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# CORY TOMCZYK

STATE SENATOR • 29<sup>TH</sup> SENATE DISTRICT

## Senate Bill 184

Senate Committee on Transportation & Local Government

May 27, 2025

Senate Bill 184 is a combined redraft of SB 212 and SB 213 from last session. Their Assembly companion bills AB 141 & AB 142 were passed by both the Senate and Assembly last session. However, both bills were vetoed by Governor Evers. Hence, I am re-introducing this legislation along with Rep. Tucker to ensure Wisconsinites' freedom of choice in the vehicles and devices that they may buy and use.

In recent years states and municipalities across the country have taken steps to outlaw the sale and use of vehicles and devices based on the type of fuel or energy they use. In 2023, Minnesota followed the lead of California, introducing legislation that would BAN the sale and use of common gas-powered devices like lawnmowers and snowblowers. And even in more dramatic fashion, California has adopted and begun implementing, the "Advanced Clean Car II" (ACC II) regulations which require that by 2035 100% of all new cars and light trucks sold in that state be electric vehicles. California is not alone, as eleven other states have adopted these regulations.

While technological capabilities and consumer demand continue to evolve, it is clear that existing limitations, increased costs, and even more importantly, consumer preference means that moving away from traditional technology is not suitable, not always practical, nor affordable for all residents of our State.

As such, no state agency or local municipality should be able to provide a blanket ban on the purchase or use of commonplace, reliable, affordable technology that would ultimately harm both users and their communities.

At some point in the distant future, technology may reach a point where gas vehicles and devices are rendered obsolete both due to cost and performance. However, until then, our State should ensure that Wisconsin residents and businesses continue to retain the freedom to purchase and operate the vehicle and/or devices of their choice.

This bill is designed to protect consumer choice and freedom by preventing any state agency or local unit of government from banning the sale or use of vehicles or devices based on their power source.



## DON'T MISS OUT ON PROPANE AUTOGAS

The costs of diesel add up quickly: expensive fuel, additional fluids, and pricey particulate filters. These are the most influential reasons why propane autogas fleets save more money, from purchase to retirement of the asset.



### MORE UPTIME

With propane autogas, fleets can eliminate downtime linked directly to maintenance and diesel repairs. Propane autogas vehicles also provide superior cold-weather performance compared with diesel.



### SAFE FOR EVERYONE

Propane autogas buses operate noticeably quieter than diesel models, allowing drivers to better focus on their passengers and the road. Standard safety features designed into propane autogas bus fuel systems provide added peace of mind for everyone.



### AFFORDABLE INFRASTRUCTURE

Go to [propane.com](http://propane.com) to learn more about standard private stations and advanced private stations, including typical costs. There's sure to be a perfect refueling setup for your needs.



### AMERICAN FUEL

Using propane autogas supports our country's economy — nearly 90 percent of propane supplies are produced in the U.S.

## STOP OVERSPENDING ON DIESEL

Propane autogas gives you clean performance while lowering your cost-of-ownership in three key areas:

### FUEL

The cost of wholesale propane autogas falls between the price of oil and natural gas, the fuel's two sources. As a result, propane autogas is almost always less expensive than conventional fuels, even as fuel prices fluctuate.

### FLUIDS

New, lower-emissions diesel technology comes with an added inconvenience for daily operation. This is on top of needing more oil by volume compared with propane autogas. In cold temperatures, diesel vehicles also require anti-gelling agents to prevent clogging of fuel filters and lines. Propane autogas provides reliable performance without additional fluids.

### FILTERS

To meet emissions requirements, new diesel technology requires diesel particulate filters that must be cleaned periodically. Excessive idling will accelerate cleaning intervals. This increases extra maintenance expenses piled on top of additional lifecycle costs. Propane autogas eliminates the headaches and higher cost required for today's diesel engines.

### SWITCHING IS EASY

Switching from conventional fuel to propane is quick and cost-effective, because the requirements for a propane vehicle repair facility are generally the same as those for conventionally fueled vehicles. Other alternative fuels, however, may require different facility requirements than conventional fuels, like additional gas detection and ventilation equipment — costing fleets more to switch. Contact your local Authority Having Jurisdiction for applicable codes regarding building or modifying a propane-powered vehicle repair or maintenance facility.

Don't hesitate to start cutting emissions while enjoying the lowest total cost-of-ownership available. Go to [Propane.com](http://Propane.com) to learn more about propane autogas today.

