



WISCONSIN LEGISLATIVE COUNCIL
STAFF MEMORANDUM

Memo No. 3

TO: MEMBERS OF THE SPECIAL COMMITTEE ON DOMESTIC BIOFUELS
FROM: John Stolzenberg, Chief of Research Services
RE: Neighboring States' Alternative Fuels and Advanced Vehicles Incentives and Laws
DATE: October 17, 2008

The U. S. Department of Energy's Alternative Fuels and Advanced Vehicles Data Center maintains a nationwide database of summaries of state incentives and laws relating to alternative fuels, advanced vehicles, air quality, fuel efficiency, and other transportation-related topics. This database may be accessed at: http://www.afdc.energy.gov/afdc/incentives\_laws.html.

This Memo contains a copy of the listings in this database for Wisconsin and its neighboring states.

Table with 2 columns: State Name and Page. Rows include Illinois (2), Indiana (10), Iowa (17), Michigan (24), Minnesota (29), and Wisconsin (35).

U.S. Department of Energy - Energy Efficiency and Renewable Energy  
Alternative Fuels and Advanced Vehicles Data Center



**ILLINOIS INCENTIVES AND LAWS**

Last Updated December 2007

Illinois is the home of the Chicago Area Clean Cities Coalition ([www.chicagocleancities.org](http://www.chicagocleancities.org)). Coordinator contact information is listed in the Points of Contact section.

**State Incentives**

***Hybrid Electric Vehicle Rebate***

Through the [Green Rewards Program](#), the Illinois State Treasury offers a \$1,000 rebate for the purchase of a new hybrid or other fuel efficient vehicle. Participating banks and credit unions agree to accept a discounted deposit rate from the state for one year in exchange for providing the \$1,000 rebates to Illinois residents. The original vehicle purchase date must be on or after July 15, 2007, and rebates are available for one year. Rebates are available for new compressed natural gas, hybrid electric, electric, and fuel cell vehicles with less than 7,500 miles. Buyers must receive financing from a participating financial institution.

***Point of Contact***

Green Rewards Program  
Illinois State Treasury  
Phone (217) 557-6436  
[cultivateillinois@treasurer.state.il.us](mailto:cultivateillinois@treasurer.state.il.us)  
<http://www.treasurer.il.gov/programs/cultivate-illinois/green-rewards.aspx>

***E85 Refueling Infrastructure Grant***

Through the Opportunity Returns initiative and a grant from the Illinois Clean Energy Community Foundation, \$500,000 in funding is available for the Illinois E85 Clean Energy Infrastructure Development Program to establish new E85 fueling stations at retail gasoline facilities in Illinois. The program, administered by the Illinois Department of Commerce and Economic Opportunity, will provide up to 50% of the total cost for converting an existing facility to dispense E85 (with a maximum grant of \$3,000 per fueling station), or up to 30% of the cost to construct a new E85 fueling station or for a major modification to an existing fueling station (with a maximum grant of up to \$30,000 per facility).

***Point of Contact***

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[http://www.commerce.state.il.us/dceo/Bureaus/Energy\\_Recycling/](http://www.commerce.state.il.us/dceo/Bureaus/Energy_Recycling/)

### ***Clean School Bus Program***

The [Illinois Clean School Bus Program](#) was established by the Illinois Environmental Protection Agency in November 2003 and provides funding to assist schools and school districts to reduce emissions from diesel-powered school buses through emission control retrofits; implementation of cleaner fuels, including biodiesel, propane, and natural gas; and support for emissions reduction policies, including those related to idle reduction. Funding may be restricted to certain counties with further funding being secured through federal grants and other resources to implement the program on a statewide basis.

#### ***Point of Contact***

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<http://www.epa.state.il.us/air/>

### ***Alternative Fuel Vehicle (AFV) and Alternative Fuel Rebates***

The [Illinois Alternate Fuels Rebate Program](#) (Rebate Program) provides a rebate for 80% of the incremental cost of purchasing an AFV (up to \$4,000), 80% of the cost of federally certified AFV conversions (up to \$4,000), and for the incremental cost of purchasing alternative fuels. Eligible fuels for the program include E85, diesel fuel blends containing at least 20% biodiesel (B20), natural gas, propane, electricity, and hydrogen. To be eligible, a vehicle must be an on-road vehicle, licensed, and legal to drive on public roads. For all rebates the AFV, conversion system, or alternative fuel must be purchased from an Illinois-based company or vendor. Hybrid electric vehicles are not eligible. The E85 fuel rebate is up to \$450, or \$340 per year (depending on vehicle miles traveled), for three years for each flexible fuel vehicle that uses E85 at least half the time. The biodiesel fuel rebate (for B20 and higher blends) is for 80% of the incremental cost of the biodiesel fuel, as compared to conventional diesel. The Rebate Program is open to all Illinois residents, businesses, government units (except federal government), and organizations located in Illinois. (Reference 415 [Illinois Compiled Statutes](#) 120/30)

#### ***Point of Contact***

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<http://www.epa.state.il.us/air/>

### ***Alternative Fuel Vehicle (AFV) Incentives***

The [Illinois Green Fleets Program](#) recognizes and provides additional marketing opportunities for progressive fleets in Illinois that have a significant number of AFVs and use clean, domestically produced fuels.

#### ***Point of Contact***

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### ***Biofuels Research and Development***

The Renewable Fuels Research, Development, and Demonstration Program is administered by the Illinois Department of Commerce and Economic Opportunity. The goals of this program are to promote and expand the use of biofuels such as ethanol and biodiesel as clean, renewable transportation fuels, and accelerate the commercialization of new renewable fuel technologies and products. The Biofuels Business Planning Grant Program, a subsidiary of the Illinois Renewable Fuels Research, Development, and Demonstration Program, provides grants of up to \$25,000 for the development of business plans, engineering studies, design studies, permit applications, and legal work for potential new biofuels facilities in Illinois.

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[http://www.commerce.state.il.us/dceo/Bureaus/Energy\\_Recycling/](http://www.commerce.state.il.us/dceo/Bureaus/Energy_Recycling/)

### ***Green Vehicle Fee Reduction - Wilmette***

Vehicle license fees paid to the Village of Wilmette are reduced for vehicles that have superior environmental performance for reducing air pollution and greenhouse gas emissions. The discounts are as follows:

- \$25 for vehicles manufactured after model year (MY) 2006 and designated SmartWay by the U.S. Environmental Protection Agency (EPA), or MY2000 through MY2005 vehicles that received scores of at least 6 on both the EPA Air Pollution and Greenhouse Gas scores and a combined score of at least 13.
- \$50 for vehicles manufactured after MY2006 and designated SmartWay Elite by the EPA, or MY2000 through MY2005 vehicles that received scores of at least 9 on both the EPA Air Pollution and Greenhouse Gas scores.

(Reference Ordinance 2006-O-77 ([PDF 20 KB](#)) and [Wilmette Village Code](#))

## **State Laws and Regulations**

### ***Biodiesel Production Tax***

Beginning July 1, 2007, if a private biodiesel producer's total biodiesel motor fuel production is less than 5,000 gallons per year, the producer is subject to the annual state motor fuel tax. The return and payment of tax for a given year are due by January 20 of the following year. If the producer's total production is 5,000 gallons or more per year, the producer must file returns and make payments of the motor fuel tax due on a monthly basis. The return and payment of tax are due between the 1st and 20th days of each calendar month for the preceding calendar month. A private biodiesel fuel producer is defined as a person whose only activities with respect to motor fuel are: 1) the conversion of any biomass materials into biodiesel fuel, which is produced exclusively for personal use and not for sale; or 2) the blending of biodiesel fuel resulting in biodiesel blends, which is produced exclusively for personal use and not for sale. (Reference [Senate Bill 267](#), 2007, and 35 [Illinois Compiled Statutes](#) 505/2d, 505/2, and 505/2a)

### ***Biodiesel Labeling Requirement***

Fueling devices that dispense retail biodiesel motor fuel in blends of 5% biodiesel or greater must identify the biodiesel and biodiesel blends by the capital letter "B" followed by the numerical value representing the volume percentage of biodiesel fuel, such as B5, B10, B20, or B100. Specifically, for devices dispensing motor fuel containing between B5 and B20 blends, either the specific blend must be identified, or a phrase such as "biodiesel blend between 5% and 20%" may be used. For blends above B20, the specific blend must be identified. Specific label format and size requirements apply. (Reference [Senate Bill](#) 649, 2007, and 815 [Illinois Compiled Statutes](#) 370/4.1)

### ***State Energy Plan***

The Green Governments Illinois Act (Act) demonstrates the state's commitment to reducing negative environmental impacts, reducing greenhouse gases, and preserving resources for current and future generations. The Act also aims to strengthen the capacity of units of local government and educational institutions to transition to a more environmentally sustainable future. The Act established the Green Governments Coordinating Council, the purpose of which is to integrate cost-effective environmental sustainability measures more fully into the ongoing management systems, long-range planning, and daily operations of state agencies. The Council will initially focus on initiatives that include those related to energy efficiency, renewable energy, and alternative fuel vehicles. Participation in the provisions of the Act by units of local government and educational institutions is voluntary. (Reference [Senate Bill](#) 46, 2007)

### ***State Energy Independence Plan***

The Governor of Illinois developed an [energy independence plan](#) that sets a goal of replacing 50% of the state's energy supply with homegrown fuels by 2017. Specifically, in relation to biofuels, the plan will: 1) invest in renewable biofuels by providing financial incentives to build up to 20 new ethanol plants and five new biodiesel plants; and 2) increase the number of gasoline stations that sell biofuels, to ensure that all gasoline stations in the state offer E85 by 2017, and to help the auto industry increase the number of flexible fuel vehicles they produce and increase public awareness about E85.

