

ENERGY USE

Home Heating / Cooling

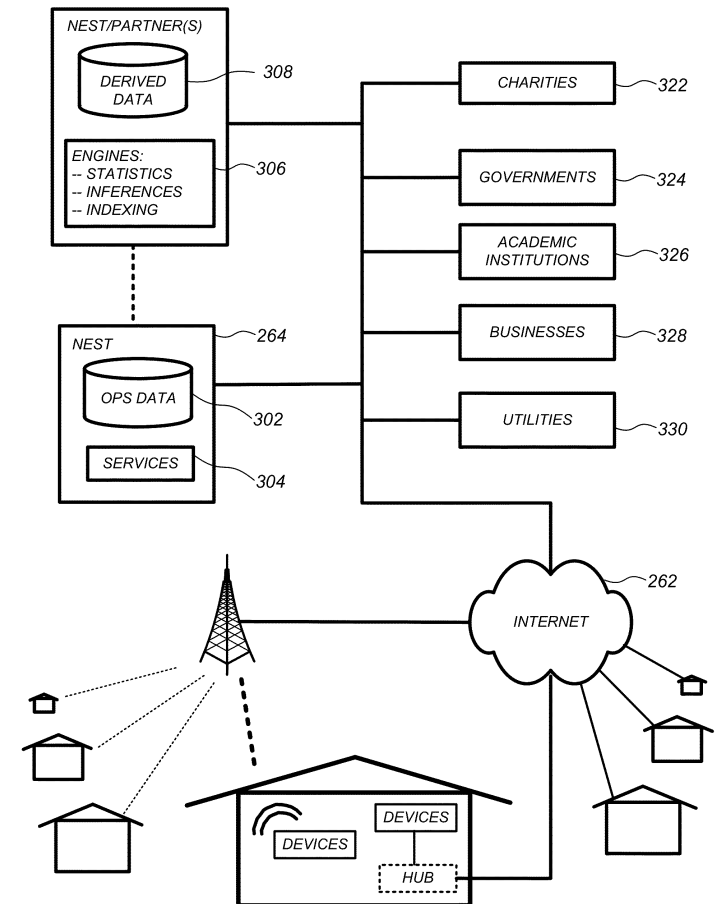
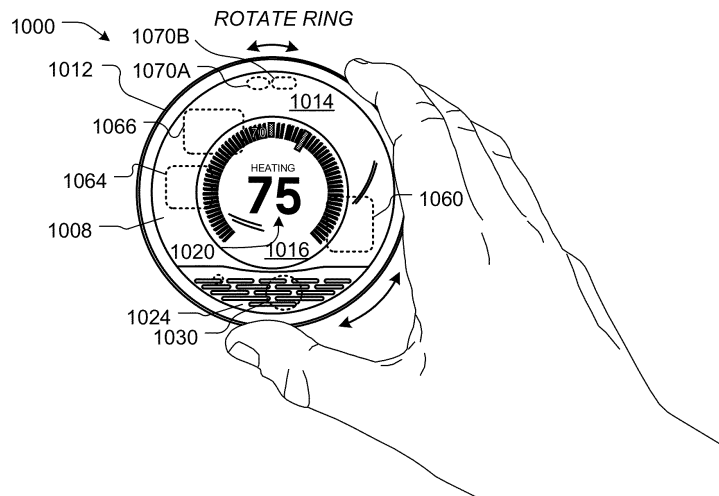
- Should a public utility (gas, electric) have the authority to monitor and/or control your thermostat settings?
- Should consumers be required to purchase a specific product (e.g. Nest thermostat) to participate in a government-sponsored (mandated) “energy savings/control” program?
- Should tax dollars be used to penalize/incentivize participation in a heating/cooling “energy savings/control” program?