## FOR MORE INFORMATION

To learn about propane-powered fleets, visit [Propane.com](http://Propane.com).

THE PROPANE EDUCATION & RESEARCH COUNCIL was authorized by the U.S. Congress with the passage of Public Law 104-284, the Propane Education and Research Act (PERA), signed into law on October 11, 1996. The mission of the Propane Education & Research Council is to promote the safe, efficient use of odorized propane gas as a preferred energy source.

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# Cleaning Up the Transportation Industry

BUSINESSES AND SCHOOL DISTRICTS OF ALL SIZES ARE TURNING TO THIS CLEAN, AMERICAN ENERGY TO REDUCE THEIR NOx AND GREENHOUSE GAS EMISSIONS AFFORDABLY. FLEETS THAT ARE LOOKING TO LOWER THEIR TOTAL COST-OF-OWNERSHIP WHILE COST-EFFECTIVELY REDUCING EMISSIONS SHOULD TAKE A LOOK AT THE ADVANTAGES OF PROPANE AUTOGAS.

## MUCH CLEANER THAN INDUSTRY STANDARDS

In the Summer of 2018, Roush CleanTech and Greenkraft both developed new low-NOx engines that operate 90 percent cleaner than the required EPA standards. With these innovations, propane autogas is considered a near-zero emissions energy solution. Including propane autogas as a purchase option is the first step in reducing emissions, reducing costs, and ensuring sustainability for your fleet.

**90%  
CLEANER  
THAN ANY  
EPA STANDARD**

## RENEWABLE PROPANE INNOVATIONS

There are significant environmental benefits to be gained from renewable propane. It's most commonly produced as a co-product of renewable diesel production or from renewable liquid fuels from animal fats. This fuel offers the same clean, efficient, reliable performance as conventional propane, with about half the carbon intensity value. EPA Renewable Fuel Standards (RFS) also include renewable propane pathways.