### ***Global Warming Mitigation Initiative***

The Illinois Climate Change Advisory Group was created to provide recommendations to the Office of the Governor regarding climate change policy and the statewide reduction of greenhouse gas emissions. Strategies to address these issues include development of clean, renewable, and homegrown energy resources; and reducing greenhouse gas emissions through the production and use of biofuels and other alternative fuels. (Reference [Executive Order](#) 11, 2006)

### ***Idle Reduction Requirement***

A person that operates a diesel powered motor vehicle in certain counties may not cause or allow the motor vehicle, when it is not in motion, to idle for more than a total of 10 minutes within any 60 minute period. Specified areas include the counties of Cook, DuPage, Lake, Kane, McHenry, Will, Madison, St. Clair, and Monroe, and the townships of Oswego (Kendall County) and Aux Sable and Goose Lake (Grundy County). Exceptions apply, including those pertaining to vehicle weight, traffic, auxiliary power use, and emergency vehicles. (Reference [House Bill](#) 4782, 2006 and 625 [Illinois Compiled Statutes](#) 5/11-1429)

### ***Biodiesel Blend Use Requirement***

The following entities are required to use a biodiesel blend that contains at least 2% biodiesel (B2) when refueling at a bulk central fueling facility: any diesel powered vehicle owned or operated by the state, county or local government, school district, community college or public college or university, or mass transit agency. These entities are required to use B2 where available, unless the vehicle engine is designed or retrofitted to operate on a higher percentage of biodiesel or on ultra low sulfur fuel. Biodiesel is defined as a renewable fuel conforming to the American Society for Testing and Materials

(ASTM) standard D6751 and registered with the U.S. Environmental Protection Agency. (Reference 625 [Illinois Compiled Statutes](#) 5/12-705.1 and 415 120/10)

#### ***Neighborhood Vehicle Access to Roadways***

Effective January 1, 2006, neighborhood vehicles may be operated only on streets if authorized by the local government and where the posted speed limit is 35 miles per hour (mph) or less. Neighborhood vehicles are allowed to cross a road or street at an intersection where the road or street has a posted speed limit of more than 35 mph. Neighborhood vehicles are defined as self-propelled, electronically powered, four-wheeled motor vehicles (or a self-propelled, gasoline-powered four-wheeled motor vehicle with an engine displacement under 1,200 cubic centimeters) which are capable of attaining in one mile a speed of more than 20 mph, but not more than 25 mph, and which conform to federal regulations under Title 49 of the Code of Federal Regulations, Part 571.500. (Reference [Senate Bill](#) 393, 2007, [House Bill](#) 1875, 2007 and 625 [Illinois Compiled Statutes](#) 5/11-1426.1)

#### ***State Agency Vehicle Acquisition Priorities and Biofuels Use***

The Illinois Department of Central Management Services (CMS) is directed to take all actions necessary to enable the procurement of 2% biodiesel fuel blends (B2) for the state's diesel vehicle fleet and also investigate ways to increase availability of E85 for the state's flexible fuel vehicle (FFV) fleet. The CMS is directed to advise the Illinois Department of Commerce and Economic Opportunity in developing a plan to facilitate the use of E85 and B2 in the state fleet and expand the E85 and biodiesel fueling infrastructure. Additionally, the directors of all executive agencies using the state's fleet of FFVs are directed to implement policies and procedures requiring state employees to use E85 and B2 in state vehicles whenever practical. Furthermore, state agencies are permitted to establish priorities for the acquisition of FFVs, especially hybrid electric vehicles that are capable of using E85, as well as diesel vehicles capable of using biodiesel. (Reference [Executive Order](#) 7, 2004)

#### ***Advanced Vehicle Acquisition and Biodiesel Fuel Use Requirement***

Effective July 1, 2007, all gasoline-powered vehicles purchased from state funds must be flexible fuel vehicles (FFVs) or fuel efficient hybrid electric vehicles (HEVs). FFVs are defined as automobiles or light trucks that operate on either gasoline or E85 (85% ethanol, 15% gasoline). Fuel efficient HEVs are defined as automobiles or light trucks that use a gasoline or diesel engine and an electric motor to provide power and gain at least a 20% increase in combined U.S. Environmental Protection Agency city-highway fuel economy over the equivalent or most-similar conventionally-powered model. Furthermore, any vehicle purchased from state funds that is fueled by diesel fuel must be certified by the manufacturer to run on 5% biodiesel (B5) fuel. The Chief Procurement Officer is permitted to determine that certain vehicle procurements are exempt from these requirements based on intended use or other reasonable considerations such as health and safety of Illinois citizens. (Reference 30 [Illinois Compiled Statutes](#) 500/25-75)

#### ***Ethanol Tax Exemption***

Sales and use taxes do not apply to ethanol-blended fuels containing between 70% and 90% ethanol sold between July 1, 2003, and December 31, 2013. These taxes apply to 100% of the proceeds from sales made thereafter. (Reference 35 [Illinois Compiled Statutes](#) 120/2-10, 105/3-10 and 105/3-44)

#### ***Biodiesel Tax Exemption***

Sales and use taxes apply to 80% of the proceeds from the sale of biodiesel-blended fuels containing between 1% and 10% biodiesel made between July 1, 2003, and December 31, 2013. However, if these taxes are ever imposed at a rate of 1.25%, then the tax on these biodiesel blends will apply to 100% of the proceeds of sales. These taxes do not apply to the proceeds from the sale of biodiesel blends containing more than 10% biodiesel. The taxes will apply to 100% of the proceeds from biodiesel sales made after December 31, 2013. (Reference 35 [Illinois Compiled Statutes](#) 120/2-10 and 105/3-10)

### ***Flexible Fuel Vehicle (FFV) Registry***

In an effort to support the production of ethanol, and create and expand markets for E85 and other biofuels in the state, the Secretary of State is required to create a database of registered FFVs. The information included in this database should include, but not be limited to, information about the zip code, vehicle make and model, the vehicle identification number of each FFV, and be sorted by the number of vehicles per zip code. The database must be made available to the public in both print and electronic formats. (Reference 415 [Illinois Compiled Statutes](#) 120/22)

### ***Fleet User Fee Exemption***

An annual user fee of \$20 per vehicle is imposed on fleets with 10 or more vehicles in defined areas. Owners of state, county, or local government vehicles or electric vehicles are exempt from this fee. Fees are collected into the Alternate Fuels Fund. (Reference 415 [Illinois Compiled Statutes](#) 120/35)

### ***Biofuels Preference for State Vehicle Procurement***

In awarding contracts that require procurement of vehicles, state agencies are permitted to give preference to an otherwise qualified bidder who will fulfill the contract through the use of vehicles powered by ethanol produced from Illinois corn or biodiesel fuels produced from Illinois soybeans. (Reference 30 [Illinois Compiled Statutes](#) 500/45-60)

### ***State Vehicle Fuel Economy Requirements***

State contracts for the purchase or lease of new passenger automobiles must specify the procurement of a vehicle model that can achieve at least the minimum average fuel economy in miles per gallon imposed according to federal Corporate Average Fuel Economy requirements, and the most current mileage study published by the U.S. Environmental Protection Agency. This requirement does not apply to station wagons, vans, four-wheel drive vehicles, and emergency vehicles. Additionally, the state purchasing officer may make exemptions when there is a demonstrated need for a vehicle that does not meet the minimum average fuel economy standards. (Reference 30 [Illinois Compiled Statutes](#) 500/45-40)

### ***Corn-to-Ethanol Research Pilot Plant***

The Energy Conservation and Coal Development Act was amended to continue the Illinois Ethanol Research Advisory Board's responsibility of managing and operating the National Corn-to-Ethanol Research Center (NCERC) Pilot Plant. The aim of the NCERC Pilot Plant is to reduce the cost of new production technologies, equipment, processes, feedstocks, and new value added co- and by-products. The Illinois Ethanol Research Advisory Board has six main responsibilities:

- Review the annual operating plans and budget of the NCERC Pilot Plant;
- Advise on research and development priorities and projects to be carried out at the NCERC Pilot Plant;
- Advise on policies and procedures regarding the management and operation of the NCERC Pilot Plant (including contracts, project selection, and personnel issues);
- Develop by-laws; and
- Submit a final report to the Governor and General Assembly outlining the progress, accomplishments and a financial report for the year; and
- Establish and operate the NCERC at Southern Illinois University at Edwardsville as a State Biorefining Center of Excellence with a focus on areas including the following: performing collaborative research; offering training and educational services; advancing the state biofuels industry; pursuing funding sources; and serving as an independent source for testing and validation.

(Reference [House Bill 1313](#), 2007, 20 [Illinois Compiled Statutes 1105/3](#), and 110 [Illinois Compiled Statutes 520/6.5 to 520/6.6](#))

***Alternative Fuel Vehicle Labeling Requirement***

Propane and compressed natural gas vehicles must display visible identifying decals, as established by the National Fire Protection Association. (Reference 625 [Illinois Compiled Statutes 5/12-704.3](#))

***Alternative Fuel Taxicab Regulation – Chicago***

Effective July 1, 2007, Chicago taxi companies with 50 or more vehicles in their fleet as of April 1, 2006 must operate at least one alternative fuel taxi. No more than 2% of the taxi fleet's licensed taxicabs may be subject to this requirement. (Reference [Municipal Code of Chicago 9-112-060](#) and City of Chicago Rules and Regulations for Taxicab Medallion License Holders Rule 5.01 ([PDF 387 KB](#)))

**Utilities/Private Incentives**

***Natural Gas Infrastructure Technical Assistance***

Atmos Energy offers preliminary feasibility studies for compressed natural gas fueling stations and vendor selection on a case-by-case basis.

***Point of Contact***

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Energy Services Consultant  
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**U.S. Department of Energy - Energy Efficiency and Renewable Energy**  
***Alternative Fuels and Advanced Vehicles Data Center***



**INDIANA INCENTIVES AND LAWS**

Last Updated April 2008

Indiana is the home of the Central Indiana Clean Cities Alliance, Inc. ([www.cicca.org](http://www.cicca.org)) and the South Shore Clean Cities Coalition ([www.southshorecleancities.org](http://www.southshorecleancities.org)). Coordinator contact information is listed in the Points of Contact section.