ENERGY USE

Home Heating / Cooling

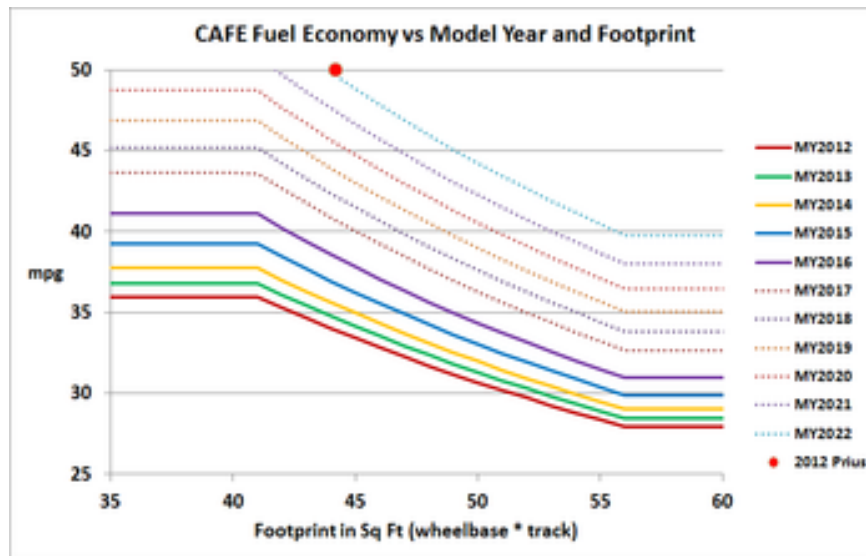
- Should a “consent clause” be included in the purchase agreement for an IoT device like a Nest thermostat?
- Potential for abuse of data?



ENERGY USE

Transportation

- Should the government have the authority to establish fuel economy (Corporate Average Fuel Economy or “CAFE”) standards for automobiles?



NHTSA
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

DRIVING SAFETY | VEHICLE SAFETY | RESEARCH | DATA | LAWS & REGULATIONS | ABOUT NHTSA

CAFE - Fuel Economy

Corporate Average Fuel Economy (CAFE)
First enacted by Congress in 1975, the purpose of CAFE is to reduce energy consumption by increasing the fuel economy of cars and light trucks. NHTSA has recently set standards to increase CAFE levels rapidly over the next several years, which will improve our nation's energy security and save consumers money at the pump. This site contains an immense amount of information about the CAFE program including a CAFE overview, rulemaking actions, fleet characteristics data, compliance activities, summaries of manufacturers' fuel economy performances since 1978, and related studies.

LATEST NEWS
Proposed Rule Alternative Fuel Badging and Consumer Information
NHTSA is proposing to require badging, labels and owner's manual information for new passenger cars, low-speed vehicles (LSVs) and light-duty trucks rated at not more than 8,500 pounds gross vehicle weight. In order to increase consumer awareness regarding the use and benefits of alternative fuels.
This proposed rule would implement specific statutory mandates that manufacturers be required to: identify each vehicle capable of running on an alternative fuel by means of a permanent and prominent display affixed to the exterior of the vehicle; add proposed text describing the capabilities and benefits of using alternative fuels to the owners' manuals provided for alternative fuel vehicles; and identify each vehicle that is capable of running on an alternative fuel by means of a label in the fuel filler compartment.

Fuel Economy Program Reports
2004 Report
2003 Report
2002 Report
2001 Report
2000 Report
1999 Report

View or download a copy of the proposed rule
Please submit any comments on or before April 21, 2014, to docket number: NHTSA-2010-0134

Phase 2 of the DOT and EPA Fuel Efficiency and GHG Emission Program for Medium- and Heavy-Duty Vehicles announced
President Obama directs the National Highway Traffic Safety Administration (NHTSA) and the Environmental Protection Agency (EPA) to develop and issue the next phase ("Phase 2") of medium- and heavy-duty vehicle fuel efficiency and greenhouse gas (GHG) standards by March 2016. Under this timeline, the agencies are expected to issue a Notice of Proposed Rulemaking (NPRM) by March 2015. This second round of fuel efficiency standards will build on the first-ever standards for medium- and heavy-duty vehicles (model years 2014 through 2018).

NHTSA Consumer Research on Fuel Economy, GHG and Alternative Fuels
Read the final reports and webinar presentation for focus groups and online surveys NHTSA conducted to inform development of a consumer education campaign.
Focus Groups Details and Results
Online Survey Details and Results
Webinar Materials on Research

Requests for Product Plan Info
NHTSA periodically requests future product plan information from auto manufacturers to help the agency in its CAFE rulemaking analyses.
Current and past product plan requests

Summary of Fuel Economy Performance
December 2014 Summary of Fuel Economy Performance
Flexible Fuel Credits (2003-2013)
Summary of CAFE fines (Updated August 2014)
CAFE Credit Status for Models Year 2008 through 2012
New Passenger Car Fleet Characteristics
Domestic Passenger Car Fleet Characteristics
Imported Passenger Car Fleet Characteristics
Light Truck Fleet Characteristics

ENERGY USE

Transportation

- Should the government offer tax incentives for all-electric vehicles (\$7500) and plug-in hybrids (\$2500-\$7500)?



IRS

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Form 8936, Qualified Plug-in Electric Drive Motor Vehicle Credit

Use this form to figure your credit for qualified plug-in electric drive motor vehicles you placed in service during your tax year. Also use Form 8936 to figure your credit for certain qualified two- or three-wheeled plug-in electric vehicles acquired after 2011.

