

## Memo

To: Maryland Justice 40 and Rural Communities Interests

From: The Center for Climate Strategies & Center for Progressive Reform

Re: **Federal Funding Opportunities to Support the Justice 40 Initiative and Rural Communities in Maryland**

Date: July 26, 2022

## Introduction

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This memo provides an **overview and mapping of the Bipartisan Infrastructure Law (BIL) (also known as the federal Infrastructure Investment and Jobs Act) funding opportunities in the transportation and buildings sectors that can be leveraged by state and local government and community partners in Maryland to support disadvantaged and rural communities.**

Funding from **BIL** includes formula-based programs where specific grant awards are allocated to specific recipients and competitive or discretionary grant programs where grant awards are allocated to applicants based on merit. Both competitive and formula-based programs are open to governmental and nongovernmental organizations unless specified otherwise. The federal guidance for awards under BIL is in varying stages of release. Robust funding for the programs under BIL is authorized over the next 4-5 years. The requirements of each program are unique, but several programs include cross cutting requirements for targeting rural and/or disadvantaged communities (DACs) in compliance with the Justice40 Initiative (Justice40).

## Justice40 Initiative

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Conceptualized and introduced by President Joe Biden's Executive Order 14008 (Tackling the Climate Crisis at Home and Abroad), **Justice40** is a whole-of-government effort to ensure that at least 40 percent of overall benefits from federal investments in climate change and clean energy are directed to DACs.<sup>1</sup> The White House Environmental Justice Council has provided a variety of

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<sup>1</sup><https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/27/executive-order-on-tackling-the-climate-crisis-at-home-and-abroad/>

recommendations and principles to guide the work of Justice40.<sup>2</sup> Federal agencies are still in the process of defining criteria for Justice40 compliance and are relying on interim guidance and tools.

Whether a particular federal program is covered under Justice40 and its 40 percent requirement depends on whether the program involves a covered investment or a covered benefit. On July 20, 2021, the Office of Management and Budget (OMB), the Council on Environmental Quality (CEQ), and the White House Office of Domestic Climate Policy issued interim guidance to guide federal agencies in implementing Justice40<sup>3</sup> to help agencies determine whether a program and investment is covered under Justice40. The Justice40 requirement is imposed on any federal program that makes a covered investment and benefit in one or more of the seven areas:

1. Climate change
2. Clean energy and energy efficiency
3. Clean transportation
4. Affordable and sustainable housing
5. Training and workforce development (related to climate, natural disasters, environment, clean energy, clean transportation, housing, water and wastewater infrastructure, and legacy pollution reduction, including in energy communities)
6. Remediation and reduction of legacy pollution
7. Critical clean water and waste infrastructure

The interim guidance provides more concrete examples of what these benefits could look like, such as from reduced greenhouse gases (GHGs), air pollution, or energy burden (e.g., the share of household income spent on home energy costs), improved public transportation accessibility, reliability, and options, reduced exposure to harmful transportation-related emissions, clean energy jobs and/or jobs training, and creation of new opportunities for disadvantaged businesses to name a few. The interim guidance defines covered investment broadly to include most federal funding awards (i.e., grants, procurement spending, direct spending, staffing costs, other benefits to be determined, etc.).

The interim guidance kickstarts Justice40 with a Pilot Program spanning 21 federal funding programs and nine federal agencies. The federal programs in the Justice40 Pilot Program relevant for this memo include the:

- Department of Transportation's (DOT)
  1. Low or No Emissions Vehicle Program
  2. Bus and Bus Facilities Infrastructure Investment Program
- Department of Health and Human Services' (DHHS) Low Income Housing Energy Assistance Program
- Department of Energy (DOE) Weatherization Assistance Program

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<sup>2</sup> <https://www.epa.gov/environmentaljustice/whejac-justice40-climate-and-economic-justice-screening-tool-executive-order>

<sup>3</sup> <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf>

More recently, four federal agencies including the DHHS, released lists of 216 agency covered programs under Justice40.<sup>4</sup> In the coming months more agencies are expected to release lists of agency covered Justice40 programs. Based on interim guidance, federal agencies are also required to release Justice40 Implementation Plans, Stakeholder Engagement Plans, and other relevant information.

The interim guidance provides a temporary definition of DACs:

- **Community** – “either a group of individuals living in geographic proximity to one another or a geographically dispersed set of individuals (such as migrant workers or Native Americans), where either type of group experiences common conditions.
- **Disadvantaged** – to be determined based upon appropriate data, indices, and screening tools (see mapping tools below) and a combination of variables that may include, but are not limited to, the following:
  - Low income, high and/or persistent poverty
  - High unemployment and underemployment
  - Racial and ethnic residential segregation, particularly where the segregation stems from discrimination by government entities
  - Linguistic isolation
  - High housing cost burden and substandard housing
  - Distressed neighborhoods
  - High transportation cost burden and/or low transportation access
  - Disproportionate environmental stressor burden and high cumulative impacts
  - Limited water and sanitation access and affordability
  - Disproportionate impacts from climate change
  - High energy cost burden and low energy access
  - Jobs lost through the energy transition
  - Access to healthcare

Some federal agencies have come up with their own interim criteria<sup>5</sup> for determining whether a community is disadvantaged. Ultimately, the Climate and Economic Justice Screening Tool (CEJST) under development by the White House Council on Environmental Quality (CEQ) will be used to determine whether any given community is considered disadvantaged or not for the purpose of Justice40 and federal funding.<sup>6</sup> It is unclear how other state and federal screening tools will factor

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<sup>4</sup> [https://www.whitehouse.gov/wp-content/uploads/2022/06/J40-Covered-program-list\\_tranche1\\_6.24.22.pdf](https://www.whitehouse.gov/wp-content/uploads/2022/06/J40-Covered-program-list_tranche1_6.24.22.pdf)

<sup>5</sup>Such as, (1) *US DOT Transportation Disadvantaged Census Tracts (Historically DACs) Tool* developed by US Department of Transportation (USDOT) to help grant applicants determine whether the locations of their proposed projects were in a DAC based on the above indicators: <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

(2) *The Electric Vehicle (EV) Charging Justice40 Map Tool* developed by USDOT and UD Department of Energy (USDOE) is a tool to help EV charging planning efforts align with the Justice40 goal by displaying multiple data layers identifying DACs, Federal Highway Administration (FHWA) designated EV corridors, public DC fast charge stations (non-Tesla), and electrical substations: <https://anl.maps.arcgis.com/apps/webappviewer/index.html?id=33f3e1fc30bf476099923224a1c1b3ee>

(3) *The Low-Income Energy Affordability Data (LEAD) Tool*, developed by USDOE is a mapping tool design to help states, communities and other stakeholders to understand low-income housing and energy characteristics such as annual energy burden (% of income), and annual energy cost: <https://www.energy.gov/eere/spsc/maps/lead-tool>

<sup>6</sup><https://www.whitehouse.gov/ceq/news-updates/2022/02/18/ceq-publishes-draft-climate-and-economic-justice-screening-tool-key-component-in-the-implementation-of-president-bidens-justice40-initiative/>

into agency awards under Justice40. According to the White House press release on CEJST “[i]n establishing the process for developing the beta version of the CEJST, CEQ incorporated recommendations provided by the White House Environmental Justice Advisory Council in order to ensure the highest quality tool for the President’s historic and unprecedented initiative of delivering Federal investment benefits to DACs across the nation and its territories.”<sup>7</sup>

The beta version of the *Climate and Economic Justice Screening Tool* (released February 18, 2022) uses census tracts, the smallest geographic unit for which publicly-available and nationally-consistent datasets can be consistently displayed on the tool, to map DACs.<sup>8</sup> A census tract will be identified as a DAC if it is above the threshold for one or more environmental or climate indicators and is above the threshold for the socioeconomic indicators.

