National Campaign

Visit us online at www.pluginpartners.org

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Plug-In Hybrid Electric Vehicles (PHEVs)

Plug-In Partners National Campaign

Building a Market for Gas-Optional Flexible-Fuel Hybrids

Plug-In Hybrid Electric Vehicles: The near-term solution

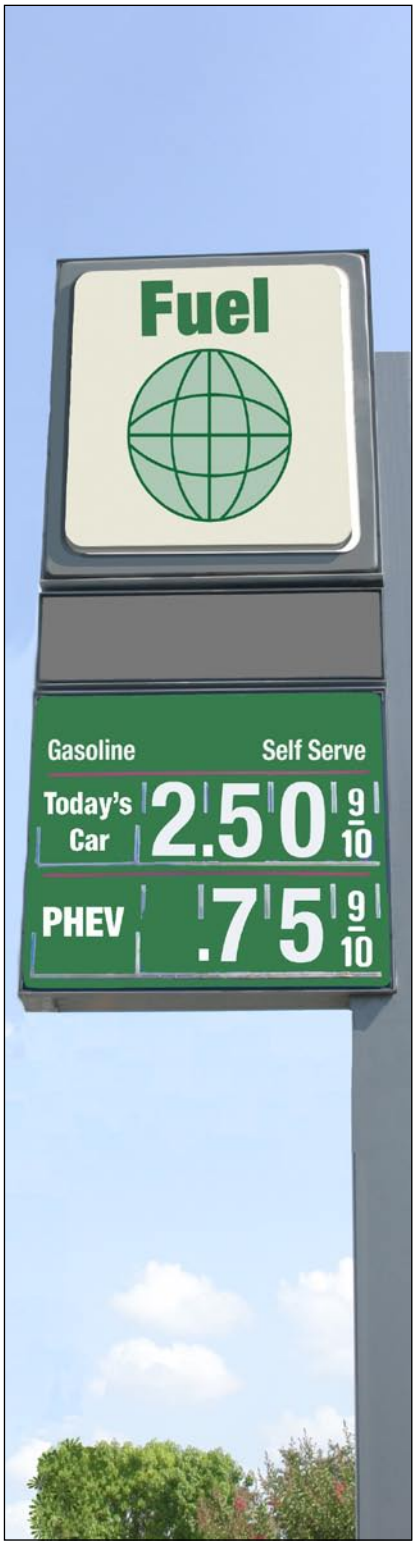
- Plug-in hybrid electric vehicles (PHEVs) can dramatically decrease American dependence on imported oil, reduce greenhouse gases and other air pollutants, as well as lower fuel costs for American consumers.
- PHEVs use the same technology as the popular hybrids on the road today, but have a more powerful battery that can be recharged in a standard home outlet.
- PHEVs are outfitted with a battery pack sufficient to power the vehicle from 20 to 60 miles on battery charge alone.
- Since half the cars on America's roads are driven 25 miles a day or less, a plug-in with a 25-mile range battery could eliminate gasoline use in the daily commute of millions of Americans.
- PHEV technology is already available and functioning. DaimlerChrysler has developed and is testing a prototype PHEV commercial van with a 20-mile all-electric range. Conversions of existing hybrids ranging from sedans to SUVs are on the road today, demonstrating that the technology works.
- PHEVs can be manufactured with flexible fuel engines, magnifying the economic, environmental and security benefits while also benefiting American agriculture.
- An "electric" equivalent gallon of gas will cost 70-80 cents at prevailing electric rates versus the $2.00+ national average gasoline price.
- The electric infrastructure is in place and available. Over 40% of the generating capacity in the U.S. sits idle or operates at a reduced load overnight when most PHEVs would be recharged. Our power system could charge tens of millions of PHEVs without requiring new plants.

Fight for American Independence

PHEVs can:

- **Reduce dependence on foreign oil**
- **Decrease greenhouse gas emissions for vehicles**
- **Lower fuel costs**
- **Make American agriculture a fuel source**
- **Save and create American jobs**
- **Increase use of renewable energy**

Plug-In Hybrid Electric Cars Enjoy **Broad Support**



"If by 2025, all cars on the road are hybrids and half are plug-in hybrids, U.S. oil imports would drop by 8 million barrels per day (mbd). Today, the United States imports 10 mbd and is projected to import almost 20 mbd by 2025."