Current Products

[Form 8936](#)

Recent Developments

Other Items You May Find Useful

[All Form 8936 Revisions](#)

[Notice 2009-89](#), New Qualified Plug-in Electric Drive Motor Vehicle Credit

[Notice 2012-54](#), Qualified Plug-in Electric Drive Motor Vehicle Credit; Update of Notice 2009-89

[Publication 463](#), Travel, Entertainment, Gift, and Car Expenses

[Other Current Products](#)

Comment on Form 8936

Use the [Comment on Tax Forms and Publications](#) web form to provide feedback on the content of this product. Although we cannot respond individually to each comment, we do appreciate your feedback and will consider all comments submitted.

CAUTION: We cannot respond to tax-related questions submitted using this page. Instead, please see our [Tax Law Questions](#) page.

Page Last Reviewed or Updated: 23-Feb-2015

Related Items

- Form 1040, U.S. Individual Income Tax Return
- Form 1040NR, U.S. Nonresident Alien Income Tax Return
- Form 1065, U.S. Return of Partnership Income
- Form 1120S, U.S. Income Tax Return for an S Corporation
- Form 4562, Depreciation and Amortization
- Form 5695, Residential Energy Credits
- Form 8834, Qualified Plug-in Electric and Electric Vehicle Credit
- Form 8910, Alternative Motor Vehicle Credit

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ENERGY USE

Transportation

- Should the government require oil companies to manufacture ethanol (E85) fuel as well as add 10-15% ethanol to gasoline?

It takes 1.5 gallons of ethanol (E-85) to drive as many miles as one gallon of gasoline.

Every gallon of ethanol removes 53 cents from the Federal Highway Trust Fund because of a special tax break for producers.

Green Car Reports
The ultimate guide to cleaner, greener driving


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Home / News / Alt Fuels / Ethanol A Victim Of Change As Gasoline Sales Have Flatlined?

Ethanol A Victim Of Change As Gasoline Sales Have Flatlined?

By John Voelcker 48 Comments 3,346 views Dec 11, 2013 Follow John

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GM E85 presentation

Eight years ago, ethanol was going to let the U.S. grow its own vehicle fuel, reduce its use of gasoline made from imported oil, and boost energy security.

How much have you heard about those themes lately? Not much, we'd wager.

A lot has changed since the 2007 passage of the Energy Independence and Security Act, which set volume requirements for biofuels to be blended into U.S. fuel supplies.

A high-level look at the current state of ethanol. In a Naviant

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The OIL BOOM IS HERE!
3rd Gen Oil Exploration

ENERGY USE

Home Lighting

- Should the government regulate the type of light bulbs that can be manufactured/sold in the US?
- Was the promotion of CFLs premature/ill-advised?



On/Off cycling: CFLs are sensitive to frequent on/off cycling. Their rated lifetimes of 10,000 hours are reduced in applications where the light is switched on and off very often. Closets and other places where lights are needed for brief illumination should use incandescent or LED bulbs.

Dimmers: Dimmable CFLs are available for lights using a dimmer switch, but check the package; not all CFLs can be used on dimmer switches. Using a regular CFL with a dimmer can shorten the bulb life span.

Outdoors: CFLs can be used outdoors, but should be covered or shaded from the elements. Low temperatures may reduce light levels - check the package label to see if the bulb is suited for outdoor use.

Retail lighting: CFLs are not spot lights. Retail store display lighting usually requires narrow focus beams for stronger spot lighting. CFLs are better for area lighting.

Mercury content: CFLs contain small amounts of mercury which is a toxic metal. This metal may be released if the bulb is broken, or during disposal. For more information about mercury and CFLs, see below.

ENERGY USE

Energy Star Certification

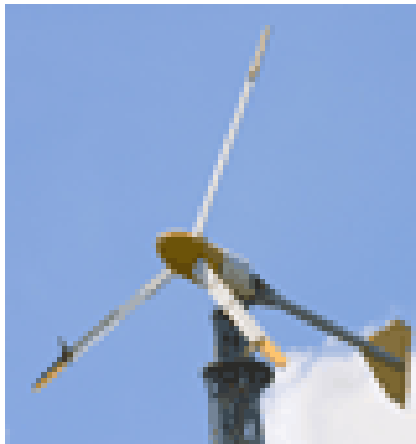
- Are there any consequences associated with the promotion of “energy star compliant” products?