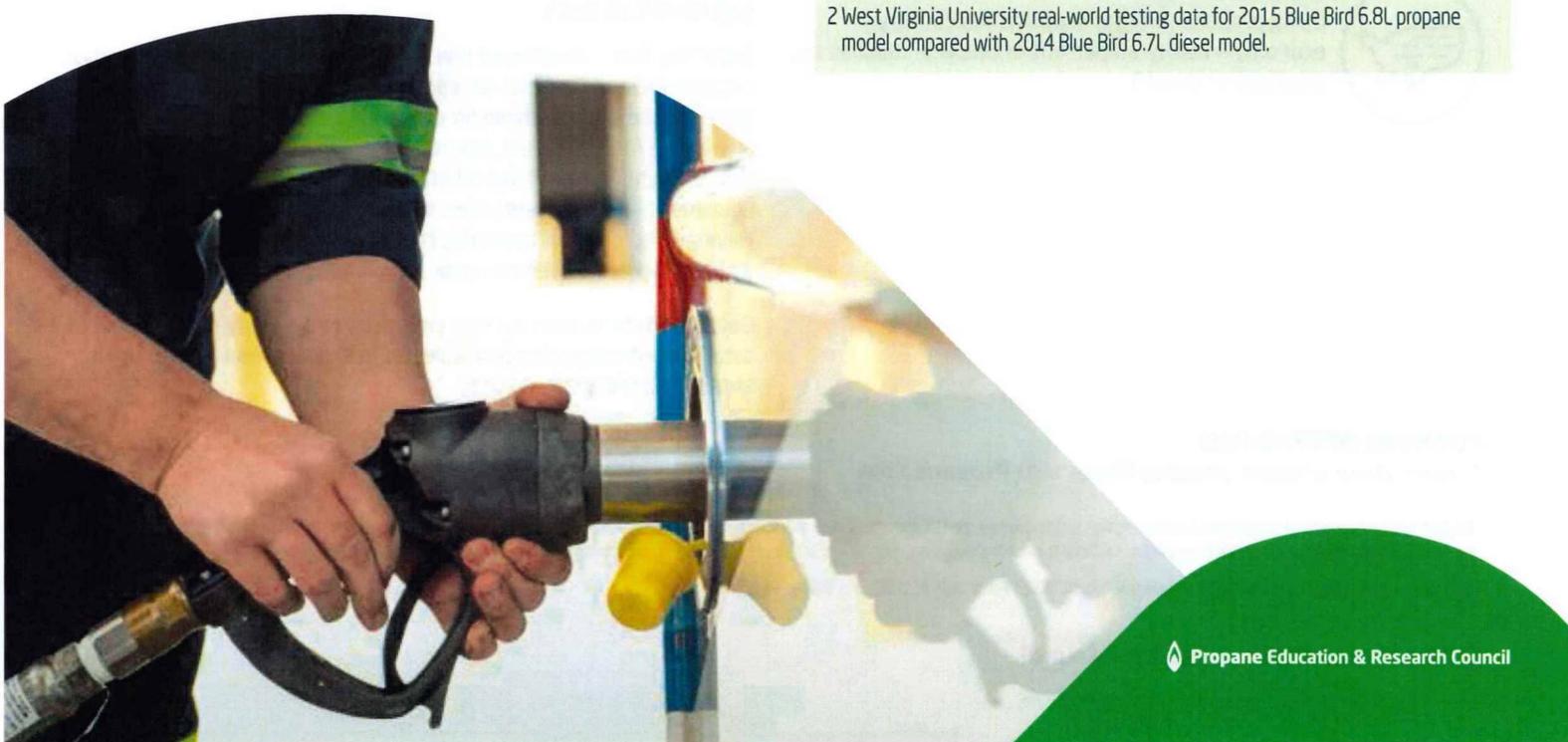
## SMARTER FOR SCHOOL BUSES

To truly understand how much cleaner propane autogas operates, just look at how dramatically you could reduce NOx emissions by switching from diesel:

THE SWITCH	REDUCED NOx EMISSIONS
Replace all older than model year-2007 diesel buses with new propane autogas buses.	More than 96 percent <sup>1</sup>
Purchase a modern propane autogas bus instead of a modern, ultra-low sulfur diesel bus of the same vehicle make.	Up to 96 percent <sup>2</sup>

1 Source: AFLEET model using Polk Registration data by state for diesel buses – June 2017. By removing 235,989 of pre-2007 diesel fueled buses from the road across the country and replacing them with new propane autogas school buses, NOx emissions would be reduced by 96 percent.

2 West Virginia University real-world testing data for 2015 Blue Bird 6.8L propane model compared with 2014 Blue Bird 6.7L diesel model.



# Propane Autogas Saves More With Every Mile

When you compare the cost-per-mile of propane autogas against other energy sources, the choice is clear.

ELECTRICITY  
**\$2.02**

DIESEL  
**\$0.86**

GASOLINE  
**\$0.85**

NATURAL GAS  
**\$0.76**

PROPANE AUTOGAS  
**\$0.63**



Source: Roush CleanTech. Cost-per-mile calculations based on Type C school buses; annual miles traveled per bus, number of years operated, fuel economy, and fuel price per gallon.

Good morning, Chairman Tomczyk and members of the committee. My name is Cheryl Lytle, I am the Executive Director for the Wisconsin Propane Gas Association. WPGA represents propane suppliers and marketers in the State of Wisconsin. With me is one of our board members, Gary France, and we are here today in support of Senate Bill 184 which prohibits municipalities from banning the energy source of motor vehicles or other devices.

Wisconsin's propane industry contributes over \$1 billion to our economy annually. Wisconsinites are among the highest users of propane in the country, with more than 280,000 Wisconsin residents using propane to fuel their homes. Propane is a popular choice for residential equipment and appliances such as stoves, water heaters and generators, as well as commercial and agricultural equipment like forklifts and grain dryers. Furthermore, propane powered vehicles are becoming more popular with many school buses, transit fleets and law enforcement vehicles powered by propane Autogas. Overall, propane is widely used in Wisconsin and especially necessary in rural regions and in many commercial applications.

Across the country, consumer access to propane and other energy choices are under attack by local and state officials who want to prohibit non-electric sources in buildings and construction as well as devices and equipment. According to the National Propane Gas Association, these government mandates distort the energy marketplace in a way that undermines competition and limits consumers' ability to choose the most cost-effective and practical energy source for their individual needs. In fact, per unit of energy, electricity is far more expensive than propane or natural gas. Restricting consumer access to energy options is the exact wrong approach to take as families combat historic inflation and try to cope with the rising cost of goods and services.

I'd like to turn it over to Gary France at this point to speak directly on the bill's impact in Wisconsin.