— ***Set America Free initiative, a coalition of prominent individuals and non-profit organizations concerned about the security and economic implications of America's growing dependence on foreign oil***

"Plug-in Hybrid Vehicles allow us to use made-in-the-USA energy for most of our driving, breaking the yoke of our dependence on oil."

— ***Institute for Analysis of Global Security***

"In fact, thanks to the existing grid's excess capacity at night, it should be possible to support up to 30 percent of the nation's vehicles equipped with plug-in batteries of 20-mile range and not have to expand electricity generation."

— ***Frank Gaffney, President, Center for National Security Policy***

"When you consider that 78 percent of Americans live within 20 miles of their jobs, and that most car trips — commuting, shopping and dropping off the kids at soccer games — are less than 20 miles, plug-in hybrids could run solely on electricity for these types of short trips and commutes."

— ***Consumer Reports***

"Our studies show a strong market preference for plug-in hybrid vehicles when performance is equal and the cost difference is reasonable."

— ***Bob Graham, Area Manager, Transportation, EPRI***

"We think the transportation fuel sector should be diversified by utilizing more electricity as a fuel (for) plug-in hybrids that can get 100 miles per gallon and allow you to run on electricity alone for 20 to 30 miles, then shift to the combustion engine."

— ***Gal Luft, Director of the Institute for the Analysis of Global Security, an energy-security think tank in Washington***

"We believe that the 50 largest cities in this country, united in purpose, can build a groundswell of demand sufficient to entice carmakers to mass produce what is the logical near term response towards the critical goal of energy independence. We intend to set the example in Austin, TX."

— ***Will Wynn, Mayor of Austin, Texas***

Building a Market for a Flexible-Fuel PHEV

Plug-In Partners is a national grass-roots campaign to demonstrate that a market exists right now for flexible-fuel Plug-In Hybrid Electric Vehicles (PHEVs).

Key components of the campaign include rebates and incentives, "soft" fleet orders, petitions and endorsements. Partners in this campaign are local and state governments, utilities, and environmental, consumer and business organizations.

The "Plug-in Partners" national campaign kicked-off on January 24, 2006. Cities and organizations across America are invited to use this identifying logo, and launch a Plug-In (name of City) campaign for their locale.

Rebates and Incentives

Rebates and incentives could be provided through various sources, including electric utilities — a logical source, since the industry stands to receive additional revenues if PHEVs achieve significant market penetration.

Austin Energy, the city of Austin's public electric utility, has set aside $1 million for rebates for Austin Energy customers when PHEVs become available. Rebates or incentives could also be provided by businesses or organizations to their employees, perhaps as a match to a utility rebate or tax incentive.

Fleet Orders

Advance orders of PHEVs for future fleet needs are an important component of the campaign. These "soft" fleet commitments state that a business or government will seriously consider purchase of PHEVs if the vehicles are manufactured. The fleet orders will demonstrate a demand to automakers.

Petitions

The collection of signatures will allow a large number of Americans to speak directly to automakers. The petition used by Austin simply states that the signer understands what plug-ins are, and that they will seriously consider buying such a vehicle if it is manufactured. Petitions can be signed online at **www.pluginpartners.org**

Endorsements

Endorsements demonstrate organizational support for plug-ins in the form of a City Council or County Court resolution, a legislative resolution, or a statement of support from a local or national environmental, consumer, civic, or other organization. When an organization endorses the Plug-In Partners campaign, it is voicing its support for the mass production of PHEVs and will promote plug-ins to its membership.

Press Event

Hold a press conference to announce your PHEV initiative and your participation in the Plug-in Partners National initiative.

Available Tools

To assist in the development of Plug-In (name of City) campaigns, the following can be downloaded at **www.pluginpartners.org**:

- Sample City Council and County Court resolutions
- Sample "soft" fleet order form
- Petition for the collection of signatures
- Letters of invitation seeking participation by environmental and business groups
- Plug-In logo and this Plug-In Partners brochure
- Links to a variety of resources.

