

# HOUSE RESEARCH

## Bill Summary

**FILE NUMBER:** H.F. 560

**DATE:** March 4, 2005

**Version:** As Introduced

**Authors:** Hamilton and others

**Subject:** State Department use of Renewable Fuels

**Analyst:** Sam Rankin, 651-296-5047

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### Overview

House File 560 seeks to substantially increase the proportion of vehicle fuel used by Minnesota departments and agencies that is ethanol, biodiesel, or hydrogen created from agricultural products. At the same time, the bill establishes specific goals for the reduction in total vehicle gasoline and diesel fuel consumed by the state.

#### Section

##### **1 Minimizing energy use; renewable fuels.**

**Subdivision 1. Legislative findings.** A new section of statute states the economic and environmental benefits of producing and using renewable fuels made from Minnesota agricultural products. It urges state departments and agencies to comply with current statutory requirements relating to the purchase of vehicles that can use cleaner fuels and fueling the vehicles with available renewable fuels.

**Subd. 2. Goals and actions.** Establishes a goal of using 25 percent less gasoline in on-road state vehicles by 2010 and 50 percent by 2015. Diesel-fueled vehicles have a target of 10 percent reduction in 2010 and 25 percent in 2015.

Departments and agencies are to purchase at least 75 percent of on-road vehicles that are capable of using cleaner fuels or that have a fuel efficiency rating of over 30 miles

**Section**

per gallon city or 35 miles per gallon highway.

Vehicles should be using ethanol, biodiesel, or hydrogen created from agricultural products whenever legal and feasible.

Government services should be delivered to the public via web-based Internet applications whenever possible.

**Subd. 3. Smartfleet committee.** The commissioner of administration is to chair a committee with members from several agencies to implement the goals of reduced fuel consumption and greater use of renewables. The commissioner of administration is to also implement a fleet reporting and information management system to track progress toward meeting the fuel saving goals.

**Subd. 4. Exclusion.** Diesel-powered vehicles that have been retrofitted to burn ultra low sulfur diesel fuel or for emissions reduction are excluded from calculations when evaluating the fuel consumption goals.

**2 Effective date.** Section 1 is effective the day following final enactment.