**State Incentives**

***Alternative Fuel Vehicle (AFV) Manufacturer Tax Credit***

The Indiana Economic Development Corporation (IEDC) may award tax credits under the Hoosier AFV Manufacturer Tax Credit to foster job creation, reduce dependency on imported energy sources, and reduce air pollution resulting from the manufacture or assembly of AFVs in Indiana. AFV manufacturers are eligible for tax credits of up to 15% of the qualified investment for which the credit is claimed. Qualified investments include expenditures in the state that are reasonable and necessary for the manufacture or assembly of AFVs. For the purpose of this incentive, AFVs are defined as vehicles designed to operate on E85, natural gas, liquefied petroleum gas, hydrogen, coal-derived liquid fuels, non-alcohol fuels derived from biological material, P-Series fuels, or electricity. Applications for this incentive must be reviewed and approved by the IEDC. The credit applies to taxable years beginning after December 31, 2006, and before December 31, 2012. Unused credits may be carried forward for up to nine consecutive taxable years. (Reference [Indiana Code](#) 6-3.1-31.9)

***E85 Fueling Station Grant Program***

Through the E85 Fueling Station Grant Program administered by the Indiana State Department of Agriculture (ISDA), grants of up to \$20,000 per location are available toward the purchase of new E85 fueling equipment or the conversion of existing equipment to allow for E85 fueling. Applications for this grant program must be reviewed and approved by the ISDA, and the total amount of grants awarded for all fiscal years may not exceed \$1 million. (Reference [Senate Bill](#) 360, 2008, and [Indiana Code](#) 15-11-11)

***Point of Contact***

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Indiana State Department of Agriculture  
Phone (317) 232-8770  
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***E85 Storage Tank Cleaning Grants***

Licensed fuel retailers in Indiana may be eligible for grants of up to \$5,000 to be used for cleaning fuel storage tanks prior to introducing E85 into the storage tank. This grant program is offered by the

Indiana Corn Marketing Council. Eligible licensed fuel retailers must be willing to commit to selling and actively promoting E85 for a minimum of two years.

***Point of Contact***

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Biofuels Director  
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<http://www.incorn.org/docs/incga/TankCleaningGrantForm.pdf>

***Ethanol Production Tax Credit***

An ethanol producer located in Indiana is entitled to a credit of \$0.125 per gallon of ethanol produced, including cellulosic ethanol. Applications for this incentive must be reviewed and approved by the Indiana Economic Development Corporation. The amount of credits granted to a single taxpayer may not exceed the following amounts for all taxable years:

<b>Tax Credit</b>	<b>Annual Production</b>
\$2 million	More than 40 million and less than 60 million gallons of grain ethanol
\$3 million	At least 60 million gallons of grain ethanol
\$20 million	At least 20 million gallons of cellulosic ethanol

(Reference [Indiana Code](#) 6-3.1-28)

***E85 Fuel Retailer Tax Credit***

An E85 retailer is allowed to deduct \$0.18 from the required state gross retail tax for every gallon of E85 sold during reporting periods ending before July 1, 2020. The Indiana Department of Revenue will publish an annual notice in the Indiana Register to indicate the total amount of funding available for reimbursement. (Reference [Indiana Code](#) 6-2.5-7-5 and 6-2.5-7-5.5)

***E85 Fuel Use Tax Credit***

A political subdivision, defined as a municipal corporation or special taxing district, is entitled to a monthly E85 incentive payment if at least 75% of the fuel purchased in the preceding calendar month by the political subdivision was E85 for use in flexible fuel vehicles (FFVs). The amount of the monthly payment is equal to \$33.33 for each FFV owned by the political subdivision and only applies for FFVs that have been owned by the political subdivision for less than five calendar years. This credit expires January 1, 2015. (Reference [Indiana Code](#) 8-14-2-8)

***Vehicle Research and Development Grants***

The [Indiana 21st Century Research and Technology Fund](#) is administered by the Indiana Economic Development Corporation and provides grants and loans to support proposals for economic development

in areas including alternative fuel technologies and fuel-efficient vehicle production. (Reference [Indiana Code 5-28-16-2](#))

### ***Point of Contact***

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### ***Biodiesel Price Preference***

A governmental body, state educational institution, or instrumentality of the state that performs essential governmental functions on a statewide or local basis is entitled to a 10% price preference for the purchase of fuels containing at least 20% biodiesel by volume or fuels that are primarily ester-derived (other than alcohol) made from biological materials, including oilseeds and animal fats, for use in operating compression and ignition engines. (Reference [Indiana Code 5-22-15-19](#))

### ***Biodiesel Production Tax Credit***

A biodiesel producer located in Indiana is entitled to a credit of \$1.00 per gallon of biodiesel produced. Applications for this incentive must be reviewed and approved by the Indiana Economic Development Corporation (IEDC). The total amount of credits granted to single taxpayer may not exceed \$3 million for all taxable years, but may be increased to \$5 million with prior approval from the IEDC. This tax credit is contingent upon funding and is currently not available. (Reference [Indiana Code 6-3.1-27-8](#))

### ***Biodiesel Blending Tax Credit***

A biodiesel blender located in Indiana is entitled to a credit of \$0.02 per gallon of blended biodiesel produced at a facility located in Indiana. Applications for this incentive must be reviewed and approved by the Indiana Economic Development Corporation, and the total amount of credits granted to single taxpayer may not exceed \$3 million for all taxable years. This tax credit is contingent upon funding and is currently not available. (Reference [Indiana Code 6-3.1-27-9](#))

### ***Biodiesel Retailer Tax Credit***

Through December 31, 2010, a taxpayer that is a fuel retailer and distributes blended biodiesel for retail purposes is entitled to a credit of \$0.01 per gallon of blended biodiesel distributed. This tax credit is contingent upon funding and is currently not available. (Reference [Indiana Code 6-3.1-27-10](#))

## **State Laws and Regulations**

### ***Regional Biofuels Promotion Plan***

Indiana has joined Iowa, Kansas, Michigan, Minnesota, Ohio, South Dakota, and Wisconsin in adopting the Energy Security and Climate Stewardship Platform Plan (Platform) ([PDF 2 MB](#)), which establishes shared goals for the Midwest region, including increased biofuels production and use. Specifically, the Platform sets the following goals:

- Produce commercially available cellulosic ethanol and other low-carbon fuels in the region by 2012;
- Increase E85 availability at retail fueling stations in the region to 15% of stations by 2015, 20% by 2020, and 33% of all fueling stations in the region by 2025;

- Reduce the amount of fossil fuel that is used in the production of biofuels by 50% by 2025;
- By 2025, at least 50% of all transportation fuels consumed by the Midwest will be from regionally produced biofuels and other low-carbon transportation fuels.

The Platform also establishes a regional biofuels corridor program. The program directs state transportation, agriculture, and regulatory officials to develop a system of coordinated signage across the region for biofuels and advanced transportation fuels and to collaborate to create regional E85 corridors. The program requires standardized fuel product coding at fueling stations as well as increased education for retailers about converting existing fueling infrastructure to dispense E85. The state transportation, agriculture, and regulatory officials were required to report their corridor implementation plans to the [Midwest Governors Association](#) by April 1, 2008.

#### ***Biobased Products Purchase Requirement***

A state governmental body or educational institution must purchase biobased products whenever possible, provided that biobased products are available and the purchase is economically feasible. Biobased products are defined as products produced from plant or animal sources that would otherwise be produced from petroleum-based sources. (Reference [Indiana Code](#) 5-22-5-9)

#### ***Immunity for Misuse of E85***

E85 sellers, suppliers, distributors, manufacturers, and refiners are immune from civil liability for personal injury or property damage resulting from a person fueling any vehicle with E85 that is not a flexible fuel vehicle. This includes any vehicle equipped to operate when fueled entirely by E85. This immunity does not apply if an E85 seller, supplier, distributor, manufacturer, or refiner does not display all E85 warning signs required by federal or state law. (Reference [Indiana Code](#) 34-30-24)

#### ***E85 Promotion and Education***

The Department of Agriculture is required to work with automobile manufacturers to improve auto dealer and consumer awareness and labeling of E85 fuel, and will work with the appropriate companies to include E85 fueling stations in updates of global positioning navigation software. (Reference [Indiana Code](#) 15-11-2-4)

#### ***E85 Retail Sales Reporting***

A retailer who dispenses E85 must report to the Indiana Department of Revenue the total number of gallons of E85 sold from a metered pump as prescribed in [Indiana Code](#) 6-2.5-6. (Reference [Indiana Code](#) 6-2.5-7-5)

#### ***E85 and Ethanol Blend Definitions***

E85 is a fuel blend nominally consisting of gasoline and at least 75% anhydrous ethyl alcohol by volume that meets ASTM specification D5798. A gasoline-ethanol blend is fuel that is blended from gasoline and nominally anhydrous ethyl alcohol and is suitable for use in spark-ignition internal combustion engines. Gasoline-ethanol blends must meet ASTM specification D4814. (Reference [Indiana Code](#) 6-6-1.1-103 and 16-44-2-8)

#### ***E85 Use***

As part of the Indiana Greening the Government Initiative, all fleet vehicles based in Indianapolis that are capable of using E85 are directed to fuel with E85 at the designated City-State fueling site whenever possible. Use of other bio-based fuels and oils is also encouraged. (Reference Executive Order 05-21, 2005 ([PDF 670KB](#))[Download Adobe Reader](#))

### ***Biodiesel Blend Fuel Tax Exemption***

Biodiesel blends of at least 20% that are used for personal, noncommercial use by the individual that produced the biodiesel content of the fuel are exempt from the \$0.16 per gallon license tax. The number of gallons of fuel for which the exemption may be claimed is based on the percentage volume of biodiesel in each gallon used. ((Reference [Indiana Code](#) 6-6-2.5-30.5)

### ***Biodiesel Definition***

Biodiesel is defined as a renewable, biodegradable fuel derived from agricultural plant oils or animal fats that meets ASTM specification D6751. Blended biodiesel is a blend of biodiesel with petroleum diesel fuel so that the volume percentage of biodiesel in the blend is at least 2%. (Reference [Indiana Code](#) 6-3.1-27-2 and 6-6-2.5-1.5)

### ***Biofuels Blend Use***

Governmental entities are required to fuel diesel vehicles with biodiesel blends of at least 2% and fuel gasoline vehicles with ethanol blends of at least 10% whenever possible. (Reference [Indiana Code](#) 5-22-5-8)

### ***Low-Speed Vehicle Access to Roadways***

A low-speed vehicle is defined as a four-wheeled electric vehicle capable of achieving a maximum speed of 35 miles per hour (mph) with a maximum weight of 2200 pounds that meets the standards in Title 49 of the Code of Federal Regulations, sections 571.500. The use of low-speed vehicles on local highways is subject to regulation by local transportation authorities. An individual may not operate a low-speed vehicle on a highway that has a posted speed limit greater than 35 mph. (Reference [Indiana Code](#) 9-21-5-8.5 and 9-13-2-94.5)

