

ALTERNATIVE FUELS & VEHICLES

Infrastructure Enhancement and Evaluation

DEFINITION

Policies to establish new infrastructure for alternative fuel or electric vehicles or to initiate efforts to evaluate alternative fuel or electric vehicle infrastructure requirements.

STATE	ACTIONS BEING TAKEN
Arizona	Designated hybrid vehicles are allowed access to high-occupancy vehicle lanes <i>Allowed an individual driving an alternative fuel vehicle to park in areas designated for carpool operators. Individuals driving conventional vehicles are not allowed to stop or park in a space designated for parking and charging electric vehicles.</i>
California	Public Utility Commission required, in consultation with the Energy Commission, the State Air Resource Board, electric corporations, and the motor vehicle industry, to evaluate policies to develop infrastructure sufficient to overcome any barriers to the widespread deployment and use of plug-in hybrid vehicles, and to adopt rules that address a specified matter <i>The Motor Vehicle Registration Fee Program provided funding for projects that reduce air pollution from on- and off-road vehicles. Eligible projects include purchasing Alternative Fuel Vehicles and developing alternative fueling infrastructure.</i> Mandated that by July 1, 2011, the California Energy Commission, in consultation with the Public Utilities Commission, must develop and maintain a Web site containing specific links to web sites that contain information specific to EVs and plug-in hybrid electric vehicles, including: Resources to help consumers determine if their residences will require utility service upgrades to accommodate EVs and PHEVs; Basic charging circuit requirements; Utility rate options; and load management techniques (SB 1455). The California Public Utilities Commission, in consultation with the California Energy Commission, California Air Resources Board, electrical corporations, and the motor vehicle industry, evaluated policies and regulations to overcome barriers to the deployment and use of EVs. Directs utilities and automakers to collaborate in determining process by which consumers will notify utilities of EV purchases. Also holds rates for EV owners stable through 2013 while studying new rate strategies, including time-of-use pricing for EV charging, to go into effect in 2014.
Hawaii	Required all public, private, and government parking facilities with at least one hundred parking spaces to designate at least 1% of the spaces specifically for EVs by December 31, 2011. One of the parking spaces must be located near the building entrance and must be equipped with an EV charging unit.
Indiana	<ul style="list-style-type: none"> • Maintains 102 E85 and 13 B20 biofuel pumps along the I-65 corridor as part of the U.S. DOE's Clean Cities Program • Established a Biofuels Corridor, open as of October 2008, runs from Lake Michigan to the Gulf of Mexico
Iowa	<ul style="list-style-type: none"> • Provides for the dispensing of ethanol blended gasoline by authorizing the use of a secondary containment dispensing pump under specified conditions, requires compatibility, includes provisions for E-85 fuel (Iowa Code 455G.31) • Iowa Office of Energy Independence (OEI) developed a renewable fuels marketing plan to promote the state's biofuels industry (HF 2689)
Maryland	<i>Established the Maryland Electric Vehicle Infrastructure Council to develop an action plan to facilitate the successful integration of electric vehicles into the transportation network, to assist in developing and coordinating standards for streamlined permitting and installation of residential and commercial EV charging stations and supply equipment, to develop a statewide charging infrastructure plan, including public charging stations, and to increase consumer awareness and demand for such vehicles. The Council will submit a report with its recommendations by December 1, 2012 (SB 167).</i>

The data in this table is presented in three ways:

(1) the data in plain text references actions from the 2008 and 2010 editions of this report

(2) the data in ***black italic*** is new (from June 2010 to August 2011)

(3) the data in ***black bold*** cover actions taken during the tenure of a new governor (January 2011 – August 2011).

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New York	<i>NYSERDA's Flexible Technical Assistance Program provided assistance to public and private fleet managers who want to evaluate the feasibility and cost of adding AFVs and fueling facilities to their operations.</i>
Ohio	<i>Allowed an alternative fuel retailer to include a marking or symbol within their logo on state turnpikes directional signs indicating that it sells one or more types of alternative fuel.</i>
Oklahoma	<i>Increased the CNG fueling infrastructure in the state, with the overall goal of having one public fueling station located every 100 miles along the interstate highway system by 2015, and one public fueling station every 50 miles by 2025. May take steps to reach this goal by partnering with private entities.</i>
Tennessee	<ul style="list-style-type: none"> • Defined standards for biofuels and petroleum blending • Biodiesel blends made available for public use at a retail location may not exceed 20% biodiesel (B20) by volume and biodiesel blends containing more than 5% biodiesel (B5) by volume must be labeled as a biodiesel blend at the pump
Utah	<ul style="list-style-type: none"> • Utah Clean Cities received a \$14.9 million dollar grant from U.S. DOE to upgrade compressors at existing stations and add numerous new CNG fueling sites for the public along the I-15 corridor
Washington	<p><i>Created a partnership with the Washington Departments of Commerce and Transportation to fund the installation of qualified EV charging infrastructure along the I-5 corridor.</i></p> <p><i>Any regional transportation planning organization containing a county with a population greater than one million must collaborate with state and local governments to promote EV use, invest in EV infrastructure, and seek federal or private funding for these efforts.</i></p> <p><i>Publicly and privately owned EVs may be charged at state office locations where the vehicles are used for state business, commuter vehicles, or conducting business with the state. Contingent upon funding, the state must install electrical outlets suitable for charging EVs in each of the state's fleet parking and maintenance facilities as well as every state-operated highway rest stop by December 31, 2015.</i></p> <p><i>Prohibited the Utilities and Transportation Commission from regulating the rates, services, facilities, and practices of an entity that offers charging facilities to the public if that entity is not otherwise subject to commission jurisdiction as an electrical company (H 1571).</i></p>
Wisconsin	<i>Directed the Wisconsin Department of Administration to pursue, in cooperation with the Department of Agriculture, Trade and Consumer Protection, the establishment and maintenance of sufficient alternative fueling infrastructure at public retail outlets to meet the public's traveling needs.</i>

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