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Biofuels Statutory Citations

United States Federal Laws

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UNITED STATES FEDERAL LAWS

This compilation of federal statutory citations focuses predominantly on biofuels laws in effect January 1, 1970 through December 31, 2013. It is intended to serve as a researcher-friendly inventory of federal laws by providing the formal title of relevant legislation, the standard legal citation for each public law, and a brief description. Some statutes and regulations listed do not specifically relate to biofuels, but are included because of their complementary relationship to the evolution of biofuels law.

Each state has also enacted their own statutes relating to biofuels. To review a compilation of state biofuels laws, see [States' Biofuel Statutory Citations](#).

Title	Citation	Description
Clean Air Act (1970)	Pub. L. No. 91-604, 84 Stat. 1676	First major legislation aimed at reducing air pollutants. It required manufacturers to include pollution control devices in all new automobiles and provided funding to assist research to develop cleaner fuels.
Trans-Alaska Pipeline Authorization Act (1973)	Pub. L. No. 93-153, 87 Stat. 576	Funded the Alaskan pipeline and created the strategic petroleum reserve in light of insecure foreign fuel sources.
Energy Policy and Conservation Act (1975)	Pub. L. No. 94-163, 89 Stat. 871	Set fuel efficiency standards for the automobile industry, adopted building energy efficiency standards, and required state agencies to purchase alternative-fueled vehicles for their fleets.
Clean Air Act Amendments (1977)	Pub. L. No. 95-95, 91 Stat. 685	Amendments were mostly concerned with the Prevention of Significant Deterioration (PSD) in areas attaining the National Ambient Air Quality Standards (NAAQS), as well as requirements for non-attainment areas. Resulted in major permit review requirements to ensure achievement and maintenance of the NAAQS.

National Energy Act (1978)	NEA was the overall title for a series of 5 statues enacted in the Fall of 1978.	Congressional answer to 1970s Energy Crisis. Included: Natural Gas Policy Act (<i>Pub. L. No. 95-621, 92 Stat. 3350</i>), Public Utility Regulatory Policies Act (<i>Pub. L. No. 95-617, 92 Stat. 3117</i>), Energy Tax Act (<i>Pub. L. No. 95-618, 92 Stat. 3174</i>), Powerplant and Industrial Fuel Use Act (<i>Pub. L. No 95-620, 92 Stat. 3289</i>), and National Energy Conservation Policy Act (<i>Pub. L. No. 95-619, 92 Stat. 3206</i>).
Energy Tax Act (1978) (part of NEA)	Pub. L. No. 95-618, 92 Stat. 3174	Developed the “Gas Guzzler Tax” on automobiles that failed to meet the EPA’s minimum gas mileage requirements. The tax rate was scaled based on fuel efficiency of the vehicle.
Biomass Energy and Alcohol Fuels Act (1980) (part of the Energy Security Act)	Pub. L. No.96-294, 94 Stat. 683	Required the Sec. of Agriculture and the Sec. of Energy to jointly develop and submit a plan to increase biomass energy production and use. Established a loan funding program for developing ethanol plants (“biomass energy projects”).
Import Duty for Fuel Ethanol (1980)	Several key pieces of legislation over time	Applied a duty on imports of ethanol fuel through 2011. Consists of: Omnibus Reconciliation Act of 1980 (<i>Pub. L. No. 96-499, 94 Stat. 2599, Sec. 1161</i>); Tax Reformation Act of 1986 (<i>Pub. L. No. 99-514, 100 Stat. 2085, Sec. 423</i>), Food, Conservation, and Energy Act of 2008 (<i>Pub. L. No. 110-246, 122 Stat. 1651, Sec. 15333</i>), and the Tax Relief, Unemployment Insurance Reauthorization and Job Creation Act of 2010 (<i>Pub. L. No. 111-312, 124 Stat. 3296, Sec. 708</i>). See also Harmonized Tariff Schedule No. 9901.00.50.
Crude Oil Windfall Profit Tax Act (1980)	Pub. L. No. 96-223, 94 Stat. 229, Sec. 231	Provided a credit to producer from the windfall tax of \$3 per barrel of tar sands oil-equivalent qualified fuel sold. Congress intended to use a substantial portion of the revenues from the windfall profit tax of crude oil to finance the tax credit for alternative fuels. The Omnibus Trade and Competitiveness Act of 1988 (<i>Pub. L. No. 100-418, 102 Stat. 1107, Sec. 1941</i>) repealed this tax credit -program.
Caribbean Basin Economic Recovery Act (1983)	Pub. L. No. 98-67, 97 Stat. 369, Sec. 201	Also known as the Caribbean Basin Initiative (CBI), this act allowed the president to provide an exemption from the fuel ethanol import duty to 22 Caribbean Basin countries and territories.