### ***Certified Technology Park Designation***

The Indiana Economic Development Corporation may designate an area as a certified technology park if certain criteria are met, including a commitment from at least one business engaged in a high technology activity that creates a significant number of jobs. The establishment of high technology activities and public facilities within a technology park serves a public purpose and benefits general welfare by encouraging investment, job creation and retention, and economic growth and diversity. A High technology activity includes advanced vehicles technology, which is any technology that involves electric vehicles, hybrid electric vehicles, or alternative fuel vehicles, or components used in the construction of these vehicles. (Reference [Indiana Code](#) 36-7-32)

### ***Alternative Fuel Vehicle (AFV) Decals***

An individual may place alternative fuel into the fuel tank of a motor vehicle only if the vehicle has a valid alternative fuel decal affixed to the front windshield. Vehicle decals must be purchased annually for all heavy-duty AFVs and for light- and heavy-duty AFVs owned by public or private utilities. The cost of the decal varies according to vehicle type and gross vehicle weight. The annual fee may be prorated if the vehicle is newly purchased, registered in Indiana, or converted to operate using an alternative fuel. (Reference [Indiana Code](#) 6-6-2.1-203 through 6-6-2.1-206)

### ***Point of Contact***

Fuel Tax Section  
Indiana Department of Revenue  
Phone (317) 615-2630  
<http://www.in.gov/dor>

***Natural Gas Vehicle (NGV) Safety Requirement***

NGVs may not operate on a highway outside the corporate limits of a municipality from a half hour after sunset to a half hour before sunrise unless the vehicle carries at least three red electric lanterns or three portable red emergency reflectors. NGVs are prohibited from carrying a flare, fuse, or signal produced by flame. (Reference [Indiana Code](#) 9-19-5-6)

**Utilities/Private Incentives**

***Natural Gas Vehicle (NGV) Rebate***

Citizens Gas & Coke Utility offers a rebate of \$1,500 per vehicle that is converted to operate on compressed natural gas (CNG) or for the purchase of an original equipment manufactured dedicated or bi-fuel CNG vehicle. Used NGVs may also qualify. Rebates are only available to fleet operators. Each project is examined on the merits of providing the rebate, based on hours of operation or miles driven, per vehicle, per year. Citizens Gas & Coke Utility also provides public vehicle fueling at several existing CNG fueling stations.

***Point of Contact***

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Sales Manager  
Citizens Gas & Coke Utility  
Phone (317) 927-4564  
[adarwish@cgu.com](mailto:adarwish@cgu.com)  
<http://www.citizensgas.com>

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	Indiana Department of Revenue	Fuel Tax Section	Phone: (317) 615-2630 Fax:
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U.S. Department of Energy - Energy Efficiency and Renewable Energy  
Alternative Fuels and Advanced Vehicles Data Center



**IOWA INCENTIVES AND LAWS**

Last Updated June 2008

Iowa is the home of the Iowa Clean Cities Coalition ([www.energy.iowa.gov/ICCC/index.html](http://www.energy.iowa.gov/ICCC/index.html)). Coordinator contact information is listed in the Points of Contact section.

**State Incentives**

***Ethanol Blend Retailer Tax Credit***

A tax credit is available to retail service stations at which more than 60% of their total gallons of gasoline sold and tracked through metered pumps is blended with ethanol. Once station owners surpass the 60% threshold, they are eligible for a tax credit of \$0.025 for every additional gallon of gasoline blended with ethanol and sold during the tax year, through December 31, 2008. Beginning January 1, 2009, an Ethanol Promotion Tax Credit will replace the current incentive for each gallon of ethanol sold. The Ethanol Promotion Tax Credit will provide a \$0.065 tax credit to any retailer meeting the renewable fuel standard (RFS) schedule for a given year. For retailers within 2% and 4% of meeting the RFS schedule, the tax credit will be \$0.045 and \$0.025, respectively, for every gallon of ethanol sold. (Reference [Iowa Code](#) 422.11C, 422.11N, and 422.33)

***E85 Retailer Tax Credit***

A tax credit is available to retail stations dispensing E85 for use in motor vehicles in the amount of \$0.25 per gallon sold in calendar year 2008, \$0.20 per gallon for calendar years 2009 and 2010, and \$0.10 per gallon in calendar year 2011. After 2011, the tax credit decreases by \$0.01 per year and expires after December 31, 2020. Taxpayers claiming the E85 tax credit may also claim the tax credit available for retail ethanol blends for the same tax year and same gallon of fuel. (Reference [Iowa Code](#) 422.11O)

***Biodiesel Tax Credit***

Through December 31, 2011, retailers whose diesel sales are at least 50% biodiesel (with a minimum content of 2% biodiesel) are eligible for a \$0.03 per gallon tax credit on each gallon of B2 or higher blends sold. (Reference [Iowa Code](#) 422.11P)

***Biofuels Infrastructure Grants***

The [Renewable Fuel Infrastructure Program](#) provides financial assistance to E85 and biodiesel distributors. Cost-share grants are available for retailers to upgrade or install new E85 or biodiesel infrastructure, up to 70% of the total cost of the project or \$50,000, whichever is less. Applicants may also qualify for supplemental incentives to upgrade or replace an E85 fueling dispenser, up to 75% of the cost of making the improvement or \$30,000, whichever is less. The supplemental incentive is available only to applicants who made the improvement no later than 60 days after the date of the publication in the Iowa administrative bulletin of the state fire marshal's order providing that a commercially available fueling dispenser is listed as compatible for use with E85 by an independent testing laboratory.

Biodiesel distributors may apply for a cost-share grant for infrastructure upgrades and installations at biodiesel terminal facilities. Facilities blending or dispensing B2 to B98 are eligible for up to 50% of the total project or \$50,000, whichever is less. Facilities blending or dispensing B99 or B100 are eligible for

up to 50% of the total project or \$100,000, whichever is less. The Renewable Fuels Infrastructure Board was established under the guidance of the Iowa Department of Economic Development; this 11-member board has authority to determine the eligibility of applicants

(Reference [House File](#) 2689, 2008, and [Iowa Code](#) 15G.203-15G.204)

***Point of Contact***

Dick Vegors  
Program Coordinator, Renewable Fuel Infrastructure Program  
Iowa Department of Economic Development, Business Development Division  
Phone (515) 242-4796  
Fax (515) 242-4918  
[dick.vegors@iowalifechanging.com](mailto:dick.vegors@iowalifechanging.com)  
[www.iowalifechanging.com/business/renewablefuels.html](http://www.iowalifechanging.com/business/renewablefuels.html)

***Alternative Fuel Vehicle (AFV) Demonstration Grants***

The Iowa Department of Natural Resources conducts marketing and education outreach to encourage the use of alternative fuels and, contingent upon funding, also awards demonstration grants to individuals who purchase vehicles that operate on alternative fuels, including but not limited to, high ethanol content blends, compressed natural gas, electricity, solar energy, or hydrogen. (Reference [Iowa Code](#) 214A.19)

***Alternative Fuel Loan Program***

The [Alternate Energy Revolving Loan Program](#) (AERLP) for alternative energy projects is administered by the Iowa Energy Center. Through a participation agreement with the project lender, the program provides up to half the cost of biomass or alternative fuels related fuel production projects, up to a maximum of \$1 million per facility. The AERLP funds are provided at 0% interest with the lender's funds bearing market interest. Fuel production facilities must be located in Iowa. (Reference [Iowa Code](#) 476.46)

***Point of Contact***

Keith Kutz  
Administrative Specialist  
Iowa Energy Center  
Phone (515) 294-8819  
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[iec@energy.iastate.edu](mailto:iec@energy.iastate.edu)  
<http://www.energy.iastate.edu/AERLP/index.htm>

***Alternative Fuel Production Loans***

The [Value-Added Agricultural Products and Processes Financial Assistance Program](#) offers a combination of forgivable and traditional low-interest loans for business projects involving the production of alternative fuels. The mixture of forgivable and low-interest loans varies according to the size of the award. Research and development projects are not eligible for this program.

***Point of Contact***

Business Finance Program  
Program Coordinator  
Iowa Dept. of Economic Development, Business Development Division  
Phone (515) 242-4819  
Fax (515) 242-4776

[business@iowalifechanging.com](mailto:business@iowalifechanging.com)  
<http://www.iowalifechanging.com>

### ***Alternative Fuel Production Tax Credits***

The [Enterprise Zone Program](#) and the [High Quality Job Creation Program](#) offer state tax incentives to business projects for the production of biomass or alternative fuels. Depending on the program, incentives may include: an investment tax credit equal to a percentage of the qualifying investment, amortized over five years; a refund of state sales, service, or use taxes paid to contractors or subcontractors during construction; a doubling of the state's refundable research activities credit; additional funding for training new employees; and a local property tax exemption of up to 100% of the value added to the property.

### ***Point of Contact***

Business Finance Program  
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Iowa Dept. of Economic Development, Business Development Division  
Phone (515) 242-4819  
Fax (515) 242-4776  
[business@iowalifechanging.com](mailto:business@iowalifechanging.com)  
<http://www.iowalifechanging.com>

### ***Alternative Fuel Research and Development***

The Iowa Power Fund, administered through the Office of Energy Independence, supports research, development, commercialization, and deployment of biofuels, renewable energy technologies, and energy efficiency technologies, while seeking to cut greenhouse gas emissions. The fund will educate the public about these technologies with the goal of increasing the demand for them. The \$100 million fund will be run by an 18-member board, with oversight from a seven-member committee of legislative and university leaders. (Reference [Iowa Code](#) 469.9)

## **State Laws and Regulations**

### ***Renewable Fuels Promotion and Education***

The Iowa Office of Energy Independence (OEI) is directed to develop a renewable fuels marketing plan to promote the state's biofuels industry and present it to the governor and the general assembly by March 15, 2009. The plan will include research efforts to identify barriers to increased use of renewable fuels, such as infrastructure limitations and consumer awareness. Additionally, the OEI will conduct a direct marketing campaign that promotes the use of ethanol and biodiesel blends and targets owners of flexible fuel vehicles (FFV) and diesel powered vehicles, which will be completed by December 15, 2008. As part of this campaign, the OEI will provide consumers with information including, but not limited to, fueling station locations, cold weather handling and use of biodiesel, and engine warranty statements. (Reference [House File](#) 2689, 2008)

