



REPORT

ACT LOCALLY:

AN EQUITABLE INVESTMENT RESOURCE GUIDE FOR ADVOCATES AND LOCAL GOVERNMENTS TO ACCESS INFRASTRUCTURE FUNDING AND ACTIVATE BOLD PLANS



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ACKNOWLEDGMENTS

THANK YOU!

Producing ACT LOCALLY was a deeply collaborative effort. We are grateful to all those who believed that this resource for local governments and advocates to access federal infrastructure funding and activate bold plans was needed now. We hope you will share this resource with your networks so that equitable investments become the norm!

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I. OVERVIEW

Communities across the United States are grappling with the intertwined crises of inequality and climate change.¹ Their costly impacts are experienced at the local level in countless ways: lack of access to good jobs and economic opportunity, limited mobility choices, polluted air and water, and other stressors.

Luckily, new resources are available to help tackle these crises in creative and equitable ways at the local level. The Inflation Reduction Act (IRA) of 2022 and the Infrastructure Investment and Jobs Act (IIJA) of 2021 are delivering historic increases in federal infrastructure dollars: nearly \$3 trillion between 2021 and 2026. These resources can be deployed to support bold solutions to complex community challenges, but only if local leaders understand what’s available, which infrastructure funds are most flexible, and how to forge productive partnerships with state leaders to access and maximize the climate and equity benefits of these funds.

The federal government has largely delegated decisions on how and where to distribute IRA and IIJA funds to the states. Given high demand for these new infrastructure resources—as well as often limited staff capacity at the state level—it would be all too easy for state governments to default to the status quo and direct increased funds into discredited top-down infrastructure strategies like expanding roads or relying largely on fossil fuels.² Instead, local and state leaders should work together to prioritize community-led solutions that both confront the racial wealth gap and decarbonize our economy.

This resource provides local advocates and local government officials with key information about 46 federal funding streams and details on relevant state infrastructure policy and regulatory frameworks for all 50 states. In addition to providing details on how to access funding, we highlight five key opportunities to use this funding in new ways to achieve local priorities. Local leaders should engage state decision-makers to:

1. Deliver substantial support to deepen local capacity
2. Flex federal transportation funds to support safer driving and enhanced walking, biking, public transit, and electric vehicle (EV) charging infrastructure
3. Build out the benefits of vehicle electrification
4. Maximize building decarbonization benefits, especially for underserved and Black, Indigenous, and people of color (BIPOC) communities
5. Invest in workforce training and supports

By combining local and state expertise, these partnerships can secure additional federal resources for customized, innovative, and equitable infrastructure investments that tangibly improve the health of people and our planet.



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II. WHAT INFORMATION CAN I FIND HERE?

This NRDC resource focuses on 46 funding streams across the transportation, buildings, and energy sectors. These programs are administered by the U.S. Department of Transportation (DOT), the U.S. Department of Energy (DOE), the U.S. Department of the Treasury, and the U.S. Environmental Protection Agency (EPA). They represent some of the largest appropriations as well as some of the most flexible funding sources to accelerate progress on the five highlighted areas of opportunity. Starting on page 5, there is a section devoted to each opportunity with inspiration from data and case studies on what’s possible.

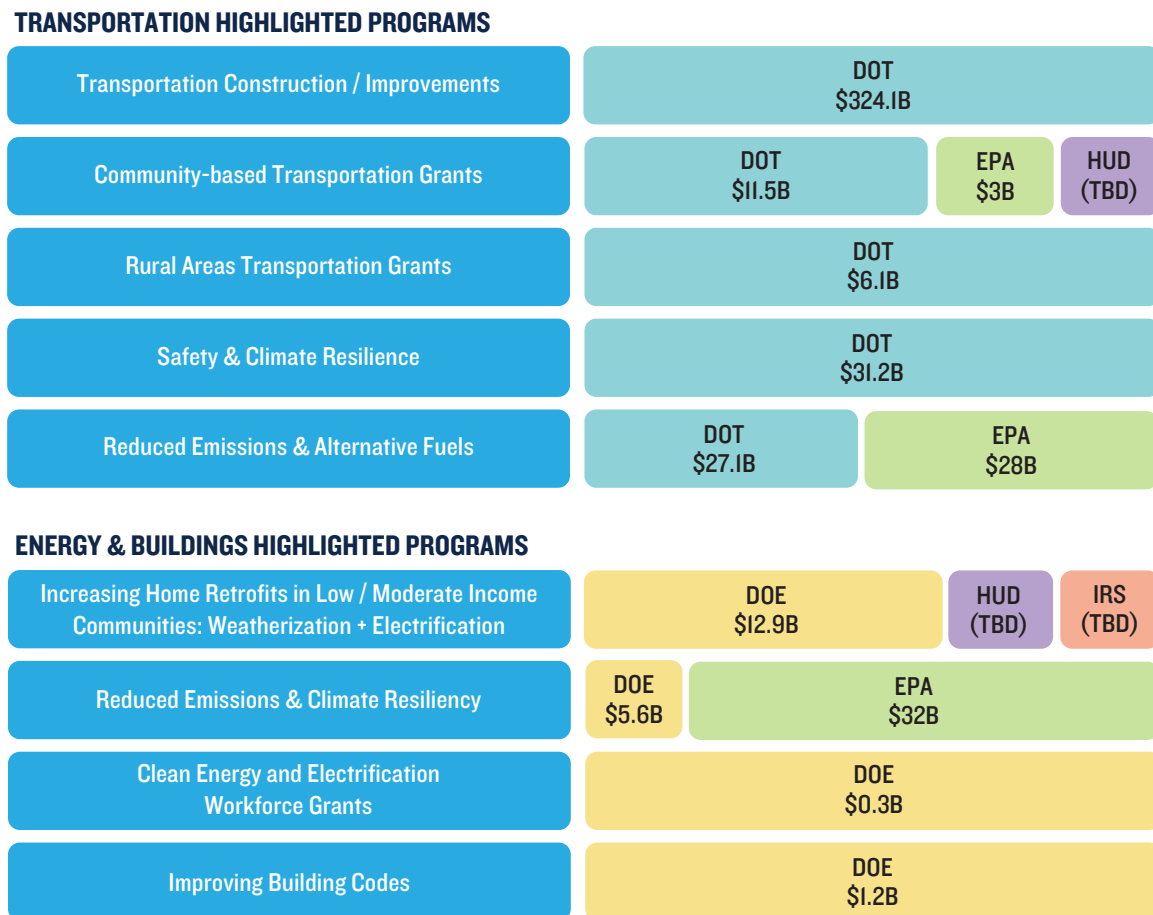
Throughout the text, we highlight relevant data from our five “deep dive” states as examples, which are states where NRDC has deep relationships: Colorado, Georgia, Illinois, North Carolina, and Pennsylvania. The data gathered on these states are the kind of data local organizers may want

to collect in their own states and communities, to put together a compelling case for different funding priorities.

At the end of this resource, beginning on page 21, there are extensive appendices. For each of the 46 funding streams, Appendix A includes scannable information on the administering agency, total formula amounts appropriated nationally, a brief description, and links to official resources. Figure 1 summarizes the categories of funding and the administering agencies, about which there is extensive information in Appendix A.

Appendix B includes the formula amounts appropriated for the five deep dive states featured throughout this guide: Colorado, Georgia, Illinois, North Carolina, and Pennsylvania. Appendix B also contains additional information for the five deep dive states, including background on the legal and planning framework and the strength of unions.

FIGURE 1: FUNDING CATEGORIES AND ADMINISTERING AGENCIES DETAILED IN APPENDIX A



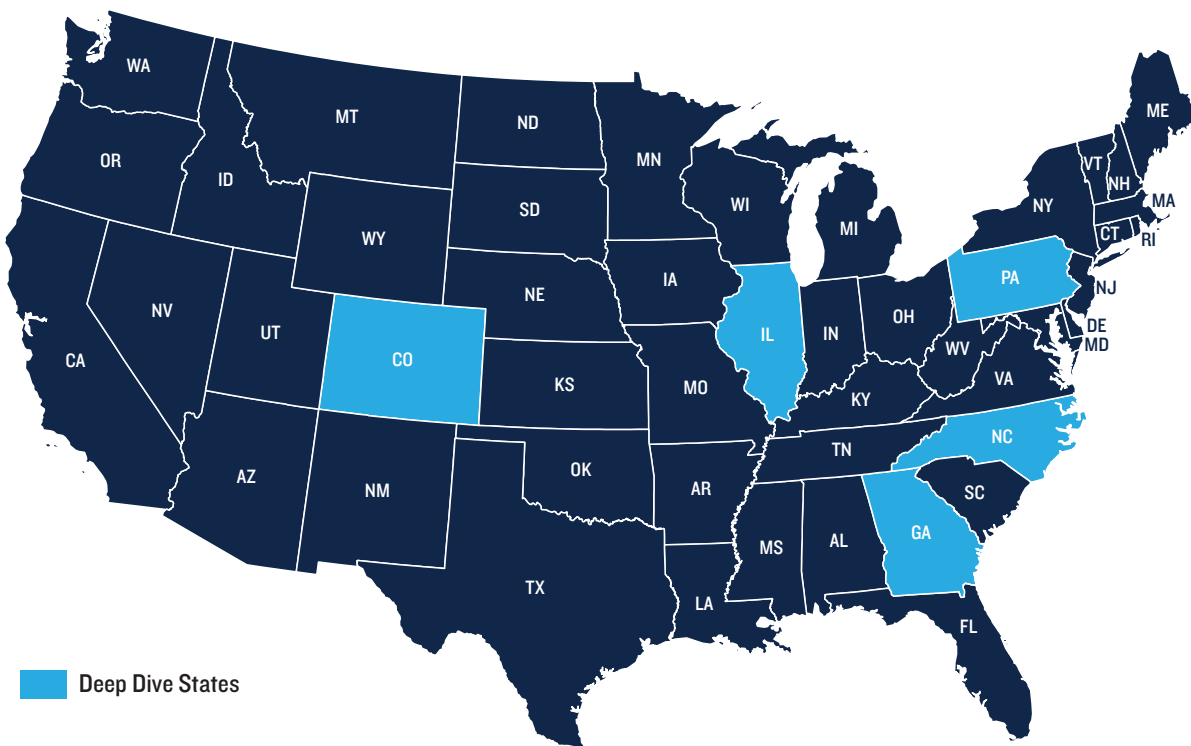
Appendix C includes a wealth of tools and resources from partner groups and allies that can be tapped as local leaders assemble arguments for infrastructure investments that are truly transformative and equitable.

Appendix D is a worksheet for mapping existing relationships related to priorities in your state.

Equitable investments require significant expertise, capacity, and effective partnerships between local leaders and state officials. Dramatically increased federal funding places equitable investments within reach. We urge local leaders everywhere to set their sights high and use these tools to assemble arguments for state infrastructure investments that are truly transformative, that center racial equity, and that achieve climate justice.³

FIGURE 2: 5 DEEP DIVE STATES

Colorado, Georgia, Illinois, North Carolina, and Pennsylvania are referred to as “deep dive” states. While this research focuses on these five states, many of the highlighted concerns and solutions are applicable to other states.



RELATIONSHIP BUILDING TIPS FOR LOCAL ADVOCATES: WHERE TO START

As dramatically more federal funding becomes available, relationship building between local community-based organizations, local governments, and state decision-makers and influencers is crucial to delivering increased funding that benefits local community priorities.⁴ Building trust and familiarity can unlock funding to achieve climate and equity goals.