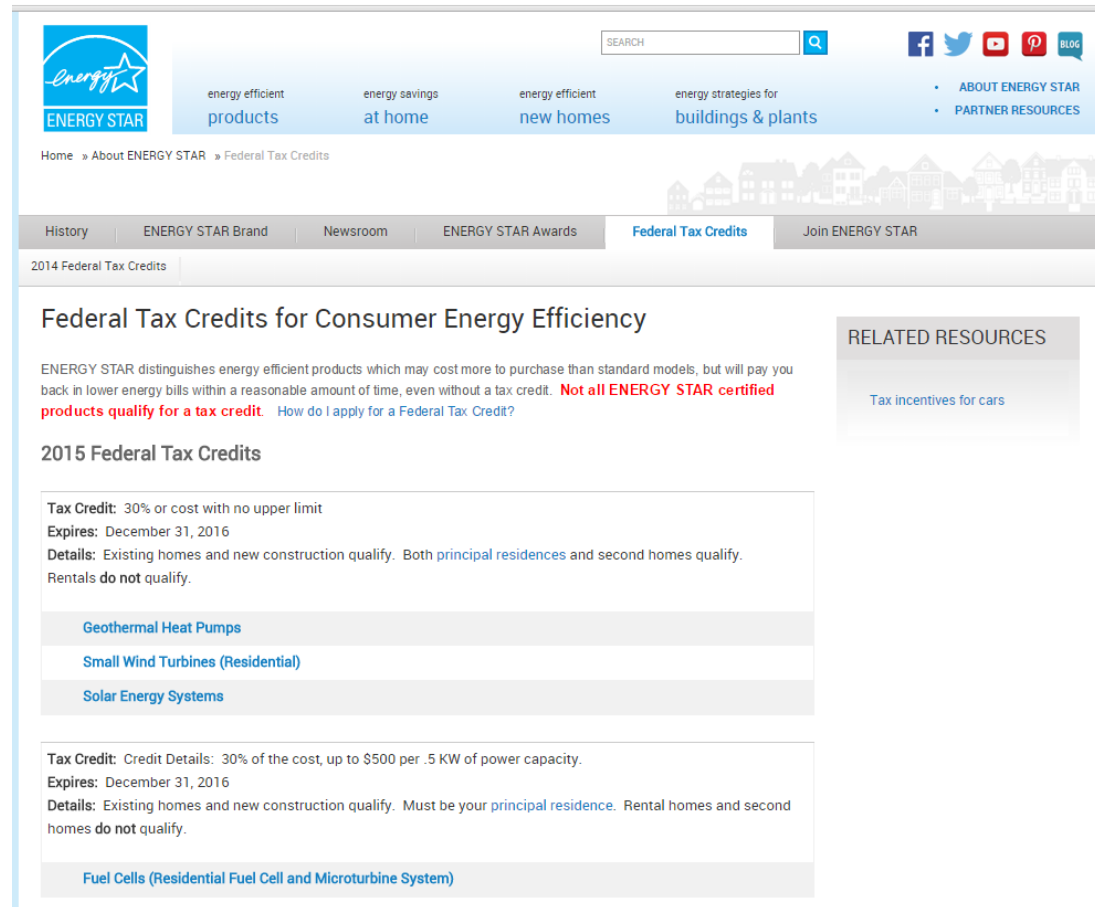
ENERGY PRODUCTION

Energy Star Certification

- Should the government offer tax credits for the purchase of energy star certified products?



Capacity \leq 100 KW

A screenshot of the ENERGY STAR website's 'Federal Tax Credits' page. The page features the ENERGY STAR logo, a search bar, and social media links. It lists various energy-efficient products and provides details on federal tax credits for 2014 and 2015. The 2015 section includes a table of eligible products and their respective tax credit details.

energy efficient products | energy savings at home | energy efficient new homes | energy strategies for buildings & plants

Home » About ENERGY STAR » Federal Tax Credits

History | ENERGY STAR Brand | Newsroom | ENERGY STAR Awards | **Federal Tax Credits** | Join ENERGY STAR

2014 Federal Tax Credits

Federal Tax Credits for Consumer Energy Efficiency

ENERGY STAR distinguishes energy efficient products which may cost more to purchase than standard models, but will pay you back in lower energy bills within a reasonable amount of time, even without a tax credit. **Not all ENERGY STAR certified products qualify for a tax credit.** [How do I apply for a Federal Tax Credit?](#)