Frequently asked Questions about Plug-In Hybrid Electric Vehicles (PHEV)

Are PHEVs available today?

There are no commercially available PHEVs today, but there are prototypes in operation. DaimlerChrysler has developed and is testing a plug-in Sprinter Van prototype with an all-electric range of 20 miles. There are also many conventional hybrids, from sedans to SUVs, that have been converted to plug-ins. Some are getting up to 60 all-electric miles per charge.

Does plug-in technology work?

Yes. This has been clearly demonstrated by several sedan and SUV conversions at the Hybrid Center at the University of California at Davis. A California non-profit, California Cars, modified a Prius by adding a 2.4 kWh lead-acid pack to prove that it could be done. Then, an R&D company, EnergyCS, replaced the standard 1.3 kWh battery pack with a 9 kWh battery pack. The larger battery pack was sufficient to provide half of the power needed to drive the first 60 miles each day. It's like having a second small fuel tank, only you fill this one with electricity at an equivalent cost of under $1 per gallon, depending on your car and your electric rate. You refill at home, from an ordinary 120-volt socket, with energy that's much cleaner and cheaper and not imported.

What is the problem then?

The cost of the batteries needed to power a PHEV a sufficient distance is considered to be the stumbling block. However, battery technology is advancing rapidly and cost is expected to decrease with mass manufacture.

What distance must a commercially produced PHEV be able to achieve on the battery alone?

According to EPRI (Electric Power Research Institute), half the cars on U.S. roads are driven 25 miles a day or less. Consequently, a plug-in with a 25-mile all electric range could eliminate gasoline use in the daily commute of tens of millions of Americans. Furthermore drivers of PHEVs would only need to fill up with fuel a few times a year, versus the current 24-36 times a year on average.

Won't PHEVs just replace air pollution from automobiles with air pollution from power plants?

No. In almost every conceivable power generation mix plug-ins reduce greenhouse gases and other pollutants. Additionally, emissions would be concentrated in one location that is often away from critically-endangered air sheds. Also, it is less difficult to control emissions from a relatively few number of smokestacks rather than millions of vehicle tail pipes. And, efforts to clean up coal plants and other emissions will continue. In recent decades, many power plants have been modified to lower emissions while a number of older plants have been retired. This trend has resulted in a 25% decrease in emissions from U.S. power plants over the last 25 years. This trend is continuing so emissions will continue to get cleaner over time, meaning emissions generated from electric transportation will get cleaner over time. Furthermore, an increasing share of America's electricity is being produced by zero emission sources - wind and solar. There is a synergy between increased use of PHEVs and expanded use of wind energy. Widespread use of PHEVs in an electric system makes it easier for that system to accept more wind energy. This is because most PHEVs will be charging at night, when demand for electricity is at its lowest, and wind energy production tends to be at its highest in many parts of the country. Also, PHEV batteries can act as storage for wind energy produced at off-peak times.

What about performance? Will PHEVs be slow?

No. A Toyota Prius, modified with a larger plug-in battery, has essentially the same accelerating power and speed capability of a current hybrid.

How much more will a PHEV cost versus a comparably sized conventional hybrid?

EPRI estimates that, with mass production, the cost of a PHEV battery will add $2,000 to $3,000 to the cost of a conventional hybrid. EPRI studies project that after considering the lower costs of fuel and maintenance, a mass-produced PHEV should provide better overall economics than either a conventional hybrid or a conventional vehicle.

CONTACT INFORMATION
www.pluginpartners.org

Plug-In Partners
National Campaign

Overview

Plug-In Partners National PHEV Initiative

Strategy and Philosophy

Grassroots campaign

Plug-In Partners is a national grass-roots initiative to demonstrate to automakers that a market for flexible-fuel Plug-in Hybrid Electric Vehicles (PHEV) exist today. The viability of this market will be demonstrated through development of rebates and incentives, "soft" fleet orders, petitions and endorsements by cities across the country. The partners envisioned in this campaign are local and state governments, utilities, and environmental, consumer and business organizations. The PHEVs targeted will consist of both Original Equipment Manufactured (OEM) vehicles and/or Qualified Vehicle Modified (QVM) vehicles.