More specifically, the indicators used for the CEJST include whether a census tract meets certain threshold criteria, including:

- income
- poverty
- unemployment higher education
- non-enrollment
- high school degree non-attainment
- linguistic isolation
- housing cost burden
- traffic proximity and volume
- energy burden (average annual energy cost per household divided by average household income)
- median home value
- expected agriculture loss rate (linked to climate change)
- expected building loss rate (linked to climate change)
- expected population loss rate (linked to climate change)
- PM2.5 in the air, diesel particulate matter exposure, lead paint in house, proximity to hazardous waste facilities
- proximity to National Priorities List (NPL) sites
- proximity to Risk Management Plan (RMP) facilities (i.e., potential chemical accident management plan facilities)
- wastewater discharge (modeled toxic concentrations at stream segments within 500 meters)
- heart disease
- low life expectancy

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<sup>7</sup> <https://www.whitehouse.gov/ceq/news-updates/2022/02/18/ceq-publishes-draft-climate-and-economic-justice-screening-tool-key-component-in-the-implementation-of-president-bidens-justice40-initiative/>

<sup>8</sup> <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

## Justice40: Summary of Covered Programs for Transportation & Buildings

Several federal programs are identified for the initial implementation of Justice40 and include those listed in the table below. It provides **summary details on current federal funding programs** under BIL in the transportation and buildings sectors **relevant for Justice40 and rural communities**. More information about each program is provided in text following the table.

FEDERAL FUNDING PROGRAM	MARYLAND ACTIONS	JUSTICE40	RURAL COMM.	KEY DATES
<b>Transportation</b>				
<a href="#">Low or No Emissions Grant (Competitive)</a> (BIL SEC. 30018)	EV bus purchase/lease; Bus depot electrification;	X	X	Closed for 2022, watch for the next round Q1 2023.
<a href="#">National Electric Vehicle Infrastructure (NEVI) Formula Program</a> (BIL Division J, Title VIII)	Charging infrastructure buildout	X	X	Maryland NEVI Plan submitted on July 15, 2022. Funding for the first round (FFY 2022-2023) will not be awarded on a rolling basis. Guidance will be issued.
<a href="#">Clean School Bus Rebate Program</a> (BIL Sec. 71101)	School bus replacement with EVs	X	X	Applications due August 19, 2022
<a href="#">Carbon Reduction Program (CRP), Formula</a> (BIL Sec. 11403)	Construction of Red Line; Other transit projects; EV buses; Charging infrastructure	X	X	Transportation Strategy Plan to be submitted by November 15, 2023
<a href="#">Local and Regional Project Assistance Grants (RAISE), (Competitive)</a> (BIL SEC. 21202)	Red Line; Other transit projects	X	X	Closed for 2022, watch for next round Q1 2023.
<a href="#">Pilot Program for Transit-Oriented Development Planning</a> (BIL SEC. 30009)	Land use planning in Transit corridors	X		FY2022 applications are due July 25.
<a href="#">Formula Grants for Rural Areas</a> (BIL Sec 5311)	Rural Transit		X	Ongoing basis
<a href="#">Multimodal Project Discretionary Grant</a>	Rural/regionally significant public transit to generate economic growth	X	X	Closed for 2022. Watch for the next round Q1 2023.

FEDERAL FUNDING PROGRAM	MARYLAND ACTIONS	JUSTICE40	RURAL COMM.	KEY DATES
<a href="#">All Stations Accessibility Program</a>	Accessibility improvements for disabled and elderly residents	X	X	A NOFO is coming in July.
<b>Buildings</b>				
<a href="#">Weatherization Assistance Program (BIL Sec 40551)</a>	Low-income household weatherization	X		Plan to be submitted by July 1, 2022
<a href="#">State Energy Program (BIL Sec 40109)</a>	Weatherization for low to middle income households	X		Closed, next round TBD
<a href="#">Efficient and Healthy Schools Competitive Grant (BIL Sec 40541)</a>	Energy efficiency and health improvements of public schools	X		Notice of Funding Opportunity (NOFO) expected late summer or early fall 2022
<a href="#">Low Income Home Energy Assistance Program (LIHEAP)</a>	Assistance to reduce energy burden for low-income households	X		Due date September 2022
<a href="#">Building Resilient Infrastructure and Communities (BRIC)</a>	Mitigation activities that provide significant resilience benefits, including building code adoption and enforcement efforts	X	X	Application closed on January 28, 2022, for FY 2021; application opening date for FY22 to be determined

### Justice40: Technical Resources

Below is a list of **additional technical assistance resources** available to applicants:

- 1) General Information on Applying for Federal Funds & BIL Funding Opportunities
  - a) White House BIL Technical Assistance Guide - [https://www.whitehouse.gov/wp-content/uploads/2022/05/Infrastructure-Technical-Assistance-Guide\\_FINAL2.pdf](https://www.whitehouse.gov/wp-content/uploads/2022/05/Infrastructure-Technical-Assistance-Guide_FINAL2.pdf)
  - b) National Association of Counties BIL Analysis for Counties - <https://www.naco.org/resources/legislative-analysis-counties-bipartisan-infrastructure-law>