Deficit Reduction Act (1984)	Pub. L. No. 98-369, 98 Stat. 494, Sec. 912-913	Increased the motor fuel excise tax credit to \$.60 per gallon and decreased the tax on E85 to \$.045 per gallon.
Tax Reform Act (1986)	Pub. L. No. 99-514, 100 Stat. 2085, Sec. 422-423	Reduces the ethanol excise tax exemption to \$.03 per gallon but leaves the fuel blending income tax credit unchanged. Allows ethanol for fuel to be imported from a Caribbean Basin Initiative country duty free, so long as it is a product of that country or of the US.
Alternative Motor Fuels Act (1988)	Pub. L. No. 100-494, 102 Stat. 2441	Congressional attempt to increase the use of ethanol by encouraging automakers to produce cars fueled by alternative fuels. It provided credits to automakers towards meeting their corporate average fuel efficiency (CAFE) standards. Automakers can lower their average fuel economy requirements by receiving credits for producing alternative-fueled vehicles and dual-fuel vehicles that meet government requirements. The Dep't of Transportation extended the credit program for four more years by issuing a federal rule in February of 2004. (<i>69 Fed. Reg. 7689</i>)
Steel Trade Liberalization Program Implementation Act (1989)	Pub. L. No. 101-221, 103 Stat. 1886, Sec. 7	Limits the amount of ethanol CBI countries can send into the US if it is not made from indigenous products. The total amount exported to the US cannot exceed the greater of either 60 million gallons per year or 7% of US annual ethanol consumption.
Omnibus Budget Reconciliation Act (1990)	Pub. L. No. 101-508, 104 Stat. 1388, Sec. 11502	Creates the Small Ethanol Producer Credit, providing \$.10 per gallon tax credit to producers with a capacity of 30 million gallons or less. Reduces the ethanol blender tax credit to \$.54 per gallon.
State Energy Efficiency Programs Improvement Act (1990)	Pub. L. No. 101-440, 104 Stat. 1006	Provided funding to states to assist in designing, developing, and implementing renewable energy and energy efficiency programs with the goal of improving energy efficiency by 10% in 10 years. There are 5 key pieces of legislation which provide the framework for SEP as we know it today: Energy Policy and Conservation Act of 1975; Energy Conservation and Production Act of 1976; Warner Amendment of 1983; State Energy Efficiency Programs Improvement Act of 1990; and Energy Policy Act of 1992.

Clean Air Act Amendments (1990)	Pub. L. No. 101-549, 104 Stat. 2399	Established the Oxygenated Fuels Program and the Reformulated Gasoline (RFG) Program to control carbon monoxide and ozone problems in urban “non-attainment” areas around the country.
Intermodal Surface Transportation Efficiency Act (1991)	Pub. L. No. 102-240, 105 Stat. 1914, Sec. 1008	The first U.S. federal legislation on transportation planning post-Interstate Highway System era. Created the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, which provided funds to state projects that would help attain air quality standards.
Energy Policy Act (1992)	Pub. L. No. 102-486, 106 Stat. 2776	Expanded the fuel tax exemption and the blender's income credit for two additional blend rates (gasoline with at least 7.7% or 5.7% ethanol). It required governmental fleets to purchase alternative fuel vehicles. “Alternative fuel” includes: methanol, ethanol, E85, biodiesel, etc. Gave Dep’t of Energy the authority to designate additional alternative fuels if they met certain criteria. Also established the Clean Cities program to support local initiatives to adopt practices that reduce the use of petroleum in transportation and promotes alternative fuels.
Transportation Equity Act for the 21st Century (1998)	Pub. L. No. 105-178, 112 Stat. 107	Establishes the Clean Fuels Formula Grant Program to fund the purchase and development of buses that run on clean fuels. Extended the ethanol tax credit through 2007, but also set forth a schedule for reducing the ethanol blender credit over life of the credit.
Agricultural Risk Protection Act (2000)	Pub. L. No. 106-224, 114 Stat. 358	Created the Value Added Grant Program to help farm families and rural businesses develop and market new value-added products, such as ethanol and biodiesel. Title III, the Biomass Research and Development Act, which requires the Sec of Ag and Sec of Energy to collaborate on the promotion and funding of biobased industrial products, including ethanol and biodiesel, through the newly established Biomass Research and Development Initiative.