Relationship building is an art, not a science. It begins with a landscape analysis and a sketch of existing relationships. Within federal, state, and regional governments, who do you, others in your organization, and members of key coalitions know personally? Who do you know who can make a warm introduction to those you don't know personally? What interests or values do you share? What are the mutual benefits of a strengthened state-local partnership?

Appendix D is a worksheet that can be used to sketch your current relationships and prioritize outreach to key decision-makers. Don't overthink it.

Navigating federal grant programs can be dizzying, so it's important to find allies and collaborators—typically, but not exclusively, in public agencies—who are familiar with the funding process and committed to community partnerships. Let your networks know that you're looking to develop a competitive grant application. Your allies can become powerful champions for projects. The important thing is to put as much effort into strengthening relationships as you put into tracking funding opportunities.

Consult Appendix C for resources and intermediaries that can help local leaders prioritize and shape joint project proposals and pursue technical assistance.

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III. FIVE OPPORTUNITIES FOR LOCAL-STATE COLLABORATION

Because states control the purse strings for federal infrastructure resources, local advocates and local government officials need to be proactive and persistent on the front lines of the fight for healthier communities, neighborhood amenities, and good jobs. This NRDC resource is an activation tool for local leaders to demand and achieve more by securing commitments from state officials to:

1. Deliver substantial support to deepen local capacity
2. Flex federal transportation funds to support safer driving and enhanced walking, biking, public transit, and EV charging infrastructure
3. Build out the benefits of vehicle electrification
4. Maximize building decarbonization benefits, especially for underserved and BIPOC communities
5. Invest in workforce training and supports

OPPORTUNITY 1: DELIVER SUBSTANTIAL SUPPORT TO DEEPEN LOCAL CAPACITY

While local organizations and leaders know their community’s infrastructure needs, they rarely have the on-the-ground resources or capacity to achieve all of their goals. Local leaders must engage governors’ offices, as well as the state departments of transportation and state energy offices (SEOs), to secure portions of this new federal funding to fill local capacity gaps. Examples of how state officials can bolster local capacities:

- Provide federal matching funding
- Act as a fiscal agent for municipalities, to manage the federal funds and required reporting
- Convene cohorts (by geography, scale, issue) to foster peer learning about building local project pipelines and tapping state funding and discretionary federal funding
- Provide technical assistance resources where most needed
- Lend agency expertise to build knowledge and technical resources (e.g., cost-benefit analyses, environmental impact statements, land use planning, zoning changes)
- Delegate responsibilities to local governments, including sub-granting funds for local leaders to deploy

A long-standing exemplar of state support for enhanced local capacity is California’s Active Transportation Program, which has distributed competitive grants since 2013.⁵ It combines federal formula and state funds and invests in local bandwidth for projects that advance state greenhouse gas emission reduction and transportation safety goals. A newer, promising example is Colorado’s 14 Regional Navigators, established in February 2023, which bridge local capacity gaps and help locals access federal infrastructure funding.⁶

Massachusetts provides another strong example of backstopping municipalities whose staff are stretched thin. It adopted legislation in 2022 that invests in community-driven, shovel-worthy local projects in transportation, energy efficiency, and renewables—projects that are now poised to attract new state and federal funding.⁷ Other states, such

TABLE 1: STATE STRUCTURES TO ADVANCE EQUITY

Deep Dive states	Is there a State Equity Office?	Are there any environmental justice laws or executive orders?	Are there other ways the state is recognizing environmental justice?
COLORADO	YES	YES	Department of Public Health & Environment Environmental Justice Program
GEORGIA	NO	NO	DOT <i>Environmental Justice Identification and Proposed Outreach report</i>
ILLINOIS	YES	YES	Environmental Justice Advisory Group
NORTH CAROLINA	YES	YES	Environmental Justice Advisory Group
PENNSYLVANIA	YES	YES	Department of Environmental Protection Office of Environmental Justice

as Connecticut, Delaware, and Washington, direct funding toward convening local cohorts and providing technical assistance.

Compared to state support for local technical assistance, state mechanisms to advance local environmental justice and equity for all are far less developed. Federal guidance through the Justice40 executive orders and goals is being executed differently in each state. The 2021 *Making Justice40 a Reality* report found that the most effective state and local equity frameworks pair regulations with targeted action.⁸

Table 1 offers a range of examples on how the five deep dive states are advancing equity; gathering this information for your home state is key to understanding the equity frameworks at play. While nearly every state has established some mechanism to address past injustices, many of these offices are now under attack. Partnering with existing structures to advance equity in your home state is critical to both supporting the effectiveness and centrality of those offices and ensuring that those state entities include robust local participation in decision-making.

Partnering with state officials who control federal funds can significantly increase local capacities and bend the arc of infrastructure investments toward projects that tangibly improve community wealth, health, equity, and climate.

OPPORTUNITY 2: FLEX HIGHWAY FUNDS FOR SAFER DRIVING AND ENHANCED WALKING, BIKING, PUBLIC TRANSIT, AND EV CHARGING INFRASTRUCTURE

Recognizing that the global COVID-19 pandemic altered what infrastructure and supports our communities need, under IJA and IRA, Congress granted states expanded powers to flex federal infrastructure funds that have historically been used exclusively for highways. “Flexing” is a term used in public sector budgeting circles that refers to broad discretion to redeploy formula funding for a wide range of uses. Given this new flexibility in funds, local leaders face a historic opportunity to find common ground with state officials on tapping unprecedented federal transportation funds for equitable and sustainable projects that address safety, economic, environmental, and health stressors.

Of the \$239 billion appropriated for the four largest transportation formula programs, up to 50 percent can be flexed from roads to uses like transit, walking, biking, safety, and electric vehicle infrastructure. And up to 100 percent of these sources can be redirected to bolster workforce training and desperately needed supportive services like childcare. Figure 3 depicts state-by-state transportation allocations, which range from \$1 billion to more than \$23 billion.

FIGURE 3: MORE THAN \$239 BILLION AVAILABLE FOR FLEXIBLE FEDERAL TRANSPORTATION INVESTMENTS

Between 2022 and 2026, states can tap \$239 billion from four primary surface transportation programs (National Highway Performance Program, Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Program, and Carbon Reduction Program) to use for safer driving and enhanced walking, biking, public transit, and electric vehicle infrastructure.

TX \$23.6B	NY \$10.1B	MI \$6.3B	NC \$6.3B	VA \$6.2B	NJ \$6.0B	IN \$5.8B	MO \$5.7B		
	PA \$9.9B	TN \$5.1B	WA \$4.1B	SC \$4.1B	KY \$4.0B	MN \$3.9B	OK \$3.8B	MA \$3.7B	
CA \$22.2B	IL \$8.6B	AL \$4.6B	MD \$3.6B	CT \$3.0B		MT \$2.5B	KS \$2.3B	NM \$2.2B	NV \$2.2B
		WI \$4.6B		CO \$3.3B	OR \$3.0B		UT \$2.1B	WY \$1.6B	ND \$1.5B
	OH \$8.1B	AZ \$4.4B	AR \$3.1B		IA \$3.0B			NE \$1.7B	VT \$1.2B
	FL \$11.4B	GA \$7.8B		LA \$4.2B	AK \$3.0B	MS \$2.9B			ID \$1.7B
			WV \$2.6B			SD \$1.7B	DE \$1B		

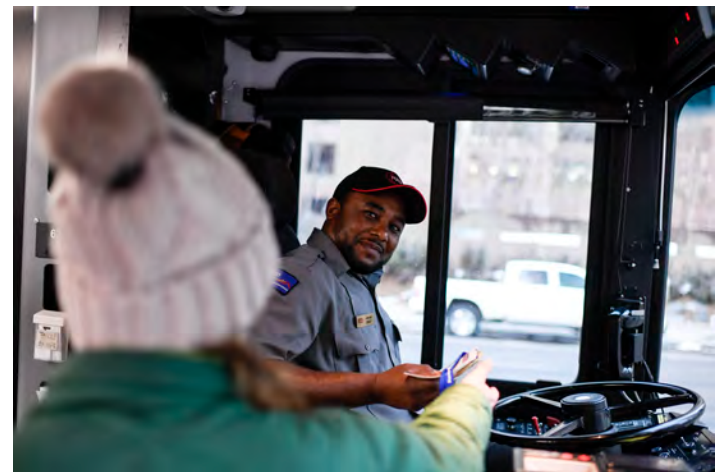
Consider the federal government’s National Highway Performance Program (NHPP), one of the largest transportation formula grants. It will distribute \$148 billion to states between 2022 and 2026. Though states have historically used almost all NHPP funds to support expanding or maintaining roadways and bridges, new federal rules allow up to \$74 billion of these funds to be put toward more environmentally sustainable projects.⁹

Flexible funding can go a long way toward reducing fossil fuel emissions and improving pedestrian safety and increasing mobility options. Safety measures such as protected bike lanes and sidewalks are especially needed as traffic fatalities and pedestrian deaths increase across the country.¹⁰ Every \$100 million redirected from building highways could pay for 90 new electric buses, or 200 miles of new sidewalks, or 751 miles of bike lanes, or 342 hours of bus service per day for five years.

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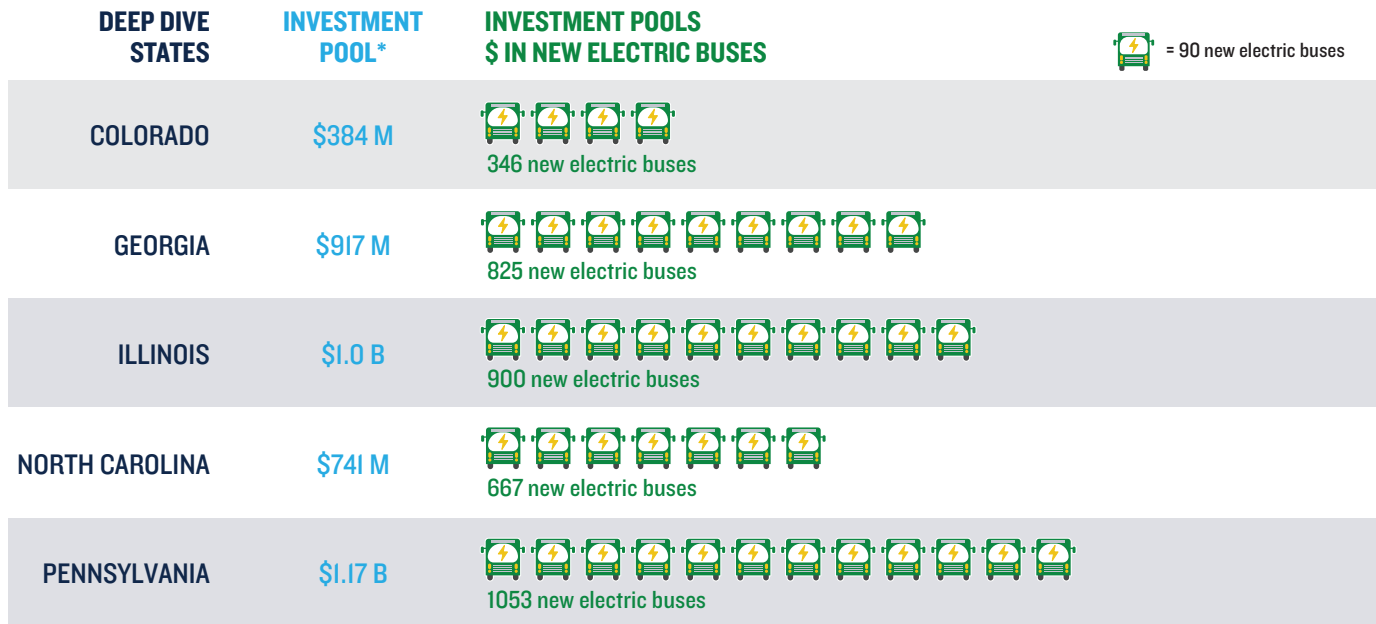
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For example, Figure 4 illustrates the purchasing power of investing just *half of the growth* in transportation formula funding in our five deep dive states toward acquiring new electric buses. This dramatic flexibility in purchasing power now exists in every state. Benefits include a more comfortable ride for commuters, growth in manufacturing jobs, and cleaner air for everyone.