- c) White House Fact Sheet on Competitive Infrastructure Funding Opportunities for Local Governments - <https://aboutbgov.com/1IG>
  - d) Grants.gov, How to Apply for Grants: <https://www.grants.gov/web/grants/applicants/apply-for-grants.html>
  - e) White House Guidebook to BIL - provides high-level overview of all BIL funding programs and deadlines - [https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA\\_FINAL.pdf](https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf)
- 2) Justice40 Resources
- a) Justice 40 Accelerator - to track funding opportunities: <https://www.justice40accelerator.org/accelerator-announcements-1>
  - b) US DOE State and Local Solution Center - provides resources to enable strategic investments in energy efficiency and renewable energy technologies through the use of innovative practices: <https://www.energy.gov/eere/slsc/state-and-local-solution-center>
  - c) White House - Climate and Economic Justice Screening Tool: Frequently Asked Questions <https://www.whitehouse.gov/wp-content/uploads/2022/02/CEQ-CEJST-QandA.pdf>
  - d) Joint Office of Energy and Transportation's Webinar: Building Justice40 and Equity Considerations into State Plans - <https://driveelectric.gov/webinars/>
- 3) Resources for Rural Communities
- a) Rural Opportunity Tour Fact Sheet: <https://www.energy.gov/articles/rural-opportunity-tour-fact-sheet>
  - b) Applicant Toolkit for Rural Competitive Funding Programs at USDOT: <https://www.transportation.gov/rural/grants/toolkit>
  - c) US DOT Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure - <https://www.transportation.gov/rural/ev/toolkit>
  - d) USDOT Rural Opportunities to Use Transportation for Economic Success (ROUTES) - <https://www.transportation.gov/rural/grants/toolkit>
  - e) Bipartisan Infrastructure Law Rural Playbook: A roadmap for delivering opportunity and investments in rural America - <https://www.whitehouse.gov/wp-content/uploads/2022/04/BIL-Rural-Playbook-.pdf?source=email>
- 4) Transportation Resources – BIL
- a) Upcoming Notice of Funding Opportunity Announcements in 2022: <https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022>
  - b) US DOE BIL funding opportunity announcements: <https://www.energy.gov/bil/bipartisan-infrastructure-law-programs>
  - c) US DOT Thriving Communities Program “to provide technical assistance and capacity building resources to improve and foster thriving communities through transportation improvements.” <https://www.transportation.gov/grants/thriving-communities>
  - d) US DOT Navigator - a new tool to” help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services” <https://www.transportation.gov/dot-navigator>
  - e) Federal Transit Administration's Low or No Emission Grant & Grants for Buses and Bus Facilities Competitive Program Webinar Slides -



- <https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-03/FY22-Low-No-Bus-Public-Webinar.pdf>
- f) 2021 Program Project Selections - <https://www.transit.dot.gov/funding/grants/fiscal-year-2021-buses-and-bus-facilities-projects>
  - g) US DOT Equity Action Plan - [https://www.transportation.gov/sites/dot.gov/files/2022-04/Equity\\_Action\\_Plan.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-04/Equity_Action_Plan.pdf)
  - h) FHA past webinars on BIL funds - <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/webinars.cfm>
  - i) FTA information on Zero-Emission Fleet Transition Plans- <https://www.transit.dot.gov/funding/grants/zero-emission-fleet-transition-plan>
  - j) FTA Coordinating Council on Access and Mobility (CCAM) - <https://www.transit.dot.gov/coordinating-council-access-and-mobility>
  - k) The Federal-aid Essentials for Local Public Agencies is a transportation resource designed to help local agency professionals navigate the Federal-aid Highway Program - <https://www.fhwa.dot.gov/federal-aidessentials/index.cfm>
  - l) FHWA's Resource Center, Office of Innovation Implementation - <https://www.fhwa.dot.gov/resourcecenter/>
  - m) FHWA Local Technical Assistance Program (LTAP) - <https://www.fhwa.dot.gov/clas/>
  - n) US DOT Infrastructure Investment and Jobs Act Authorization Table - [https://www.transportation.gov/sites/dot.gov/files/2022-01/DOT\\_Infrastructure\\_Investment\\_and\\_Jobs\\_Act\\_Authorization\\_Table\\_%28BIL%29.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-01/DOT_Infrastructure_Investment_and_Jobs_Act_Authorization_Table_%28BIL%29.pdf)
  - o) US DOT State-by-State BIL Fact Sheets - <https://www.transportation.gov/briefing-room/usdot-releases-state-state-fact-sheets-highlighting-benefits-bipartisan>
- 5) Energy Efficiency & Weatherization Resources – BIL
- a) US DOE Weatherization Assistance Program: Bipartisan Infrastructure Law Planning Workbook <https://www.energy.gov/eere/wap/articles/weatherization-assistance-program-bipartisan-infrastructure-law-planning-workbook>
    - i) Video on how to use Planning Workbook - <https://www.youtube.com/watch?v=Gpp6IFEShsU&t=2s>
  - b) National Association for State Community Services Program Weatherization Assistant Support Material - <https://nascsp.org/wap/waptac/wap-resources/home-energy-audits/weatherization-assistant/weatherization-assistant-support-material/>
  - c) US DOE Bipartisan Infrastructure Law Funding Opportunities - <https://www.energy.gov/bil/bipartisan-infrastructure-law-homepage>
  - d) US DOE Cost-Effective Codes Implementation for Efficiency & Resilience Webinar - [https://www.energycodes.gov/sites/default/files/2022-04/RECI\\_RFI\\_Workshop\\_Presentation\\_Slides.pdf](https://www.energycodes.gov/sites/default/files/2022-04/RECI_RFI_Workshop_Presentation_Slides.pdf)

## Justice40: Symbiosis with Maryland Climate Initiatives

As far as Maryland recent legislation is concerned, both the **Climate Solutions Now Act (CSNA)**, the **Clean Energy Jobs Act (CEJA)**, and **Greenhouse Gas Reduction Plan (GGRA)** have provisions to address Justice40 (and related funds under the Infrastructure Bill).



- **Climate Solutions Now Act (CSNA)**
  - By December 2023, specifies that key state agencies must adopt methods for identifying communities disproportionately impacted by climate change and strategies to address the issues.
  - Creates the Chesapeake Conservation Corps Program which will implement clean energy and environmental restoration projects, with a focus on disproportionately affected communities. CSNA appropriates \$1.5M per year starting in fiscal year 2024 to implement clean energy projects, environmental restoration projects, community education, with focus on disproportionately affected communities.
  - On or before June 30, 2023, MDE shall: (a) Submit a proposed plan that reduces statewide GHG emissions by 60% from 2006 levels by 2031 to the Governor and General Assembly; (b) Make the proposed plan available to the public; (c) Convene a series of public workshops to provide interested parties with an opportunity to comment on the proposed plan. MDE will ADOPT the plan on or before December 31, 2023
  - CSNA also includes appropriations from 2024 through 2024 for grant program to promote energy efficiency in homes among low-income ratepayers and creates a cost-share program for net-zero schools, among other activities. For more information, please see [here](#).
  - In addition to increasing the statewide GHG emissions reduction requirement and requiring the State to achieve net-zero statewide GHG emissions by 2045, the Climate Solutions Now Act establishes new energy conservation requirements for buildings and the purchase of zero-emission vehicles in the state fleet.
  - Establishes prevailing wage for clean energy jobs (i.e., EV infrastructure) OR any jobs under infrastructure act
  - Funds for climate mitigation and clean energy projects
  - Establishes the Climate Catalytic Capital Fund, which is administered by the Maryland Clean Energy Center (MCEC) to promote environmental justice remedies for disproportionately impacted communities in Maryland. The fund consists of money from a broad range of sources, including money appropriated in the State budget to the fund, private donations, federal grants, repayment of financing made from the fund, and proceeds from the sale of collateral and assets, as specified. (\$5 million from 2024 through 2026)
  - Specifically references BIL and mandates the state to seek funding under BIL.
- **Clean Energy Jobs Act (CEJA)**
  - This law increases the State’s Renewable Energy Portfolio Standard (RPS) from 25% by 2020 to 50% by 2030 and makes other related changes.
  - The law created a Clean Energy Workforce Accountability fund to encourage, train, and promote clean energy jobs in Maryland. This will be integral for the state to take full advantage of funding under the infrastructure bill.
  - CEJA also dedicates money to the Maryland Strategic Energy Investment Fund that the Maryland Energy Administration uses to invest in the promotion, development, and implementation of “renewable and clean energy resources” and “cost-effective energy efficiency.”
  - Importantly for Maryland’s chances in securing funding under the Infrastructure Bill (for some of the competitive funds), CEJA also creates demand for solar and other renewable energy technology installations, such as EV infrastructure, in Maryland.