# WMC

Wisconsin's Chamber

TO: Members, Senate Committee on Transportation and Local Government

FROM: Adam Jordahl, Director of Environmental & Energy Policy

DATE: May 27, 2025

SUBJECT: Support for 2025 Senate Bill 184

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Chair Tomczyk and Members of the Committee:

Wisconsin Manufacturers & Commerce (WMC) appreciates the opportunity to provide testimony on Senate Bill 184, which would protect consumer choice and promote a uniform energy policy by prohibiting local governments from restricting the use or sale of motor vehicles or other devices such as home appliances and outdoor power equipment based on the energy source used to power those vehicles and devices. WMC thanks Senator Tomczyk and Representative Tucker for bringing forward this important legislation.

WMC is the largest general business association in Wisconsin, representing approximately 3,800 member companies of all sizes, and from every sector of the economy. Since 1911, WMC's mission has been to make Wisconsin the most competitive state in the nation to do business. That mission includes advocating for policies that 1) promote affordable, reliable energy, 2) protect the ability of businesses and consumers to choose the equipment and fuels that work best for their needs, and 3) avoid the creation of a confusing and costly patchwork of local regulations or the establishment of expensive "Wisconsin only" regulatory mandates.

Wisconsin manufacturers must be able to continue to produce and sell the affordable, reliable products that consumers demand, such as lawn mowers, leaf and snow blowers, outboard motors, and many other kinds of devices and appliances. Wisconsin builders must be able to continue to install the natural gas-powered stoves, furnaces, water heaters, and fireplaces that homeowners desire, some of which are also manufactured in our state. Finally, businesses and consumers alike must be able to choose the vehicles that best suit their needs.

This is not a theoretical issue, as several of our country's largest and most influential states have moved aggressively to ban gas-powered vehicles and devices. California passed a law in 2022 requiring all new cars, trucks, and SUVs sold in the state to be powered by electricity or hydrogen by 2035. Beginning next year, the state of New York will prohibit the installation of natural gas stoves and furnaces in most new buildings.<sup>i</sup> At the local level, just last week, the city of Alexandria, VA enacted a prohibition on gas-powered leaf blowers.<sup>ii</sup> Unfortunately, recent reports from Wisconsin agencies raise the specter of state bureaucrats and local politicians pursuing similarly restrictive government mandates here, whether through legislation, regulation, or other forms of policymaking.

For example, consider the proposed transition to electric vehicles. The “State of Wisconsin Clean Energy Plan,” published in 2022, contemplates the total or near-total elimination of gasoline- and diesel-powered motor vehicles, including declaring that the state’s goal is “to transition most vehicles to be EVs in the next two decades.” The report notes that “The percentage of electric vehicles is growing, though not at the levels required” and refers to setting stricter standards “for internal combustion engines for as long as they are part of the vehicle mix,” suggesting that those engines may one day be completely eliminated from commerce in Wisconsin.<sup>iii</sup>

Similarly, the “Wisconsin Electric Vehicle Infrastructure Plan,” published by the Wisconsin Department of Transportation (WisDOT), estimated that EVs could reach 14.7 percent of registered vehicles by 2040, and 31 percent by 2050.<sup>iv</sup> Compare this projection to actual data from WisDOT showing that only about 0.5 percent of motor vehicles registered in Wisconsin were fully electric as of September 2024.<sup>v</sup> This data demonstrates that politicians who would impose their own world views on consumers through command-and-control policies like product bans are grossly misaligned with the wishes of the citizenry. Consumers deserve protection from these costly, inefficient, and heavy-handed “government knows best” edicts.

Given the current reality of EV adoption, it is unclear how the state expects to achieve its ambitious vehicle electrification goals except through aggressive new government mandates. The same goes for devices such as home appliances and outdoor power equipment.<sup>vi</sup>

By contrast, SB 184 provides certainty for the overwhelming majority of Wisconsin businesses and consumers that continue to depend on vehicles and devices powered by traditional fuels. Any “transition” to electric vehicles or other electric devices should be allowed to happen naturally because of consumer demand and free market principles, rather than being forced upon us by government mandates. This legislation also ensures that Wisconsin businesses and consumers are not forced to pay the costs of complying with expensive “Wisconsin-only” regulations or a confusing, conflicting patchwork of varying local regulations.

For the foregoing reasons, WMC respectfully asks the members of this committee to support SB 184. Thank you for your consideration of this testimony, and I am happy to answer any questions.

