



Photo Credit: Filiz Mehmed

The Bay Area Air Quality Management District

Local Government Climate Newsletter

April 2023

If you are a local government working on a climate-related plan or project, we'd love to chat about how we can help support you. Contact us at climate@baaqmd.gov.

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AIR DISTRICT UPDATES

Air District Welcomes Dr. Philip Fine as New Executive Officer

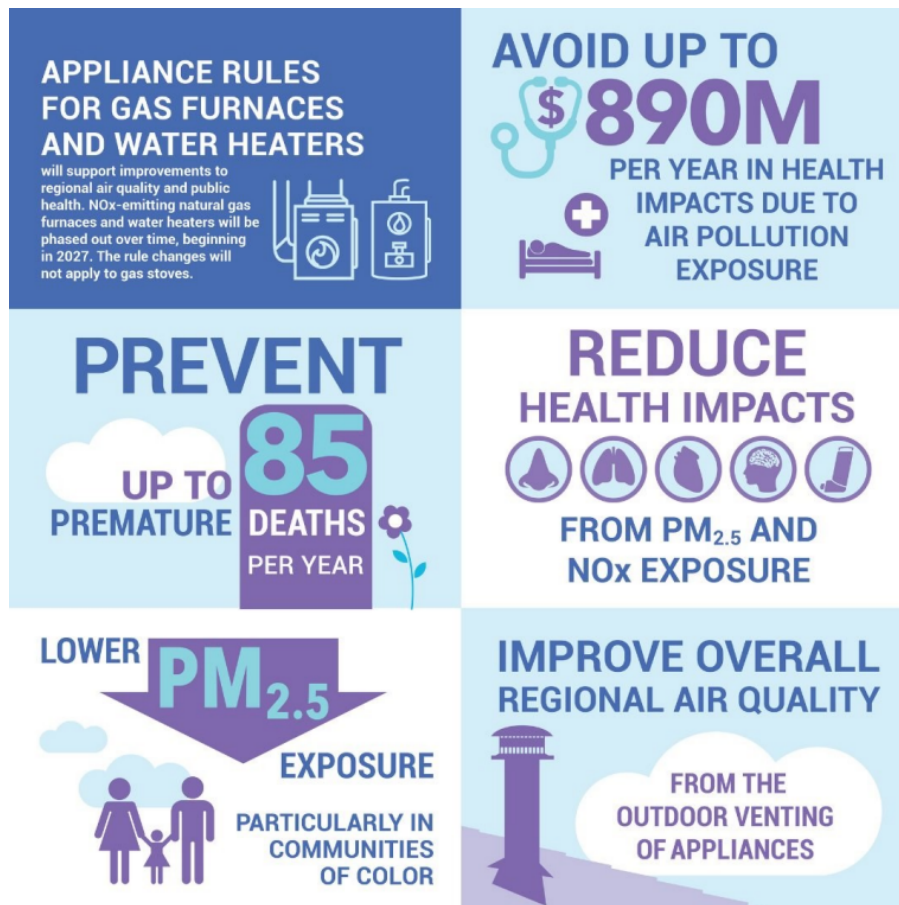


On February 21, the Air District welcomed Dr. Philip Fine as the new Executive Officer. Dr. Fine is an internationally recognized expert in air quality science and policy who brings decades of air quality experience and a proven track record of engaging underserved communities to address environmental injustice. He joins the Air District from the U.S. Environmental Protection Agency where he served as Principal Deputy Associate Administrator for Policy. As EPA's Environmental Justice Officer, he led the Office of Environmental Justice through a period of unprecedented attention, action and growth, including the implementation of President Biden's Justice40 initiative.

Prior to the EPA, Dr. Fine served 15 years at the South Coast Air Quality Management District in Southern California. He most recently served as the Deputy Executive Officer for the Planning, Rule Development & Area Sources

Division. Before joining the South Coast Air Quality Management District, he was a Research Assistant Professor at the University of Southern California, Los Angeles where he taught courses and conducted extensive research on particulate pollution, air monitoring technologies and exposure assessment. He received his Ph.D. from the California Institute of Technology in Environmental Science & Engineering, and his Bachelor's Degree in Mechanical Engineering and Materials Science & Engineering from the University of California, Berkeley.

Air District Board Adopts Zero Emission Building Appliance Rules



On March 15, the Air District's Board adopted amendments to Regulation 9, Rules 4 and 6 to significantly reduce emissions of nitrogen oxides, or NO_x, in the Bay Area. The rules require that in the Bay Area:

- By 2027, only zero-NO_x water heaters can be sold or installed;
- By 2029, only zero-NO_x furnaces can be sold or installed; and
- By 2031, the requirements will include large commercial water heaters.

These amendments will improve overall regional air quality from the outdoor venting of these appliances, lower exposure to particulate matter, particularly in communities of color, and avoid up to \$890 million per year in health impacts due to air pollution exposure. Learn more [here](#).