- Establishes a Small, Minority, and Women Business Account to provide financial assistance.
- Established through the EARN Program industry partnerships and competitive general fund grants for workforce development.
- **Greenhouse Gas Reduction Plan (2021)**
  - MDE has released a comprehensive plan that sets a clear and unifying path for the state to dramatically reduce GHG emissions that contribute to climate change, while also growing jobs and the economy for Marylanders.
  - The GGRA Plan calls for 50% emissions reductions by 2030 (from 2006 levels), which goes beyond what GGRA had called for: a reduction of 40% by 2030 (from 2006 levels).
  - The 2030 GGRA Plan also includes a longer-term goal of net-zero GHG emissions by 2045.
  - A majority, if not all, of the actions outlined in the plan would be covered or eligible under federal funding from the Infrastructure Bill. Maryland can leverage the state dollars dedicated to these priorities with federal funding to ensure we fulfill the actions outlined in the plan. For instance, according to the GGRA Plan, Maryland has 4,000 light state-owned vehicles that can be to zero-emissions vehicles (ZEVs) by 2030, with adequate funding. This is the type of funding the Infrastructure Bill will provide.

#### Justice40: Key Recommendations for Maryland

- As other states, Maryland is required to ultimately determine if federal investments in infrastructure, clean energy, and climate change are implemented equitably. To this end, the recent California Justice40 Act (AB 2419) offers a promising model for Maryland through the establishment of a Justice40 Oversight Committee to track the use of federal funds, develop additional labor, climate, and equity standards for the State, and make recommendations for infrastructure projects in disadvantaged and low-income communities in California.
- The NEVI plan was submitted by MDOT/MEA on July 15, 2022. MDOT/MEA anticipate that funding for the first round of NEVI Formula Funding (FFY 2022-2023) will not be awarded on a rolling basis. This may change in future years but interested parties should anticipate and prepare for a time-limited application process for the first year of implementation (SFY 2023). Additionally, MDOT, in partnership with MEA, will continue to promote the NEVI plan and solicit feedback through regularly scheduled planning meetings with local planning partners and with MPOs.
- Key deadlines for Maryland to monitor are:
  - Clean School Bus Rebate Program - Applications due August 19, 2022
  - All Stations Accessibility Program - NOFO coming in July
  - Efficient and Healthy Schools - NOFO expected late summer or early fall 2022
  - Low Income Home Energy Assistance Program (LIHEAP) - application due September 2022
- The CEJST, as the primary tool for determining whether communities are disadvantaged and covered under Justice40 will be continuously updated to reflect the latest data. Maryland communities and advocates will have plenty of opportunities to ensure that overburdened

and underserved communities in Maryland, as defined under the Maryland Climate Solutions Now Act (2022), are also considered “disadvantaged” under CEJST.

- To ensure the success of Justice40, Maryland communities can advocate that federal agencies rebuild the normal process and system used to apply for federal funding, which is notoriously difficult to use and often precludes impacted communities from participating. While the US DOT Navigator is not perfect, it provides a great example of how federal agencies can make their federal funding programs more accessible to frontline and fence line communities. <https://www.transportation.gov/dot-navigator>

## Justice40 Federal Funding Program Summaries Opportunities

### 1. Low or No Emissions Grants

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#### *Scope*

- Purchase/lease of low- or no-emission buses and related equipment, construction/lease/rehabilitation of facilities
- Up to 0.5 percent of their requested grant award can be used for **workforce development** activities

#### *Justice40 and Rural Communities*

- Need to identify how the projects benefit **DACs**
  - USDOT’s Interim definition of DACs and mapping tool could be used (see section on tools above)
- Proposals for funding eligible projects in **rural areas** must be submitted as part of a consolidated state proposal.
  - The State of Maryland recognizes 18 out of the 24 counties/ jurisdictions as rural. Maryland’s rural counties include Allegany, Calvert, Caroline, Carroll, Cecil, Charles, Dorchester, Frederick, Garrett, Harford, Kent, Queen Anne’s, Somerset, St. Mary’s, Talbot, Washington, Wicomico, and Worcester. Out of these, Frederick County is the only county that has been awarded a grant under this program (see below).
- Maryland’s previous engagement with this program:
  - **Prince George’s County Government** received **\$5,150,000** in **2021** to purchase battery electric buses and charging infrastructure to replace diesel buses that have reached their useful life. This project will improve service reliability and air quality for residents who rely on The Bus in southern suburban Prince George’s County as well as provide connections to jobs and other opportunities in Washington, DC.
  - MDOT’s **Maryland Transit Administration** received **\$2,949,750** in **2020** to purchase new electric buses and support charging infrastructure as it transitions to a zero-emission fleet.

- **Prince George's County** received **\$2,200,000** in **2019** to purchase electric buses and chargers.
- MDOT's **Maryland Transit Administration** received **\$1,500,000** in **2018** on behalf of TransIT Service of **Frederick County** to purchase battery electric buses to replace aging buses that have exceeded their useful life.
- **Montgomery County** received **\$1,750,000** in **2017** to purchase Proterra 35' E2 battery electric buses, as well as depot chargers, to replace diesel buses. The buses would be Montgomery County's first zero-emission buses and would be a component of green and sustainable initiatives underway in the county.

### ***Level of Funds***

- FY 2021 grants were \$0.6-\$7.4 million in size
- Federal share of costs cannot exceed 85-90% (depending on use of funds)
- 0.5% of a request may be for workforce development training, additional 0.5% for training at the National Transit Institute (NTI). Applicants for zero-emission vehicles must also spend 5% of their award on workforce development and training.
- No set aside for rural communities

### ***Eligible Parties***

- Designated recipients of Federal Transit Administration (FTA) grants (states and local governmental authorities), rural communities cannot apply directly
- Maryland Department of Transportation (MDOT)

### ***Important Dates and Next Steps***

- Closed for FY 2022
- Understand requirements and prepare for next round expected in **early 2023**