Flexible-Fuel Plug-In Hybrid Electric Vehicle (PHEV)

This initiative will not target development of a specific type of vehicle, but rather generic vehicles that are capable of operating on a combination of a flexible fuel internal combustion engine and an electric motor. Battery Electric Vehicles (BEYS) are supported and encouraged, but are not the principal focus of this campaign. The City of Austin campaign (Plug-In Austin) has set a 35 miles all-electric-operating-range-standard for a PHEV rebate program it will put in place. Goals for vehicles with shorter or longer electric ranges might be necessary depending on local preferences.

A 35-mile all electric operating range should cover the average commuting distance in most cities and would address the majority of the driving needs of most Americans during an average day. A flexible-fuel internal combustion engine will allow the use of bio fuels in combination with the electric grid for fueling. The combination of these two fueling sources could dramatically reduce the consumption of petroleum in the transportation sector.

In summary: This campaign is not intended to be rigid on automotive design requirements. Regional and local flexibility may be necessary to garner grassroots support. This campaign promotes the manufacture of PHEVs of various types: sedan, vans, SUVs, school buses and others. It is envisioned that PHEV technology can be applied across different vehicle platforms.

Campaign Deliverables

The campaign envisions four deliverables as demonstration of a market:

- rebates and incentives
- soft fleet orders
- petitions
- endorsements.

Rebates and Incentives

Rebates and Incentives could be provided from several different sources. A primary source could be electric utilities. Austin Energy, the City of Austin's community owned electric utility, has set aside a million dollars for rebates for when PHEVs are available. Utilities are a logical source for rebates since the utility industry stands to receive substantial revenues if PHEVs achieve significant market penetration. These utility rebates could be provided to local governments for the purchase of fleet PHEVs. Part of the Austin Energy fund will be designated to City of Austin fleets to pay the additional cost of PHEVs above the cost of a regular hybrid. Rebates would also be made available to businesses and citizens.

Rebates or incentives could also be solicited from businesses or organizations. An example might be for a larger business to offer an employee rebate, perhaps as a match to a utility rebate or tax incentive. Organizations such as non-profit groups or foundations could also offer grants for purchase of PHEVs, perhaps to cover the additional cost of a PHEV above a regular hybrid. These are just a few suggestions. This plan encourages innovation and flexibility in creating incentives.

The tax incentives for PHEVs included in the Energy Bill should be considered when developing rebates and incentives. Rebates from any source that match tax incentives could substantially bring down marginal costs.

Fleet Orders

Advanced commitments for PHEVs for inclusion in future vehicle fleets are an important component of the campaign. Obviously, real fleet orders are not possible at this time, since vehicles are not available commercially and the exact specifications of the vehicles are not known.

Nonetheless, "soft" fleet commitments can be made to communicate to automakers that major governmental and business fleet buyers are seriously interested in purchasing PHEVs. A governmental entity can signal that it is interested in buying sedans, van, SUVs or even special types of vehicles, such as school buses. This plan recommends that a governmental entity or a business commit to the prospective purchase of a certain number of vehicles types, at a reasonable price.

For example, the City of Austin may commit to purchase 10 sedans and 5 vans (this is an example only, since the City is still in the process of determining its fleet commitment). Travis County may commit to X vans or a certain number of sedans for the Sheriff's Department. A business that has a large number of vans in its fleets could commit to 5 or 10, when they become available. Again, these are "soft" commitments until the actual vehicles become available.

The Plug- In Partners campaign will track vehicle commitments as they are reported through the Plug-In Partners national web site. This will allow automakers to be presented with a "soft" order at the end of this campaign for sedans, vans, SUVs and other vehicles by specific governmental and business entities. A template "soft" fleet order form is provided with this kit.

Petitions

A critical component of the Plug-In Partners initiative is a petition drive through which Americans can tell automakers they are interested in purchasing vehicles that can be fueled from the electric grid. The petition being utilized in Austin is a fairly simple statement that

the signer understands what plug-ins are, and that they will seriously consider buying such a vehicle if it is manufactured.