<sup>i</sup> “Wisconsin Legislature moves to preempt state and local bans on gas-powered engines,” *Associated Press*, June 7, 2023, accessed April 8, 2025, available at: <https://pbswisconsin.org/news-item/wisconsin-legislature-moves-to-preempt-state-and-local-bans-on-gas-powered-engines/>.

<sup>ii</sup> “Alexandria City Council votes to silence gas-powered leaf blowers,” *ALXnow*, May 19, 2025, accessed May 20, 2025, available at: <https://www.alxnow.com/2025/05/19/alexandria-city-council-votes-to-silence-gas-powered-leaf-blowers/>.

<sup>iii</sup> “State of Wisconsin Clean Energy Plan,” prepared by the Wisconsin Office of Sustainability and Clean Energy, Great Plains Institute, and Slipstream, Inc., April 2022, pp. 136-147, accessed April 8, 2025, available at: <https://osce.wi.gov/Documents/SOW-CleanEnergyPlan2022.pdf>.

<sup>iv</sup> “Wisconsin Electric Vehicle Infrastructure Plan,” WisDOT, September 14, 2022, p. 3-37, accessed April 8, 2025, available at: <https://wisconsindot.gov/Documents/projects/WEVI-plan-final-22-0914.pdf>.

<sup>v</sup> According to WisDOT, there were 27,049 electric passenger vehicles, trucks, and road cycles registered in Wisconsin in September 2024 (“Electrification of Wisconsin,” accessed April 8, 2025, available at: <https://wisconsindot.gov/Pages/projects/multimodal/electrification.aspx>). In December 2024, WisDOT reported 563,0507 total registered vehicles, excluding truck trailers (“Lists of vehicle information,” accessed April 8, 2025, available at: <https://wisconsindot.gov/Pages/about-wisdot/newsroom/statistics/veh-info.aspx>).

<sup>vi</sup> See “Clean Energy Plan,” which discusses ideas such as rapidly electrifying the building heating load (p. 130), creating state appliance and equipment efficiency standards (p. 125), and changing state building codes to require more electrification and meet or exceed the restrictive, costly IECC standards (pp. 130 and 132).



May 27, 2025

Wisconsin Senate Committee on Transportation & Local Government

**Subject: SB-184 - Relating to governmental restrictions based on the energy source of a motor vehicle or other device.**

Dear Chairperson Cory Tomczyk and members of the Senate Committee on Transportation & Local Government,

The American Petroleum Institute (API) appreciates this opportunity to share our support of SB 184, which would promote free market choice for consumers of energy on new vehicles and devices.

API represents all segments of America's natural gas and oil industry, which supports more than ten million U.S. jobs and is backed by a growing grassroots movement of millions of Americans. Our 600 members produce, process and distribute the majority of the nation's energy, and participate in [API Energy Excellence](#), which is accelerating environmental and safety progress by fostering new technologies and transparent reporting. API was formed in 1919 as a standards-setting organization and currently maintains more than 800 standards that enhance operational and environmental safety, efficiency, and sustainability.

As an association, API is guided by a set of principles that are upheld by our member companies. One such principle is to promote free markets and free trade as the cornerstone of the oil and natural gas industry's efforts to compete and innovate to address current and future energy needs. Under this principle, API supports policies that allow the development of all energy sources on a level playing field where innovation, competitive markets, and consumer choice will result in the best, most cost-effective products and services available to the consumer while also meeting policy objectives.

The free market has a proven track record of demonstrating that competition has achieved policy objectives and effectuated advanced technology at a reduced cost to the consumer. By adopting SB 184, Wisconsin would be supporting policies that allow all fuel sources used to power new vehicles and devices to compete in the marketplace. These types of policies help ensure that the most efficient and effective technologies are implemented to promote consumer choice and allow the market to decide which types of motor vehicles and devices such as lawn mowers, chain saws, snowblowers, and/or farm equipment best meets their needs.

API supports a level-playing field where any type of energy resource can compete for market share. We also believe that a system that promotes the selection of energy resource "winners and losers" disrupts effective entry and exit of economic resources resulting in an inefficient market where consumers end up paying more for their goods. The favorable passage of SB 184 will help to ensure that Wisconsin consumers continue to enjoy all the benefits of the free market.



Thank you again to Chairperson Cory Tomczyk for his leadership on this issue, and to the members of the Senate Committee on Transportation & Local Government for the opportunity for API to provide comments of support on SB 184. Please feel free to reach out with any questions or if we can be of any service.

Sincerely,

Mike Karbo  
Midwest Region Director  
American Petroleum Institute