<p>Farm Security and Rural Investment Act (2002)</p>	<p>Pub. L. No. 107-171, 116 Stat. 134</p>	<p>The first Farm Bill with an Energy Title. Amended the Value Added Grant Program, which helps fund new value-added products, such as ethanol and biodiesel. Established the Biorefinery Development Grant program to assist in the development of biomass for fuel. Established the Biodiesel Fuel Education Program to help inform the public about the benefits of biodiesel. Renewable Energy Systems and Energy Efficiency Improvement Grant program offers grant funding and guaranteed loans for farmers/ranchers to upgrade to renewable energy systems. Continues and requires mandatory appropriations for the Bioenergy Program, which provides financial incentives to expand bioenergy production.</p>
<p>Vision 100 Century of Aviation Reauthorization Act (2003)</p>	<p>Pub. L. No. 108-176, 117 Stat. 2567, Sec. 121</p>	<p>Allows a public airport, subject to approval by the Sec of Transportation, to impose a fee on airport passengers to fund the implementation of technology to reduce the airport's ground level emissions in designated nonattainment and maintenance areas.</p>
<p>American Job Creation Act (2004)</p>	<p>Pub. L. No. 108-357, 118 Stat. 1418</p>	<p>Established the Volumetric Ethanol Excise Tax Credit, which provided blenders an excise tax credit of \$.51 per gallon. Provides a similar credit, the Biodiesel Tax Credit, for biodiesel blenders at \$.50 per gallon. Modified the Small Ethanol Producer Tax Credit where ethanol producers that manufacture less than 60 million gallons of ethanol per year qualify for a tax credit equaling \$.10 per gallon (maximum of \$1.5 million annually) on 15 million gallons of fuel ethanol, allowing the credit to be passed on to farmer owners of ethanol cooperatives.</p>

<p>Energy Policy Act (2005)</p>	<p>Pub. L. No. 109-58, 119 Stat. 594</p>	<p>Created the renewable fuel standard (RFS), requiring a minimum amount of renewable fuel to be produced each year. Established a credit trading system, providing refiners and blenders the flexibility to use other fuels by purchasing credits from others who produced excess renewable fuel. Removed the requirement that reformulated gasoline contain 2% oxygen. Created the Cellulosic Biomass Program, which classified 1 gallon of biomass ethanol as 2.5 gallons RFS credit, and provided guaranteed loans and research funding to establish cellulosic ethanol production. Expanded the Small Ethanol Producer Tax Credit eligibility to producers with a capacity of 60 million gallons/year or less. Created an Alternative Fuel Vehicle Refueling Property Credit, up to \$30K to upgrade fueling infrastructure. Refined the objectives of the Biomass Research and Development Act of 2000. Created the Small Agri-Biodiesel Producer Tax Credit at \$0.10 per gallon for small producers (less than 60M gallons per year). Established the Renewable Diesel Tax Credit, for \$1 per gallon of renewable diesel, which is similar to biodiesel. Extended the Biodiesel Mixture Excise Tax Credit and the Biodiesel Income Tax Credit. Established gov't fleet vehicle acquisition and fuel use requirements. Improved the Energy Technology Loan Program, which provided guaranteed loans for projects that reduce air pollution, including biofuels and alternative fuel vehicles. Established the National Clean Diesel Campaign and State Clean Diesel Grant Program.</p>
<p>Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (2005)</p>	<p>Pub. L. No. 109-59, 119 Stat. 1144</p>	<p>Reauthorized the Congestion Mitigation and Air Quality Improvement Program. Amended the Clean Fuels Grant Program, which has 2 goals: 1) help non-attainment reach NAAQS for ozone and carbon monoxide; 2) support emerging clean fuels. Provided transit agencies with financial support for constructing alternative fuel stations and biodiesel use. Provided funding to support public transit projects in parks and public lands to reduce congestion and pollution. Eligible projects include capital and planning expenses for alternative transportation systems such as clean fuel shuttle vehicles. Biobased Transportation Research Funding is set aside to carry out biobased research of national importance at research centers through the Nat'l Biodiesel Board.</p>

<p>Tax Relief and Health Care Act (2006)</p>	<p>Pub. L. No. 109-432, 120 Stat. 2922, Sec. 209</p>	<p>Allows a tax payer to take a depreciation deduction of 50% of the adjusted basis of a new cellulosic ethanol plant in the year it is put in service. The accelerated depreciation applies only to enzymatic cellulosic ethanol plants (as opposed to gasification). Any portion of the cost financed through tax-exempt bonds is exempted from the depreciation allowance. Plants must be acquired after Dec. 20, 2006 and placed in service before Jan. 1, 2013 to qualify.</p>
<p>Renewable Fuel Standard (RFS) Program (2007)</p>	<p>72 Fed. Reg. 23900-01</p>	<p>Authorized by the 2005 Energy Policy Act. Set requirements for the minimum amount of renewable fuel to be contained in transportation fuel sold in the U.S. per year. The EPA subsequently promulgated these regulations to implement the program.</p>
<p>Energy Independent and Security Act (2007)</p>	<p>Pub. L. No. 110-140, 121 Stat. 1492</p>	<p>Increased RFS requirements to 36 billion gallons by 2022. Caps conventional biofuels (mostly corn ethanol) at 21 billion in 2022. Requiring the remainder to be derived from advanced biofuel, such as cellulosic and non-corn-based ethanol. Prohibits franchisors (oil companies) from restricting franchisees from installing E85 infrastructure through a franchise agreement. Authorizes the Sec. of Energy to establish a new program for providing financial assistance to fuel dealers for installation, replacement, or conversion of fuel storage and dispensing equipment for renewable fuel blends greater than E10 but less than E85 (subject to Congressional appropriations). Requires the Corporate Average Fuel Economy (CAFE) standard to reach 35 mpg by 2020. Additional low-emissions vehicle acquisition and renewable fuel usage requirements for gov't fleets.</p>

<p>Food, Conservation, and Energy Act (2008)</p>	<p>Pub. L. No. 110-234, 122 Stat. 923</p>	<p>Reauthorizes the Bioenergy Program, which provides support to help offset feedstock costs for bioenergy producers. Created the Biomass Crop Assistance Program to provide matching payments, up to \$45/ton, to cover costs of harvesting biomass for biofuel production. Establishes the Credit for Production of Cellulosic Biofuel, providing up to \$1.01 per gallon tax credit, but is reduced by the value of other ethanol related tax credits claimed by the producer. Reauthorizes the Biodiesel Education Program at \$5M over 5 years. Includes language that authorizes \$1B for renewable energy programs and new feedstock production. Requires agency studies of biofuels and biofuel infrastructure. Reauthorizes many 2002 Farm Bill programs, including the Biomass Research and Development Initiative, and the Biobased Products and Bioenergy Program. Modified the Volumetric Ethanol Excise Tax Credit. Established the Biorefinery Assistance Program and Repowering Assistance Program within USDA to provide grants to biorefineries that use renewable biomass to reduce or eliminate fossil fuel use. Established the Feedstock Flexibility Program for Producers of Biofuels, which allowed Commodity Credit Corp funds to purchase surplus sugar to be resold as a feedstock for bioenergy. Created the Rural Energy for America Program (REAP) as a replacement of an existing program, to providing financial assistance to rural energy projects, which could be used to fund biofuels projects.</p>
<p>Energy Improvement and Extension Act (2008)</p>	<p>Pub. L. No. 110-343, 112 Stat. 3765, Sec. 202</p>	<p>Extends the income tax credit, blenders excise tax credit, refueling property credit and the small producer tax credit for biodiesel production through Dec. 31, 2009. Provides that all biofuel plants qualify for special property depreciation (effective Jan. 1, 2009), which is a change from just cellulosic plants. Closes the "splash-and-dash" loophole by providing that fuel produced outside the U.S. for use outside the U.S. does not qualify for the incentive. Splash and dash is when foreign finished fuel is sent to the U.S.; splash blended to claim the tax incentive; and then shipped to a third country for final use. Excludes co-processed renewable diesel from the \$1 renewable diesel tax incentive.</p>

<p>Passenger Rail Investment and Improvement Act (2008)</p>	<p>Pub. L. No. 110-432, 122 Stat. 4848, Sec. 404</p>	<p>Requires the Sec. of Energy and EPA to conduct a study to determine the extent to which freight railroads, Amtrak, and other passenger rail operators could use biofuel blends to power locomotives.</p>
<p>Defense Production Act Reauthorization (2009)</p>	<p>Pub. L. No. 111-67, 123 Stat. 2006</p>	<p>The Defense Production Act (DPA) of 1950 grants the President a broad set of authorities to influence domestic industry in the interest of national defense. The authorities can be used across the federal government to encourage industries to manufacture products deemed desirable for national defense. In recent years the DPA has been used to authorize Department of Defense spending on drop-in biofuels and the construction biofuel refineries. For example, in 2011, the Secretaries of Energy, Agriculture, and Navy entered into a Memorandum of Understanding (MOU) to help fund the construction of drop-in biofuel plants. The Navy plans to use some of the authorities of the DPA to develop a domestic supply of biofuel. Under the MOU, USDA and DOE have agreed to provide matching funds. The DPA is reauthorized about every 5 years, and was last reauthorized September, 2014 until September 30, 2019.</p>
<p>Presidential Memo: Biofuels and Rural Economic Development (2009)</p>	<p>74 Fed. Reg. 21531 (May 5, 2009)</p>	<p>Establishes the Biofuels Interagency Working Group, as a joint effort between the Dep't of Ag, EPA, and the Nat'l Science and Technology Council's Biomass Research and Development Board. The Working Group is tasked with a number of different responsibilities related to development and support of the biofuels market.</p>
<p>American Recovery and Reinvestment Act (2009)</p>	<p>Pub. L. No. 111-5, 123 Stat. 115</p>	<p>Authorizes grant funds for alternative fuel and compatible vehicle projects pursued by state and local governments in partnership with the Clean Cities coalition. Designated funds to help federal fleets switch over to more fuel-efficient vehicles. Funds efforts to retrofit existing diesel fleet vehicles with emission reduction devices. Expanded the Alternative Fuel Vehicle Refueling Property Credit to a maximum credit of 50% of the cost, up to \$50K.</p>

<p>Health Care and Education Reconciliation Act (2010)</p>	<p>Pub. L. No. 111-152, 124 Stat. 1209, Sec. 1408</p>	<p>Amends the tax code to eliminate the unintended application of the Cellulosic Biofuel Producer Tax Credit. The credit does not include biofuel that contains more than 4% water and/or sediment, or more than 1% ash content.</p>
<p>Tax Relief, Unemployment Insurance Reauthorization, and Job Creation Act (2010)</p>	<p>Pub. L. No. 111-312, 124 Stat. 3296</p>	<p>Extended several biofuels incentives that were set to expire, including: the tariff on imported ethanol, Biodiesel Tax Credit, Small Agri-Biodiesel Producer Credit, Renewable Diesel Tax Credit, Small Ethanol Producer Credit, Volumetric Ethanol Excise Tax Credit, and the Alternative Fuel Vehicle Refueling Property Credit.</p>
<p>Under the authority of Section 211(f)(4) of the Clean Air Act, (2010)</p>	<p>Partial Grant and Partial Denial of Clean Air Act Waiver Application Submitted by Growth Energy To Increase the Allowable Ethanol Content of Gasoline to 15 percent; Decision of Administration; Notice. 75 Fed. Reg. 68094, 68150</p>	<p>On October 13, 2010, EPA granted the first partial waiver for E15 for use in model year 2007 and newer light-duty motor vehicles. Section 211(f)(4) of the Clean Air Act provides that upon application of any fuel or fuel additive manufacturer, EPA may waive the prohibitions of section 211(f)(1) if it is determined that such fuel or fuel additive will not cause harm to any emission control device or system over the useful life of the engine. Section 211(f)(1) of the Clean Air Act makes it unlawful for any manufacturer of any fuel or fuel additive to introduce into commerce any fuel or fuel which is not substantially similar than current certified fuels or fuel additives.</p>
<p>Under the authority of Section 211(f)(4) of the Clean Air Act, (2011)</p>	<p>Partial Grant and Partial Denial of Clean Air Act Waiver Application Submitted by Growth Energy To Increase the Allowable Ethanol Content of Gasoline to 15 percent; Decision of Administration; Notice. 76 Fed. Reg. 4662, 4683</p>	<p>On January 21, 2011, EPA granted the second partial waiver (see first above) for E15 for use in model year model year 2001- 2006 light-duty motor vehicles. This effectively allowed the use of E15 in model-year vehicles 2001 and newer. More details on the conditions of the waiver are provided above.</p>