2015 Federal Tax Credits

| Product Category | Tax Credit | Expires | Details |
|--|--|-------------------|--|
| Geothermal Heat Pumps | 30% or cost with no upper limit | December 31, 2016 | Existing homes and new construction qualify. Both principal residences and second homes qualify. Rentals do not qualify. |
| Small Wind Turbines (Residential) | 30% or cost with no upper limit | December 31, 2016 | Existing homes and new construction qualify. Both principal residences and second homes qualify. Rentals do not qualify. |
| Solar Energy Systems | 30% or cost with no upper limit | December 31, 2016 | Existing homes and new construction qualify. Both principal residences and second homes qualify. Rentals do not qualify. |
| Fuel Cells (Residential Fuel Cell and Microturbine System) | 30% of the cost, up to \$500 per .5 KW of power capacity | December 31, 2016 | Existing homes and new construction qualify. Must be your principal residence. Rental homes and second homes do not qualify. |

RELATED RESOURCES

[Tax incentives for cars](#)

ENERGY PRODUCTION

Alternate ("Green") Energy Sources

- Should the government subsidize alternate energy production?

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RESIDENTIAL RENEWABLE ENERGY TAX CREDIT

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ELIGIBILITY
Residential

SAVINGS CATEGORY
Solar Water Heat, Photovoltaics, Wind, Fuel Cells, Geothermal Heat Pumps, Other Solar-Electric Technologies, Fuel Cells using Renewable Fuels

MAXIMUM REBATE
Solar-electric systems placed in service after 2008: no maximum
Solar water heaters placed in service after 2008: no maximum
Wind turbines placed in service after 2008: no maximum
Geothermal heat pumps placed in service after 2008: no maximum
Fuel cells: \$500 per 0.5 kW

PROGRAM INFO

PROGRAM TYPE
Personal Tax Credit

REBATE AMOUNT
30%

Established by The Energy Policy Act of 2005, the federal tax credit for residential energy property initially applied to solar-electric systems, solar water heating systems and fuel cells. The Energy Improvement and Extension Act of 2008 extended the tax credit to small wind-energy systems and geothermal heat pumps, effective January 1, 2008. Other key revisions included an eight-year extension of the credit to December 31, 2016; the ability to take the credit against the alternative minimum tax; and the removal of the \$2,000 credit limit for solar-electric systems beginning in 2009. The credit was further enhanced in February 2009 by The American Recovery and Reinvestment Act of 2009, which removed the maximum credit amount for all eligible technologies (except fuel cells) placed in service after 2008.

A taxpayer may claim a credit of 30% of qualified expenditures for a system that serves a dwelling unit located in the United States that is owned and used as a residence by the taxpayer. Expenditures with respect to the equipment are treated as made when the installation is completed. If the installation is at a new home, the "placed in service" date is the date of occupancy by the homeowner. Expenditures include labor costs for on-site preparation, assembly or original system installation, and for piping or wiring to interconnect a system to the home. If the federal tax credit exceeds tax liability, the excess amount may be carried forward to the succeeding taxable year. The excess credit may be carried forward until 2016, but it is unclear whether the unused tax credit can be carried forward after then. The maximum allowable credit, equipment requirements and other details vary by technology, as outlined below.

Solar-electric property






- There is no maximum credit for systems placed in service after 2008.
- Systems must be placed in service on or after January 1, 2005, and on or before December 31, 2016.
- The home served by the system does not have to be the taxpayer's principal residence.


Customers | Contact us | Are you a contractor | FAQ

Heating & Air Conditioning > Solar Kits > 10KWACPV SOLARKIT

IWAE GENERATION 2 ACPV Grid Tied 10 kW (10,560 Watts AC) Complete Solar Energy Kit

Item #: 19456 Model #: 10KWACPV SOLARKIT

| Product | Reviews | Price Match |
|--|--|--|
|  enlarge |     | <p>PayPal CREDIT Get 6 Months to pay on \$99 or more Check out with PayPal and choose PayPal Credit <small>Subject to credit review. Get \$200, 18% customer only.</small></p> <p>Regular Price \$21120.00 If Paid By Check* - \$422.40 PressPlay Rewards** - \$844.80</p> <p>Total w/ Savings \$19,852.80 <small>Found a lower price?</small></p> <p>Available Options: Roof Type: <input type="text"/></p> <p>Add To Cart</p> <p>Free Shipping (Liftgate Included)</p> <p>Free T-Shirt with coupon code: HOTWIFE Click here to choose your free t-shirt.</p> <p>* Instant savings if order paid by check ** Total rebate amount is subject to the PressPlay Rewards program terms & conditions</p> <p>PRESSPLAY REWARDS</p> |


