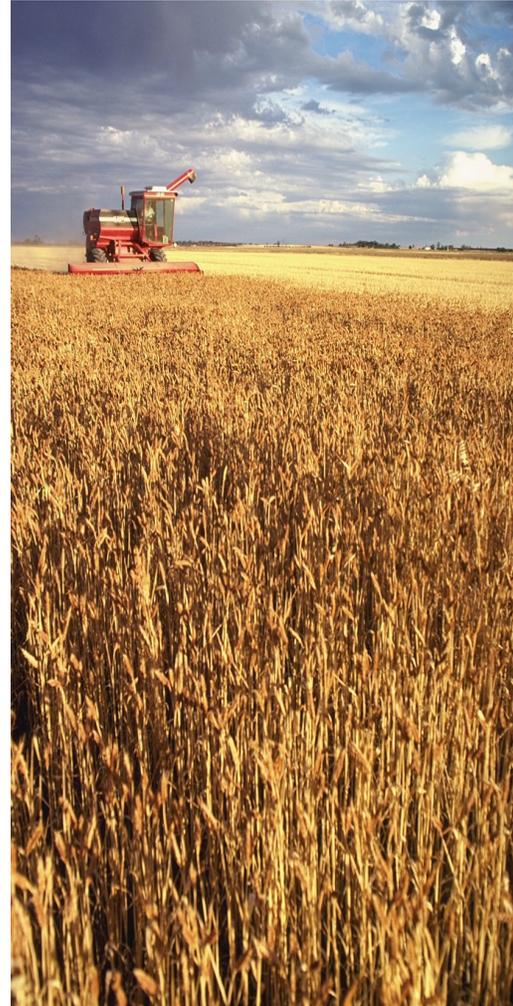


# The PROGRESS Act



## “Program for Real Energy Security” Act

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Achieving energy independence is critical to strengthening America’s national, economic and environmental security, as well as to successfully combating global warming. To make progress toward that end, we must initiate a major national effort to make substantial gains in technology, conservation and vehicle efficiency, and the use of alternative fuels. That is precisely what the PROGRESS Act, introduced by Majority Leader Steny Hoyer and other leading Democrats, is intended to do. The proposals in this legislation are designed to complement Speaker Pelosi’s Innovation Agenda, and the Rural Working Group’s Biofuels Plan. The bill includes provisions that would:

- **Establish a National Energy Security Commission.** The Commission would bring together government, industry and academic leaders to develop consensus national goals that respect regional energy solutions. The Commission would develop recommendations to Congress that would have to be acted upon under expedited rules. The fact is, despite all the expertise on energy issues across government, the private sector and academia, there is no entity that brings such experts together in common cause.
- **Establish a New Manhattan Center for High Efficiency Vehicles.** This proposal would establish an advanced vehicle efficiency consortium and double the federal commitment to federal alternative fuels and vehicle technology programs in the federal government. The effort would revitalize the goals of the Partnership of New Generation of Vehicles from the 1990s to build on current hydrogen and fuel cell work with a focus on battery, advanced diesel and variable compression engines, plug-in electric hybrids, and other vehicle programs. The result would be widespread availability of technologies that can double the current average vehicle efficiency, diversify types of fuels, and continue to develop the future of fuel cells and hydrogen from sustainable and renewable resources.
- **Establish a National Biofuels Infrastructure Development Program.** Vehicles that run on ethanol and biodiesel are being produced. But we must develop biofuel infrastructure – not just retail pumps but also wholesale distribution and transportation infrastructure. This grant program would reimburse private-sector partners to share the costs of investing in wholesale and retail biofuel pumps, tanks and related distribution equipment. The program would also leverage matching grants from state and local governments designed to encourage the spread of alternative fuels.
- **Promote Transit Use & Develop a Rail Infrastructure Program.** To get biofuels to market and secure an affordable and reliable energy supply, this legislation calls for a stimulus package of infrastructure investment that upgrades the “pipeline” for biofuels – the freight rail system. It also provides grants to promote conservation alternatives such as public transit and commuter rail.
- **Ensure Federal Government Leadership in the Use of Alternatives to Oil.** The federal government is one of the leading owners of vehicle fleets and consumers of petroleum products. The government must lead by example. Thus, this bill would increase the use of alternative fuels in federal fleets, spread pilot biofuel plants around the country and speed development of national standards to allow industry to build toward the same targets.

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### America’s Energy by the Numbers

*“The majority of the United Nations work still focuses on preventing and ending conflict. But the danger posed by war to all of humanity and to our planet is at least matched by the climate crisis and global warming.”*

-UN Secretary-General Ban Ki-moon [Reuters, 3/1/07]

#### Global Warming:

- The United States is the world’s largest producer of greenhouse gases, and produces more than twice as much carbon dioxide emissions as Europe. [Scientific Assessment Working Group, Intergovernmental Panel on Climate Change]
- **400%:** Increase in the global growth of carbon dioxide emissions in the period between 2000 and 2005 as compared to the preceding 10 years. [Global Carbon Project]

#### Gas Prices:

- **\$1.49:** The average price of gasoline per gallon in January 2001
- **\$3.06:** The record price of gasoline since Bush took office, set September 9, 2005
- **\$3.04:** High price of gasoline last summer, set July 2006
- **\$1.55:** The amount the average price of gas per gallon has increased since Bush took office in 2001 [Energy Information Administration]

#### Crude Oil Prices:

- **\$20 - \$30:** The range of crude oil prices per barrel in 2000 and 2001 when Bush took office
- **\$78.40:** The record high price of crude oil per barrel, set on July 14, 2006
- **148%:** The percentage of increase in oil prices since Bush took office [CNN]

#### Oil Consumption:

- **9 million:** The United States’ daily gasoline consumption in barrels of oil – 43 percent of total global daily gasoline consumption. [Alliance to Save Energy]
- **65%:** The percentage of oil consumption in the United States that goes to transportation
- **58%:** The percentage of oil consumed in the United States that is imported from other countries
- **70%:** The projected amount of oil we will import from foreign sources over the next two decades [U.S. Department of Energy]

#### Effect on American Families:

- **\$3,343:** The average amount American households with children spent on transportation fuel costs in 2006, reflecting an increase of **75%** over 2001 costs.
- **\$1,440:** The average increase in dollars American families spent on fuel last year over 2001 when Bush took office. [Energy Information Administration, Household Vehicle Energy Use: Latest Data and Trends, 11/05 and Annual Energy Outlook 2006]

#### Big Oil’s Record-Breaking Profits:

- **\$39.5 Billion:** Exxon Mobil’s 2006 record-breaking profit, a 9% increase from their 2005 profit (which was the biggest annual corporate profit figure in US history); this record profit came as prices for consumers soared.
- **Nearly \$16 Billion:** The combined 2006 first-quarter profits of the country's three largest petroleum companies -- Exxon Mobil Corp., Chevron Corp. and ConocoPhillips. [Associated Press, 4/28/06]

# **The PROGRESS Act**

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**Rep. James Clyburn** (D-SC), House Majority Whip

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