In this particular area, history is no guide. On average, states have flexed a paltry 4 percent of highway funds to transit investments. Those statistics are even lower in the five deep dive states (Figure 5). Gathering data on historic flexed funding in your state compared to current available funding is a helpful way to demonstrate this extraordinary potential growth. The dramatic increase in flexibility that is now permitted—and encouraged—is a clarion call for change across all 50 states.

FIGURE 4: TRANSPORTATION FORMULA FUNDS ARE HIGHLY FLEXIBLE

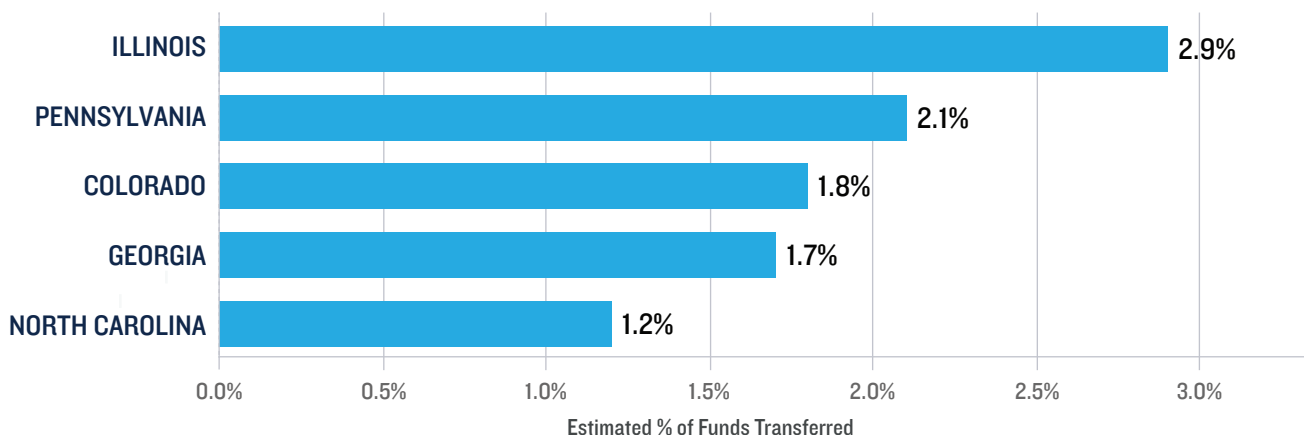
States have broad discretion to redeploy transportation funds for safer driving and enhanced walking, bicycling, transit, and EV charging infrastructure. For illustration purposes, half of the growth in formula funds over five years could be invested in a substantial fleet of electric buses in the five deep dive states.



*calculated based on 50% of transportation funding growth increment

FIGURE 5: NOWHERE TO GO BUT UP

Funds transferred from highway programs to transit as a percentage of total FHWA funding apportioned, FY2013–FY2020.



Source: National Academies of Sciences, Engineering, and Medicine. 2022. Federal Funding Flexibility: Use of Federal-Aid Highway Fund Transfers by State DOTs.

Soaring traffic fatalities are another motivation for breaking with business as usual in how states invest their transportation formula funds. This is true of both overall traffic deaths, which have increased 30 percent between 2010 and 2021, and pedestrian deaths in particular, which have increased by 77 percent over that same time period, according to recent analysis by the Governors Highway Safety Association.¹¹ Gathering this information for your

state can be a powerful tool in motivating change in investment, away from car-centered projects and toward pedestrian and bicycle safety (which can, in turn, reduce fossil fuel emissions by reducing vehicle usage). For example, Figure 6 quantifies tragic increases in traffic fatalities. Figure 7 details a disturbing spike in pedestrian deaths in the five deep dive states that mirrors trends across the country, especially since the pandemic.¹²

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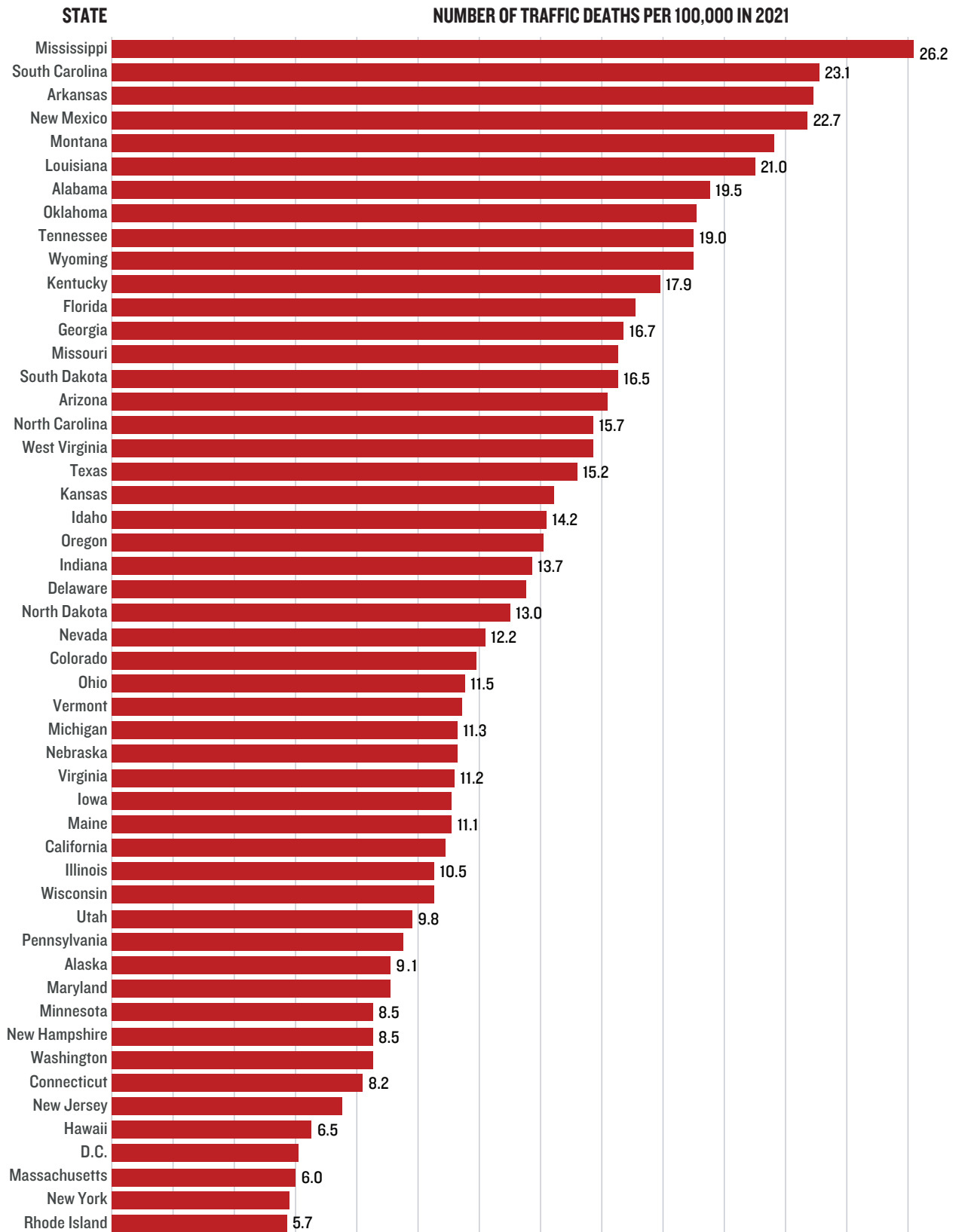


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FIGURE 6: TRAFFIC DEATHS RANKED BY STATE

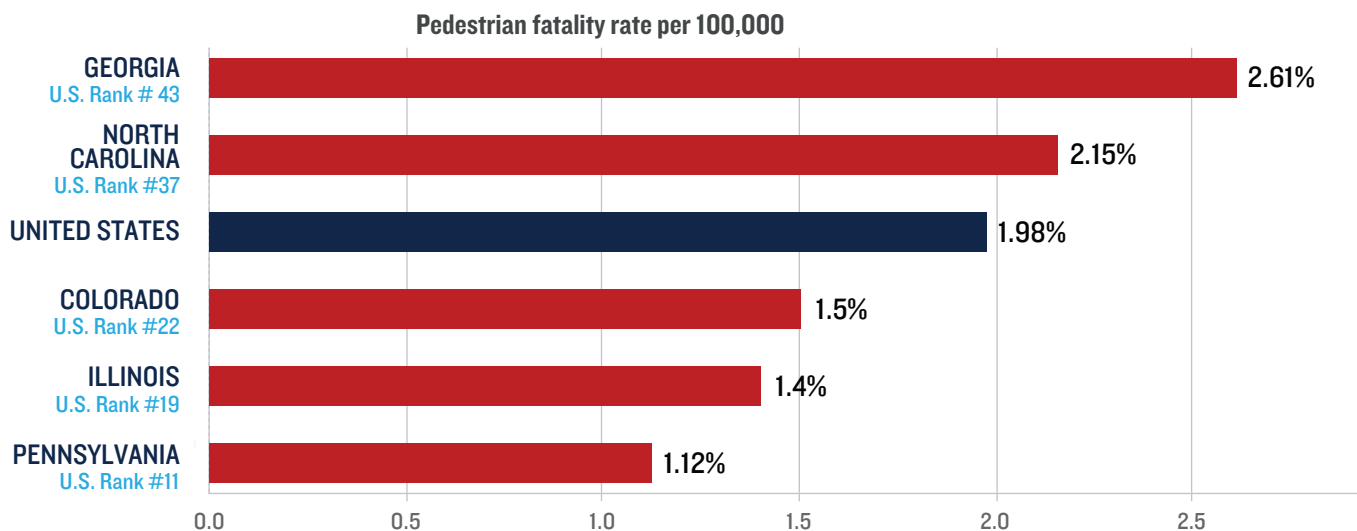
Nationwide, approximately 43,000 people died in traffic crashes in 2021 and 2022, including an alarming increase in pedestrian deaths.



Source: Insurance Institute for Highway Safety, Fatality Facts 2021

FIGURE 7: PEDESTRIAN FATALITY RATES FOR DEEP DIVE STATES

There were 6,546 pedestrian deaths in the United States in 2020. This translates to 1.98 deaths per 100,000.



Source: National Highway Traffic Safety Administration, 2020 Ranking of STATE Pedestrian Fatality Rates

Because local leaders are closest to urgent trends such as traffic and pedestrian safety, their wisdom can and should guide state budget priorities when it comes to flexing transportation funds. Knowing the specific ratio of federal and state transportation resources equips local leaders to customize their advocacy. Each state DOT budget is a blend of federal and state sources. In the five deep dive states, for example, DOT budgets are composed of between 24 and

43 percent federal sources, many of which are flexible and could be invested in alternate modes like walking and biking and in safety improvements, rather than spent on highway expansions. Advocates everywhere can arm themselves with this comparative information to leverage the natural competitive tendencies between peer states, in order to secure additional state-controlled resources.