### ***Resources***

- Program page: <https://www.transit.dot.gov/lowno>

## **2. National Electric Vehicle Infrastructure (NEVI) Formula Program Scope**

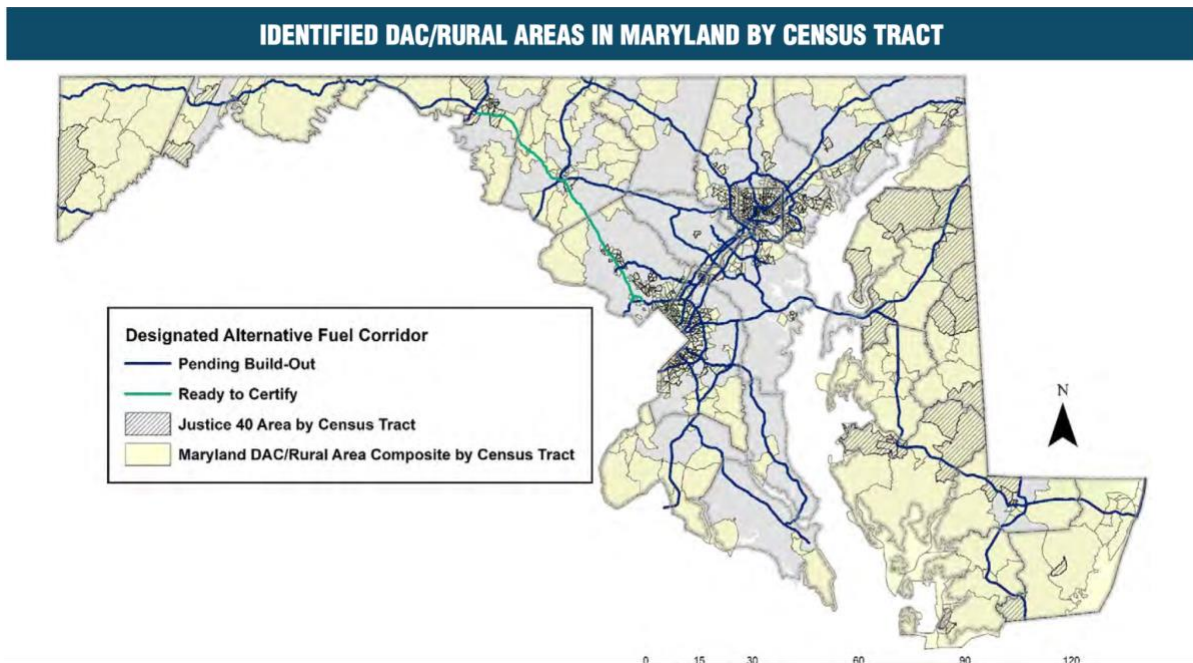
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### ***Scope***

- Deployment of EV charging infrastructure, the establishment of an interconnected network to facilitate data collection, access, and reliability, operation and maintenance of electric vehicle charging infrastructure

### **Justice40 and Rural Communities**

- The distribution of EV charging should specifically target locations and benefits to **rural areas, underserved and overburdened communities, and DACs**. This includes:
  - Prioritizing access of EV charging infrastructure to serve these communities
  - Identifying gaps in existing service and charging station availability to these communities
- USDOT and USDOE **EV Charging Justice40 Map** (see section on tools above) to identify DACs should be used
  - For Maryland, census tracts with DACs are mainly concentrated within the Baltimore Beltway, primarily in Baltimore City, and within the Washington Beltway in Prince George’s County. Census tracts with DACs were also identified in Frederick, Hagerstown, Cumberland, Frostburg, and along the Eastern Shore. No census tracts with DACs were identified in Southern Maryland.
  - MDOT identified state and national data layers that would be used to supplement the EV Charging Justice40 Map Tool. These layers include:
    - ☑ University of Maryland/MDE EJSreen Tool ☑ Historical DACs
    - ☑ Designated Rural Areas
    - ☑ CDC Social Vulnerability Index



Plans should be developed through **engagement with rural, underserved, and DACs** and reflect this engagement.

- State should diversify their local **workforce** to encourage broader participation among women, Black, Latino, Asian American Pacific, Indigenous, and other underrepresented groups in the development of those workforces and should also consider how DACs will

benefit from this added job growth. (Note: no guidance has been provided on procurement from small, minority and women-owned businesses.)

**Level of Funds**

- Federal cost share is 80%.
- 10% of funding for discretionary grants to State and local governments that require additional assistance to strategically deploy EV charging infrastructure
- **Maryland apportionment is \$62 million for 2022-2026**
- Maryland NEVI plan allocation by fiscal year:

DRAFT NEVI Formula Funding Program Allocations by Maryland Fiscal Year [July 1 – June 30]							
Funding Category	2023 <sup>2</sup>	2024	2025	2026	2027	Total	% of Total
Planning and Staffing	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	<b>\$2,500,000</b>	4%
Installation <sup>1</sup>	\$4,250,000	\$16,250,000	\$11,500,000	\$11,500,000	\$11,500,000	<b>\$55,000,000</b>	96%
<b>Total</b>	<b>\$4,750,000</b>	<b>\$16,750,000</b>	<b>\$12,000,000</b>	<b>\$12,000,000</b>	<b>\$12,000,000</b>	<b>\$57,500,000<sup>3</sup></b>	

- MDOT/MEA anticipate that funding for the first round of NEVI Formula Funding (FFY 2022-2023) will not be awarded on a rolling basis. This may change in future years but interested parties should anticipate a time- limited application process for the first year of implementation (SFY 2023).

**Eligible Parties**

- Designated recipients of FTA grants (states and local governmental authorities)
- MDOT

**Important Dates and Next Steps**

- MDOT and MEA submitted the NEVI plan on July 15, 2022 (ahead of the August 1st deadline)
- Future outreach activities that will occur during the 5-year NEVI program period have been identified. MDOT, in partnership with MEA, will continue to promote the NEVI plan and solicit feedback through regularly scheduled planning meetings with local planning partners and with MPOs. MDOT held a formal stakeholders engagement process, including with counties and the private sector, for the development of the plan
- Next NOFO expected to be published **late 2022** - critical next step in MDOT stakeholder engagement, expected to include EJ40 considerations.

**Resources**

- Program fact sheet: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi\\_formula\\_program.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm)



- Program Guidance:  
[https://www.fhwa.dot.gov/environment/alternative\\_fuel\\_corridors/nominations/90d\\_nevi\\_formula\\_program\\_guidance.pdf](https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf)
- MD NEVI plan): [https://evplan.mdodot.maryland.gov/wp-content/uploads/2022/07/MD\\_Zero\\_Emission\\_Vehicle\\_Plan\\_2022\\_7-18-2022.pdf](https://evplan.mdodot.maryland.gov/wp-content/uploads/2022/07/MD_Zero_Emission_Vehicle_Plan_2022_7-18-2022.pdf)
- Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC):  
<https://www.mdodot.maryland.gov/tso/pages/Index.aspx?PageId=81>

### 3. Clean School Bus Rebate Program

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#### *Scope*

- School bus rebates

#### *Justice40 and Rural Communities*

- Priority goes to:
  - High-need school districts and **low-income areas** limited (School districts listed in the [Small Area Income and Poverty Estimates \(SAIPE\) School District Estimates for 2020](#) as having 20% or more students living in poverty).
  - School districts not listed in the SAIPE data, including most charter schools, that self-certify as having 20% or more students living in poverty pursuant to the federal poverty threshold.
  - **Rural** – School districts identified with locale codes “43-Rural: Remote” and “42-Rural: Distant” by the National Center for Education Statistics (NCES).
  - Tribal – Bureau of Indian Affairs funded school districts and school districts that receive basic support payments

#### *Level of Funds*

- \$500 million (\$250 million for clean school buses and \$250 million for zero-emission school buses)

#### *Eligible Parties*

- State and local governmental entities that provide bus service
  - Public school districts, including charter schools, with an NCES District ID are eligible to apply directly for funding.
    - This covers [every public school](#) in Maryland, including the state’s SEED schools.
    - Typically the local county Council, commissioners, or Board of Education are the entities in charge of bus procurement for each school district. Some school districts have buses owned by independent companies (i.e., Baltimore City), in addition to owning buses directly.