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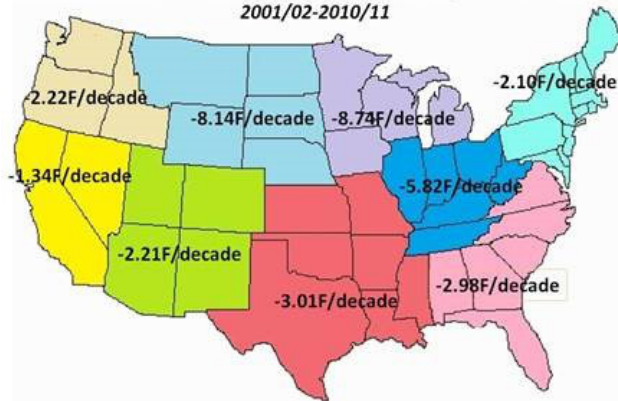
IWAE GENERATION 2 ACPV Grid Tied 10 kW (10,000 Watts AC) Complete Solar Energy Kit

ENVIRONMENTAL

Climate Change

- Is “climate change” science “settled”?
- What is a “greenhouse” and how does it work?
- What is the atmospheric CO₂ concentration?

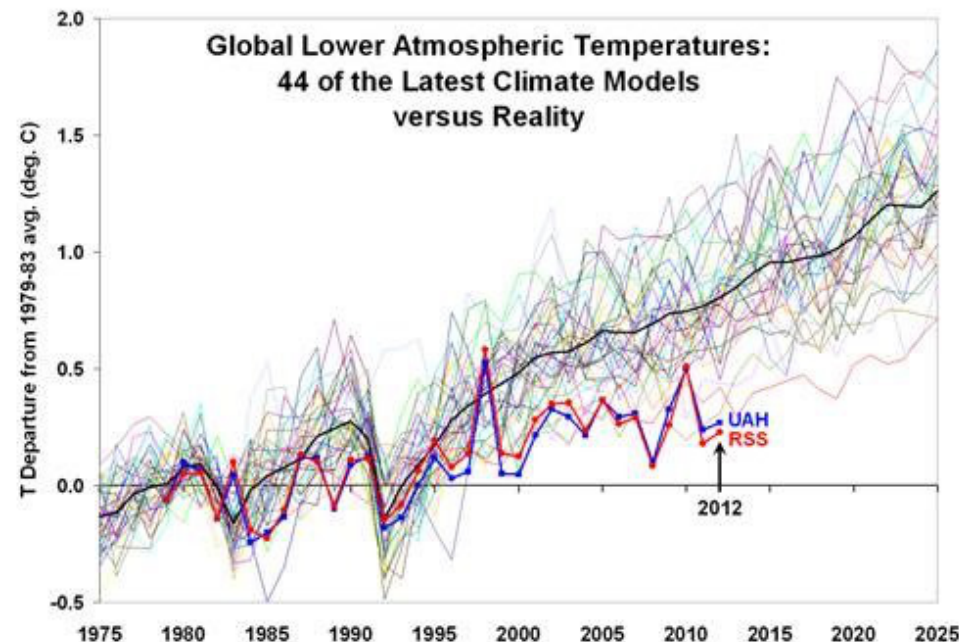
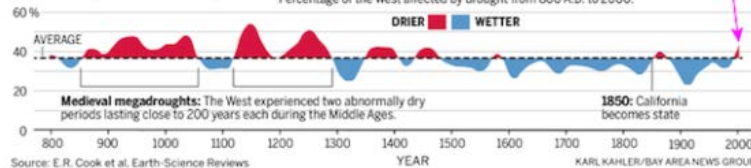
NCDC Decadal Change in Winter Temperatures
2001/02-2010/11



This is the portion supposedly caused by modern man-made “climate change”

A 200-year drought?

Evidence from tree rings shows that drought was historically much more widespread in the American West than now, while the 20th century was wetter than normal. Percentage of the West affected by drought from 800 A.D. to 2000:

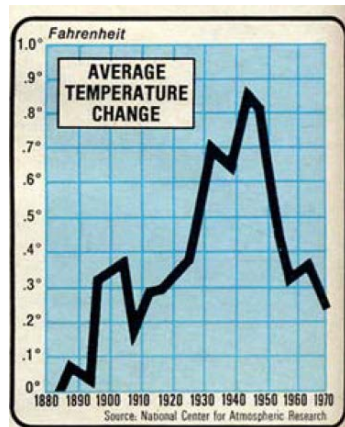


ENVIRONMENTAL

Climate Change – Then and Now

- Climate change “science”
(circa 1975)

“The evidence in support of these predictions has now begun to accumulate so massively that meteorologists are hard-pressed to keep up with it.”



“Climatologists are pessimistic that political leaders will take any positive action to compensate for the climate change, or even to ally its effects.”

“The longer the planners delay, the more difficult will they find it to cope with climatic change once the results become grim reality.”