Petitions are an easy way for organizations that do not have fleets or which cannot promulgate regulations, to make their voice heard in demonstrating a PHEV market among individual consumers.

All partners in this campaign can participate in petition efforts. The national campaign will track signatures accumulated from programs across the country through reporting to the Plug-In Partners national web site. The petitions would be maintained at the local level, because eventually a copy could be given to local auto dealers when the vehicles become available. A template petition form is included with this kit.

Endorsements

Endorsements demonstrate organizational support for plug-ins. An endorsement could be in the form of a City Council or County Court resolution, a legislative resolution, a statement of support from a local or national environmental or consumer group, or from any other type of organization, interested in voicing its support.

When an organization endorses the Plug-In Partners campaign, it is voicing support for the commercial production of PHEVs and the promotion of plug-ins to its membership. Endorsements should be reported to the national campaign web site where a list will be maintained, along with reported membership totals of the endorsing organizations. The production of PHEVs is widely supported by a large number of national groups – environmental and consumer – as well as groups focused on the national security and economic viability of our country.

National Database

The City of Austin and Austin Energy have established a national web site and database at www.pluginpartners.org and will maintain this site throughout this initiative. Plug-In Partners are asked to report rebates and incentives, soft fleet orders, the number of signatures collected through petitions, endorsements and success stories or upcoming events relating to press conferences and community activities. This data will be managed and compiled. Summary reports will be provided quarterly and press releases issued.

Automakers

Frequent questions are, what are automakers saying about manufacturing PHEVs? What is their reaction to the current media reporting regarding PHEVs? Plug-In Partnerships is an effort to demonstrate a market, with the belief that automakers will mass-produce the vehicles when the market is apparent. By the end of 2006, a comprehensive report will be issued for automakers, Congress, State Legislatures and local officials. It is not our intention to attempt to negotiate a deal or promise the purchase of a certain number of vehicles. In particular, governmental entities such as municipalities cannot guarantee a purchase without a competitive bid process. Automakers are watching this activity with interest but at the moment are focused on expanding their offerings of Hybrid Electric Vehicles. We believe that a strong demonstration of consumer interest will be sufficient to encourage the auto industry to take the next step and produce PHEVs.

Legislative strategy

Plug-In Partners support legislation that promotes plug-ins, but is not primarily a legislative strategy. We will assist legislative efforts with references, technical testimony and other assistance as needed. We will encourage others with expertise in legislative matters to lead the effort to change regulations or pass laws that provide support for plug-ins. We also intend to keep legislative bodies informed of our activities.

Local Governments

Plug-In Partner National PHEV Initiative

Local governments are encouraged to initiate its own "Plug-In (Name)" Campaign. Austin kicked off Plug-In Austin (www.pluginaustin.org) on August 22, 2005. Cities across America are invited to use the plug-in theme and any and all materials for a Plug-In (name of City/County).

1. Bring forward a resolution supporting a local "Plug-In (name of city)" campaign. A draft resolution is provided in this packet. Use what is suitable but feel free to modify the template in whatever way works best for your City, County and community.

2. Determine the components of your campaign among rebates and incentives, soft fleet orders, a signature petition drive and solicitation of endorsements from local organizations.

3. Hold a press conference to announce your PHEV initiative and your participation in the Plug-In Partners National initiative.

4. Consider establishing a soft fleet order for the future. Your "soft" commitment would be most effective if you would identify a number of sedans, vans, trucks or whatever type vehicle that best fits your fleet profile, that you would likely purchase. Since there is not a vehicle currently available for purchase at this time, it is understood that this is not a firm order. It is also recognized that local governments must go through the proper purchasing requirements and meet other public commitments. Nonetheless, your city or county or school district could signal a desire to include plug-in hybrids in their fleets by indicating they are seriously interested in purchasing such vehicles. An example might be that a city indicates it wants X sedans, X vans, and X light duty trucks that are PHEV. When you add up such a "wish list" among all the local governments and other fleet "orders", it becomes a viable market for that type of vehicle.

