

To: Carol Browner, Energy and Environment Policy Team Leader & Assistant to the President for Energy and Climate Change-Designate  
From: Board of Directors, Transportation Energy Partnership  
**Re: President-Elect Barack Obama's New Energy for America Plan**  
Date: January 5, 2009

**History and Background: Transportation Energy Partnership and the Department of Energy's Clean Cities Program**

Addressing America's addiction to foreign oil is vital to promoting our energy, economic and environmental security. Americans across the political spectrum demand action now to face the Damoclean sword of peak oil, global warming and economic stagnation that hangs over us. Fortunately, a coordinated federal deployment initiative already exists to help improve air quality and enhance energy security in the transportation sector: Clean Cities. Ninety Clean Cities coalitions, numbering over 5,700 stakeholders, represent 230 million people working to make America more energy-secure by displacing petroleum with cleaner domestic fuels and greater vehicle efficiency.

Clean Cities Coordinators lead local coalitions composed of fleets, fuel providers, vehicle manufacturers, non-government organizations, policymakers, and private citizens that focus on a primary goal: petroleum reduction. Since its inception in 1993 as a Department of Energy (DOE) program, Clean Cities and its stakeholders have displaced more than 2 billion gallons of petroleum through the use of alternative fuels and vehicles, hybrid-electric vehicles, idle reduction, fuel economy and low-level fuel blends. Moreover, coalitions have helped stimulate the annual growth of alternative fuel vehicle (AFV)s by 17 percent in their area. Coalitions and their coordinators are notably fuel-, technology- and strategy-neutral. As such, Clean Cities serves as an "honest broker" in an arena crying out for acknowledgement that there are no silver bullets, only silver buckshot, to employ as weapons of choice. Transportation Energy Partnership (TEP), a related nonprofit organization led by Clean Cities Coordinators, acts to generate additional resources for Clean Cities coalitions.

**Requested Actions by President-Elect Obama and his Administration**

- *Support the appropriation of \$100 million through the Vehicle Technologies Deployment Program in DOE to promote the shovel-ready adoption and use of petroleum reduction technologies, practices and research by working with local Clean Cities coalitions and their stakeholders, industry partners, fuel providers, and end-users.*

Technology focus areas for DOE's Vehicle Technologies Deployment Program include: alternative fuel vehicles, alternative fuel infrastructure, development, idling reduction for commercial trucks and buses, expanded use of non-petroleum, renewable fuel blends and alternative fuels such as compressed natural gas (CNG) and engine/vehicle technologies that maximize fuel economy and fuel displacement. The program will also continue to provide technical assistance for early adopters of technologies and provide education, training, and workshops to coalitions, public safety officials, and stakeholders related to infrastructure development and targeted niche market opportunities.

Opportunities to showcase technology focus areas will be identified and supported, as will ongoing efforts to nurture national and regional alliances to promote petroleum reduction strategies. Research, development, demonstration and deployment of other alternative-fuel and advanced combustion and emission control technologies developed by and in conjunction with the DOE will also be sustained.

By working with local Clean Cities coalitions and their stakeholders, industry partners, fuel providers, and end-users, these activities will greatly expand employment opportunities within a 12-month period in education and outreach activities, infrastructure development, and vehicle deployment programs.

The DOE issued a solicitation December 22nd for grants for this program, with proposals due February 27, 2009. New or additional funds could be deployed through this or an additional solicitation.

- *Participate as our special invited guests at the 2009 Energy Independence Days, set for March 2 – 3 at a site to be determined in Washington, D.C.*

We specifically request the presence of President-Elect Barack Obama and you, in addition to any other members of the President-Elect's energy and environment team that you deem appropriate. **In the interim, we welcome holding a get-acquainted meeting with you and other members of your team to more fully explore the ways that TEP and Clean Cities coalitions can aid in implementing the President-Elect Obama's New Energy for America Plan.**

### **Transportation Energy Partnership**

National Clean Cities, a nonprofit organization, formed in 1999 to support Clean Cities coalitions and their work. Renamed Transportation Energy Partnership (TEP) in 2006, the group included representatives from industry, the nonprofit arena and Clean Cities coalitions. TEP launched an annual event in 2001, first called Washington Days, which convened Clean Cities coordinators and stakeholders on Capitol Hill to raise awareness of the program and its mission.