Newsweek, April 28, 1975

SCIENCE

The Cooling World

There are ominous signs that the earth's weather patterns have begun to change dramatically and that these changes may portend a drastic decline in food production—with serious political implications for just about every nation on earth. The drop in food output could begin quite soon, perhaps only ten years from now. The regions destined to feel its impact are the great wheat-producing lands of Canada and the U.S.S.R. in the north, along with a number of marginally self-sufficient tropical areas—parts of India, Pakistan, Bangladesh, Indochina and Indonesia—where the growing season is dependent upon the rains brought by the monsoon.

The evidence in support of these predictions has now begun to accumulate so massively that meteorologists are hard-

reduce agricultural productivity for the rest of the century. If the climatic change is as profound as some of the pessimists fear, the resulting famines could be catastrophic. “A major climatic change would force economic and social adjustments on a worldwide scale,” warns a recent report by the National Academy of Sciences, “because the global patterns of food production and population that have evolved are implicitly dependent on the climate of the present century.”

A survey completed last year by Dr. Murray Mitchell of the National Oceanic and Atmospheric Administration reveals a drop of half a degree in average ground temperatures in the Northern Hemisphere between 1945 and 1968. According to George Kukla of Columbia University, satellite photos indicated a sudden, large increase in Northern Hemisphere snow cover in the winter of 1971-72. And

ic change is at least as fragmentary as our data,” concedes the National Academy of Sciences report. “Not only are the basic scientific questions largely unanswered, but in many cases we do not yet know enough to pose the key questions.”

Extremes: Meteorologists think that they can forecast the short-term results of the return to the norm of the last century. They begin by noting the slight drop in over-all temperature that produces large numbers of pressure centers in the upper atmosphere. These break up the smooth flow of westerly winds over temperate areas. The stagnant air produced in this way causes an increase in extremes of local weather such as droughts, floods, extended dry spells, long freezes, delayed monsoons and even local temperature increases—all of which have a direct impact on food supplies.

“The world's food-producing system,” warns Dr. James D. McQuigg of NOAA's Center for Climatic and Environmental Assessment, “is much more sensitive to

AREAS OF THE EARTH AFFECTED BY CLIMATIC CHANGE



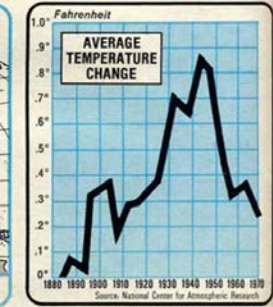
pressed to keep up with it. In England, farmers have seen their growing season decline by about two weeks since 1950, with a resultant overall loss in grain production estimated at up to 100,000 tons annually. During the same time, the average temperature around the equator has risen by a fraction of a degree—a fraction that in some areas can mean drought and desolation. Last April, in the most devastating outbreak of tornadoes ever recorded, 148 twisters killed more than 300 people and caused half a billion dollars' worth of damage in thirteen U.S. states.

Trend: To scientists, these seemingly disparate incidents represent the advance signs of fundamental changes in the world's weather. The central fact is that after three quarters of a century of extraordinarily mild conditions, the earth's climate seems to be cooling down. Meteorologists disagree about the cause and extent of the cooling trend, as well as over its specific impact on local weather conditions. But they are almost unanimous in the view that the trend will

a study released last month by two NOAA scientists notes that the amount of sunshine reaching the ground in the continental U.S. diminished by 1.3 percent between 1964 and 1972.

To the layman, the relatively small changes in temperature and sunshine can be highly misleading. Reid Bryson of the University of Wisconsin points out that the earth's average temperature during the great Ice Ages was only about 7 degrees lower than during its warmest eras—and that the present decline has taken the planet about a sixth of the way toward the Ice Age average. Others regard the cooling as a reversion to the “little ice age” conditions that brought bitter winters to much of Europe and northern America between 1600 and 1900—years when the Thames used to freeze so solidly that Londoners roasted oxen on the ice and when iceboats sailed the Hudson River almost as far south as New York City.

Just what causes the onset of major and minor ice ages remains a mystery. “Our knowledge of the mechanisms of climat-



the weather variable than it was even five years ago.” Furthermore, the growth of world population and creation of new national boundaries make it impossible for starving peoples to migrate from their devastated fields, as they did during past famines.

Climatologists are pessimistic that political leaders will take any positive action to compensate for the climatic change, or even to ally its effects. They concede that some of the more spectacular solutions proposed, such as melting the arctic ice cap by covering it with black soot or diverting arctic rivers, might create problems far greater than those they solve. But the scientists see few signs that government leaders anywhere are even prepared to take the simple measures of stockpiling food or introducing the variables of climatic uncertainty into economic projections of future food supplies. The longer the planners delay, the more difficult will they find it to cope with climatic change once the results become grim reality.