Consolidated and Further Continuing Appropriations Act (2011)	Pub. L. No. 112-55, 125 Stat. 552, Sec. 726	Disallows the appropriated funds from this and other acts from being used to pay the salaries and expenses of personnel to carry out the Bioenergy Program for Advanced Biofuels.
National Defense Authorization Act (2011)	Pub. L. No. 112-81, 125 Stat. 1298, Sec. 863	Requires the Sec. of Defense to submit a report to Congress outlining the authorities available to the department for contracting to purchase alternative fuels, including advanced biofuels.
Pipeline Safety, Regulatory Certainty, and Job Creation Act (2011)	Pub. L. No. 112-90, 125 Stat 1904, Sec. 14	Includes biofuels as a hazardous liquid that when in a pipeline is subject to federal Department of Transportation regulatory oversight through the Pipeline and Hazardous Materials Safety Administration.
American Taxpayer Relief Act (2012)	Pub. L. No. 112-240, 126 Stat. 2313	Reinstates and extends several incentives, including: Alternative Fuel Vehicle Refueling Property Credit, Biodiesel Income Tax Credit, Biodiesel Mixture Excise Tax Credit, and the Alternative Fuel Mixture Tax Credit. Extends the amended Biofuel Producer Tax Credit and the Biofuel Plant Depreciation Program. Continues funding for the USDA Advanced Biofuel Production Grants and Loan Guarantees, Advanced Biofuel Production Payments, Biodiesel Education Grants, Biomass Research and Development Initiative, and Ethanol Infrastructure and Loan Guarantees. Extended cellulosic biofuel producer credit through 2013, and for the first time included algae as a qualified feedstock for the credit.
National Defense Authorization Act (2013)	Pub. L. No. 112-239, 126 Stat. 1632, Sec. 315	Limits the appropriations made to the Dep't of Defense during FY2013 for biofuels production. Requires the department to get matching contributions from the Dep't of Energy and Dep't of Ag before any of those funds can be used for the construction of biofuel refineries.
National Defense Authorization Act (2014)	Pub. L. No. 113-66, 127 Stat. 672	The National Defense Authorization Act (NDAA) that is reauthorized every year determines the Agencies responsible for defense, establishes funding levels, and sets the policies under which money will be spent. The 2014 Act limited the military's ability to finance the construction of biorefineries and limits purchases of biofuels by the Military that were authorized under the Defense Production Act (see above). The 2015 NDAA contains similar restrictions.

EPA notification of delay in Issuing Standards (2014)	Notice. 79 Fed. Reg. 73007, 73008	The Environmental Protection Agency announced that it will not be finalizing 2014 applicable percentage standards under the Renewable Fuel Standard (RFS) program until sometime in 2015. On November 29, 2013 EPA published a notice of proposed rulemaking (78 FR 71732) to reduce the 2014 RFS volume requirements to account for ethanol blending limits, i.e., the E10 blend wall and to address other issues. The proposal generated a significant number of comments from various interests groups expressing dissatisfaction in the proposed rule for various reasons. Therefore, finalization of the 2014 standards was delayed to allow more time for EPA to evaluate the comments and make appropriate adjustments to future RFS requirements.
Tax Increase Prevention Act of 2014	Pub. L. No. <i>Not available as of January 2, 2015</i>	This legislation retroactively extends several tax incentives that expired at the end of 2013. The credits for biodiesel and renewable diesel are extended through Dec. 31, 2014. The Act extends the second generation biofuel (including cellulosic ethanol) producer credit through Jan. 1, 2015. It also extends the special allowance for second generation biofuel plant property through Jan. 1, 2015.

<p>Agricultural Act (2014)</p>	<p>Pub. L. No. 113-79, 128 Stat. 649</p>	<p>Extends the Biorefinery Assistance program to include renewable chemical and biobased manufacturing businesses. Reduced funding for the Repowering Assistance program and the Bioenergy Program for Advanced Biofuels. Extends the Biomass Crop Assistance Program with some modifications. Adds biomass sorghum and sweet sorghum as priorities for crop insurance coverage as biomass feedstock for certain renewable energy technologies. Provides mandatory funding for the Biobased Markets program and the Biodiesel Fuel Education program through 2018. Amend the REAP program to include a tiered application process based on the size of the project requested. Extends and funds the Biomass Research and Development program, the Feedstock Flexibility Program for Bioenergy Producers, and the Biomass Crop Assistance program. Repeals the Forest Biomass for Energy program, but updates the Community Wood Energy Program that was originally established in 2002. Removes the requirement for a Biofuels Infrastructure study and Renewable Fertilizer study that was brought about in the 2008 Farm Bill. Requires the USDA to provide an Energy Efficiency Report summarizing the energy usage in federal facilities.</p>
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