5. Work with your local Chambers of Commerce and large employers to promote fleet orders among larger businesses. (See Business Plug-In Partner).

6. Support a local petition drive to automakers. A template petition is provided in this packet. Feel free to modify the template to suit your local needs. Set a limited time for the petition drive, for instance 6 months or a year. Establish a small team of speakers who can make short presentations before neighborhood or civic groups and collect signatures.

7. Encourage endorsements of the Plug-In Partnerships campaign by local organizations. Neighborhood Associations, environmental groups, civic clubs and other local groups. Ask that they pass a resolution and that they encourage their members to sign

a petition. A template resolution is included with this packet. If members or organizations can influence fleet purchases, ask that they do so to add additional PHEVs to the soft purchases list being compiled in your community.

8. Encourage other local governments to join the effort. Identify and work with at least two other local governments interested in launching a Plug-In Partnership campaign.

9. Provide results of the local campaign to www.pluginpartners.org , the national Plug-In Partnerships database. This would include rebate and incentive commitments, soft fleet orders, the number of signatures collected, endorsements and the number of members in each endorsing group and success stories or upcoming events related to press conferences and community activities. All reported data will be compiled with summaries provided quarterly and promoted through press releases and other avenues.

10. Support policies promoting PHEVs This may include opportunities related to legislation and other policy formulation that will promote the manufacturing of PHEVs. It could also include the enactment of local ordinances or actions to provide incentives for plug-ins.

11. Coordinate with your local utilities, businesses, environmental and non-profit organizations to ask them to become a Plug In Partner. Ask them to join you at the kick-off press conference in your community to show their partnership and support.

Utilities

Plug-In Partner National PHEV Initiative

Utilities are encouraged to become Plug-In Partners as a strong supporter of and partner to the local governments they serve. Please consider the following actions:

1. Issue a statement of support for the Plug-In Partnership campaign. Pass a resolution or draft a letter and submit your utility as an official Plug-In Partner to be included in a national listing.

2. Consider providing funding for rebate or incentives for the purchase of an initial round of PHEVs in your community, when they become available. Some utilities may be able to provide rebates while others cannot. If funding is limited, consider narrowing the scope of what you provide, perhaps providing grants to governments or to various public organizations for fleet additions of PHEVs. Think about ways your utility could provide financial or even non-financial incentives for PHEVs. For instance, perhaps you might assist your local governments in producing printed materials for their plug-in campaigns.

3. Consider utility fleet order commitments for future years. In addition to the heavy trucks that are necessary for your utility business, there are also sedans, vans and light duty trucks. Consider a commitment to purchase a few PHEVs in each category in the future, given the availability of the product. Although the exact cost is not known, assume it will be a few thousand dollars more in cost than the current hybrids. Again, this is not a firm order, but a commitment to purchase a few vehicles given their availability and reasonable price.

4. Consider recruitment of other utilities to the Plug-In Partnerships campaign. Try to recruit at least two other utilities to join the effort.

5. Educate your employees so that they become ambassadors for the mass production of PHEVs. Support your employees signing the Plug-In Partnership petition and make petitions or a signup means available to them.

6. Add PHEVs to your speakers bureau menu and solicit opportunities with neighborhood, business and civic groups to provide information on the initiative and to collect signatures.

7. Report your plug-in related activities to www.pluginpartners.org , the national web site for the Plug-In Partners National Initiative. This includes your resolution, rebates and incentives, soft purchase commitments, signatures collected and special activities.

8. Sign on to the national campaign and allow your utility's name to be added to the list of utilities supporting the national Plug-In Partnerships campaign. There is no charge or commitment for being a partner – just a commitment to support the campaign locally and nationally.

Businesses

Plug-In Partner National PHEV Initiative

Businesses can play a key role in persuading automakers to mass produce PHEVs. Please consider the following actions:

1. Endorse the Plug-In Partners campaign. Pass a resolution or write a letter and submit your organization as an official Plug-In Partner to be including in a national listing.

2. If you maintain a fleet of vehicles, consider a commitment to purchase PHEVs in the future in accordance with your needs. This is not a firm order, but it signals to automakers that there is a market for the types vehicles you use, in a plug-in version.

3. Consider matching a local or federal rebate or tax incentive to assist your employees in purchasing PHEVs when they are available. If the overall number of employees is too large, perhaps you could provided a fixed amount of funding available on a first come basis.

4. Provide information on your participation as a Plug-In Partner to your employees and information on PHEVs through internal newsletters or other means.

5. Support the petition drive. Make petitions available to your employees.

6. Recruit other business. Talk to a several other businesses and encourage them to become a Plug-In Partner.

7. Support your local government, utility, and non-profit organizations in the campaign. Issue a press release of support, detailing any actions your business will take to support the initiative.

8. Report your plug-in related activities to www.pluginpartners.org, the national web site for the Plug-In Partners National Initiative. This includes your resolution or letter of support, rebates and incentives, soft purchase commitments, signatures collected and special activities.

Non-profits

Plug-In Partner National PHEV Initiative

Environmental, air quality, civic, neighborhood or other nonprofit organizations will be critical to the education of their communities regarding PHEVs and to the petition drives. Please consider the following actions:

1. Endorse the Plug-In Partners campaign. Pass a resolution and submit your organization as an official Plug-In Partner to be included in a national listing.

2. Ask your entire membership to support the campaign. Publish information on going in your newsletter and conduct periodic discussions and updates at meetings.

3. Recruit other civic organizations you work with and encourage them to become a Plug-In Partner.

4. Support the petition drive. Commit your organization to getting a certain number of signatures. Encourage your members to volunteer for the local petition drive.

5. Ask your members to take a petition to their neighborhood or church to collect signatures.

6. Support your local government, utility, and businesses in their efforts related to the campaign.

7. Write letters to your state and congressional representatives encouraging the mass production of a PHEV and encouraging policy that will assist that goal.

DRAFT CITY or COUNTY RESOLUTION for PLUG-IN CAMPAIGN

WHEREAS, the over-reliance of America on foreign oil has become a growing and serious threat to the economic vitality and national security interest of the United States; and

WHEREAS, automobile emissions are a major contributing factor to global warming and to smog in our cities, which threaten the health of our citizens and the sustainability of our planet; and

WHEREAS, the imbalance between gasoline resources and worldwide demand is escalating gasoline prices at an alarming rate and to levels that overburden commerce, hurt economic growth and cause serious hardship on our citizens; and

WHEREAS, the technology exists today to build a flexible-fuel plug-in hybrid electric automobile that could reduce oil imports, fuel costs to our citizens and our economy and air emissions by dramatic margins; and

WHEREAS, the City (County) of (Name) is partnering with Austin and others of the nation's largest cities, to urge automakers to mass produce plug-in hybrid vehicles for the substantial economical, environmental and strategic reasons outlined; and

WHEREAS, the City (County) of (Name) is officially launching "Plug-In (Name)," a community-wide campaign to promote the mass production of plug-in hybrid vehicles; **NOW, THEREFORE**,

BE IT RESOLVED BY THE (City/County/Organization Name):

That the City (County) of (Name) joins the Plug-in Partners National Campaign; and

BE IT FURTHER RESOLVED:

That the (Appropriate Title – e.g., City Manager) is directed to develop a program to encourage the future purchase of flexible-fuel plug-in hybrid vehicles, including fleet orders; and

BE IT FURTHER RESOLVED:

That the City of (Name) makes a commitment to support local, state and federal policies that will promote flexible-fuel plug-in hybrid vehicles; and

BE IT FURTHER RESOLVED:

That the City of (Name) will work with the local government, education, business and environmental community to advocate for the purchase of flexible-fuel plug-in hybrid vehicles.

PHEV Community Petition

Clean, Affordable Transportation From Clean, Local Energy

SIGN THE PETITION BELOW TO TELL U.S. AUTO MAKERS TO PRODUCE PLUG-IN HYBRID VEHICLES!

I urge automakers to go beyond popular hybrid vehicles and manufacture flexible fuel plug-in electric vehicles that run on electric fuel as well as gasoline or other fuels. A plug-in hybrid will provide me with the option of plugging my vehicle into an ordinary electrical outlet in order to recharge the battery, allowing me to drive on "electric fuel", reducing my need for ever more expensive gasoline and increasing my fuel efficiency up to 100 mpg or more.

Plug-in hybrids will also bring significant reductions in greenhouse gases and other pollutants, and reduce dependence on imported oil.

Because of these many benefits, I pledge to strongly consider purchasing a flexible fuel plug-in hybrid electric vehicle once car manufacturers make them available, even if it costs more than other vehicles.

Please note, this petition will be passed on to automakers who commit to manufacture flexible fuel plug-in hybrid vehicles.
E-mail addresses will remain confidential.

Print Name	Print Street or Email Address	City	Zip
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			

Mail completed form to: Plug-in Austin, Austin Energy, 721 Barton Springs Road, Austin, TX 78704 or fax to: 512-322-6037.

www.pluginpartners.org

Visit us online at www.pluginpartners.org

PHEV Fleet Order Form

Clean, Affordable Transportation From Clean, Local Energy

We urge automakers to go beyond popular hybrid vehicles and manufacture flexible fuel plug-in hybrids that run on electric fuel as well as gasoline or other fuels. Plug-in hybrids will provide the option of plugging vehicles into an ordinary electrical outlet in order to recharge the battery, allowing our staff to drive on "electric fuel" for significant periods of time, thus reducing the need for gasoline and increasing our fuel efficiency up to 100 mpg or more. Plug-in hybrids will also bring significant reductions in greenhouse gases and other pollutants, and reduce dependence on imported oil.

Because of these many benefits, we pledge to strongly consider purchasing the following plug-in electric hybrid vehicles once auto manufacturers make them available, even if it costs more than other vehicles.

Please note, this petition will be passed on to automakers who commit to manufacture flexible fuel plug-in hybrid vehicles.
E-mail addresses will remain confidential.

Number of Vehicles	**Vehicle Type** (Sedan, Lt. Truck, SUV, Van, School Bus, Heavy Truck)

Name: _____

Title: _____

Company: _____

Address: _____

Phone: _____

Mail completed form to: Plug-in Austin, Austin Energy, 721 Barton Springs Road, Austin, TX 78704
or fax to: 512-322-6037.

www.pluginpartners.org

Visit us online at www.pluginpartners.org

To Austin Neighborhood and Civic Groups

Austin, Texas hopes to build a success story other cities will embrace toward addressing two significant problems: America's overdependence on oil imports and pollution in our cities from automobile emissions.

"Plug-In Austin," is a template for a nationwide Plug-In Partners campaign to demonstrate to automakers that a market exists today for Plug-In Hybrid Electric Vehicles (PHEVs), a transportation approach that represents a practical near-term solution to our transportation energy problems.

A plug-in hybrid takes the popular new gas-electric hybrid and adds a larger battery that can be plugged into a standard home electrical outlet for recharging. A plug-in battery capable of powering a vehicle 35 or more miles on battery power alone, would allow many people to drive to and from work and around town – without using any gasoline at all.

Also, instead of paying the $3.00 per gallon (national average) for gasoline, an "electric" gallon of energy will cost less than $1.00. And money spent on "electric gallons of gas" will stay at home rather than go overseas. Plug-in hybrids would also significantly reduce automobile emissions, which are the largest source of smog in Austin and cities across the nation. And when the electricity is produced by renewable energy such as windgenerated power, you use pollution-free energy to deliver pollution-free transportation.

I am excited about this initiative. Our Council is excited about it. This is about citizens advocating for a practical part-solution to the critical goal of energy independence.

Sign us up for a short presentation to hear about "Plug-In Austin" and to give your members an opportunity to sign a petition that will go to automakers. Our goal is 10,000 signatures by December, but frankly, I would not be surprised by double or triple that number. Please contact Lisa Braithwaite at 322-6511 or feel free to email Lisa at lisa.braithwaite@austinenergy.com to arrange for a Plug-In Austin presentation.

This is important to our community and our nation,

Will Wynn
Austin Mayor
Chair, U.S. Conference of Mayors Energy Committee