

Overview of US DOE Loan Programs (2005-2025)

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- General improvements over previous legislation
- Maintaining of current law
- New repeals, restrictions, and/or phasedowns

Loan Program	Pre-IRA	Inflation Reduction Act (IRA) & Bipartisan Infrastructure Law (BIL)	One Big Beautiful Bill Act (OBBBA)
<p>Title 17: Innovative Clean Energy Program (Section 1703)</p>	<p>Established in the Energy Policy Act of 2005:</p> <ul style="list-style-type: none"> ● Established and provided with \$49B in loan authority ● Eligible technologies included: advanced nuclear energy, carbon management, advanced fossil fuels, electrical generation, transmission and distribution projects, and critical minerals development ● Eligibility required use of innovative clean energy technologies that avoid, reduce, or sequester greenhouse gases <p>2009 Appropriations:</p> <ul style="list-style-type: none"> ● Increased loan authority by \$47B <p>2011 Appropriations:</p> <ul style="list-style-type: none"> ● Increased credit subsidy by \$170M ● Rescinded \$17B in loan authority 	<p>Expanded by the IRA in 2022 to include:</p> <ul style="list-style-type: none"> ● Increased loan authority by \$40B ● Increased credit subsidy by \$3.6B <p>2023 Appropriations:</p> <ul style="list-style-type: none"> ● Increased loan authority by \$15B 	<p>Rolled back by the OBBBA in 2025:</p> <ul style="list-style-type: none"> ● Rescinded estimated \$3.3B of remaining credit subsidy ● Maintained loan authority, leaving \$62B remaining.

Loan Program	Pre-IRA	Inflation Reduction Act (IRA) & Bipartisan Infrastructure Law (BIL)	One Big Beautiful Bill Act (OBBBA)
Title 17: Energy Infrastructure Reinvestment (EIR) Program (Section 1706)	<ul style="list-style-type: none"> ● Program did not exist. 	<p>Created under IRA to support the redevelopment of brownfield energy infrastructure:</p> <ul style="list-style-type: none"> ● Authorized \$250B in loan authority ● Appropriated \$5B in credit subsidy 	<ul style="list-style-type: none"> ● Renamed the “Energy Dominance Financing” Program ● Rescinded estimated \$3.4B in net credit subsidy ● Extends \$200B in remaining loan authority through 2028 ● Eliminated emissions reduction requirement ● Eliminated brownfield infrastructure requirement ● Added a capacity factor requirement to incentivize firm energy sources ● Eliminated brownfield infrastructure requirement
Tribal Energy Loan Guarantee Program (TELGP)	<p>Established in the Energy Policy Act of 2005—but unfunded until FY17:</p> <ul style="list-style-type: none"> ● Authorized loan guarantees to support tribal energy projects. 	<p>Strengthened under IRA:</p> <ul style="list-style-type: none"> ● Provided \$75M in credit subsidy ● Increased loan authority from \$2B to \$20B 	<p>Rolled back under OBBBA:</p> <ul style="list-style-type: none"> ● Rescinded estimated \$68M of remaining IRA credit subsidy ● Maintains loan authority, leaving \$10.5M in program
Advanced Technologies Vehicle Manufacturing (ATVM) Program	<p>Established in the Energy Independence and Security Act of 2007:</p> <ul style="list-style-type: none"> ● Created \$25B in loan authority ● Intended to provide loans to auto manufacturers and suppliers to develop supply chains for fuel-efficient vehicles. 	<p>Strengthened by IRA:</p> <ul style="list-style-type: none"> ● Added \$3B in credit subsidy. <p>Strengthened by BIL:</p> <ul style="list-style-type: none"> ● Broadened eligibility to include certain medium- and heavy-duty vehicles (MHDV) as well as for other transportation modes (e.g., locomotives, maritime vessels including offshore wind vessels, aviation, hyperloop). 	<ul style="list-style-type: none"> ● Rescinded estimated \$1.6B in remaining IRA credit subsidy ● Remaining loan authority is unclear
Carbon Dioxide Transportation Infrastructure Finance and Innovation (CIFIA) Program	<ul style="list-style-type: none"> ● Program did not exist. 	<p>Established by BIL in 2021:</p> <ul style="list-style-type: none"> ● Provides low-interest loans and grants for CO2 pipeline infrastructure ● Authorized \$2.1B through FY2026 ● Intended to de-risk private investment in CO2 transport systems 	<ul style="list-style-type: none"> ● No change in current legislation

Source: Author’s analysis. See full table with citations on these estimates here: [US DOE LPO Rescissions and Amendments](#). August 2025.