- Most State governmental entities would not be eligible to apply, but some, like South Carolina, own bus fleets and would be eligible.
- Eligible contractors - Eligible contractors are for-profit, not-for-profit, or nonprofit entities that have the capacity to (1) sell clean or ZE school buses or related charging or fueling infrastructure to school bus owners or (2) arrange financing for such a sale.
  - School bus dealers and original equipment manufacturers (OEMs) that meet these criteria are eligible contractors.
- Nonprofit school transportation associations
- Indian tribes, tribal organizations, or tribally controlled schools responsible for the purchase of school buses or providing school bus service for a Bureau of Indian Affairs (BIA) funded school

### ***Important Dates and Next Steps***

- Applications due August 19, 2022

### ***Resources***

- [Report | Office of Legislative Audits](#)
- Program page: <https://www.epa.gov/cleanschoolbus/school-bus-rebates-clean-school-bus-program>
- [Local School Systems Transportation Websites](#)

## **4. Carbon Reduction Program (CRP)**

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### ***Scope***

- Formula funding for projects that reduce transportation emissions
- Projects must be included in a **state transportation carbon reduction strategy** to be submitted not later than two years after enactment and update strategies every four years (see deadline below)

### ***Justice40 and Rural Communities***

- For projects in an urbanized area that is not a transportation management area, must consider needs of traditionally **underserved communities** by existing transportation systems and/or **low income or minority households'** access to employment/other services
  - MDOT's stakeholder outreach in past:
    - Created the Citizens Advisory Committee for Accessible Transportation, which is a local advisory group that meets monthly. All meetings open to the public.
      - As a volunteer advisory group, the members of the committee make recommendations for solutions to problems that are identified. CAC is a collaborative effort between the MTA and the community. The

meetings are held the third Tuesday of the month at 1:00 p.m., MTA, 6 Saint Paul Street in the 5th Floor Conference Room. All meeting is open to the public and the public is invited to attend.

- In 2020, MDOT hosted three webinars on zero emission vehicles (not specific to DAC though).
- Created MTA Go Green, with ongoing meeting dates, however no dates or meetings have been publicly posted.
- State shall consult with any regional transportation planning organization or MPO that represents the **rural area** and involve traditionally underserved and underrepresented populations in transportation planning
- State should target expansion of **workforce** training opportunities especially for underrepresented populations: women, people of color, and groups with other systemic barriers to employment (people with disabilities, formerly incarcerated, etc.).

#### ***Level of Funds***

- **Maryland's apportionment was \$18 million for FY 2022**

#### ***Eligible Parties***

- States
- MDOT

#### ***Important Dates and Next Steps***

- Transportation Strategy Plan to be submitted by November 15, 2023
- Secretary must certify or deny with feedback within 90 days following submission.

#### ***Resources***

- Fact sheet: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm)
- Program Guidance: [https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp\\_guidance.pdf](https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf)

## **5. Local and Regional Project Assistance Grants (RAISE), Competitive**

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#### ***Scope***

- Capital investments in surface transportation that will have a significant local or regional impact

#### ***Justice40***

- Portion of funding reserved for **Areas of Persistent Poverty or Historically DACs**
  - "Areas of Persistent Poverty" is defined as

- “The County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimate, or
- The Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; or
- The project is in any territory or possession of the United States.”
- “Historically DACs” is defined consistent with OMB’s Interim Guidance for the Justice40 Initiative based on which “A project is in a Historically DACs if:
  - The project is in certain qualifying census tracts<sup>9</sup> ; or
  - The project is located on Tribal land; or
  - The project is in any territory or possession of the United States
- USDOT’s Interim definition of DACs and mapping tool should be used

### **Level of Funds**

- At least \$15 million guaranteed
- Federal cost share is 80%, but this may be increased for the communities described above.
- Maryland’s previous engagement with this program:
  - In **2021**, MDOT’s **Maryland Transit Administration** received **\$22 million** for **Balt. City transit** (Baltimore East-West Priority Corridor Project). The project will add dedicated bus lanes, transit signal priority (TSP), ADA improvements, bus stop enhancements, and bicycle infrastructure along an approximately 20-mile corridor in Baltimore City and Baltimore County.
  - In **2020**, the **Maryland Port Administration** received **\$10 million** for Resiliency and Flood Mitigation Improvements at Dundalk Marine Terminal. This project will provide critical flood mitigation improvements at the Dundalk Marine Terminal, including installing 15 backflow preventers, constructing approximately 4,000 feet of box culvert with a pump for extreme rain events, and installing a perimeter barrier to prevent storm surge from overtopping the berths.
  - In **2018**, **Cecil County** received **\$20 million** for the I-95 at Belvidere Road Interchange. The project will construct a new interchange between I95 and Belvidere Road, including relocating Belvidere Road and constructing a new bridge over I-95.
  - In **2018**, the **Maryland Port Administration** received **\$6,554,575** to improve a marine terminal (The project will add a second berth capable of serving 50-foot draft Ultra Large Container Vessels and make necessary supporting landside improvements.)
  - In **2017**, **Baltimore County** received **\$20 million** for the Mid-Atlantic Multi-Modal Transportation Hub. The project is to build state-of-the-art cargo-handling facilities at the Sparrows Point industrial facility in East Baltimore as part of a larger investment program to repurpose a former steel manufacturing site with marine service into a multimodal logistics hub.

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<sup>9</sup> Please refer to the map developed by the US Department of Transportation at <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

- In **2016**, the **Maryland Department of Transportation** received **\$10 million** North Avenue Rising project in **Montgomery County** and **Baltimore City**. This grant will improve approximately five miles of North Avenue with dedicated bus lanes, roadway repaving, transit signal priority installation, enhanced bus stops, sidewalk improvements, bike share stations, bike lanes, shared bus/bike lanes, safety and access improvements, a subway station improvement, and an intersection. This section of roadway is a major east-west route in Baltimore that connects key educational and cultural facilities.
- In **2016**, **Mont. County** received **\$10 million** to construct a 14-mile, premium, limited-stop Bus Rapid Transit (BRT) service along a congested and auto-centric corridor. The system also includes new bike share stations.
- In **2015**, the **City of Baltimore** received **\$10 million** to restore functionality to and enhance a freight network of roads and bridges that connects the Port of Baltimore to regional and national highway systems. (Southeast Baltimore Port Industry Freight Corridor Plan)
- In **2014**, the **Maryland State Highway Administration** received **\$10 million** to expand two-lane Maryland Route 175 on the grounds of **Fort Meade** between Odenton and Jessup, MD. The Maryland State Highway Administration is currently renovating intersections and widening the road at each end of the project area to accommodate an expected increase in employment in the area.
- In **2014**, the **City of Baltimore** received **\$1.8 million** to create the Hanover Street Bridge Multimodal Corridor Plan. This study will identify feasible methods of rehabilitating or replacing Hanover Street Bridge, a nearly 100 year old bridge that connects Baltimore City to the Port of Baltimore, improve multimodal corridor accessibility and freight access and highlight ways to enhance access to economic opportunities and recreational amenities, quality of life, and safety throughout the corridor.
- In **2013**, the **Maryland Port Administration** received **\$10 million** to expand the handling capacity at the Fairfield Marine Terminal at the **Port of Baltimore** by filling in the obsolete West Basin. The project also includes the construction of a rail intermodal facility to handle expanded automotive export and imports. Dredge spoils from the nearby SeaGirt navigation channel will be innovatively reused to complete the project.

