to cover both parts and labor. If warranty is not provided with the equipment, the applicant must purchase extended warranty at own expense. Grant funds cannot be used for extended warranty.

Funding Amount and Cost Share:

An applicant that is not a public entity must provide at least 15% of a project's Moyer eligible cost from non-public sources. All infrastructure projects that include on-site power (e.g., solar, wind) and/or are publicly accessible, must be selected through competitive bidding. Entities must go through their respective bidding process to comply with the competitive bidding requirement per Moyer Guidelines.

Max Percent of Eligible Costs	Infrastructure Projects ^(a)
• 60%	All Projects
• +10%	Projects with Renewable Solar or Wind Power Systems ^(b)
• +10%	Projects Located Near Sensitive Receptors
• +10%	Heavy-duty truck parking facilities that provide communal charging opportunities
• +15%	Publicly accessible projects or where the applicant is a public entity
• 100%	Public School Bus Projects ^(c)

(a) Portable power projects will not be eligible for additional funding amounts

(b) At least 50% of the total annual energy provided to covered sources by the project must be generated from solar/wind. Solar/wind systems should be appropriately sized to ensure the annual energy generation does not exceed 100% of the consumption by the covered source.

How to Apply:

- Only applications deemed complete will be eligible for grant funds.
- Incomplete applications will be returned to the applicant and they can resubmit additional information to complete the application.
- Grant funds will be awarded on a first-come, first-served basis until funds are exhausted.
- Once grant funds are depleted, any applicants with pending complete applications will be notified that grant funding is no longer available.
- The District issues grant funds on a reimbursement basis.
- Submit the attached application and required documents to:

Imperial County Air Pollution Control District

Attn: Adriana Carrillo

150 S. 9th Street

El Centro, CA 92243

(442) 265-1800

adrianacarrillo@co.imperial.ca.us



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For APCD Internal Use Only

Date _____

Project _____
Please give your project a brief title

Beneficiary _____
Who benefits from this project? i.e. City of El Centro

PROJECT OVERSIGHT INFORMATION

Name _____

Agency _____ Company _____

Title _____

Address _____

City _____

State _____

Zip Code _____

CONTACT INFORMATION

Telephone _____

E-Mail _____

Other _____

CONTRACT-SIGNING AUTHORITY

Print Name

Signature

PROJECT SUMMARY

Please use this section to briefly describe your project. Indicate in this section how your project will meet environmental goals or have an environmental benefit.

1. Is this a project that involves EV infrastructure?

Yes

No

Please indicate by circling Yes or No to each question. If no, skip to section "Scope of Work - EV Infrastructure". All projects MUST fill out section "Scope of Work - EV Infrastructure".

2. Will on-site solar generating systems be installed as part of this project?

Yes

No



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SCOPE OF WORK - EV Infrastructure

Is this a publicly accessible project? Yes No

If yes, please indicate the days/hours the station will be available to the public:

The station will be strictly utilized for workplace charging and will not be publicly accessible.

The station will be strictly utilized for residents.

The station will be publicly accessible 24 hours a day, 7 days a week.

The station will be available for public use as certain times (specify).

If no, please explain who will be using the installation:

Identify the location of the EV infrastructure project i.e. Address, APN, Cross Streets

Renewable Solar Power System Size (i.e. kW output) and Project energy consumption estimate (ie. kW)

Is the proposed station site owned by the applicant? Yes No

Anticipated Usage

Please provide the anticipated usage per year in terms of projected throughput and number of vehicles that will be using the station(s) (e.g. kW/year and number of cars charged per year). Attach any supporting document to substantiate your claim.

Station information EV

Charger information:

Make	Model	Charger level	Charger Type	Quantity
		Level 2	Single Port	
		Level 3	Dual Port	
		Level 2	Single Port	
		Level 3	Dual Port	
		Level 2	Single Port	
		Level 3	Dual Port	



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SCOPE OF WORK CONTINUED- EV Infrastructure

Vendor/Installer information:

Business name:

Representative name:

Address:

Phone number:

Email:

Costs (Attach price quote from vendor/installer to substantiate claims made in this table).**Cost of design and engineering:**

\$

(i.e. consulting, labor, site preparation, Americans with Disabilities Act accessibility, signage).