### ***E85 Fuel Exclusivity Contract Regulations***

Any motor fuel franchise contract entered into or renewed on or after May 30, 2006, must allow for the delivery of E85 at any time demanded by the motor fuel dealer or allow the dealer to purchase E85 from another source. If a contract is already in effect on May 30, 2006, and does not have an expiration date, the franchisor must provide for the delivery of E85 at times demanded by the franchisee or allow the franchisee to purchase those volumes of E85 at those times from another source. (Reference [Iowa Code](#) 323A)

**Renewable Fuel Standard (RFS)**

The goal of the Iowa RFS is to replace 25% of gasoline in the state with biofuels (ethanol or biodiesel) by January 1, 2020. One provision of the standard is to require retailers to sell a certain percentage of renewable fuels as part of their total gasoline sales. Both biodiesel and ethanol count towards meeting the RFS schedule as follows:

<b>Year: % Biofuel Use</b>	<b>Year: % Biofuel Use</b>
2009: 10%	2014: 15%
2010: 11%	2015: 17%
2011: 12%	2016: 19%
2012: 13%	2017: 21%
2013: 14%	2018: 23%

(Reference [Iowa Code](#) 422.11N)

**Renewable Fuel Labeling Requirement**

If motor vehicle fuel blended with a renewable fuel is sold from a motor vehicle fuel dispenser, the dispenser must have a decal affixed identifying the name of the renewable fuel. The decal may be different based on the type of renewable fuel used. For the purpose of this requirement, renewable fuel includes fuel blends of biodiesel and ethanol. If fuel blends containing more than 10% ethanol (E10) are being dispensed, the decal must include the following statement: "For Flexible Fuel Vehicles Only." The Iowa Department of Agriculture and Land Stewardship (Department) may approve an application to place a decal in a special location on a pump with special lettering or colors if the decal appears clear and conspicuous to the consumer. The application must be made in writing to the Department. (Reference [House File](#) 2689, 2008, and [Iowa Code](#) 214A.16)

**Regional Biofuels Promotion Plan**

Iowa has joined Indiana, Kansas, Michigan, Minnesota, Ohio, South Dakota, and Wisconsin in adopting the Energy Security and Climate Stewardship Platform Plan (Platform) ([PDF 2 MB](#)), which establishes shared goals for the Midwest region, including increased biofuels production and use. Specifically, the Platform sets the following goals:

- Produce commercially available cellulosic ethanol and other low-carbon fuels in the region by 2012;
- Increase E85 availability at retail fueling stations in the region to 15% of stations by 2015, 20% by 2020, and 33% of all fueling stations in the region by 2025;
- Reduce the amount of fossil fuel that is used in the production of biofuels by 50% by 2025;
- By 2025, at least 50% of all transportation fuels consumed by the Midwest will be from regionally produced biofuels and other low-carbon transportation fuels.

The Platform also establishes a regional biofuels corridor program. The program directs state transportation, agriculture, and regulatory officials to develop a system of coordinated signage across

the region for biofuels and advanced transportation fuels and to collaborate to create regional E85 corridors. The program requires standardized fuel product coding at fueling stations as well as increased education for retailers about converting existing fueling infrastructure to dispense E85. The state transportation, agriculture, and regulatory officials were required to report their corridor implementation plans to the [Midwest Governors Association](#) by April 1, 2008. [Download Adobe Reader](#)

### ***State Fleet Biofuels Use and Fuel Efficiency***

As part of the Green Government Initiative, the Iowa Office of Energy Independence (OEI), Department of Administrative Services, Department of Natural Resources, and Department of Transportation will lead a Biofuels Task Force. The Biofuels Task Force is directed to focus on issues including: increasing the use of biofuels by state agencies to the maximum amount feasible; and increasing the fuel efficiency of the state's vehicle fleet. The Biofuels Task Force will set specific five- and ten-year targets related to these areas, which will be included in the Green Government Master Plan. Progress toward these goals will be tracked using a reporting system developed under the Green Government Initiative, and resulting data will be made public via the OEI whenever possible. (Reference [Executive Order](#) 6, 2008)

### ***Ethanol Blended Fuel Use Requirement***

State fleet gasoline vehicles may not operate using fuel other than ethanol blended gasoline, unless under emergency circumstances. Vehicles must be affixed with a brightly visible sticker that notifies the public that the motor vehicle uses ethanol blended gasoline. However, the sticker is not required for unmarked vehicles used for law enforcement or security purposes. (Reference [Iowa Code](#) 8A.362)

### ***Biodiesel Decal and Fuel Use***

An Iowa Department of Transportation (IDOT) motor vehicle operating on biodiesel fuel must be affixed with a brightly visible sticker that notifies the public that the motor vehicle uses biodiesel fuel. Biodiesel fuel for use in IDOT vehicles may be purchased by IDOT using the biodiesel fuel revolving fund created in the state treasury. The fund consists of money received from the sale of Energy Policy Act (EPA) credits banked by IDOT as of April 19, 2001, and other money obtained or accepted by IDOT for deposit in the fund. (Reference [Iowa Code](#) 307.20)

### ***Flexible Fuel Vehicle (FFV) Acquisition Requirements***

By June 30, 2009, at least 60% of fuel purchased for use in the state's fleet of FFVs must be E85. A "State Government E85 Use Plan" must be created and detail how this fuel use goal will be met and how the state and retailers will work together to ensure that all E85 purchases are electronically coded and reported accurately. The Department of Administrative Services will provide regularly updated lists of E85 fueling stations to state employees. (Reference [Executive Order](#) 3, 2007)

### ***Alternative Fuel Vehicle (AFV) Acquisition Requirements***

A minimum of 10% of new light-duty vehicles purchased by institutions under the control of the state fleet administrator, Iowa Department of Transportation administrator, board of directors of community colleges, state board of regents, commission for the blind, and department of corrections must be capable of using alternative fuels. Vehicles and trucks purchased and directly used for law enforcement, off-road maintenance work, or to pull loaded trailers are exempt from this requirement. (Reference [Iowa Code](#) 216B.3, 260C.19A, 262.25A, 307.21 and 904.312A)

### ***Alternative Fuel Vehicle (AFV) Conversion Registration***

When a motor vehicle is modified to use a different fuel type or to use more than one fuel type, the person whose name the vehicle is registered under must notify the county treasurer of the new fuel type or alternative fuel types within 30 days. If the vehicle uses, or may use, a special fuel, the county treasurer will issue a special fuel identification sticker. (Reference [Iowa Code](#) 321.41)

***Electric Vehicle (EV) Registration Fee***

The annual registration fee for an EV is \$25.00 unless the vehicle is more than five model years old, in which case the annual registration fee is reduced to \$15.00. This section does not apply to low-speed EVs. (Reference [Iowa Code](#) 321.116)

***Low-Speed Vehicle Access to Roadways***

Low-speed vehicles are allowed access to roadways with posted speed limits of up to 35 miles per hour (mph). A low-speed vehicle may cross a street with a posted speed limit greater than 35 mph. (Reference [Iowa Code](#) 321.381A)

**Utilities/Private Incentives**

There are currently no known utility or private incentives offered in Iowa.

**Points of Contact:**

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**U.S. Department of Energy - Energy Efficiency and Renewable Energy**  
**Alternative Fuels and Advanced Vehicles Data Center**



**MICHIGAN INCENTIVES AND LAWS**

Last Updated December 2007

Michigan is the home of the Ann Arbor ([www.aacleancities.org](http://www.aacleancities.org)), Detroit ([www.nextenergy.org/services/collaborativeprograms/wg\\_cleancities.aspx](http://www.nextenergy.org/services/collaborativeprograms/wg_cleancities.aspx)), and Greater Lansing Area ([www.michigancleancities.org](http://www.michigancleancities.org)) Clean Cities Coalitions. Coordinator contact information is listed in the Points of Contact section.

**State Incentives**

***Hybrid Electric Vehicle Research and Development Tax Credit***

For tax years beginning on or after January 1, 2008, and ending before January 1, 2016, a taxpayer engaged in research and development of a qualified hybrid system that has the primary purpose of propelling a motor vehicle may claim a tax credit under the Single Business Tax. This tax credit is equal to 3.9% of all wages, salaries, fees, bonuses, commissions, or other payments made in the taxable year for the benefit of employees for services performed in a qualified facility. The maximum amount of credit allowed for any one taxpayer is \$2 million in a single tax year. The qualified taxpayer may also claim a tax credit under the Michigan Business Tax equal to 3.9% of all wages, salaries, fees, bonuses, commissions, or other payments made in the taxable year on behalf of or for the benefit of employees for services performed in a qualified facility. The maximum amount of credit allowed for any one taxpayer is \$3 million in a single tax year. (Reference [Senate Bill 944](#), 2007, [House Bill 5409](#), 2007 and [Michigan Compiled Laws 208.1101 to 208.1601 and 208.32](#))

***Alternative Fuel Research and Development Tax Exemption***

The Michigan Strategic Fund (MSF) has designated an Alternative Energy Zone (AEZ) within Wayne State University's Research and Technology Park in Detroit to promote the research, development, and manufacturing of alternative energy technologies, including alternative fuel vehicles (AFV). Businesses located within the AEZ that are engaged in qualified activities are eligible for exemption from state and local taxes, to be determined by the Michigan NextEnergy Authority (MNEA). Alternative energy technology companies located in the AEZ may also be eligible for a refundable payroll credit under the Single Business Tax. For more information, see the [MNEA Web site](#). (Reference [Michigan Compiled Laws 207.821-207.827](#))

***Alternative Fuel Fueling Infrastructure Grants***

The Michigan Strategic Fund (MSF) has created the Ethanol and Biodiesel Matching Grant Program to provide incentives to owners and operators of service stations to convert existing and install new fuel delivery systems designed to provide E85 and biodiesel blends. Grants may not exceed 75% of the costs to convert existing fueling infrastructure, up to \$3,000 per facility. Grants may not exceed 50% of the new construction costs to install new fueling infrastructure, up to \$12,000 per facility for E85 and \$4,000 per facility for biodiesel blends. Other funding limitations may apply. For the purpose of this grant program, biodiesel must meet American Society for Testing and Materials (ASTM) D-6751 specification and be approved by the Michigan Department of Agriculture. E85 is defined as a fuel blend containing between 70% and 85% denatured ethanol and meets ASTM D-5798 specifications. (Reference [Michigan Compiled Laws 125.2078](#))

