



Infrastructure Investment and Jobs Act: Power Grids, Utilities and Electric Vehicles

by Dakota Thomas

The Infrastructure Investment and Jobs Act¹ — also referred to as the Bipartisan Infrastructure Package — was signed into law by President Joe Biden on Nov. 15, 2021. The bill contains \$1.2 trillion in total funding (\$550 billion of which is new spending) for various infrastructure purposes, including roads and bridges, broadband, drinking water resources, airports, electrical vehicles and more. **In this brief, analysts at The Council of State Governments break down the \$73 billion in funding allocated for power grids and utilities improvements and the \$12.5 billion for electric vehicle chargers and buses, through the lens of state needs.** Power grid and utility improvements are tied as the third largest funding source in the bill.

The Congressional Budget Office estimates the bill will add a total of \$256 billion to the national deficit. While it is difficult to know the full macroeconomic effects of the bill, [Moody's Analytics provides estimates](#) of the effects on employment and the gross domestic product by the infrastructure package.

Funding Breakdown

States are eligible to apply for the competitive grants and revolving loan programs funded by the Infrastructure Investment and Jobs Act listed here. Other programs, like the [Weatherization Assistance Program](#), are open to applications from individuals or other stakeholders (e.g. hydroelectric plants).

Power Grids

- Funds the creation of **four clean hydrogen hubs** to generate electricity – \$8 billion.
- Subsidizes current **nuclear power plants** – \$6 billion.
- Establishes new competitive grants to **enhance resilience of the electrical grid** – \$5 billion over five years.
- Adds funding to the [Weatherization Assistance Program](#) – \$3.5 billion in fiscal year 2022.
- Creates competitive grant for **modernizing energy infrastructure** – \$3 billion over five years.
- Establishes revolving loan fund for **replacement or enhancement of electrical transmission** lines – \$2.5 billion over five years.
- Adds funding to and expands the [Energy Efficiency and Conservation Block Grant Program](#) – \$550 million in fiscal year 2022.
- Establishes competitive grants for **enhancing energy efficiency in schools**, including improvements, repairs or renovations to lower energy costs – \$500 million over five years.

¹ Also commonly known as the “Bipartisan Infrastructure Framework.”

- Allocates funding for **capital improvements to existing hydroelectric power facilities** to improve grid resiliency, dam safety and lower environmental impact – \$553 million.
- Adds funding to incentivize **hydroelectric power generation** – \$125 million.
- Creates a **transmission facilitation program** for eligible projects like creating or replacing transmission lines, increasing transmission capacity or connecting microgrids to larger corridors – \$50 million over five years.

Electric Vehicles (EVs)

- Establishes federal funding for **EV charger infrastructure** – \$7.5 billion.
- Establishes federal funding for **EV school buses** – \$5 billion.
- Establishes grants for states for **battery processing** – \$3 billion over five years.
- Creates an EV working group to provide **recommendations on integrating EVs into the energy system** and **orders a demonstration project to use EVs as decentralized energy storage** and a **study of the environmental impacts of EV use**.

For a breakdown of estimated electric vehicle charging infrastructure formula funding by state, [see the chart below](#). Note that figures are estimates and do not include the competitive grants for which states, territories and the District of Columbia are eligible to apply.

Sources and Resources

- CSG briefs on the impact of the Infrastructure Investment and Jobs Act on [Roads and Bridges](#) and [Broadband Infrastructure](#).
- [Statement from The Council of State Governments](#) on the Bipartisan Infrastructure Package.
- [Legislative Analysis for Counties](#) and [statement on infrastructure bill passage](#) from the National Association of Counties.
- [Statement on infrastructure bill passage](#) from the National League of Cities.
- [Report from Utility Dive](#) on bill contents.
- Breakdown of the bill's contents from [CNN](#), [JD Supra](#) and The [Washington Post](#).
- [Estimates of macroeconomic effects](#) of the infrastructure package from Moody's Analytics.
- White House [Fact Sheet](#).
- Read the full text of the [Infrastructure Investment and Jobs Act here](#).

EV Charging Infrastructure Funding

EV Charging Infrastructure Formula Funding by State/Territory (in millions, USD)

Unit	EV Charging Station Funding (estimated)
Alabama	\$79
Alaska	\$52
Arizona	\$76
Arkansas	\$54
California	\$384
Colorado	\$57
Connecticut	\$53
Delaware	\$18
District of Columbia	\$17
Florida	\$198
Georgia	\$135
Hawaii	\$18
Idaho	\$30
Illinois	\$149
Indiana	\$100
Iowa	\$51
Kansas	\$40
Kentucky	\$69
Louisiana	\$73
Maine	\$19
Maryland	\$63
Massachusetts	\$63
Michigan	\$110
Minnesota	\$68
Mississippi	\$51
Missouri	\$99
Montana	\$43
Nebraska	\$30
Nevada	\$38
New Hampshire	\$17
New Jersey	\$104
New Mexico	\$38
New York	\$175
North Carolina	\$109
North Dakota	\$26
Ohio	\$140

EV Charging Infrastructure Formula Funding by State/Territory (in millions, USD)

Unit	EV Charging Station Funding (estimated)
Oklahoma	\$66
Oregon	\$52
Pennsylvania	\$171
Puerto Rico	\$13.6
Rhode Island	\$23
South Carolina	\$70
South Dakota	\$29
Tennessee	\$88
Texas	\$408
Utah	\$36
Vermont	\$21
Virginia	\$106
Washington	\$71
West Virginia	\$46
Wisconsin	\$79
Wyoming	\$27

Data Source: [White House State Fact Sheets](#)

Note that figures are estimates and do not include the competitive grants for which states, territories and the District of Columbia are eligible to apply.