When TEP suspended operations due to funding constraints, a core group of Clean Cities Coordinators chose to revive the Washington event, renaming it Energy Independence Days (EID). Since the changeover in late 2006, this bottom-up volunteer planning group is now on its third straight national event, all without the aid of staff or contractors. Last September, the TEP Board of Directors came out of hiatus to enable the same grass-roots nucleus of Clean Cities Coordinators to assume a definite shape. The match proved felicitous: TEP was an organization in search of an animating force, and the EID Planning Group was an ad hoc crew in search of a mission-aligned existing organization.

### **Clean Cities Coalition Accomplishments in the War on Foreign Oil Addiction**

In addition to petroleum displacement, a remarkable achievement of Clean Cities coalitions is their ability to leverage the modest DOE investment. In 2006, for example, coalitions won 165 grants worth a total of \$87.3 million, plus another \$33.1 million in leveraged funds from coalition members. This represents a 15:1 leveraging of the \$8 million program budget in FY06, enabling coordinators to spend more than 80,000 hours pursuing Clean Cities' goals—the equivalent of a national network of 47 full-time professionals working assiduously to reduce U.S. dependence on foreign oil.

The staff and stakeholders within local and state coalitions are passionate, experienced and effective champions and have a proven track record of success in leveraging private and local investments in fueling facilities and vehicle technologies. Their collective expertise and cohesive networks are needed now more than ever.

Coalitions and their stakeholders also promote and support state and local policies to advance the goal of energy independence, such as tax incentives for deployment of various alternative fuels and acquisition of more fuel efficient vehicles, research and development efforts related to advanced vehicle technologies, and biofuels production. These and other community and state incentives and policies to encourage petroleum alternatives will improve the energy security of the United States and help the country transition to renewable, domestic, carbon-free energy sources.

The Clean Cities coalition project portfolio runs the gamut from A to Z, as demonstrated in the one-page summaries provided by most coalitions for the 2008 Clean Cities Coordinator Leadership Retreat held in Montana this past October. For more details, follow this link: <http://www.netl.doe.gov/publications/proceedings/08/clean-cities-mt/index.html>. Recent Clean Cities projects include:

**I-65 Clean Corridor Project:** America's first biofuels corridor links four states across 886 miles from Lake Michigan to the Gulf of Mexico. Spanning Indiana, Kentucky, Tennessee and Alabama, the corridor's creation leveraged a \$1.3 million Department of Energy Clean Cities Program grant to fund E85 and B20 fueling stations along the route. With the addition of the 29 public-access stations, flex-fuel vehicle owners may now drive the designated corridor and always be less than a quarter-tank away from the next E85 station.

**Ohio Green Fleets:** Clean Fuels Ohio (CFO) developed this program in 2008. Funded by government and industry sources, the program educates governments and companies on fleet cleanup technologies and strategies, and then assists in developing “green fleet” policies and obtaining grant funding when necessary. CFO quantifies specific emissions, petroleum use and fuel use reductions achieved by fleets through a scoring system. Fleets that achieve sufficient reductions earn designation as an “Ohio Green Fleet” with rights to use the program logo in a variety of ways.

**Fleet Training on Eco-Driving Project:** Wisconsin Clean Cities-Southeast Area’s driver education initiative is designed to create and implement a unique training course – nationwide – and in southeastern Wisconsin. Two selected fleet operations receive classroom instruction and behind-the-wheel training in eco-driving, a driving style that improves fuel efficiency and reduces emissions. Easy acceleration, observing the speed limit, smooth braking and tire pressure monitoring typify actions that, when taken together, constitute eco-driving. The training builds on the comprehensive DOE Driver Energy and Conservation Awareness Training (DECAT) program, which took place from 1976 until the mid-1980s.

**For more information on Transportation Energy Partnership (TEP) or to initiate a meeting date and time, please contact one of our Board Officers:**

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