—PETER GWYNNE with bureau reports

Newsweek, April 28, 1975

ENVIRONMENTAL

Climate Change – Then and Now

- Climate change “science”
(circa 2006)



“Al Gore says we've got ten years. Ten years left to save the planet from a scorching. Okay, we're going to start counting. **This is January 27th, 2006.**”

ENVIRONMENTAL

"Gas Taxes"

- Should the government impose a "carbon tax" on "fossil fuel" energy production to reduce "greenhouse" gases (namely CO₂)?
- Since methane is a more potent "greenhouse gas" than CO₂, should the government also impose a "flatulence" tax?

By CBSNEWS / AP / December 5, 2008, 10:22 PM

EPA's Air Pollution Target: Flatulent Cows



PURDUE
UNIVERSITY

ynonline.com/6218/introducing-obamacow

Introducing ObamaCow

by Mark Steyn
Steyn on America
March 30, 2014

725 95 288

I think it was Ed Driscoll who cautioned the Obama Administration that *After America* was not meant to be an instruction manual. (By the way, personally autographed copies of AA are exclusively available from [SteynOnline](#); he pleads with an eye to his legal bills.) Notwithstanding that advice, page 114 of *After America*:

That's the question the developed world is facing: Where's it going to come from? A new tax? There's nothing left to tax. By 2009, Europe was reduced to considering a levy on bovine flatulence. You heard that right -- not a flat tax but a flatulence tax.

Breaking news re [breaking wind](#):

White House Looks To Regulate Cow Flatulence As Part Of Climate Agenda

The science is settled and so is the flatulence:

The White House has proposed cutting methane emissions from the dairy industry by 25 percent by 2020. Although U.S. agriculture only accounts for about 9 percent of the country's greenhouse gas emissions, according to the Environmental Protection Agency, it makes up a sizeable portion of methane emissions -- which is a very potent greenhouse gas.

In *After America*, I noted the complexity of the proposed flatulence regime:

Ireland was pondering a tax of 13 euros per cow; while in Denmark it was as high as 80 euros per cow. Is a Danish Holstein six times as flatulent as an Irish Hereford? Beats me. But somewhere in Brussels there's a Director of the European Flatulence Agency of Regulation and Taxation (EuroFart) who's got all the graphs. Apparently it's to offset looming penalties each nation faces from EU legislation to combat "global warming." The Times of London reported:

'EU member states are obliged to cut the emissions from non-ETS sectors by 10 per cent overall by 2020. While Romania and Bulgaria will be allowed to increase emissions, Ireland and Denmark are each faced with cuts of 20 per cent in farming sector emissions.'

Even allowing for the regulatory yoke Europe's cowed citizenry labor under, the bureaucratic logic here is hard to follow. Why is some Bulgaria's Holstein allowed to increase his flatulence while the poor Jutlander's polled Hereford has to put a stopper in it? Is there a dearth of flatulence in the Balkans but a Code Red alert over the North Sea? Couldn't the EU introduce flatulence offsets and let the excessively flatulent Irish trade some of their flatulence to the Carpathians?

For the moment, the ObamaCow regime sounds comparatively simple: a flat flatulence tax across the board and across the barn. Although the EPA's plan is more ambitious than EuroFart's (25 per cent flatulence reductions by 2020, rather than a mere ten per cent), the new regulations will not prove disruptive: If you like your cow, you can keep your cow. You still not be denied coverage if you have a pre-existing condition. There will be no increases in your cow-pay.

No doubt Michael E. Mann has got a graph showing that the flatulence was entirely flat for a millennium until the Koch Brothers lobbied for a massive feed program via the *Coastline Pipeline* to benefit their secret baked-bean subsidiary in the Alberta fart sands. No doubt deniers on the take from Big Gas are already spreading disinformation. As I wrote in *After America*:



EDUCATION

Our Most Important Natural Resource

- Who should “control” K-12 education?
- What about the so-called “common core” standards?
- What role should each constituency play?
 - Federal government
 - State government
 - Local (county/city) government
 - Parents



SUMMARY

Economics / Freedom / Personal Responsibility

- What should be determined/mandated by government vs. the “free market”?
- Why are *some* regulations ultimately necessary?
- Are we better off with *limited* government, or would we as citizens benefit from (*even more*) regulations?
- How important is individual freedom?
- What is our *personal responsibility* toward ensuring good governance?

Be informed – and exercise your right to vote!