### ***Reduced Biofuels Tax***

A tax of \$0.12 per gallon is imposed on gasoline containing at least 70% ethanol and diesel fuel containing at least 5% biodiesel. Ethanol is defined as denatured fuel ethanol that is suitable for use in a spark-ignition engine when mixed with gasoline and must meet the American Society for Testing and Materials (ASTM) D-5798 specifications. Biodiesel is defined as a fuel composed of mono-alkyl esters of long chain fatty acids derived from vegetable oils or animal fats and, in accordance with standards specified for 100% biodiesel fuel and meets ASTM D-6571 specification, as approved by the Michigan Department of Agriculture. (Reference [Michigan Compiled Laws](#) 207.1008)

### ***Alternative Fuel Development Property Tax Exemption***

A tax exemption may apply to industrial property which is used for, among other purposes, high-technology activities or the creation or synthesis of biodiesel fuel. High-technology activities include those related to advanced vehicle technologies such as electric, hybrid, or alternative fuel vehicles and their components. In order to qualify for the tax exemptions, an industrial facility must obtain an exemption certificate for the property from the State Tax Commission. (Reference [Senate Bill](#) 207, 2007, and [Michigan Compiled Laws](#) 207.552 and 207.803)

### ***Alternative Fuel Vehicle (AFV) Emissions Inspection Exemption***

Dedicated AFVs powered by compressed natural gas, propane, electricity, or any other source as defined by rule promulgated by the Michigan Department of Transportation are exempt from emissions inspection requirements. (Reference [Michigan Compiled Laws](#) 324.6311 and 324.6512)

## **State Laws and Regulations**

### ***Acquisition and Alternative Fuel Use Requirement***

The Department of Management and Budget (DMB) is required to continue to comply with the requirements of the federal Energy Policy Act of 1992. The DMB must include hybrid electric vehicles within the state's fleet if the vehicles are determined to be cost effective and capable of meeting the state's transportation needs. In addition, as the state's public alternative fuel fueling infrastructure continues to develop, state motor fleet AFVs are required to fuel with alternative fuels to the extent possible. The DMB will develop rules to encourage or require the use of diesel fuel with the highest percentage of biodiesel content available for diesel-powered vehicles in the state fleet. (Reference [Executive Directive](#) 22, 2007)

### ***Regional Biofuels Promotion Plan***

Michigan has joined Indiana, Iowa, Kansas, Minnesota, Ohio, South Dakota, and Wisconsin in adopting the Energy Security and Climate Stewardship Platform Plan (Platform) ([PDF 2 MB](#)), which establishes shared goals for the Midwest region, including increased biofuels production and use. Specifically, the Platform sets the following goals:

- Produce commercially available cellulosic ethanol and other low-carbon fuels in the region by 2012;
- Increase E85 availability at retail fueling stations in the region to 15% of stations by 2015, 20% by 2020, and 33% of all fueling stations in the region by 2025;
- Reduce the amount of fossil fuel that is used in the production of biofuels by 50% by 2025;
- By 2025, at least 50% of all transportation fuels consumed by the Midwest will be from regionally produced biofuels and other low-carbon transportation fuels.

The Platform also establishes a regional biofuels corridor program. The program directs state transportation, agriculture, and regulatory officials to develop a system of coordinated signage across

the region for biofuels and advanced transportation fuels and to collaborate to create regional E85 corridors. The program requires standardized fuel product coding at fueling stations as well as increased education for retailers about converting existing fueling infrastructure to dispense E85. The state transportation, agriculture, and regulatory officials are required to report their corridor implementation plans to the [Midwest Governors Association](#) by April 1, 2008.

#### ***Renewable Fuels Commission***

The Renewable Fuels Commission is established within the Michigan Department of Agriculture to investigate and recommend strategies that the governor and the legislature may implement to promote the use of alternative fuels and alternative fuel vehicles (AFV). The Commission will also identify mechanisms that promote alternative fuel research and effective communication and coordination of efforts between state and local governments, private industry, and institutes of higher education. The commission may also review any state regulation that may hinder the use, research, and development of alternative fuels and AFVs, and recommend changes to the governor. In June 2007, the Commission submitted a report on its investigation and recommendations to the legislature and the governor ([PDF 453](#)). The Commission must issue follow-up reports at least annually until January 1, 2010. (Reference [Michigan Compiled Laws](#) 290.581-290.586)

#### ***Biofuels Blender Requirements***

Blenders of ethanol and gasoline and biodiesel and diesel fuels outside of the bulk transfer terminal system must obtain a blender's license and are subject to blender reporting requirements. A licensed supplier who blends ethanol and gasoline or biodiesel and diesel fuels is also required to obtain a blender's license. (Reference [Senate Bill](#) 1074, 2006, and [Michigan Compiled Laws](#) 207.1008)

#### ***Hydrogen Production and Retail Requirements***

All hydrogen fuel produced and sold in the state must meet state quality requirements. Any retailer offering hydrogen fuel for sale in the state must register with, and obtain approval from, the Michigan Department of Agriculture (MDA). A hydrogen retailer must also obtain a license from the MDA for each retail outlet they operate. (Reference [Senate Bill](#) 1079, 2006, and [Michigan Compiled Laws](#) 290.642-290.647)

#### ***Biodiesel Retail and Storage Requirements***

All biodiesel and biodiesel blends sold in the state must meet state quality requirements. A refiner, distributor, or retailer cannot transfer or dispense biodiesel or biodiesel blends unless the fuel is visibly free of undissolved water, sediments, and other suspended matter. Additionally, a biodiesel retailer is prohibited from selling biodiesel or biodiesel blends drawn from a storage tank that has more than two inches of water or water-alcohol at the bottom. Any retailer of biodiesel or biodiesel blends must obtain a license from the Michigan Department of Agriculture for each retail outlet they operate. (Reference [Senate Bill](#) 1079, 2006, and [Michigan Compiled Laws](#) 290.642-290.647)

### **Utilities/Private Incentives**

#### ***Alternative Energy Technology Promotion***

NextEnergy is an organization with a comprehensive set of actions and incentives designed to help position Michigan as the world's leading center for alternative energy technology, research and development, education, and manufacturing. NextEnergy programs support technologies for both mobile and stationary applications using renewable and distributed energy solutions. NextEnergy offers several incentives for companies that develop or utilize alternative energy applications.

***Point of Contact***

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Content Last Updated: 09/18/2008

**U.S. Department of Energy - Energy Efficiency and Renewable Energy**  
***Alternative Fuels and Advanced Vehicles Data Center***



**MINNESOTA INCENTIVES AND LAWS**

Last Updated July 2008

Minnesota is the home of the Twin Cities Clean Cities Coalition (<http://www.cleanairchoice.org/cities/tc.cfm>). Coordinator contact information is listed in the Points of Contact section.

**State Incentives**

***E85 Fueling Infrastructure Grants***

Grants administered by the Minnesota E85 Team are available to service stations installing equipment or converting existing equipment for dispensing E85 fuel to flexible fuel vehicles. Cost eligibility and grant amounts vary according to grant sponsorship.

***Point of Contact***

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Twin Cities Clean Cities Coalition  
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[lisa.thurstin@alamn.org](mailto:lisa.thurstin@alamn.org)  
<http://www.cleanairchoice.org/cities/tc.cfm>

***Ethanol Production Incentive***

Through June 30, 2010, an ethanol production incentive of \$0.20 per gallon of ethanol produced is available to qualified facilities that began production before June 30, 2000. Annual payments are limited to \$3 million to any one producer. (Reference [Minnesota Statutes](#) 41A.09)

***Point of Contact***

Ralph Groschen  
Senior Marketing Specialist  
Minnesota Department of Agriculture  
Phone (651) 201-6223  
Fax (651) 201-6114  
[ralph.groschen@state.mn.us](mailto:ralph.groschen@state.mn.us)

***Idle Reduction Technology Loan Program***

The Minnesota Pollution Control Agency's Small Business Environmental Improvement Loan Program provides low-interest loans to qualified small businesses to finance environmental projects such as capital equipment upgrades that meet or exceed environmental regulations, including idle reduction technologies.

### ***Point of Contact***

Mike Nelson  
Small Business Ombudsman  
Minnesota Pollution Control Agency  
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[michael.nelson@pca.state.mn.us](mailto:michael.nelson@pca.state.mn.us)  
[http://www.pca.state.mn.us/programs/sbomb\\_loan.html](http://www.pca.state.mn.us/programs/sbomb_loan.html)

### **State Laws and Regulations**

#### ***Biodiesel Blend Mandate***

All diesel fuel sold or offered for sale in the state for use in internal combustion engines must contain at least 2% biodiesel fuel by volume. Beginning May 1, 2009, all diesel fuel must contain at least 5% biodiesel; 10% biodiesel by May 1, 2012; and 20% biodiesel by May 1, 2015. The minimum content levels are effective during the months of April, May, June, July, August, September, and October only. However, the commissioners of agriculture and commerce, the Pollution Control Agency, in consultation with the [Biodiesel Task Force](#) and other technical experts, may allow the specified biodiesel blend level to be effective year round if determined that an ASTM specification or equivalent federal standard exists for the specified biodiesel blend level that adequately addresses technical issues associated with Minnesota's cold weather and publish a notice in the State Register to that effect. (Reference [Senate File 3683](#), 2008, and [Minnesota Statutes 239.77](#) and [239.75](#))

#### ***Medium-Speed Electric Vehicle Access to Roadway***

A medium-speed electric vehicle is defined as an electrically powered four-wheeled motor vehicle capable of achieving a speed of at least 25 miles per hours (mph) but not more than 35 mph on a paved, level surface and, except with respect to maximum speed, otherwise meets or exceeds regulations in Title 49 of the Code of Federal Regulations, section 571.500. A medium-speed electric vehicle may not be operated on a roadway with a speed limit greater than 35 mph, except to make a direct crossing of that roadway. A road authority, including the commissioner of transportation, may prohibit or further restrict the operation of medium-speed electric vehicles on any street or highway under the road authority's jurisdiction. (Reference [House File 3800](#), 2008)

#### ***Exemption for Idle Reduction Equipment***

In order to promote the reduction of fuel use and emissions due to engine idling, the maximum gross vehicle weight and axle weight limits for any motor vehicle equipped with idle reduction technology must be increased by the weight of the idle reduction equipment, not to exceed 400 pounds. The vehicle operator must provide documentation that the vehicle is equipped with idle reduction equipment. (Reference [House File 3314](#), 2008)

#### ***Regional Biofuels Promotion Plan***

Minnesota has joined Indiana, Iowa, Kansas, Michigan, Ohio, South Dakota, and Wisconsin in adopting the Energy Security and Climate Stewardship Platform Plan (Platform) ([PDF 2 MB](#)), which establishes shared goals for the Midwest region, including increased biofuels production and use. Specifically, the Platform sets the following goals:

- Produce commercially available cellulosic ethanol and other low-carbon fuels in the region by 2012;
- Increase E85 availability at retail fueling stations in the region to 15% of stations by 2015, 20% by 2020, and 33% of all fueling stations in the region by 2025;
- Reduce the amount of fossil fuel that is used in the production of biofuels by 50% by 2025;

- By 2025, at least 50% of all transportation fuels consumed by the Midwest will be from regionally produced biofuels and other low-carbon transportation fuels.