### ***Eligible Parties***

- Any public entity, including municipalities, counties, port authorities, tribal governments, MPOs
- MDOT

### ***Important Dates and Next Steps***

- Closed for 2022, watch for next round **Q1 2023**

### **Resources**

- Program page: <https://www.transportation.gov/RAISEgrants>

## **6. Pilot Program for Transit-Oriented Development Planning**

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### **Scope**

- Funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.
- Comprehensive planning funded through the program must examine ways to **improve economic development and ridership**, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit station

### **Justice40**

- Plan for community engagement and to address needs of traditionally **underserved communities** by existing transportation systems, such as low- income and minority households, who may face challenges accessing employment and other services.
- Need to identify **DACs** and describe benefits
  - USDOT's Interim definition of DACs and mapping tool should be used (see section on tools above)

### **Level of Funds**

- \$13 million available for FY22; \$13 million available for FY23; \$14 million available for FY 24-26

### **Eligible Parties**

- State or local governmental authorities

### **Important Dates and Next Steps**

- Competitive grant for FY 2022 closes **July 25, 2022**
- MDOT
- Award Date: Autumn 2022

### **Resources**

- Fact sheet: <https://www.transit.dot.gov/funding/grants/fact-sheet-pilot-program-transit-oriented-development-planning>

- <https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy2022-notice-funding>

## 7. Formula Grants for Rural Areas

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### *Scope*

- Formula funds for capital, planning, and operating assistance to states to support public transportation in **rural areas** with populations less than 50,000. This also includes, job access and reverse commute projects, and the acquisition of public transportation services.
- The federal share is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service.

### *Level of Funds*

- **Maryland's apportionment was \$8 million for FY 2022.**

### *Eligible Parties*

- Fixed route operators, State, or local governments
- MDOT

### *Important Dates and Next Steps*

- Applications accepted on an ongoing basis

### *Resources*

- <https://www.transit.dot.gov/rural-formula-grants-5311>

## 8. Multimodal Project Discretionary Grant

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### *Scope*

- Combination of 3 programs with a total of \$2.9 billion in funding:
  - National Infrastructure Project Assistance (MEGA) - competitive grants for multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation, including highway, bridge, freight, port, passenger rail, and public transportation.
  - Nationally Significant Multimodal Freight and Highways Projects (INFRA) - competitive grants for highway, multimodal freight, and rail projects.

- **Rural Surface Transportation Grant Program**

### ***Justice40 and Rural Communities***

- Portion of funding reserved for **Areas of Persistent Poverty or Historically DACs**
  - “Areas of Persistent Poverty” is defined as
    - “The County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimate, or
    - The Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; or
    - The project is in any territory or possession of the United States.”
  - “Historically DACs” is defined consistent with OMB's Interim Guidance for the Justice40 Initiative based on which “A project is in a Historically DACs if:
    - The project is in certain qualifying census tracts<sup>10</sup>; or
    - The project is located on Tribal land; or
    - The project is in any territory or possession of the United States
  - USDOT’s Interim definition of DACs and mapping tool should be used (see section on tools above)
- A project is in a **rural area** if most of the project (determined by geographic location(s) where most of the money is to be spent) is in a rural area.

### ***Level of Funds***

- \$300 million is **set aside for rural communities** to improve access to increase access to critical economic support facilities for agricultural, energy, and transportation.

### ***Eligible Parties***

- State or local governmental authorities
- MDOT

### ***Important Dates and Next Steps***

- Closed for 2022, watch for next round **Q1 2023**

### ***Resources***

- Program page: <https://www.transportation.gov/grants/mpdg-announcement>

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<sup>10</sup> Please refer to the map developed by the US Department of Transportation at <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>



## 9. All Stations Accessibility Program

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### Scope

- Projects to repair, improve, modify, retrofit, or relocate infrastructure of legacy stations or facilities for **people with disabilities**, including those who use wheelchairs.
- *Only applies to legacy stations and inaccessible facilities and for planned modifications. An eligible entity may not use a grant awarded under this program to upgrade a station or facility for passenger use that is already accessible to and usable by people with disabilities, including individuals who use wheelchairs,*

### Level of Funds

- \$350 million

### Eligible Parties

- State or local governmental authorities

### Important Dates and Next Steps

- Next NOFO coming **July 2022**

### Resources

- Fact sheet: <https://www.transit.dot.gov/funding/grants/fact-sheet-all-stations-accessibility-program>

## 10. Weatherization Assistance Program

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### Scope

- The U.S. Department of Energy (DOE) Weatherization Assistance Program (WAP) reduces energy costs for **low-income households** by increasing the energy efficiency of their homes.
- Formula grant program: funding flows from DOE to state and territorial governments and then to local governments and weatherization agencies.
- Measures eligible include insulation, space-heating equipment, energy-efficient windows, water heaters, and efficient air conditioners.
- States design the plan and choose allocation of funds.

### ***Justice40 and Rural Communities***

- DOE plans to provide technical assistance to Grantees and Subgrantees to better target resources to **high energy burden households** and to increase the application and utilization of funding in DACs.
- DOE plans to incorporate new metrics in program reporting, such as 9-digit zip codes for weatherized buildings and to continue program initiatives that will improve access to WAP services such as reducing deferral rates, investing in workforce development (including as feasible community benefit agreements), and incorporating non-energy impacts in the cost-effective test for services.
- Specific allocation to support **workforce development** activities and diversity. Plan should specify
  - How to attract, retain, or transition a local workforce
  - Use of workforce partners, unions, community colleges, potential supportive services, and use of Registered Apprenticeships or other joint, labor-management partnerships training programs, or other high-quality training models.
  - Comprehensive training on a regular basis,
  - Support for good-paying jobs
  - Current Maryland draft plan includes a training and technical assistance plan with the goal to maximize energy savings, minimize production costs, improve quality of work, and foster management expertise, while reducing the potential for waste, fraud abuse and mismanagement.