TABLE 2: UNDERSTANDING THE MIX OF FEDERAL AND STATE TRANSPORTATION FUNDS

	Total State DOT Budget	Share Federal	Share of State DOT Budget Funding Highway and Bridge Investments*
Colorado	\$1.6 billion (FY23)	42.2%	85.3%
Georgia	\$3.8 billion (FY23)	42.6%	96.0%
Illinois	\$27.4 billion (FY23)	26.0%**	65.4%
North Carolina	\$7.3 billion (FY23)	24.2%	91.3%
Pennsylvania	\$10.5 billion (FY21-22)	27.8%	67.5%

* Not counting debt service, administration (if a separate line item), and costs related to other agencies.

** Revenues for all appropriated capital funds in FY2023, not including bond revenues; includes transportation and other capital investments.



In addition to flexing transportation formula funds, local leaders can join forces with their state counterparts to secure additional resources through flexible discretionary federal grants. For example, two programs that have received significant attention are DOT’s Reconnecting Communities and Neighborhoods (RCN) program, and the EPA’s Climate Pollution Reduction Grant (CPRG) program.¹³ RCN, an annual grant that will provide more than \$4 billion over four years, is intended to repair historical harms caused by the construction of the interstate highway system. CPRG provides broadly flexible and competitive implementation grants from a \$4.5 billion pool, which will be allocated in late 2023 to projects included in local, metropolitan, or state climate plans. Local leaders can and should apply for such flexible grants to help meet their local priorities.

Finally, collaboration across constituencies helps ensure that flexible funding is deployed creatively to deliver local benefits. Flexible infrastructure provisions encourage investments that achieve more than one outcome, such as encouraging zero-emissions transportation choices by creating streets that are safe for pedestrians or bicyclists. Each outcome—whether it delivers economic, environmental, or equity benefits—has broad, natural constituencies. By bringing these constituencies together, local leaders can mobilize multi-organizational coalitions to effectively engage state officials on prioritizing investments that benefit frontline residents and businesses.

OPPORTUNITY 3: BUILD OUT THE BENEFITS OF VEHICLE ELECTRIFICATION

IIJA and IRA provided record funding for vehicle electrification through tax credits for individuals and funding for municipalities, school districts, and transit agencies. The majority of this funding is available through the National Electric Vehicle Infrastructure (NEVI) Formula Program, which provides funds for states to strategically deploy EV

charging stations and to build an integrated network to improve data collection, access, and dependability. All 50 states have developed NEVI implementation plans, which in our five deep dive states have unlocked between \$57 million and \$172 million over the next five years (Figure 8).

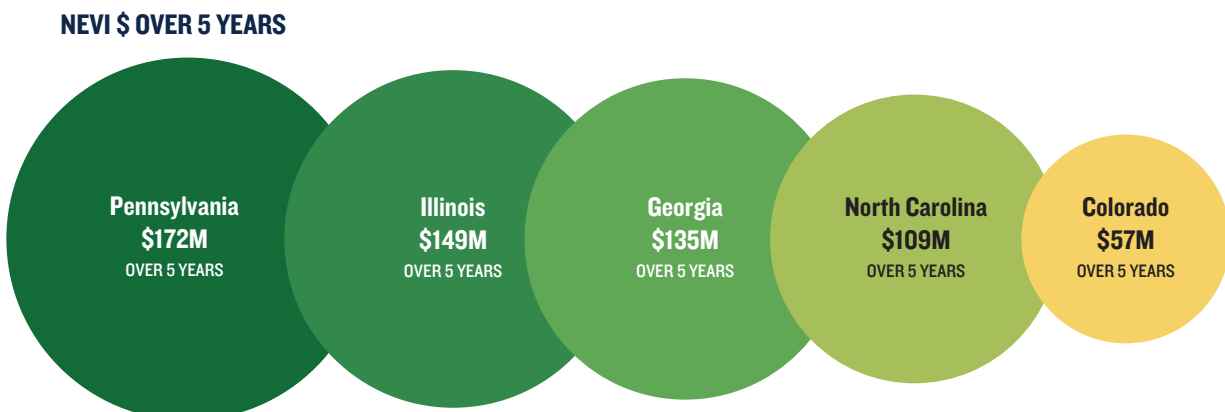
In addition to NEVI funding, a wide variety of federal incentives are aimed at lowering the costs of public/municipal EVs and commercial EVs, as well as expanding availability of charging infrastructure, including:

- \$5 billion as part of the Clean School Bus program, with half of that money dedicated specifically for zero-emission school buses, as well as charging infrastructure¹⁴
- \$1 billion in grants dedicated to electric heavy-duty vehicles¹⁵
- \$7.5 billion in formula and discretionary funding for the build-out of public EV charging infrastructure¹⁶
- Tax credits to bring down the cost of assets, including for commercial zero-emission vehicles and for charging and refueling infrastructure
- Funds for transit vehicles through expansion of the Low and No-Emission grant program¹⁷
- Flexibility to tap broader programs for the purchase of zero-emission vehicles and equipment (e.g., Congestion Mitigation and Air Quality Improvement Program, Greenhouse Gas Reduction Fund, and Diesel Emissions Reduction Act).

Local advocates and governments can maximize the benefits of these federal resources by coordinating with electrification efforts in other sectors (such as buildings) and by bundling smaller scale electrification efforts to achieve efficiencies. Local leaders also can assist states by identifying locations for charging assets in urbanized areas. These multimodal electric mobility hubs can be used by a range of electric vehicles, transit providers, and micromobility operators (e.g., for electric bikes and scooters).

FIGURE 8: NEVI PLANS IN DEEP DIVE STATES

The National Electric Vehicle Infrastructure (NEVI) Formula Program funds states to strategically deploy electric vehicle (EV) charging stations and to build an integrated network to improve data collection, access, and dependability. All 50 states have developed implementation plans for the next five years.



Source: Colorado Department of Transportation, Federal Highway Administration - Department of Transportation, Illinois Department of Transportation

THE SHARING ECONOMY GOES ELECTRIC

With over 150 electric vehicles, Evie Carshare is providing a free-floating, renewably powered, all-electric car share service to the Twin Cities. In addition to the vehicles themselves, there are 70 EV Spot charging locations, with 280 level-two ChargePoints and 10 DC fast chargers. Half of the chargers are for Evie vehicles, and the other half can be used by the public to charge their own vehicles, which is especially important for residents who have no private garage space for charging. This municipally led program was supported through funding from the U.S. Department of Energy, Xcel Energy, foundations, and the Metropolitan Council in the Twin Cities. Similar efforts can be supported through regionally directed Congestion Mitigation and Air Quality funds and state-controlled NEVI funds.¹⁸

BETTING ON ELECTRIC SCHOOL BUSES

Millions of students ride the bus to school every day, but less than 1 percent of those school buses are electrified. Over 90 percent of school buses run on diesel.¹⁹ In total, there are now 5,612 electric school buses on order, delivered, or operating, almost double the number since the release of the World Resources Institute's 2022 dataset.²⁰ Much of this growth is due to the EPA Clean School Bus rebate program, a lottery rebate available to all 50 states, DC, territories, and tribes, with priority given to low-income, rural, and tribal schools. This program has been substantially increased through the IRA.²¹

Local advocates must ensure that state plans for vehicle electrification are carried out in a way that protects and strengthens overburdened communities from pollution and environmental harm. This is consistent with the goals outlined in President Biden's Executive Order on Revitalizing Our Nation's Commitment to Environmental Justice for All.²² Compatible state investments could include: strengthening the integrity of the electricity grid, electrification of public sector fleets, colocation of electric transportation (transit buses, light-duty EV charging infrastructure, e-bikes, and e-scooters), and cost sharing for lower-income users.

Multiple resources for equitable local implementation are included in Appendix C.

Unfortunately, the IIJA and IRA largely left out dedicated incentives for electric micromobility such as scooters and bikes. Despite that, states and localities are piloting new incentives to encourage people to shift from car trips to electric bikes and scooters and to accommodate people with disabilities. Local governments can braid state funding streams with federal funding to maximize vehicle electrification and micromobility options that deliver truly universal mobility.



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OPPORTUNITY 4: MAXIMIZE BUILDING DECARBONIZATION BENEFITS, ESPECIALLY FOR UNDERSERVED AND BIPOC COMMUNITIES

The IRA dedicates more than \$80 billion in federal incentives, tax credits, financing, and other flexible funding to accelerate building decarbonization, especially for low-income households and frontline communities. This scale of investment will transform the buildings sector. If implemented effectively and equitably, these federal resources can deliver:

- healthier, more affordable homes that run on 100 percent electric power
- a viable market for efficient all-electric home appliances
- well-paying, clean energy careers for a diverse workforce

Local governments and advocates must play an active role in optimizing these benefits. With a seat at the table, local voices can ensure state agencies optimize joint planning with municipal building departments, electric utilities, energy efficiency program implementers, retrofit accelerators, lenders, nonprofits, and community-based organizations—especially those that are BIPOC led—to successfully distribute and implement these unprecedented resources. Without support, guidance, and stepped-up coordination between state agencies and local organizations, there is a significant risk that IRA building decarbonization resources

will not be effectively or equitably deployed. States may even miss out completely on accessing certain IRA resources.

Through IRA funding, some state energy offices could see their building decarbonization budgets increase as much as tenfold.²³ This is a staggering level of growth, even for well-staffed agencies with experience implementing programs—and that is often not the case for SEOs. Local leaders must take the initiative to engage SEOs and other funded entities in order to highlight community priorities, communicate best practices, and ensure IRA building decarbonization resources are invested in ways that equitably transform the built environment and improve the health and wealth of historically underserved communities.

Local leaders intrinsically know the value of “following the funds.” For building decarbonization resources, this is an especially complex task because responsibilities are dispersed across multiple agencies. It will require cultivation of new contacts across state government—from SEOs to environmental agencies, public service commissions, housing development agencies, state finance agencies or green banks, economic development offices, and regional metropolitan planning organizations—plus key stakeholders like organized labor, foundations, Workforce Investment Boards and other training intermediaries, and environmental advocates.

No one IRA program will address all building subsectors, tenant demographics, or operational needs. However, key funding streams can and should be braided together to cover as many needs, demographics, and subsectors as possible. Local leaders should leverage these five key funding streams in their building decarbonization efforts:

- **Climate Pollution Reduction Grants**—Most states, regions, and municipalities received funding in mid-2023 for developing climate action plans, typically \$3 million per state and \$1 million per major metro. On a competitive basis, \$4.5 billion in implementation funds will be available nationally for projects that align with these plans. Local leaders can guide plans so that these flexible federal funds are used to implement local priorities, deeply engage disadvantaged communities, and develop and implement projects for needs not covered by other, less flexible funds.²⁴
- **Greenhouse Gas Reduction Fund (GGRF)**—\$20 billion of the \$27 billion GGRF will be deployed nationally to investments that decarbonize buildings, transportation, and power generation. Funding will be distributed through community-based nonprofits or lending institutions, with at least 40 percent targeted to low-income and disadvantaged areas. The \$7 billion Solar for All program is distributed at the state level through a competitive process, currently underway.²⁵ GGRF funding is expected to be used for a wide array of project types, including 20 percent of the Solar for All funding dedicated to “enabling upgrades,” which should include energy efficiency improvements and associated repairs. The expertise of local leaders is critically needed to assist state officials with prioritizing the deployment of these funds.

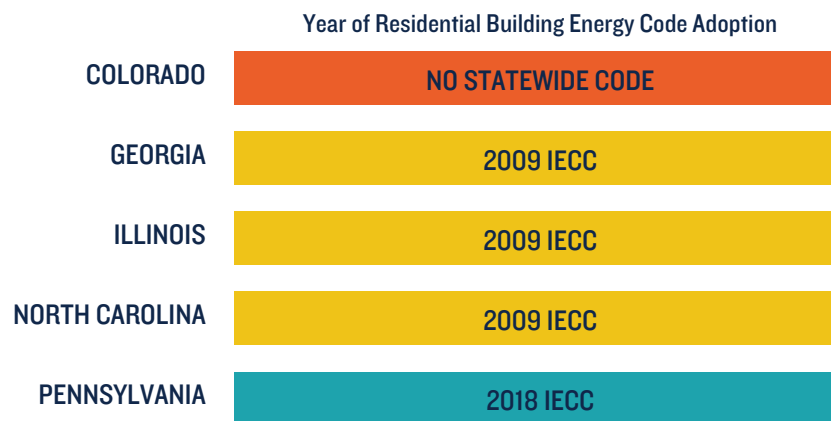
- **Green and Resilient Retrofit Program**—This federal source provides funding directly to building owners of U.S. Department of Housing and Urban Development (HUD)-assisted multifamily housing properties. Funds will be used to improve energy efficiency, water efficiency, carbon emission reductions, and overall gains in health, safety, and comfort for residents. Three funding tracks allow gap financing of up to \$80,000 per unit. Local governments and public housing authorities work closely with owners and developers of affordable buildings and can help state leaders proactively market this resource and unlock the technical assistance needed to successfully apply and implement comprehensive retrofits. Ideally, these HUD resources would be coordinated with utility-funded assistance.
- **HUD’s HOME Investment Partnerships Program’s efficiency rebates and DOE’s High Efficiency Electric Home Rebate Act (HEERA) rebates**—These initiatives will be administered through state energy offices, which must apply by August 2024. They are designed to provide homeowners with point-of-purchase incentives for upgrading home energy efficiency and electric appliances. The HEERA rebates are available only for low- and moderate-income households; the HOMES rebates are available for households of all income levels, but the rebate amounts are increased for lower-income families. Local advocates and local governments can help guide SEOs in determining how to best reach priority households. Again,

these incentives will be more impactful if coordinated with utility-funded assistance, as well as other federal, state, and local tools such as the Weatherization Assistance Program.

- **Building energy code assistance**—This funding will be available to states to adopt, enforce, and comply with the 2021 International Energy Conservation Code or a zero-energy code for new construction.²⁶ Pending guidance from the DOE, federal funds may also be tapped to enact and implement building performance standards for existing buildings in certain circumstances. Local governments often have a strong role in code development and adoption and can be very influential in ensuring that buildings are constructed to be energy efficient from the start, avoiding future costs. As seen in Figure 9, several deep dive states have residential building energy codes that are outdated. This is echoed in many other states and perpetuates costly construction practices and inefficient appliances that are harmful to human health and air quality.

Adopting a comprehensive vision for transforming the building sector is the first step to maximizing the impact of the IRA. Close coordination between local leaders and state decision-makers will help ensure that federal funds follow program design best practices that leverage rather than replace existing resources, are invested consistent with long-term market evolution, and always prioritize BIPOC and historically underserved communities.

FIGURE 9: RESIDENTIAL BUILDING ENERGY CODE ADOPTION IN DEEP DIVE STATES



Source: U.S. Department of Energy, Office of Energy Efficiency & Renewable Energy, Building Energy Codes Program

RESOURCE FOR COMBINING FUNDING SOURCES TO DELIVER COMPREHENSIVE BUILDING RETROFITS

State energy offices face high expectations around crafting rules and regulations that allow for the best use of local, state, and federal funds and frictionless delivery to individuals. Such a massive undertaking requires access to program design and financing experts. For the residential buildings sector, an excellent resource prepared by [AnnDyl Policy Group](#) maps out how to serve different bands of household incomes, maximize cost savings through weaving together a variety of allowable sources, and avoid accounting penalties for those sources that cannot be stacked.²⁷

OPPORTUNITY 5: INVEST IN WORKFORCE TRAINING AND SUPPORTS

Trillions in public and private infrastructure investment will have a dramatic impact on tomorrow's workforce. Creating clean transport and building electrification, modernizing America's manufacturing processes, retrofitting homes and business, and preparing for extreme weather all create enormous opportunities for expanding high-quality jobs. Local leaders should fight to redirect flexible dollars into investments in workforce training and supports that will attract good jobs to their states and communities.

Nationally, researchers predict a doubling of jobs related to transportation infrastructure, from 16.6 million jobs to 32 million between now and 2030, and even faster growth of jobs in renewable energy, from 8 million jobs to 20 million during the same time frame. That will result in tens of thousands of new jobs in each of our deep dive states, from over 22,000 new jobs in Colorado to nearly 44,000 jobs in Pennsylvania (Figure 10). The magnitude of these job numbers reverberates in every state and open up employment and business development opportunities in tribal, rural, suburban, and urban areas.

Governors and state economic development leaders are laser focused on securing their share of new jobs forecasted for the infrastructure and energy sectors. Governors across the political spectrum are competing to attract sizeable new facilities to manufacture or assemble the components of a modern, low-carbon economy (e.g., battery, solar panel, and electric vehicle manufacturing). In Georgia, for example, state officials have captured 6 percent of the national private investment in electric vehicle and battery manufacturing. And thanks to partnerships with private industry and local community colleges, the Qcells Dalton plant in Whitfield County in northwest Georgia boasts the largest solar panel manufacturer in the Western Hemisphere. It has quickly ratcheted up to 1,500 employees who are helping meet the demand sparked by the IRA.

Forward-looking local governments and advocates angling to prepare for shifting workforce trends should keep in mind the following four factors.

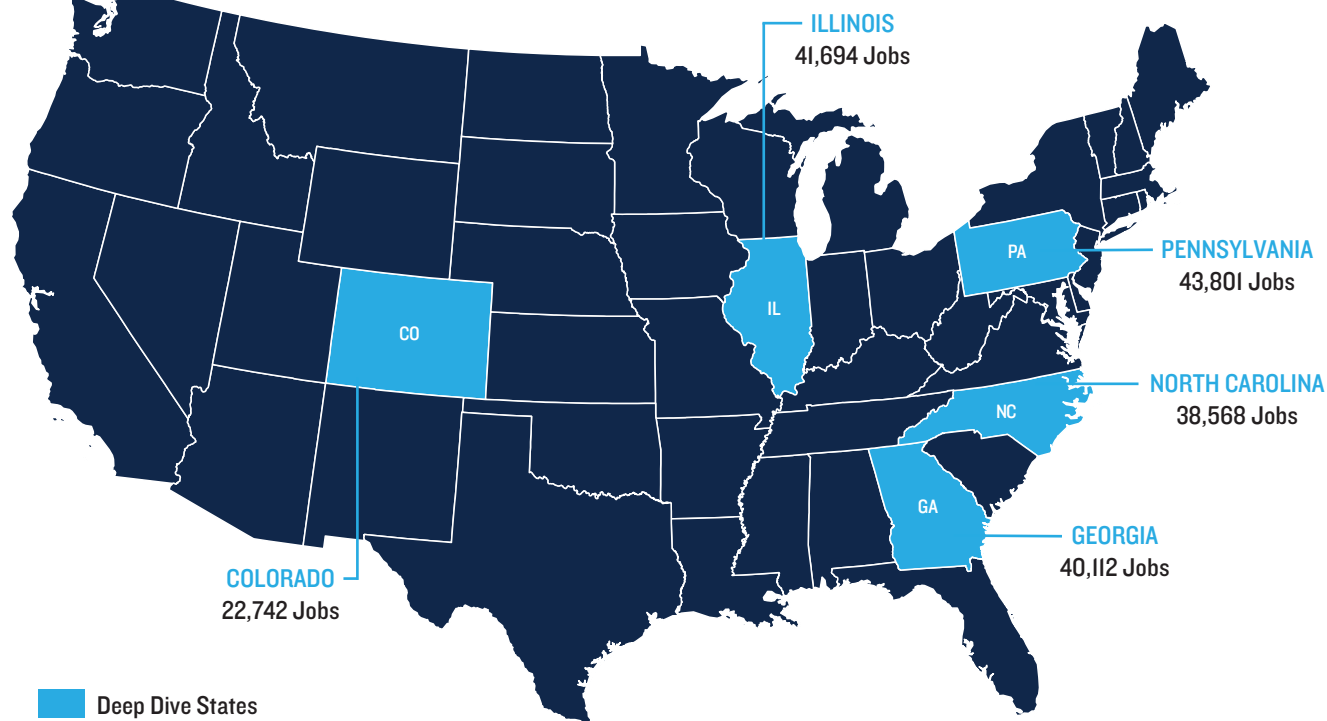
First, what today is a workforce pipeline concern could, over the next few years, snowball into an urgent shortage.



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FIGURE 10: GROWTH IN CLIMATE-RELATED JOBS

In the United States today, there are an estimated 16.6 M jobs related to transportation and 8 M jobs in renewable energy. Projections show an unprecedented demand for 32 M more workers needed in the transportation sector and 20 M more workers in the energy sector by 2030.



This is due to both growth in the infrastructure sector and the retirement or departure of skilled workers who are trained to do construction, retrofits of buildings, and all manner of electrification. To avoid this shortage, alliances between community colleges, employers, organized labor, and community-based organizations can create a new template for workforce delivery.²⁸

Second, the re-shoring of manufacturing means that America is building and making more parts and products. Local decisions on energy, water, and transportation infrastructure investments will determine whether those facilities are near population centers and whether workers can easily access training and job sites. National industrial policy matters greatly. But permits are awarded locally, and they can help drive the workforce outcomes that are most valued.



FIGURE 11: TOP 3 INDUSTRIES IN DEEP DIVE STATES

According to the Bureau of Economic Analysis 2018 data, the following industries are ranked by their contribution to each state's GDP. This list includes private businesses, not government operations.

	Largest Industry Cluster	Second Largest Industry Cluster	Third Largest Industry Cluster
COLORADO	Real estate, rental, & leasing	Professional & business services	Educational services, health care, & social assistance
GEORGIA	Real estate, rental, & leasing	Professional & business services	Manufacturing
ILLINOIS	Professional & business services	Real estate, rental, & leasing	Manufacturing
NORTH CAROLINA	Manufacturing	Professional & business services	Real estate, rental, & leasing
PENNSYLVANIA	Professional & business services	Educational services, health care, & social assistance	Real estate, rental, & leasing

Source: Stacker, Top industries in every state, 2018

Third, climate action is guided by federal rules and greatly impacted by local priorities. Most states, counties, and municipalities have climate action plans. These plans commit to detailed actions and timelines, but often focus on projects over people. Near term, it is imperative to revisit these local plans to develop explicit workforce standards, targets for upskilling, and benchmarks for wage gains.

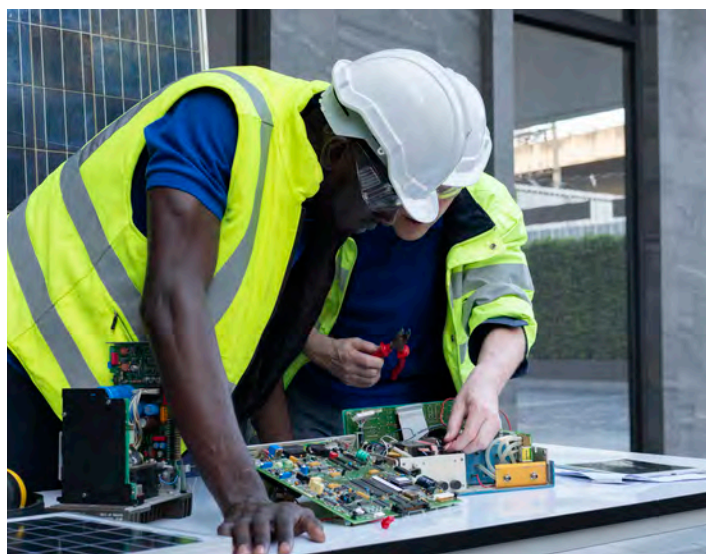
Fourth, states have been given significant additional flexibility to direct both surface transportation (highway) and energy efficiency dollars to investments in the future workforce. Eligible investments now include travel to job sites and childcare expenses.²⁹ This funding flexibility can help remove barriers that women, individuals with disabilities, and people of color face when attempting to access promising careers and procurement opportunities in the infrastructure and energy sectors.

A data-driven workforce investment blueprint should start with a baseline understanding of the top sectors that make up the state or regional gross domestic product (GDP). Figure 11 details the top three industry clusters in five deep dive states. Many of the industry clusters highlighted are the dominant sectors in other states. Smart deployment of federal transportation and energy funding can lower operating costs in the real estate and manufacturing sectors, spurring significant economic growth and climate benefits.

Local leaders in all states can tap into inspiration from workforce innovators such as Xcel Energy, ComEd, and others profiled in the Brookings Metro “Infrastructure

Workforce Fact Sheets” for [California](#), [Colorado](#), and [Illinois](#).³⁰ These innovators often meld private sector industry knowledge with the expertise of regional Workforce Investment Boards, community colleges, organized labor, and foundations to build out their blueprint.

Alliances like these, backed by big bets from state-controlled workforce resources and historic federal funding, can unlock creative approaches to achieving an expanded, diverse workforce pipeline. As always, local leaders can point the way.



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IV. CONCLUSION

This resource was specifically created to aid local advocates and local governments in their efforts to access federal infrastructure funding and customize bold plans to achieve multiple benefits from equitable investments.

It is deeply grounded in NRDC's conviction that local leaders possess the unique knowledge and deep networks to address persistent economic disparities and achieve the changes our communities need. The five opportunities detailed in this guide will—and should—play out differently in each state. We hope to add value to your advocacy efforts and look forward to amplifying and sharing your successes.

This resource continues with extensive information in the appendices:

- Appendix A: Details on 46 highlighted transportation and buildings/energy federal programs funded by IIJA and IRA, including links and appropriation levels

- Appendix B: Specific allocations for the same 46 highlighted programs for the deep dive states of Colorado, Georgia, Illinois, North Carolina, and Pennsylvania, plus some additional state-specific information
- Appendix C: An array of resources to connect community partners with experts across the nation that have faced similar issues and have solutions to share
- Appendix D: Worksheet to facilitate a relationship mapping exercise for your state

When local leaders engage with state decision-makers around innovative deployment of federal infrastructure investments, the sky's the limit. By tapping the ideas and data in this resource, advocates and local governments can confront environmental and racial injustices, center community wisdom, achieve climate gains, and unleash economic opportunity for all.

APPENDIX A: 46 HIGHLIGHTED FEDERAL FUNDING SOURCES

TRANSPORTATION HIGHLIGHTED PROGRAMS

TRANSPORTATION CONSTRUCTION/IMPROVEMENTS

Program	Direct funding (2021–2026)	Agency	Bill	Type	Description of program
National Highway Performance Program	\$148,000,000,000	DOT (FHWA)	IIJA	Formula grant	Provides support for maintaining and construction of new facilities on the National Highway System, including for projects that support pedestrian and cycling infrastructure. Funds can be flexed to transit planning or projects.
Surface Transportation Block Grant Program	\$72,000,000,000	DOT (FHWA)	IIJA	Formula grant	Provides flexible funding to states and localities to improve any federal-aid highway, bridge, or tunnel on public roads; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals.
Urbanized Area Formula Grants	\$33,390,947,107	DOT (FTA)	IIJA	Formula grant	Makes federal resources available to urbanized areas and to governors for transit capital, operating assistance, and transportation-related planning in urbanized areas.
Capital Investment Grants	\$8,000,000,000	DOT (FTA)	IIJA	Competitive grant	Funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	\$7,250,000,000	DOT (Office of the Secretary)	IIJA	Competitive grant	Funds large projects that improve the safety, efficiency, and reliability of freight movement.
Consolidated Rail Infrastructure and Safety Improvements	\$5,000,000,000	DOT (FRA)	IIJA	Competitive grant	Funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.
Metropolitan and Statewide Planning	\$2,280,000,000	DOT (FHWA)	IIJA	Formula grant	Provides funds for multimodal transportation planning in metropolitan areas and states.
Federal-State Partnership for Intercity Passenger Rail Grants	\$36,000,000,000	DOT (FRA)	IIJA	Competitive grant	Provides funds for capital projects that reduce the state of good repair backlog, improve performance, or expand/establish new intercity passenger rail service.
National Infrastructure Project Assistance (Mega Program)	\$5,000,000,000	DOT (Office of the Secretary)	IIJA	Competitive grant	Supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.
Transportation Alternatives	\$7,200,000,000	DOT	IIJA	Formula grant	Funds for smaller-scale projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school, community improvements such as historic preservation, and environmental mitigation related to stormwater and habitat connectivity.

COMMUNITY-BASED TRANSPORTATION GRANTS

Program	Direct funding (over five years)	Agency	Bill	Type	Description of program
Local and Regional Project Assistance Grants (RAISE)	\$7,500,000,000	DOT (Office of the Secretary)	IIJA	Competitive grant	Funds small- to medium-scale projects across a variety of modes designed to address transportation safety, environmental sustainability, economic development, and other priorities.
Neighborhood Access and Equity Grant Program	\$3,000,000,000	DOT (FHWA)	IRA	Competitive grant	Funds projects that improve walkability, safety, and affordable transportation access, such as through the creation of complete streets. Planning funds from this program can be used to support disadvantaged communities.
Environmental and Climate Justice Program	\$2,800,000,000	EPA (OEJ)	IRA	Competitive grant	Funds partnerships between community-based organizations and public entities to carry out environmental and climate justice activities to benefit disadvantaged communities. This program is currently going through a request for information period. More information will be available soon.
	\$200,000,000			Technical assistance grant	
Reconnecting Communities Pilot Program	\$1,000,000,000	DOT (FHWA)	IIJA	Competitive grant	Program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure.
Community Development Block Grants	Annual appropriation for FY23 is \$3,300,000,000	HUD	IRA	Formula grant	Provides grants to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

RURAL AREAS TRANSPORTATION GRANTS

Program	Direct funding (over five years)	Agency	Bill	Type	Description of program
Formula Grants for Rural Areas	\$4,109,463,374	DOT	IIJA	Formula grant	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000. Also includes funds for training and technical assistance.
Rural Surface Transportation Grant Program	\$2,000,000,000	DOT	IIJA	Competitive grant	Supports projects to improve and expand surface transportation infrastructure in rural areas to increase connectivity and improve safety, quality of life, and movement of people and freight.

SAFETY AND CLIMATE RESILIENCE

Program	Direct funding (over five years)	Agency	Bill	Type	Description of program
Highway Safety Improvement Program	\$15,557,499,996	DOT (FHWA)	IIJA	Competitive grant	Core federal aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on public roads, including non-state-owned roads and roads on tribal land.
Safe Streets and Roads for All	\$5,000,000,000	DOT (Office of the Secretary)	IIJA	Competitive grant	Funds regional, local, and tribal initiatives to prevent roadway deaths and serious injuries.
Highway Safety Grant Programs	\$1,992,000,000	DOT (NHTSA)	IIJA	Formula grant	Grants for occupant protection, state traffic safety information systems, state graduated driver licensing laws, and nonmotorized safety.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$1,400,000,000	DOT (FHWA)	IIJA	Competitive grant	Provides funds to ensure surface transportation resilience to natural hazards such as climate change, sea level rise, flooding, and extreme weather events through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
	\$7,299,999,998			Formula grant	

REDUCED EMISSIONS AND ALTERNATIVE FUELS

Program	Direct funding (over five years)	Agency	Bill	Type	Description of program
Greenhouse Gas Reduction Fund	\$27,000,000,000	EPA (OAR)	IRA	Competitive grant	Grants are meant to mobilize financing and leverage private capital for clean energy and climate projects that reduce greenhouse gas emissions, with an emphasis on projects that benefit low-income and disadvantaged communities.
Congestion Mitigation and Air Quality Improvement Program	\$13,200,000,000	DOT (FHWA)	IIJA	Formula grant	Flexible funding source to state and local governments for transportation projects that will reduce congestion and improve air quality, in accordance with the Clean Air Act.
Carbon Reduction Program	\$6,419,999,998	DOT (FHWA)	IIJA	Formula grant	Funds projects designed to reduce transportation emissions from on-road highway sources.
Low or No Emission (Bus) Grants	\$5,624,550,890 (includes \$375 M Buses and Bus Facilities Competitive Grants set aside)	DOT (FTA)	IIJA	Competitive grant	Provides funds for recipients that operate a fixed-route bus service to replace, rehabilitate, and purchase buses and upgrade facilities and equipment to support low- or no-emission vehicles.
National Electric Vehicle Infrastructure Formula Program	\$5,000,000,000	DOT (FHWA)	IIJA	Formula grant	Provides funds to states for electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
Charging and Fueling Infrastructure Grant Program (Corridor Charging)	\$1,250,000,000	DOT (FHWA)	IIJA	Competitive grant	Provides funding to deploy accessible electric vehicle charging/alternative fueling infrastructure along designated alternative fuel corridors.
Charging and Fueling Infrastructure Grant Program (Community Charging)	\$1,250,000,000	DOT (FHWA)	IIJA	Competitive grant	Provides funding to install electric vehicle charging/alternative fueling infrastructure in locations on public roads, schools, parks, and in publicly accessible parking facilities.
Clean Heavy-Duty Vehicle Program	\$1,000,000,000	EPA	IRA	Competitive grant	Provides funding to replace dirty heavy-duty vehicles with clean, zero-emission vehicles, support zero-emission vehicle infrastructure, and train and develop workers.

Program	Direct funding (over five years)	Agency	Bill	Type	Description of program
Various Vehicle and Charging Tax Credits (30C, 30D)	N/A	IRS	IRA	Tax credit	Provides a tax credit of 30 percent for fueling equipment for natural gas, propane, hydrogen, electricity, E85, or diesel fuel blends containing a minimum of 20% biodiesel, 30% of the cost or 6% in the case of property subject to depreciation.

ENERGY AND BUILDINGS HIGHLIGHTED PROGRAMS

INCREASING HOME RETROFITS IN LOW- AND MODERATE-INCOME COMMUNITIES: WEATHERIZATION AND ELECTRIFICATION

Program	Direct funding (over five years)	Agency	Bill	Type	Description of program
Home Energy Performance-Based, Whole-House Rebates	\$4,300,000,000	DOE (SCEP)	IRA	Formula grant	Rebates for energy efficiency retrofits ranging from \$2,000 to \$4,000 for individual households and up to \$400,000 for multifamily buildings.
High-Efficiency Electric Home Rebate Program	\$4,500,000,000	DOE (SCEP)	IRA	Formula grant	Develops a high-efficiency electric home rebate program, including point of sale rebates, heat pump costs and upgrades, electric stoves, clothes dryers, and insulation/air sealing measures.
Energy Efficiency Revolving Loan Fund Capitalization Grant Program	\$250,000,000	DOE (EERE)	IIJA	Formula grant	Provides capitalization grants to states to establish a revolving loan fund to provide loans and grants for energy efficiency audits, upgrades, and retrofits to increase energy efficiency and improve comfort of buildings.
Energy Storage Demonstration and Pilot Grant Program	\$355,000,000	DOE (OCED)	IIJA	Grant/cooperative agreement	This grant will fund three energy storage system demonstration projects.
Weatherization Assistance Program	\$3,500,000,000	DOE (EERE)	IIJA	Formula grant	Reduces energy costs for low-income households by increasing the energy efficiency of their homes, while ensuring their health and safety.
Buildings Upgrade Prize	\$22,000,000	DOE (EERE)	IIJA	Competitive grant/technical assistance	Competition focused on awarding projects that accelerate widespread, equitable energy efficiency and building electrification upgrades.
Green and Resilient Retrofit Program	N/A	HUD	IRA	Competitive grant	Funds owners of multifamily, assisted properties to rehabilitate their properties to be more energy efficient, healthier, and more resilient to extreme weather events.
Various Building Tax Credits (25 C&D, 179D, 45L, ITC/PTC)	N/A	IRS	IRA	Tax credit	Tax credits available to single-family homeowners, home builders, and apartment and commercial building owners for installation of energy efficiency and electrification equipment.

REDUCED EMISSIONS AND CLIMATE RESILIENCY

Program	Direct funding (over five years)	Agency	Bill	Type	Description of program
Greenhouse Gas Reduction Fund	\$27,000,000,000	EPA (OAR)	IRA	Competitive grant	Grants are meant to mobilize financing and leverage private capital for clean energy and climate projects that reduce greenhouse gas emissions with an emphasis on projects that benefit low-income and disadvantaged communities.
Climate Pollution Reduction Grants	\$5,000,000,000	EPA (OAR)	IRA	Competitive grant	Provides grants to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution.
Preventing Outages and Enhancing the Resilience of the Electric Grid Grants	\$5,000,000,000	DOE (GDO)	IIJA	Formula grants to states and tribes, competitive grants to others	Funds aimed at strengthening and modernizing America's power grid against wildfire, extreme weather, and other natural disasters that are exacerbated by the climate crisis.
Energy Efficiency and Conservation Block Grant Program	\$550,000,000	DOE (EERE)	IIJA	Formula and competitive grants	Designed to assist states, local governments, and tribes in implementing strategies to reduce energy use, lower fossil fuel emissions, and improve energy efficiency.
Pollution Prevention Grants	\$13,900,000	EPA	IIJA	Competitive grant	Provides businesses with technical assistance (information, training, and tools) to encourage implementation of pollution prevention practices.

CLEAN ENERGY AND ELECTRIFICATION WORKFORCE GRANTS

Program	Direct funding (over five years)	Agency	Bill	Type	Description of program
State-Based Home Energy Efficiency Contractor Training Grants	\$200,000,000	DOE (SCEP)	IRA	Competitive grant	Provides funds to states to develop and implement training and education for contractors involved in the installation of home energy efficiency and electrification improvements.
State Energy Program	\$60,000,000 (for FY23)	DOE (EERE)	IIJA	Formula grants and technical assistance	Provides funds to states and territories to enhance energy security, advance state-led energy initiatives, and increase energy affordability.
Energy Auditor Training Grant Program	\$40,000,000	DOE (EERE)	IIJA	Competitive grant	Funds states to train individuals to conduct energy audits of buildings to build the clean energy workforce, save customers money on their energy bills, and reduce pollution from building energy use.

IMPROVING BUILDING CODES

Program	Direct funding (over five years)	Agency	Bill	Type	Description of program
Technical Assistance for the Adoption of Building Energy Codes	\$1,000,000,000	DOE (SCEP)	IRA	Competitive grant	Supports states and local jurisdictions in implementing and enforcing the latest zero energy codes or equivalent standards, improving new construction and retrofits, and transitioning the building stock to more efficient decarbonized buildings for all.
Building Codes Implementation for Efficiency and Resilience	\$225,000,000	DOE (EERE)	IIJA	Competitive grant	Program aimed at enabling sustained, cost-effective implementation of updated building energy codes to save customers money on their energy bills.

APPENDIX B: 46 HIGHLIGHTED FEDERAL FUNDING SOURCES IN FIVE DEEP DIVE STATES AND LEGAL AND PLANNING FRAMEWORKS AND UNION STRENGTH IN FIVE DEEP DIVE STATES

TRANSPORTATION HIGHLIGHTED PROGRAMS

TRANSPORTATION CONSTRUCTION/IMPROVEMENTS

Program	PA	CO	GA	IL	NC	Agency	Bill	Description of program
National Highway Performance Program	\$1.2 B	\$0.4 B	\$1.0 B	\$1.0 B	\$0.8 B	DOT (FHWA)	IIJA	Formula grant: Provides support for maintaining and construction of new facilities on the National Highway System, including for projects that support pedestrian and cycling infrastructure. Funds can be flexed to transit planning or projects.
Surface Transportation Block Grant Program	\$0.6 B	\$0.2 B	\$0.5 B	\$0.5 B	\$0.4 B	DOT (FHWA)	IIJA	Formula grant: Provides flexible funding to states and localities to improve any federal-aid highway, bridge, or tunnel on public roads; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals.
Urbanized Area Formula Grants	\$255.4 M	\$118.5 M	\$137.9 M	\$367.2 M	\$96.6 M	DOT (FTA)	IIJA	Formula grant: Makes federal resources available to urbanized areas and to governors for transit capital, operating assistance, and transportation-related planning in urbanized areas.
Capital Investment Grants	\$0.0 M	\$0.0 M	\$8.1 M	\$0.0 M	\$0.0 M	DOT (FTA)	IIJA	Competitive grant: Funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	\$20.3 M	\$100.0 M	\$0.0 M	\$70.0 M	\$100.0 M	DOT (Office of the Secretary)	IIJA	Competitive grant: Funds large projects that improve the safety, efficiency, and reliability of freight movement.
Metropolitan and Statewide Planning	\$17.5 M	\$7.1 M	\$10.5 M	\$23.0 M	\$7.8 M	DOT (FHWA)	IIJA	Formula grant: Provides funds for multimodal transportation planning in metropolitan areas and states.
National Infrastructure Project Assistance (Mega Program)	\$78.0 M	\$0.0 M	\$0.0 M	\$117.0 M	\$110.0 M	DOT (Office of the Secretary)	IIJA	Competitive grant: Supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.
Transportation Alternatives	\$47.4 M	\$20.4 M	\$56.9 M	\$49.5 M	\$40.2 M	DOT	IIJA	Formula grant: Funds for smaller-scale projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school, community improvements such as historic preservation, and environmental mitigation related to stormwater and habitat connectivity.

COMMUNITY-BASED TRANSPORTATION GRANTS

Program	PA	CO	GA	IL	NC	Agency	Bill	Description of program
Local and Regional Project Assistance Grants (RAISE)	\$36.3 M	\$45.9 M	\$50.0 M	\$83.5 M	\$60.2 M	DOT (Office of the Secretary)	IIJA	Competitive grant: Funds small- to medium-scale projects across a variety of modes designed to address transportation safety, environmental sustainability, economic development, and other priorities.
Neighborhood Access and Equity Grant Program	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	\$0.0 M	DOT (FHWA)	IRA	Competitive grant: Funds projects that improve walkability, safety, and affordable transportation access, such as through the creation of complete streets. Planning funds from this program can be used to support disadvantaged communities.
Community Development Block Grants	\$41.1 M	\$9.3 M	\$41.4 M	\$29.5 M	\$46.3 M	HUD	IRA	Formula grant: Provides grants to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

SAFETY AND CLIMATE RESILIENCE

Program	PA	CO	GA	IL	NC	Agency	Bill	Description of program
Highway Safety Improvement Program	\$128.7 M	\$40.4 M	\$99.1 M	\$104.2 M	\$80.5 M	DOT (FHWA)	IIJA	Competitive grant: Core federal aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on public roads, including non-state-owned roads and roads on tribal land.
Safe Streets and Roads for All	\$4.0 M	\$6.1 M	\$36.2 M	\$5.3 M	\$8.2 M	DOT (Office of the Secretary)	IIJA	Competitive grant: Funds regional, local, and tribal initiatives to prevent roadway deaths and serious injuries.
Highway Safety Grant Programs	\$17.1 M	\$8.3 M	\$14.4 M	\$15.6 M	\$13.6 M	DOT (NHTSA)	IIJA	Formula grant: Grants for occupant protection, state traffic safety information systems, state graduated driver licensing laws, and nonmotorized safety.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$59.0 M	\$19.2 M	\$47.0 M	\$50.3 M	\$38.1 M	DOT (FHWA)	IIJA	Competitive grant: Provides funds to ensure surface transportation resilience to natural hazards such as climate change, sea level rise, flooding, and extreme weather events through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

REDUCED EMISSIONS AND ALTERNATIVE FUELS

Program	PA	CO	GA	IL	NC	Agency	Bill	Description of program
Congestion Mitigation and Air Quality Improvement Program	\$116.1 M	\$47.0 M	\$75.5 M	\$122.4 M	\$57.0 M	DOT (FHWA)	IIJA	Formula grant: Flexible funding source to state and local governments for transportation projects that will reduce congestion and improve air quality, in accordance with the Clean Air Act.
Carbon Reduction Program	\$51.9 M	\$16.9 M	\$41.3 M	\$44.2 M	\$33.5 M	DOT (FHWA)	IIJA	Formula grant: Funds projects designed to reduce transportation emissions from on-road highway sources.
Low or No Emission (Bus) Grants*	\$23.4 M	\$51.1 M	\$31.0 M	\$71.0 M	\$22.8 M	DOT (FTA)	IIJA	Competitive grant: Provides funds for recipients that operate a fixed-route bus service to replace, rehabilitate, and purchase buses and upgrade facilities and equipment to support low- or no- emission vehicles.
National Electric Vehicle Infrastructure Formula Program	\$36.5 M	\$12.0 M	\$28.7 M	\$31.7 M	\$23.2 M	DOT (FHWA)	IIJA	Formula grant: Provides funds to states for electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

* Includes \$375 million in Buses and Bus Facilities Competitive Grants set aside

ENERGY AND BUILDINGS HIGHLIGHTED PROGRAMS

INCREASING HOME RETROFITS IN LOW- AND MODERATE-INCOME COMMUNITIES: WEATHERIZATION AND ELECTRIFICATION

Program	PA	CO	GA	IL	NC	Agency	Bill	Description of program
Home Energy Performance-Based, Whole-House Rebates	\$129.2 M	\$70.0 M	\$109.2 M	\$131.5 M	\$104.3 M	DOE (SCEP)	IRA	Formula grant: Rebates for energy efficiency retrofits ranging from \$2,000 to \$4,000 for individual households and up to \$400,000 for multifamily buildings.
High-Efficiency Electric Home Rebate Program	\$130.0 M	\$70.4 M	\$109.8 M	\$132.2 M	\$104.9 M	DOE (SCEP)	IRA	Formula grant: Develops a high-efficiency electric home rebate program, including point of sale rebates, heat pump costs and upgrades, electric stoves, clothes dryers, and insulation/air sealing measures.

REDUCED EMISSIONS AND CLIMATE RESILIENCY

Program	PA	CO	GA	IL	NC	Agency	Bill	Description of program
Pollution Prevention Grants	\$1.0 M	\$0.4 M	\$0.4 M	\$1.6 M	\$0.9 M	EPA	IIJA	Competitive grant: Provides businesses with technical assistance (information, training, and tools) to encourage implementation of pollution prevention practices.

CLEAN ENERGY AND ELECTRIFICATION WORKFORCE GRANTS

Program	PA	CO	GA	IL	NC	Agency	Bill	Description of program
State Energy Program	\$2.2 M	\$1.0 M	\$1.4 M	\$2.3 M	\$1.4 M	DOE (EERE)	IIJA	Formula grants and technical assistance: Provides funds to states and territories to enhance energy security, advance state-led energy initiatives, and increase energy affordability.

LEGAL, PLANNING FRAMEWORK, AND LABOR STRENGTH FOR FIVE DEEP DIVE STATES

		PA	CO	GA	IL	NC
Legal	Dillon's Rule	Yes	Only for certain municipalities	Yes	Only for certain municipalities	Yes
	Home Rule	Constitution (requires law)	Constitution (self-executing)	Statute	Constitution (self-executing)	Statute
Planning Framework	State DOT spending plans and capital plans	PA STIP	CO STIP	GA STIP	IL STIP	NC STIP
Union Strength	Rank of unions (1st = strongest)	5th	36th	24th	15th	50th
	Union membership rate	12.85%	6.50%	4.79%	13.94%	2.55%

APPENDIX C: ADDITIONAL TOOLS AND RESOURCES FROM PARTNERS AND ALLIES

COMPREHENSIVE RESOURCE DATABASES

- [Justice40 Accelerator Resource Database](#)—an evolving platform to unlock resources for environmental and climate justice organizations serving Black and historically disinvested communities to accelerate community-led solutions.
- [Brookings Federal Infrastructure Hub](#)—a resource to help practitioners, policymakers, and journalists better understand what the IIJA includes, how it works, and how specific programs can benefit particular places.
- [Local Infrastructure Hub](#)—a tool that connects cities and towns with the resources and expert advice they need to access federal infrastructure funding in order to drive local progress, improve communities, and deliver results for residents. A joint effort between the U.S. Conference of Mayors, National League of Cities, and Results for America, funded by Bloomberg Philanthropies, the Ford Foundation, the Kresge Foundation, and others.

WHITE HOUSE GUIDANCE FOR FEDERAL FUNDING

- [Inflation Reduction Act Guidebook](#)—a guidebook to the Inflation Reduction Act’s investments in clean energy and climate action.
- [Bipartisan Infrastructure Law Guidebook](#)—a guidebook to the Bipartisan Infrastructure Law for state, local, tribal, and territorial leaders.

TOOLS AND TOOLKITS THAT PROVIDE COMMUNITY SUPPORT FOR FEDERAL FUNDING

- Equitable & Just National Climate Platform [Funding Tracker](#)—a tracker that focuses on competitive grants that center Justice40 principles.
- Local Infrastructure Hub: [Funding Opportunities](#)—a tool to help you find funding opportunities in the Bipartisan Infrastructure Law that best align with your community priorities.
- Emerald Cities: [The People’s JUSTICE40+ Community Benefit Playbook](#)—a playbook that offers frontline groups and community organizations guidance to ensure that federal infrastructure and climate investments benefit the communities that need them most.
- Just Transition Fund: [Federal Access Center](#)—a one-stop resource hub to help coal communities secure public funding for local economic solutions.
- [National Campaign for Transit Justice](#)—a broad coalition that works to ensure Congress invests in the future of public transit and is coordinated by [Just Strategy](#), a national center for organizing.
- [Transportation Equity Caucus](#)—a coalition of over 100 organizations dedicated to advancing equitable transit policies that is managed by [PolicyLink](#).
- [Communities First Resource Bank](#)—a collaboration that is working with technical assistance providers, frontline communities, and community leaders to unlock the potential of the various federal funding opportunities to build more just, equitable, and resilient communities.
- Rewiring America: [Inflation Reduction Act Savings Calculator](#)—a calculator to estimate how much money an individual household can save through the IRA.
- Bluegreen Alliance: [User Guide to the Inflation Reduction Act](#)—a reference for a number of policies and programs in clean energy, clean technology manufacturing, industrial transformation, EV development, transmission, buildings, energy transition for workers and communities, and resilient and healthy communities.
- C40 Knowledge Hub: [How States and Cities Can Benefit From Climate Investments in the Inflation Reduction Act](#)—a resource that explains the relevant programs, funding amounts, and cost-sharing requirements to help city and other local governments navigate these opportunities.

- Rails-to-Trails Conservancy: [Federal Funding for Trails, Walking, and Biking](#)—information about federal funding opportunities for trails and active transportation, as well as tools to help communities successfully apply for grants or navigate reimbursement programs.
- [NRDC State Transportation Scorecard](#)—an assessment of states across a range of metrics including state planning, vehicle electrification, expanding transportation choices, system efficiency, and procurement, identifying which states have adopted policies and directed dollars to improve energy security, climate, and equity outcomes.

COMMUNITY INFRASTRUCTURE DEVELOPMENT TOOLKITS

- High Line Network: [Community First Toolkit](#)—a tool for parks organizations to address inequities caused by structural racism and to shape public spaces so that they deliver social, environmental, and economic benefits to our communities.
- Greenlining Institute: [Ingredients for Equitable Electrification](#)—recommendations for ensuring electric vehicle rebate programs are equitable for consumers.
- Greenlining Institute: [Achieving Resilient Mobility](#)—a set of guiding principles to advance equitable and resilient mobility efforts that can help build community resilience to climate change impacts.
- Accelerator for America: [Gold Standard Playbook for Workforce Development](#)—a guidebook for inclusive and equitable development programs funded by state, federal, and private capital.
- Emerald Cities: [Equity and Buildings: A Practical Framework for Local Government Decision Makers](#)—a how-to guide that shows local governments how to center equity within their policies and planning for the built environment.
- Emerald Cities: [High-Road Workforce Guide for City Climate Action](#)—a strategic framework for city staff, elected officials, and advocates that folds workforce development into city climate plans.
- SPARCC: [Policy Platform and Pathways to Community Prosperity](#)—an example of collective power building that centers intersectional policies to advance equity and climate justice, offers recommendations for greater local control and community ownership, and fosters collaboration between local and national partners.

DATA TOOLS

- Council on Environmental Quality: [Climate and Economic Justice Screening Tool](#)—a geospatial mapping tool that identifies disadvantaged communities that are underserved and overburdened by pollution.
- [Climate Mapping for Resilience and Adaptation](#)—real-time maps showing the projected changes in climate-related hazards over time.
- U.S. Department of Energy: [Energy Justice Mapping Tool](#)—a geospatial tool providing data and reports on equitable energy access within census tracts categorized by DOE as disadvantaged communities.
- U.S. Department of Transportation: [Transportation Disadvantaged Census Tracts](#)—a geospatial mapping tool that identifies census tracts potentially facing transportation deficits. It utilizes data from six key categories: transportation access, health, economic, resilience, and equity disadvantages.
- U.S. Department of Transportation: [Electric Vehicle Charging Justice40 Mapping Tool](#)—an interactive map to assist in the identification of project locations within disadvantaged communities. This tool is aligned with Justice40 to ensure that 40 percent of the benefits from federal investments in clean transportation, particularly EV charging initiatives, reach disadvantaged communities.

WORKFORCE RESOURCES

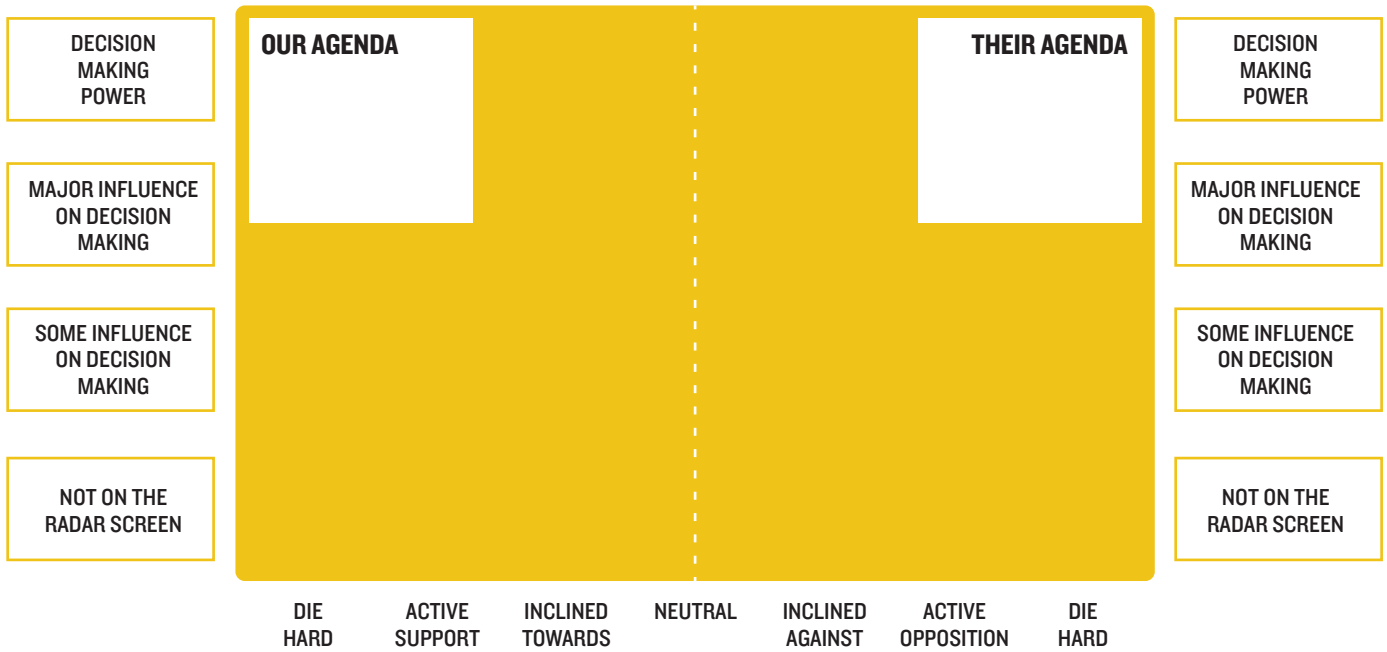
- Brookings: [“We Haven’t Yet Decided That Climate and Infrastructure Jobs Are for Everyone, or Even That We’ll Have Enough Workers”](#)—commentary that highlights the challenges faced by changing American workforce needs. It emphasizes the need for coordinated efforts, investments in a continuum of supports, and training to prepare and fairly compensate workers.
- [Jobs for the Future \(JFF\)](#)—a national nonprofit that works on making education and workforce systems more equitable. JFF works with employers, investors, and policymakers in education and workforce development.
- [Center for American Progress](#)—an independent nonpartisan policy institute that provides policy updates, commentaries, and reports on a range of issues including workforce development.
- [National Fund for Workforce Solutions](#)—a national network of about 30 communities that share learnings across the network and identify trends, opportunities, and best practices.

- [Equity in Infrastructure Project](#)—this project, funded by the federal and local governments, works with federal, state, and local governments, as well as nongovernmental organizations and the private sector, to build generational wealth and reduce the racial wealth gap by creating more prime, joint venture, and equity contracting opportunities for historically underutilized businesses.
- What Works Plus: [Findings and Recommendations for Philanthropy](#)—slides on how philanthropy can support an inclusive talent pipeline and good jobs through climate and infrastructure investments.
- [Jobs to Move America](#)—guided by the mantra “public goods for the most public good,” this entity conducts research on emerging industries and conditions for workers, advocates for progressive policies, secures community benefit agreements, and establishes workforce equity programs.

The data provided are based on the latest information available from the indicated websites (as of September 2023). If you find any inaccurate/outdated information contained herein, please contact jbailey@nrdc.org to let us know.

APPENDIX D: WORKSHEET FOR RELATIONSHIP MAPPING

POWER ANALYSIS: mapping the ballance of forces and power for your campaign



ENDNOTES

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