The Platform also establishes a regional biofuels corridor program. The program directs state transportation, agriculture, and regulatory officials to develop a system of coordinated signage across the region for biofuels and advanced transportation fuels and to collaborate to create regional E85 corridors. The program requires standardized fuel product coding at fueling stations as well as increased education for retailers about converting existing fueling infrastructure to dispense E85. The state transportation, agriculture, and regulatory officials were required to report their corridor implementation plans to the [Midwest Governors Association](#) by April 1, 2008.

### ***Biodiesel Definition***

Biodiesel is defined as a renewable, biodegradable, mono alkyl ester combustible liquid fuel that is derived from agricultural plant oils or animal fats and meets ASTM specification D6751-07 and is produced by a person or organization certified by the BQ-9000 National Biodiesel Accreditation Program. (Reference [Senate File](#) 3683, 2008, and [Minnesota Statutes](#) 239.761 and 296A.01)

### ***Ethanol Blend Mandate***

All gasoline sold or offered for sale in the state must contain at least 10% ethanol by volume (E10). Effective August 30, 2013, all gasoline sold or offered for sale in the state must contain at least 20% ethanol by volume (E20), unless ethanol has already replaced 20% of all motor vehicle fuel sold in the state by December 31, 2010, or federal approval has not been granted for the use of E20. Certain exemptions apply. (Reference [Minnesota Statutes](#) 239.791)

### ***Alternative Fuel Use Requirement***

State agencies are required to take all reasonable actions necessary to strengthen the infrastructure for increasing the availability and use of E85 and biodiesel throughout the state. Employees using state vehicles are expected to use E85 fuel when operating flexible fuel vehicles, whenever E85 is reasonably available. The state's SmartFleet Committee is directed to develop a plan to facilitate the use of E85 and biodiesel in state vehicles, including actively pursuing the establishment of additional E85 fueling facilities at public retail outlets throughout the state. (Reference [Executive Order](#) 06-03, 2006)

### ***Hydrogen Energy Plan***

The Minnesota Department of Administration is required to identify opportunities for demonstrating the use of hydrogen fuel cells within state-owned facilities, vehicle fleets, and operations. The Department of Administration is required to purchase and demonstrate hydrogen, fuel cells, and related technologies in ways that strategically contribute to realizing Minnesota's hydrogen economy goals. Additionally, the state Department of Commerce (DOC) is expected to report to the legislature every two years with a list of proposed pilot projects that contribute to realizing these goals, including those demonstrating technologies such as hybrid-electric, off-road, and fleet vehicles operating on hydrogen or fuels blended with hydrogen.

The DOC is authorized to accept federal funds, expend funds, and participate in projects to design, develop, and construct multi-fuel hydrogen fueling stations that eventually link urban centers along key trade corridors across the jurisdictions of Manitoba, the Dakotas, Minnesota, Iowa, and Wisconsin. These energy stations should accommodate a wide variety of vehicle technologies and fueling platforms, including hybrid, flexible fuel, and fuel cell vehicles. They may offer, but not be limited to, gasoline, diesel, ethanol (E85), biodiesel, and hydrogen, and may simultaneously test the integration of on-site combined heat and power technologies with the existing energy infrastructure.

The state's public research and higher education institutions are encouraged to collaborate to establish a regional energy research and education partnership for the production of renewable energy and

products, including hydrogen, fuel cells, and related technologies. The Board of Trustees of the Minnesota State Colleges and Universities is encouraged to develop a fuel cell curriculum pilot program.

(Reference [Minnesota Statutes](#) 216B.811 to 216B.815)

### ***Plug-In Hybrid Electric Vehicle (PHEV) and Neighborhood Electric Vehicle (NEV) Initiatives***

All solicitation documents that include the purchase of passenger automobiles issued under the jurisdiction of the Minnesota Department of Administration after June 30, 2006, must assert the intention of the state to begin purchasing PHEVs and NEVs as soon as they become commercially available. The PHEVs and NEVs must first meet the state's performance specifications and be priced no more than 10% above the price for comparable gasoline-powered vehicles.

A PHEV is defined as a vehicle containing an internal combustion engine that also allows power to be delivered to the drive wheels by a battery-powered electric motor and that meets applicable federal motor vehicle safety standards. When connected to the electrical grid via an electrical outlet the vehicle must be able to recharge its battery. The vehicle must have the ability to travel at least 20 miles, powered substantially by electricity. (Reference [House File](#) 3718, 2006)

### ***Biodiesel Task Force***

To help reach the state's eight million gallon biodiesel production capacity goal and ensure a smooth introduction of biodiesel into the marketplace, a [Biodiesel Task Force](#) was established in March 2003 to help promote and educate possible biodiesel developers, marketers, consumers, and manufacturers. The 10-member task force advises the Minnesota Department of Agriculture on methods to increase production and use of biodiesel in Minnesota. The task force also promotes and educates potential biodiesel developers, marketers, consumers, and manufacturers about biodiesel.

### ***Point of Contact***

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Minnesota Department of Agriculture  
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### ***Alternative Fuel Use and Alternative Fuel Vehicle (AFV) Acquisition Requirements***

State agencies are required to use alternative fuels, including B20-B100 biodiesel blends, compressed or liquefied natural gas, E70-E100 ethanol blends, hydrogen, or liquefied petroleum gas, to operate state motor vehicles if the clean fuels are reasonably available at comparable costs to conventional fuels and are compatible with the intended use of the motor vehicle. Additionally, state agencies are required to purchase alternative fuel vehicles, which include those capable of being powered by the fuels listed above or motor vehicles powered by electricity or by a combination of electricity and liquid fuel, if such a motor vehicle is reasonably available at comparable costs to other vehicles and if the vehicle is capable of carrying out the purpose for which it is purchased. (Reference [Minnesota Statutes](#) 16C.135)

### ***State Agency Energy Plan and Vehicle Acquisition Priorities***

Using 2005 as a baseline, the state is required to achieve a 25% and 50% reduction in gasoline used to operate state agency owned on-road vehicles by 2010 and 2015, respectively. Additionally, the state is required to achieve a 10% and 25% reduction in the use of petroleum-based diesel fuel for state owned on-road vehicles by 2010 and 2015, respectively. To meet these goals, each state agency will, whenever legally, technically, and economically feasible, ensure that at least 75% of all new on-road vehicles purchased operate on alternative fuels, including B20-B100 biodiesel blends, compressed or liquefied natural gas, E70-E100 ethanol blends, hydrogen, or liquefied petroleum gas. Alternatively, each state

agency must ensure that at least 75% of purchases of new on-road vehicles have fuel economy ratings that exceed 30 miles per gallon (mpg) for city usage or 35 mpg for highway usage, including but not limited to hybrid electric and hydrogen vehicles. (Reference [Executive Order](#) 04-10, 2004, and [Minnesota Statutes](#) 16C.137)

#### ***State Agency Emissions Reduction Requirement***

Each state department must seek to reduce air pollution by implementing two or more of the actions outlined in Executive Order 04-08 whenever legally, technically, and economically feasible, subject to the specific needs of the department and responsible management of agency finances. The actions include the purchase or lease of the most fuel-efficient and least polluting vehicles that meet the operational needs of the state department, and fueling state-operated vehicles with the cleanest fuel available. (Reference [Executive Order](#) 04-08, 2004)

#### ***Alternative Fuel Tax***

An excise tax is imposed on the first licensed distributor who receives E85 fuel products in the state and on distributors, special fuel dealers, or bulk purchasers of other alternative fuels. E85 is taxed at a rate of \$0.142 per gallon, liquefied petroleum gas is taxed at \$0.15 per gallon, liquefied natural gas is taxed at \$0.12 per gallon, and compressed natural gas is taxed at the rate of \$1.739 per thousand cubic feet or \$0.20 per gasoline gallon equivalent. Gasoline is taxed at the rate of \$0.20 per gallon. (Reference [Minnesota Statutes](#) 296A.07 and 296A.08)

#### ***Neighborhood Electric Vehicle (NEV) Access to Roadways***

A neighborhood electric vehicle (NEV) is defined as an electric vehicle that has four wheels and is capable of achieving a speed of at least 20 miles per hours (mph) but not more than 25 mph on a paved level surface. An NEV must be titled according to state law and may be operated on public streets and highways if it meets all equipment and vehicle safety requirements in Title 49 of the Code of Federal Regulations, section 571.500, and successor requirements. An NEV may not operate on roadways with a speed limit greater than 35 miles per hour, except to make a direct crossing of that roadway. A road authority, including the commissioner of transportation, may prohibit or further restrict the operation of NEVs on any street or highway under the road authority's jurisdiction. (Reference [Minnesota Statutes](#) 169.01 and 169.224)

#### ***Idle Reduction Regulation - Minneapolis***

Vehicles may not idle in residential areas between 10 pm and 6 am, with the exception of emergency or law enforcement vehicles as well as permitted construction equipment. Violators are subject to a fine of up to a \$700. (Reference [Minneapolis Code of Ordinances](#) Title 15, Chapter 389.100(7) and (8))

#### **Utilities/Private Incentives**

There are currently no known utility or private incentives offered in Minnesota.

#### **Points of Contact:**

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**WISCONSIN INCENTIVES AND LAWS**

Last Updated December 2007

Wisconsin is the home of Wisconsin Clean Cities Southeast Area, Inc., Coalition ([www.wicleancities.org](http://www.wicleancities.org)). Coordinator contact information is listed in the Points of Contact section.

**State Incentives**

***Vehicle Battery and Engine Research Tax Credits***

For taxable years beginning after June 30, 2007, any corporation involved in qualified research is allowed a tax credit equal to 10% of the corporation's qualified research expenses incurred in this state for the taxable year. Qualified research only includes the design and manufacturing of energy efficient lighting systems, building automation and control systems, and automotive batteries for use in hybrid-electric vehicles that reduce the demand for natural gas or electricity or improve the efficiency of its use. Qualified research also includes research related to designing internal combustion engines (including substitute products such as fuel cell, electric, and hybrid drives) for vehicles, including expenses related to designing vehicles that are powered by such engines and improving production processes for such engines and vehicles.

Corporations may also claim tax credits equal to 5% of the amount paid or incurred by that corporation during the taxable year to construct and equip new facilities or expand existing facilities used in Wisconsin for qualified research. (Reference [Wisconsin Statutes](#) 71.28(4)(ab 2), 71.28 (ad 2 and 3), and 71.28(5)(ad))

***Biodiesel Fuel Use Incentive***

The Wisconsin Department of Public Instruction (DPI) may provide financial aid to school districts that use biodiesel fuel for school bus transportation to cover the incremental cost of using biodiesel as compared to the cost of petroleum diesel fuel. If, in any fiscal year, insufficient funds are available to provide school districts with the full amount of reimbursement for which a school district qualifies, DPI will prorate the available funds among the entitled school districts on a per pupil basis. (Reference [Wisconsin Statutes](#) 121.575)

***Alternative Fuel Tax Refund for Taxis***

A person using alternative fuel to operate a taxi used to transport passengers may be reimbursed for the amount of Wisconsin fuel tax paid. Refund claims must be filed within one year of the date the fuel is purchased and must be for a minimum 100 gallons of alternative fuel. (Reference [Wisconsin Statutes](#) 78.75(1m)(a)1)

***Idle Reduction Grant Program***

The Wisconsin Department of Commerce provides grants to freight motor carriers headquartered in Wisconsin to purchase and install idle reduction units on heavy-duty tractor trucks produced in Model Year 1999 or later. Eligible applicants will receive a reimbursement of up to 50% for the cost of idle reduction equipment and installation. The application period opens on July 1 of every year; grants are not available for idle reduction equipment purchased or installed prior to July 1 in the year the application is submitted. The program will award \$2 million per year in grants for the 2007-2008 and

2008-2009 award periods, and \$1 million per year in grants for the 2009-2010 and 2010-2011 award periods. (Reference [Wisconsin Statutes](#) 560.125)

### ***Point of Contact***

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Wisconsin Department of Commerce, Diesel Truck Idling Reduction Program  
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<http://www.commerce.wi.gov/dieselgrantprogram>

## **State Laws and Regulations**

### ***State Energy Plan***

In order to become a leader in the production of renewable energy, the state of Wisconsin aims to generate 25% of its transportation fuels from renewable sources by the year 2025. The Office of Energy Independence (OEI) is responsible for promoting this goal as well as the state's biofuels industry. OEI will serve as a single-point of contact for citizens, businesses, local units of government, and non-governmental organizations pursuing biofuels development, energy efficiency, and energy independence. The office will also identify federal funding opportunities and serve as the State Energy Office. (Reference [Executive Order](#) 192, 2007)

### ***Regional Biofuels Promotion Plan***

Wisconsin has joined Indiana, Iowa, Kansas, Michigan, Minnesota, Ohio, and South Dakota in adopting the Energy Security and Climate Stewardship Platform Plan (Platform) ([PDF 2 MB](#)), which establishes shared goals for the Midwest region, including increased biofuels production and use. Specifically, the Platform sets the following goals:

- Produce commercially available cellulosic ethanol and other low-carbon fuels in the region by 2012;
- Increase E85 availability at retail fueling stations in the region to 15% of stations by 2015, 20% by 2020, and 33% of all fueling stations in the region by 2025;
- Reduce the amount of fossil fuel that is used in the production of biofuels by 50% by 2025;
- By 2025, at least 50% of all transportation fuels consumed by the Midwest will be from regionally produced biofuels and other low-carbon transportation fuels.

The Platform also establishes a regional biofuels corridor program. The program directs state transportation, agriculture, and regulatory officials to develop a system of coordinated signage across the region for biofuels and advanced transportation fuels and to collaborate to create regional E85 corridors. The program requires standardized fuel product coding at fueling stations as well as increased education for retailers about converting existing fueling infrastructure to dispense E85. The state transportation, agriculture, and regulatory officials are required to report their corridor implementation plans to the [Midwest Governors Association](#) by April 1, 2008.

### ***Petroleum Use Reduction***

The Wisconsin Department of Administration (DOA) is directed to require through its fleet management policy that all state agencies reduce the use of petroleum-based gasoline in state-owned vehicles by 20% in 2010 and 50% in 2015, and reduce the use of petroleum-based diesel fuel for vehicles that operate on diesel by 10% in 2010 and 25% in 2015. (Reference [Executive Order](#) 141, 2006)

### ***Renewable Fuels Use and Promotion***

The Wisconsin Department of Agriculture (DOA) is directed to develop an awareness plan designed to facilitate the use of renewable fuels in the State's flexible fuel vehicle (FFV) fleet. The plan should ensure the following: that all FFVs in the State's fleet are identifiable; that all state employees driving FFVs are aware of the renewable fuel refueling stations nearby; and that all state employees strive to use renewable fuels when operating FFVs and diesel powered vehicles in the fleet, whenever practical and cost effective. The DOA and the Wisconsin Department of Agricultural, Trade and Consumer Protection are also directed to actively pursue the establishment of additional renewable fuel refueling facilities at public retail outlets. (Reference [Executive Order](#) 141, 2006)

### ***Biodiesel Definition***

Effective July 1, 2007, biodiesel is defined as a fuel that is comprised of monoalkyl esters of long chain fatty acids derived from vegetable oils or animal fats, either in pure form or mixed in any combination with petroleum-based diesel fuel. The definition of biodiesel is expanded for purposes of existing provisions that encourage the use of alternative fuels in state-owned vehicles. (Reference [Wisconsin Statutes](#) 16.045(1)(c))

### ***Biodiesel Labeling Requirement***

Sellers of biodiesel fuel are prohibited from advertising or offering for sale fuel labeled as pure biodiesel unless the fuel 1) contains no other type of petroleum product, 2) the fuel is registered as biodiesel fuel with the federal government, and 3) the fuel meets all of the applicable requirements of the American Society for Testing and Materials (ASTM). Sellers are also prohibited from selling fuel labeled as a biodiesel blend unless the fuel contains at least 2% pure biodiesel fuel and meets all applicable ASTM requirements that are applicable to biodiesel blends. (Reference [Wisconsin Statutes](#) 168.14(2))

### ***Biofuels Development***

Executive Order 101 directs the Secretaries of various state agencies to establish members in the [Consortium on Biobased Industry](#) to recommend policy and commercialization strategies for state goals that promote development and use of biobased products and bioenergy using federal and state programs, in part to reduce Wisconsin's dependence on foreign oil. Refer to the Consortium on Biobased Industry Web site to view the final report on findings and recommendations submitted to the Governor. (Reference [Executive Order](#) 101, 2005)

### ***Alternative Fuel Vehicle (AFV) Acquisition Requirements***

The Wisconsin Department of Administration (DOA) must require all state employees to utilize hybrid electric vehicles or vehicles that operate on gasohol or alternative fuel for all state-owned or state-leased motor vehicles whenever such utilization is feasible. The DOA must also encourage the use of gasohol and alternative fuels by officers and employees who use personal motor vehicles on state business and by residents of Wisconsin in general. (Reference [Wisconsin Statutes](#) 16.045)

### ***Low Emission Vehicle (LEV) Acquisition Requirement***

The Clean Fuel Fleet Program (CFFP), administered by the Wisconsin Department of Natural Resources, affects the six-county (Milwaukee, Waukesha, Ozaukee, Washington, Racine, and Kenosha) severe ozone non-attainment area. The CFFP requires fleets in Southeastern Wisconsin to purchase a specific percentage of LEVs. The CFFP applies to both public and private fleets based on fleet size, vehicle weight and fuel characteristics. Fleets can earn credits, but are responsible for calculating and trading.

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***Alternative Fuels Tax***

A state excise tax is imposed on the use of alternative fuels. Alternative fuels include liquid petroleum gas (LPG) and compressed natural gas (CNG). The current tax rate on LPG is \$0.226 per gallon, and the tax rate on CNG is \$0.247 per gallon. No tax is imposed on alternative fuels used by vehicles for urban mass transportation of passengers. (Reference [Wisconsin Statutes](#) 78.40)

***Alternative Fuel Tax Exemption***

No county, city, village, town, or other political subdivision is allowed to levy or collect any excise, license, privilege, or occupational tax upon motor vehicle fuel or alternative fuels, or upon the buying, selling, handling, or consuming of motor vehicle fuel or alternative fuels. (Reference [Wisconsin Statutes](#) 78.82)

***Alternative Fuel License***

Any person acting as an alternative fuels dealer must hold a valid alternative fuels license and certificate. Except for alternative fuels delivered by an alternative fuels dealer into a fuel supply tank of any motor vehicle in the state, no person may use alternative fuels in the state unless the person holds a valid alternative fuels license issued by the Wisconsin Department of Administration or unless the alternative fuel has been delivered by an authorized supplier. (Reference [Wisconsin Statutes](#) 78.47)

***Neighborhood Electric Vehicle (NEV) Access to Roadways***

An NEV is defined as a self-propelled motor vehicle that has successfully completed the NEV America test program conducted by the U.S. Department of Energy, and conforms to the definition and requirements in the Federal Motor Vehicle Safety standards for low-speed vehicles under Title 49 of the Code of Federal Regulations, section 571. A golf cart is not considered an NEV. The governing body of any city, town, or village may by ordinance allow the use of an NEV on a roadway that has a speed limit of 35 miles per hour or less. (Reference [Wisconsin Statutes](#) 349.26)

***Utilities/Private Incentives***

***Natural Gas Infrastructure and Vehicle Technical Assistance***

We Energies provides project management for the development of compressed natural gas (CNG) refueling stations and for natural gas vehicle (NGV) purchases for fleets. The company works with the Wisconsin Clean Cities Southeast Area, Inc., Coalition and other grant sources to develop outside funding to assist with such projects. We Energies offers technical assistance regarding CNG refueling stations and NGVs.

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