Cost of equipment:

\$

(i.e. 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 powers covered sources: (if applicable, i.e. solar and wind power generation equipment).

\$

Fees incurred pre-contract execution (i.e., permits, inspections, design, engineering, site preparation) license fees, environmental fees, commissioning fees (safety testing), and onsite required safety equipment.

\$

Shipping and delivery costs of equipment:

\$

Federal, sales, and other tax:

\$

Total:

\$



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SCOPE OF WORK - All Projects

Describe the project goals and objectives

Describe the approach that will be used to implement the proposed project.

Please use this section to describe potential timelines and phases in general terms. (i.e. the project will go out to bid for an estimated 3 months at the end of which construction is expected to start. Construction is expected to be phased in 3 three phases each phase lasting 2 month with a total completion date of 6 months.)

Please provide an estimated timeline knowing that this is subject to change.

Describe the measures that will be utilized to assure completion of the project within the indicated time.

Describe the roles and responsibilities associated with the entities receiving funds.

Please utilize this section to describe your organizations roles, policies and procedural process for either construction or equipment purchase. Identify the main titles of individuals responsible for assuring completion of projects.

NAME

TITLE/POSITION

Date _____

Signature _____



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APPLICATION STATEMENTS

Please initial each item to signify that you understand and agree with each statement. If you have questions on any of the statements, please call or email Adriana Carrillo, Special Projects Coordinator II, at (442) 265-1800 or adrianacarrillo@co.imperial.ca.us.

Note: This statement will be attached to, and made part of, any Grant Agreement eventually reached for your project.

Initials

Applicant is responsible for all permits and location approvals.

Applicant is responsible for completing the Imperial Irrigation District (IID) Application for Service prior to beginning the project. (<https://www.iid.com/home/showpublisheddocument/12923/637853529709400000>).

I have legal authority to apply for grant funding for the entity described in this application.

For infrastructure projects, discretionary costs may be accrued by an applicant prior to contract execution, but applicant assumes all financial risks and costs accrued prior to contract execution are not reimbursable until I receive a Grant Agreement signed by the Air Pollution Control Officer.

I understand the grant will pay for a portion of the total costs and I must retain copies of receipts and canceled checks to prove that I have paid my share of the costs.

I understand that if project costs are financed with borrowed money, I must use the grant funds to pay down the loan balance so that total liens on funded equipment do not exceed my share of the project's costs.

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. Such conditions may include, but is not limited to: reporting annual usage per charger per station (e.g. kilowatt-hour), reporting any unscheduled downtime of equipment, including cause and duration, or reporting the amount of electricity generation by any on-site solar or wind power equipment (e.g. kilowatt-hour). I understand I must document compliance with these conditions and submit reports annually.

I understand I must complete the purchase, conversion, and/or expansion work specified in the application no later than 18 months after approval of the Grant Agreement and will be required to submit a progress reporting form each calendar quarter until that work is complete. This deadline may be earlier than 18 months after approval of the Grant Agreement in cases where a regulatory deadline is approaching. This deadline may be extended in some circumstances if requested by the applicant and approved in writing by the APCD.

I understand that an IRS Form 1099 will be issued to me for 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 Grant Program.

I certify that the proposed project has not been funded and is not being considered for funds by another air district or any other public agency.

I understand it is my responsibility to ensure that all technologies are either verified or certified by the California Air Resources Board (CARB) to reduce NOx and/or PM.

I understand 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 ICAPCD, CARB or any other Air Quality Management or Air Pollution Control District. However, Low Carbon Fuel Standard credits may be generated.

The proposed project is not required to be implemented by any local, state, and/or federal rule, regulation, or other legally binding requirement.

I understand the equipment must be certified, or field evaluation labeled by a Nationally Recognized Testing Laboratory (e.g., Underwriter's Laboratories, Intertek) <https://www.osha.gov/dts/nrtl/nrtllist.html>.



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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.

I certify that the requested funding does 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.

I understand the ICAPCD has the right to conduct unannounced inspections to ensure the project equipment is fully operational and at the activity level committed to in the grant agreement.

I understand that the project must be installed and located in Imperial County.

I understand that the project must comply with all applicable Federal, State, and Local laws and requirements including environmental laws, and State building, environmental, and fire codes.

I understand that the air district may need to perform a California Environmental Quality Act (CEQA) review and obtain approval prior to funding a project.

I understand that all infrastructure projects that include on-site power generation (e.g., solar, wind) and/or are publicly accessible must be selected through a competitive bidding process that has been approved by the air district board.

I understand that all work must be performed by a licensed contractor.

I understand that all equipment and parts must be new. Remanufactured or refurbished equipment and parts are not eligible for funding.

I certify that Carl Moyer Program funds will not be used to purchase any required warranty or used to fund any ineligible project costs.

I understand that the equipment will be required to be in operating condition through the term of the contract.

I understand that, if during the project life the energy meter fails for any reason, the energy meter must be repaired or replaced as soon as possible and is considered a maintenance expense and therefore not an eligible cost for use of grant funds.

I understand that if any battery charging station installations are made, I must report the installation to the Department of Energy Alternative Fuel Data Center located at <http://www.afdc.energy.gov/locator/stations/>.

Except for stationary agricultural pump projects, a completed Uniform Commercial Code-1 Financing Statement will be filed with the grantee as Debtor, ICAPD as Secured Party, and funded equipment as collateral for grant funding amounts of \$50,000 or greater.

Pursuant to Public Utility Code (PUC) Section 740.20 (Assembly Bill 841 (2020)) all electric vehicle charging infrastructure and equipment located on the customer side of the electrical meter funded or authorized by this Grant Agreement 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 Electric Vehicle Infrastructure Training Program (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.

I understand the EVITP Certification Numbers of each Electric Vehicle Infrastructure Training Program certified electrician that will install electric vehicle charging infrastructure or equipment must be provided. EVITP Certification Numbers are not required to be submitted if AB 841 requirements do not apply to the project.



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I understand CARB may request proof of compliance with any licensing, certification, and statutory requirements before performing any work on an eligible project (e.g., Assembly Bill 841 (Ting, Chapter 372, Statutes of 2020)).

I understand that disclosure is required of the value of any current or prospective financial incentive or other public financial assistance for the same specific equipment as listed in this application. All projects must abide by Table 10-1 "Maximum Percentage of Eligible Cost for Moyer Program Infrastructure Projects" and Table 10-2 "Additional Incentive (Plus Up) of Eligible Cost for Moyer Program Infrastructure Projects" from the 2024 Carl Moyer Program Guidelines (See pg.2 of Application). The sum of project funding from all sources, including Moyer Program funds shall not exceed the total project cost. Applicants who are awarded funding are required to solicit and select project materials and suppliers through a competitive bidding process. Applicants must go through their respective bidding process to comply with the competitive bidding requirement per 2024 Moyer Guidelines.

I understand that as an applicant, I, must be in compliance with all Federal, State, and Local air quality rules and regulations at time of application submittal and do not have any outstanding or pending enforcement actions.

I understand that publicly accessible infrastructure projects must maintain a 95% successful charging rate with 24/7 customer service available on site, via toll free telephone number.

I understand that, if equipment is not functional at any time during the contract life, it is my responsibility ensure that repairs are made, and the station is up and running within 15 business days.

I understand that I must notify the air district of any downtime beyond the 15 business days and work with the district to ensure stations are operational. Depending on the project, a rule, regulation, or law may set more stringent uptime and reliability requirements (e.g. AB 2061).

I understand battery charging stations subject to AB 2061 (Ting, Chapter 345, Statutes of 2022) must comply with all outlined requirements, including those for uptime, reliability, availability status, and data tracking and reporting as specified by CEC (<https://www.energy.ca.gov/>).

Additionally, for publicly accessible charging:

I understand that publicly accessible stations must be accessible to the public 24 hours a 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 their regular business hours.

I understand that 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 Standards (NACS), SAE J3271).

I understand Publicly accessible stations must provide equal access and opportunities to all users.

Last,

I certify to the best of my knowledge that the information and documentation contained in this application is authentic, true, and accurate.

I understand that third party contracts are not permitted. A third party may, however complete an application on an owner's behalf. Third parties are required to list how much compensation, if any, they are receiving to prepare the application, and to certify that no Combined Incentive Program funds are being used for this compensation. If applicable, sign statement at bottom of the page.



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GRANT AMOUNT AND GRANT TERM REQUESTED

Specify Desired Grant Amount for EV Infrastructure:	Note: The District will disburse funds according to the Carl Moyer Guidelines.
Specify Desired Grant Term for EV Infrastructure:	Note: Grant terms may be up to 3-15 years. The grant contract will require you to annually report kW/year, downtime, and private or public uses.

Funds Disclosure

Has the infrastructure in this application been awarded funds from another public agency or is it being considered for funds?

YES NO

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:

California Environmental Protection Agency



CARL MOYER PROGRAM REGULATORY COMPLIANCE STATEMENT

As an applicant/participant of the Carl Moyer Program, 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:

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

- Fact sheets and additional information on the Carl Moyer Program are available at <http://www.arb.ca.gov/msprog/moyer/moyer.htm>
- In-use regulations are available at: <http://www.arb.ca.gov/permits/permits.htm>
- ARB's diesel hotline: 866-6-DIESEL (866-634-3735).

CALIFORNIA AIR RESOURCES BOARD CARL MOYER PROGRAM DISCLOSURE STATEMENT

Have you applied for or been awarded other grants for any infrastructure listed in this application?	
<input type="checkbox"/> Yes, complete section below	<input type="checkbox"/> No, skip the remaining items in this table and sign below
Agency Applied to:	
Date of Application:	
Funding Amount:	
Infrastructure Included In This Request (list infrastructure location):	
Status of Application:	
<input type="checkbox"/> Cancelled <input type="checkbox"/> Pending <input type="checkbox"/> Funded <input type="checkbox"/> Other, explain:	

(photocopy this page when blank to complete for engines or infrastructure included in separate funding/grant requests)

By signing below, the Applicant hereby certifies the following:

- (1) Applicant has disclosed to the Grantor/District any and all other grant or funding applications it has directly or indirectly submitted to any other air pollution control districts or air quality management districts for the same specific infrastructure project.
- (2) Applicant agrees not to submit other Carl Moyer Grant applications or sign other contracts or Grant Agreements for the same specific engine(s)/vehicle(s) or infrastructure with any other source of funds, including but not limited to, other state or local air pollution control district or the California Air Resources Board for a multi-district solicitation. Applicant further agrees and understands that this Grant Agreement shall, at a minimum, be immediately terminated and may result in the Applicant being banned from submitting future applications to any and all Carl Moyer Program administering air pollution control district or air quality management district if it is discovered that the Applicant has submitted multiple applications or signed multiple contracts or grant agreements, not previously disclosed, for the same infrastructure project as set forth in this Grant Agreement.
- (3) **Applicant has disclosed the value of any current financial incentive that directly reduces the project price, including tax credits or deductions, grants, or other public financial assistance, for the same infrastructure project and certifies that the funding requested in the Grant Agreement has been reduced by the amount of this financial incentive.**
- (4) Applicant understands that if it is found to be in violation of the terms and conditions of this Grant Agreement and/or this Disclosure Statement, the California Air Resources Board may levee fines and/or seek criminal charges to the fullest extent allowed by law against the Applicant, including but not limited to the Business and Professional Code and California Health and Safety Code Section 43016.

Printed Name of Responsible Party:	Title:
Signature of Responsible Party:	Date: