

EV Provisions of the Bipartisan Infrastructure Law

A historic investment in the electrification of the U.S. transportation system



Electrification
Coalition

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President Joe Biden signed the Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act (IIJA, H.R. 3684), on Nov. 15, 2021, allocating an unprecedented \$1.2 trillion to revitalize the nation's infrastructure, including roads, bridges, drinking water systems, ports, and powerlines. Distribution of the funding will begin in 2022, with more than \$15 billion for electric vehicles (EVs), charging infrastructure, and EV battery processing and manufacturing. This investment will include direct allocations to state governments and a competitive grant program open to municipalities and private entities.

The portions of the law dedicated to transportation electrification mark the dawn of a new EV moment in the United States - a vital investment in energy security, economic prosperity, national security, air quality, public health, and reduced carbon emissions. The Electrification Coalition (EC) looks forward to working with states, cities, and other stakeholders to support the effective, efficient, and equitable investment of these funds in the transformation of American transportation.

Division J: National Electric Vehicle Formula Program

Widespread EV adoption requires a strategically distributed network of charging stations. The National Electric Vehicle Infrastructure (NEVI) Formula Program allocates \$5 billion to support the deployment of charging infrastructure in Fiscal Years 2022-2026. The program also has funding set aside for data sharing to track charger functionality and use.

Section 11401: Grant Program for EVSE and Alternative Fuel Infrastructure

Selecting the right locations for charging stations is just as important as increasing the total number of chargers in communities. Section 11401 sets aside \$2.5 billion for the development of charging stations along existing alternative fuel corridors. Convenient charging along these corridors will make it easier to travel within and between states in EVs.

Electric vehicle supply equipment (EVSE) qualifies for these funds, but it is not the only type of eligible vehicle fueling infrastructure. In Section 11401, alternative fuel infrastructure refers to EV charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure. The administration will evaluate funding applications based upon their ability to create charger redundancy in high-demand areas, thereby activating alternative fuel corridors.

Section 11401 funding will be allocated through a competitive grant process, with 50% of the funding set aside for community grants. Low-income, rural, and multi-unit-development-intensive communities will receive greater priority for community grants. The purpose of these community grants is to deploy EVSE in publicly available locations such as parking facilities at public buildings, public schools, public parks, and publicly accessible parking facilities owned or managed by a private entity. With a maximum grant award of \$15 million, these community grants can help fund substantial projects. The federal share for any project cannot exceed 80% of the total cost.



Section 40207: Battery Processing and Manufacturing

EV batteries and the critical minerals needed to make them are an often-overlooked aspect of vehicle electrification. But the Bipartisan Infrastructure Law contains the largest federal investment in EV battery manufacturing and critical mineral processing in U.S. history, an unprecedented opportunity for the United States to secure its battery and critical-mineral supply chain. Section 40207 provides about \$6 billion dollars for battery processing and manufacturing, with two distinct funding programs: battery material processing grants and battery manufacturing and recycling grants. Battery material processing grants will be awarded to build out and secure the U.S. battery supply chain; grants will be awarded by the U.S. Department of Energy. Battery manufacturing and recycling grants will provide \$3 billion in funding to study battery recycling and collection systems to enable a circular battery lifecycle.

Section 40210: Critical Minerals

Our ability to procure critical minerals domestically is a key piece of supply chain security. Section 40210 provides for competitive awards to support basic research that will kickstart research and innovation on critical minerals mining, recycling, and reclamation. The provision highlights the need to use domestic resources with greater care, so the United States can eliminate supply chain disruption and capitalize on the economic opportunities of domestic battery production.

Section 71101: Clean School Buses Program

IIJA includes a provision to help school districts procure clean school buses. Section 71101 allocates \$5 billion for the purchase of alternative fuel school buses: \$2.5 billion for zero-emission electric school buses and \$2.5 billion for electric, natural gas, propane, or biofuel school buses. From 2022-2026, \$1 billion in funding will be released every year, with half the money available for electric buses and half for low-emission or zero-emission school buses, which can be applied to, but are not restricted to, electric buses.

The EC supports the allocation of a substantial portion of the low-emission school bus funding toward electric school buses. Every non-electric school bus purchased with IIJA funds represents a lost opportunity for school districts to realize the benefits electric school buses offer, including significantly better air quality for students, passive income for districts that take advantage of vehicle to grid (V2G) technology, and the ability to use school buses as an emergency electrical power supply.



National Electric Vehicle Infrastructure Funding by State

State	Estimated 5-Year Total Funding	State	Estimated 5-Year Total Funding
Alabama	79,308,285	Nebraska	30,214,832
Alaska	52,415,294	Nevada	37,958,457
Arizona	76,483,976	New Hampshire	17,271,581
Arkansas	54,121,947	New Jersey	104,373,268
California	383,673,792	New Mexico	38,387,895
Colorado	56,536,754	New York	175,466,514
Connecticut	52,503,813	North Carolina	109,024,196
Delaware	17,682,951	North Dakota	25,952,484
Dist. of Col.	16,679,459	Ohio	140,120,116
Florida	198,057,481	Oklahoma	66,296,972
Georgia	134,975,283	Oregon	52,249,356
Hawaii	17,680,364	Pennsylvania	171,514,120
Idaho	29,899,106	Puerto Rico	13,661,153
Illinois	148,621,459	Rhode Island	22,861,459
Indiana	99,605,738	South Carolina	69,998,769
Iowa	51,374,369	South Dakota	29,479,906
Kansas	39,503,201	Tennessee	88,334,969
Kentucky	69,455,682	Texas	407,774,759
Louisiana	73,367,735	Utah	36,298,604
Maine	19,296,432	Vermont	21,215,761
Maryland	62,818,576	Virginia	106,376,132
Massachusetts	63,488,497	Washington	70,865,271
Michigan	110,061,712	West Virginia	45,683,164
Minnesota	68,164,918	Wisconsin	78,654,701
Mississippi	50,557,563	Wyoming	26,780,026
Missouri	98,961,186	Total	4,155,000,000
Montana	42,889,962		

About the Electrification Coalition:

The Electrification Coalition is a nonpartisan, nonprofit organization that advances policies and actions to facilitate widespread deployment and adoption of electric vehicles to overcome the economic, public health, and national security challenges that stem from America's dependence on oil. For more information, visit electrificationcoalition.org.