The Air District is convening a multi-stakeholder working group to provide thought leadership on outstanding implementation questions and equity considerations. Meetings will be publicly webcast.

AB 617 Designation for Bayview Hunters Point / Southeast San Francisco



On February 27, the Air District announced that the California Air Resources Board has voted to formally include Bayview Hunters Point/Southeast San Francisco in the state's Community Air Protection Program, also known as AB 617. This provides state funds for a co-equal partnership between the Air District, the Bayview Hunters Point Community Advocates and Marie Harrison Community Foundation to develop a Community Emissions Reduction Plan, or

CERP, to combat the disproportionate pollution burdens in Bayview Hunters Point/Southeast San Francisco and improve air quality.

Updated CEQA Guidelines

CEQA Thresholds and Guidelines Update

The Air District recently released an [update to its CEQA Air Quality Guidelines](#). The guidance is designed to assist lead agencies in evaluating air quality and climate impacts from proposed land use projects and plans, and includes nonbinding recommendations to assist lead agencies in navigating the CEQA process. The 2022 Guidelines include a new chapter with best practices for centering Environmental Justice, health, and equity, and a new appendix to assist with developing community-scale greenhouse gas (GHG) reduction strategies aligned with the State CEQA Guidelines and the Air District's plan-level thresholds. The revised Guidelines supersede the Air District's previous CEQA guidance titled BAAQMD CEQA Air Quality Guidelines (BAAQMD 2017).

AIR DISTRICT FUNDING

Funding to Reduce Air Pollution from Heavy-Duty Diesel Engines



Over \$100 million in funding is available to assist grantees in reducing their emissions through vehicle and equipment replacement. Zero-emissions projects are highly encouraged. Public and private entities that own a variety of equipment types operating within the Air District's boundaries are encouraged to apply in each category, particularly if fueling or charging infrastructure will be included in the application. [Apply for funding here](#) through the application portal by **June 8**.

Air District Clean Vehicle Funding



The Air District's Clean Cars for All program provides up to \$9,500 in grants for income-qualified residents of communities disproportionately impacted by air pollution to replace their older car with a new or used hybrid, plug-in hybrid, battery electric vehicle, or hydrogen fuel cell electric vehicles. Additionally, up to \$2,000 in funding is available for home charging equipment and installation for purchasing a plug-in hybrid or electric vehicle. Participants that don't want a replacement vehicle can receive \$7,500 for a mobility option (public transit card or e-bike). The program will remain open until all funds are exhausted.

[Learn more here.](#)

FEDERAL FUNDING

Upcoming Inflation Reduction Act Funding Opportunities



Inflation Reduction Act

- EPA released initial [program guidance for the Greenhouse Gas Reduction Fund](#) for two competitions to distribute grant funding: [a \\$20 billion General and Low-Income Assistance Competition](#) and [a \\$7 billion Zero-Emissions Technology Fund Competition](#). EPA expects to open competition for funding by **summer 2023**.
- Applications for [The Environmental Justice Thriving Communities Grantmaking Program](#) are open until **May 31**. This program provides approximately \$550 million to 11 entities to become Grantmakers, who will then design competitive application and submission processes, award environmental justice subgrants, implement a tracking and reporting system, provide resources and support to communities.
- The [USDA's Urban and Community Forestry Program](#) provides up to \$1 billion in competitive grants for projects on non-federal lands that provide equitable access to trees and green spaces at a community, regional, or national scale. Apply by **June 1**.

Charging and Fueling Infrastructure (CFI) Grants from Bipartisan Infrastructure Law



The US Department of Transportation is offering competitive grants for strategically deploying publicly accessible EV charging and alternative fuel infrastructure, through Community Charging and Fueling Grants (Community Program) and Alternative Fuel Corridor Grants (Corridor Program). Eligible entities include local governments, federally recognized tribal governments, public housing authorities, and public and state controlled higher education institutions. Available funding is \$2.5 billion total over five years. Applications are due **May 30**. [Apply here.](#)

OTHER FUNDING

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)

Incentives for Clean Trucks and Buses



Point-of-sale discounts to power California
communities
and drive commercial technology transformation

School Buses



\$70K

INCENTIVE RANGE

\$198K

[Vehicle Catalog](#)

The California Air Resources Board is providing point-of-sale vouchers for hybrid and zero-emission trucks and buses. Applications are accepted on a first-come, first-served basis, with \$196.6 million available for standard HVIP voucher requests. See <https://californiahvip.org> for more details.

Clean Transit, School, and Shuttle Bus Funding



Interested in funding for clean buses?

VW Mitigation Trust is offering \$130 million in the current funding round, administered by the San Joaquin Valley Air District, to replace older, high-polluting transit, school, and shuttle buses with new battery-electric or fuel-cell

buses to improve public health of riders and residents. Entities in California that operate primarily within the state are eligible. Applications are currently being accepted on a first-come, first-served basis. Up to \$400,000 per vehicle is available. [Apply here](#).



Newsletter Feedback Form

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