### ***Level of Funds***

- Federal cost share is 100%.
- \$3.5 Billion, Maryland 2022 allocation \$45,708,416
  - 15% of total allocation is granted at time of initial award
  - 35% of total allocation is granted upon DOE approval of the grantee plan that identifies the quarterly milestones over the 5-year period of performance (due by July 1, 2022)
  - Balance of total allocation (50%) is based on the grantee demonstrating progress in meeting expenditures goals, production targets and reporting requirement compliance.
- Current Maryland draft plan is for \$3.5 million

### ***Eligible Parties***

- States
- Maryland WAP funds are administered by the Department of Housing and Community Development (DHCD). Maryland homeowners of dwelling units can then apply to DHCD local agencies.

### ***Important Dates and Next Steps***

- **Plan submission due July 1, 2022.**

## Resources

- Program page: <https://www.energy.gov/eere/wap/weatherization-assistance-program>
- MD State page: <https://dhcd.maryland.gov/Residents/Pages/wap/default.aspx>
- MD Draft Plan  
<https://dhcd.maryland.gov/Residents/Documents/wap/DOEWAPStatePlan.pdf>

## 11. State Energy Program

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### Scope

- The US DOE Energy Program (SEP) provides funding and technical assistance to states and territories for energy conservation measures, renewable energy measures, and programs to increase deployment of clean energy technologies in buildings.
- SEP's objectives are **increase energy efficiency**, implement energy security, resiliency, and emergency preparedness plans, **reduce energy costs and energy waste**, expand the use of energy resources, promote economic growth

### Justice40

- It requires to specify how to engage **DACs** as well as how much of annual SEP funding will be delivered to these communities and how delivery or benefit to these communities is measured.
- No definition of DACs is provided

### Level of Funds

- MD allocation of \$999,850 for FY22. No matching funds are needed (change compared to past applications). No information is publicly available on the status and contents of the Maryland application.
- A State Energy Security Plan is required as part of the submission starting form FY 2023

### Eligible Parties

- States
- Maryland Energy Administration (MEA)

### Important Dates and Next Steps

- Closed, next round TBD

### Resources

- Program page: <https://www.energy.gov/eere/wipo/state-energy-program>

## 12. Efficient and Healthy Schools

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### *Scope*

- US DOE grant for energy efficiency, renewable energy, and alternative fueled vehicles improvements at public school facilities that result in direct reduction of energy costs, energy savings and health improvement
- Schools and districts are allowed to leverage multiple sources of funding, including federal and state resources, internal financing, debt financing, leasing arrangements, and energy service performance contracts. Priority will be given to projects that leverage other public and private sector funds

### *Justice40*

- Priority will be given to **public school in DACs** (see list of Title 1 schools below)

### *Level of Funds*

- \$500 Million in competitive grants from BIL
- DOE Loan Programs Office Renewable Energy and Efficient Energy Solicitation can provide an additional \$3 billion in loan guarantees for retrofits.

### *Eligible Parties*

- States
- School Districts

### *Important Dates and Next Steps*

- NOFO late summer or early fall 2022

### *Resources*

- Program page: <https://www.energy.gov/eere/buildings/efficient-and-healthy-schools>
- [Full list of Title I Schools in Maryland here.](#) (2021-2022)

### 13. Low Income Home Energy Assistance Program (LIHEAP)

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#### *Scope*

- US Department of Health and Human Services grant program for **low-income households with high energy burdens** from heating and cooling in dwellings for managing energy bills, energy crises, weatherization, minor energy related home repairs.
- States use their funds to help households with low incomes meet their home energy needs, whether through paying bills in arrears or in danger of disconnection or assisting families in making their homes more energy efficient.
- Grant recipients can use funds for heating and/or cooling costs, as well as up to **15% of their funding (or 25% with a waiver) for weatherization assistance**.
- As a block grant, LIHEAP gives these grantees expansive flexibility to address their community's needs, based on the community's specific climate factors and home energy costs.

#### *Justice40*

- Household funding depends on income. Begins at \$20,385 and increases \$7,080 per person.
- States may set their own LIHEAP income-eligibility limits; however, they must cap those limits at (1) no more than the greater of 150 percent of the Federal Poverty Guidelines (FPG) or 60 percent of the State Median Income, and (2) no less than 110 percent of FPG. They must also give higher benefits to households with the greatest home energy needs in relation to household income and number of household members.

#### *Level of Funds*

- \$3.8 billion in block grant for FY22. **Maryland allocation \$69,851,450**
  - Additional \$500 million under BIL for next five fiscal years, of which \$100 million released for FY22. **Maryland allocation of additional funds for FY22 is \$1,505,787**
  - Funds can be used for heating and/or cooling costs, as well as up to 15% for weatherization assistance.
  - 90% of their award to be obligated by September 30, 2022, and 10% may be carry over to obligate in FY 2023
  - The Maryland program funded with LIHEAP funds is called Maryland Energy Assistance Program (MEAP), Income eligibility limits are provided at <https://dhs.maryland.gov/office-of-home-energy-programs/how-do-you-apply/>

#### *Eligible Parties*

- States and Tribes
- Maryland Department of Human Services (DHS) is responsible for administration of funds; Maryland residents and US citizens (individuals or families) with a low income can apply to DHS online or in person at the Energy Assistance Offices

### ***Important Dates and Next Steps***

- State application **due September 1, 2022**. September 1 every year.
- Maryland plan is not publicly available; this program is mainly handled at the state level rather than at the local level

### ***Resources***

- Fact sheet: <https://www.acf.hhs.gov/ocs/fact-sheet/liheap-fact-sheet>
- Funding release FY2022: <https://www.acf.hhs.gov/ocs/policy-guidance/liheap-dcl-2022-05-infrastructure-funding-release-fy2022>
- Maryland program <https://dhs.maryland.gov/office-of-home-energy-programs/how-do-you-apply/>

## **14. Building Resilient Infrastructure and Communities (BRIC) program**

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### ***Scope***

- The program supports mitigation activities that provide significant resilience benefits, including building code adoption and enforcement efforts as a capability- and capacity-building activity under the BRIC State/Territory Allocation and BRIC Tribal Set- Aside.

### ***Justice40***

- The program covers also:
  - 90% of the cost of eligible mitigation activities for **economically disadvantaged rural communities**
    - a community of 3,000 or fewer individuals with an average per capita annual income not exceeding 80 percent of the national per capita income, based on best available data.
  - **Development of professional workforce** capabilities through technical assistance and training

### ***Level of Funds***

- Total \$1 billion for FY 2021 of which: \$56 million allocated to states and territories; up to 25% cost-sharing (cash, donated or third-party in-kind services, materials, or any combination thereof), \$ 25 million allocated to tribes, the remaining will be included in the national competition for mitigation projects.

### ***Eligible Parties***

- State, tribal, and territorial governments; local governments may submit sub-applications to their states or territories; local governments may submit sub-applications to their states or territories; homeowners, business operators, and non-profit organizations cannot apply as sub-applicants, but can be included in a sub-application submitted by an eligible sub-applicant.
- Maryland Emergency Management Agency

### ***Important Dates and Next Steps***

- Application closed on January 28, 2022, for FY 2021; application opening date for FY22 to be determined

### ***Resources***

- <https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities>