

## GREATER LONG ISLAND CLEAN CITIES COALITION

# THE LONG ISLAND CHOICE

ISSUE 4

FOURTH QUARTER 2012

### AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) GRANT UPDATE



Grand Opening of ARRA funded CNG Station in the Town of Oyster Bay. Kimberly Jean-Pierre (above), representing Congressman Steve Israel, was one of many special guests. Earlier in the day Ms. Jean-Pierre presented GLICCC with a Certificate of Special Recognition from Congressman Israel in honor of the grand opening of the Oyster Bay station.

Everyone enjoys a celebration! The Greater Long Island Clean Cities Coalition (GLICCC) had much to celebrate in 2012, particularly with regard to the success of our American Recovery and Reinvestment Act (ARRA) grant.

In 2009, working closely with Gladstein, Neandross & Associates, GLICCC created a proposal entitled *Long Island Regional Energy Collaborative: Promoting a Green Economy through Clean Alternatives*, which was submitted to the U.S. Department of Energy. Later that year GLICCC received the exciting news that it had been selected as one of 25 awardees to receive an ARRA grant. GLICCC was awarded \$14,994,183.

GLICCC set to work immediately to make the most of this unique opportunity to improve the alternative fueling infrastructure on Long Island: putting alternative fueled vehicles on the road, creating jobs on Long Island and improving air quality in the region — all while reducing our nation's dependence on foreign oil. A total of twelve public and private entities received funding through GLICCC's grant. The awardees were: Engineered Energy Solutions, Family Residences and Essential Enterprises, Inc., Manhattan Beer Distributors, National Grid, Rides Unlimited of Nassau and Suffolk, Suffolk County, the Town of Hempstead, the Town of Huntington, the Town of Oyster Bay, the Town of Smithtown, V. Garofalo & Sons Carting, Inc., and the Village of East Rockaway.

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## GLICCC - LETTER FROM THE CHAIRMAN

As the year comes to an end and another begins, it is a good time to look back – and to look ahead.

Our newsletter cover story looks back on GLICCC's successful ARRA grant. With funding from the Department of Energy, GLICCC has been able to build five compressed natural gas (CNG) stations, and over 150 vehicles on the road – while creating jobs on Long Island and reducing our dependence on foreign oil.

Our Stakeholder of the Month article also focuses on the ARRA grant. The article celebrates the twelve businesses and municipalities that were awarded funding through GLICCC. Their forward-thinking approaches to alternative fuel vehicles and improving the environment have led to a reduction in their fueling costs while helping to improve air quality on Long Island. Congratulations to each of them.

GLICCC had a great 2012 and we are planning for an even better 2013. In May GLICCC will host its third annual golf outing. We hope to improve on last year's event. It really was a great day of networking, golf and good times.

The month of October will feature our 17<sup>th</sup> Annual *Advancing the Choice Conference*. It will be difficult to duplicate the success of last year's conference – which included a terrific panel discussion on CNG featuring Governor George Pataki and Clean Energy CEO Andrew Littlefair, but we're up to the challenge!

In addition to these two big events, we also plan on hosting a number of other educational and outreach programs. They include workshops on E85, CNG and EV, as well as First Responder safety training.

On April 9<sup>th</sup>, GLICCC will again join other Clean Cities coalitions in Washington, D.C. for the annual *Hill Day*, which is sponsored by the Transportation Energy Partnership. At this event, we meet with Congressional representative in our districts to let them know about the good work the coalition is doing to promote alternative fuels. If you are interested in being a part of this informative event, please contact Rita Ebert at the GLICCC office.

Best wishes for a healthy and prosperous 2013!

Dominick A. Longobardi

## PREPARING FOR ANNUAL REPORT 2012

Each year, GLICCC prepares an Annual Report to present to the Clean Cities program. The Annual Report is a crucial gauge of how well the coalition is doing in its efforts to reduce the use of petroleum in our region. It is carefully reviewed by Clean Cities, which is part of the Department of Energy’s Vehicle Technologies Office.

GLICCC needs to collect data from our stakeholders in order to provide the most accurate information about alternative fuels and vehicles being used in our area. We recently sent out an email to all stakeholders requesting information about their alternative fuel vehicles, fuel use, etc. We ask that you provide us with accurate information by the requested deadline of **FEBRUARY 1, 2013** so we can include it in our annual report.

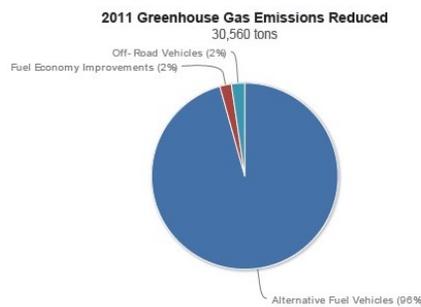
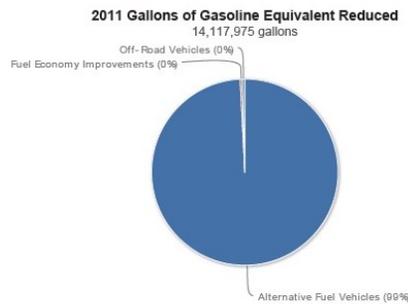
This information helps identify funding and financial opportunities to support the Clean Cities program.

We have posted a copy of the Annual Report on our website.

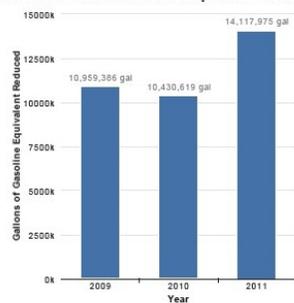
GLICCC needs the support of all stakeholders in order to prepare our Annual Report.

**WE REQUEST THAT THE COMPLETED SPREAD-SHEET BE RETURNED BY FEBRUARY 1, 2013.**

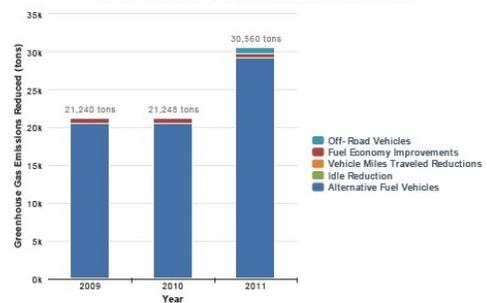
Thank you in advance for your help with this project.



**Historical Gallons of Gasoline Equivalent Reduced**



**Historical Greenhouse Gas Emissions Reduced**



**CONGRESS EXTENDS ALTERNATIVE FUEL TAX CREDITS****IMPORTANT  
NEWS:**

Congress passed the American Taxpayer Relief Act on January 1, 2013, averting most aspects of the fiscal cliff. President Obama signed it into law the next day.

Included in this act was a package of tax credit extensions for 2012 and 2013. The tax credit extensions include credits for the sale of CNG and LNG when used as a transportation fuel, along with the credit for natural gas fueling equipment.

Specifically, the bill includes the 50-cent per GGE (Gasoline Gallon Equivalent) alternative-fuel tax credit for CNG, LNG, and propane. It also includes a \$30,000 infrastructure tax credit. The tax credits are extended until Dec. 31, 2013. Importantly, they are retroactive for all of 2012.

The act also includes tax credits for purchases and installation of electric vehicle charging stations. In this case, it is a 30 percent credit, capped at \$30,000 for business/investment use per site and \$1,000 for personal use.

For additional information regarding the Taxpayer Relief Act, click on the link below -

<http://beta.congress.gov/bill/112th-congress/house-bill/8?q=american%20taxpayer%20relief>

If you have any questions regarding the tax credits, please contact the GLICCC office.

## GLICCC'S STAKEHOLDER FOR DECEMBER 2012

Congratulations to our 12 American Recovery and Reinvestment Act (ARRA) Grant Recipients for being selected as GLICCC's Stakeholders of the Month!

The twelve private companies or municipalities that received ARRA grants in 2009 through GLICCC were:

**Engineered Energy Solutions**  
**Family Residences and Essential Enterprises, Inc.**  
**Manhattan Beer Distributors**  
**National Grid**  
**Rides Unlimited of Nassau and Suffolk**  
**Suffolk County**  
**The Town of Hempstead**  
**The Town of Huntington**  
**The Town of Oyster Bay**  
**The Town of Smithtown**  
**V. Garofalo & Sons Carting, Inc.**  
**The Village of East Rockaway**



These twelve organizations were selected from among those who submitted proposals for ARRA grants in 2009. They forward-thinking and had a shared vision: to use an alternative fuel – CNG – to both reduce their fueling costs and improve air quality in our region, while reducing our nation's dependence on foreign petroleum.

John Venditto is the Supervisor of the Town of Oyster Bay, who received funding for a CNG station as part of their grant. On the occasion of the grand opening of the fueling station, Venditto said, "Natural gas is the cleanest readily available fuel for large trucks, and the construction of a CNG fueling facility, coupled with converting diesel-powered trucks to CNG-powered vehicles, is providing real, quantifiable, and significant reductions in greenhouse gas and criteria pollutant emissions while displacing the use of petroleum and helping further the Town's commitment to energy conservation. The Town is very grateful to the Greater Long Island Clean Cities Coalition for helping us obtain a grant from the U. S. Department of Energy to help fund this project."

The organizations took a risk and are now reaping the rewards: improved air quality in their neighborhoods and reduced fueling costs. They were as concerned about the environment as they were their bottom lines, and by being a part of this grant, have been able to improve both.

"These projects," said Dominick Longobardi, Chairman of the Greater Long Island Clean Cities Coalition, "combining both infrastructure and alternative fuel vehicles, are models by which all of our Long Island stakeholders - and residents of our great country alike – can learn from and use to help create the secure future our country so richly deserves. They are paving the way for energy independence for future generations."

Once again, congratulations to our 12 ARRA Grant Awardees for being selected as GLICCC's Stakeholder of the Month. If you would like to nominate someone for Stakeholder of the Month, please contact the GLICCC office.

## American Recovery and Reinvestment Act (ARRA) Grant Update CONT.

*(Continued from Page 1)*

A portion of the funding was used to construct five compressed natural gas (CNG) fueling stations on Long Island. These stations, now open and operational, are located across Nassau and Suffolk. GLICCC hosted grand openings for these stations, which were attended by members of Congress as well as local politicians. "I'm on a mission to make Long Island the clean energy capital of America," said



Congressman Bishop at the Grand Opening of Suffolk County Station at Gabreski Airport.

Congressman Steve Israel, on the occasion of the grand opening of the CNG station for the Town of Oyster Bay, "and the Greater Long Island Clean Cities Coalition is an invaluable partner in that mission."\*

Speaking at the opening of a CNG station at Gabreski Airport in Westhampton Beach, Congressman Tim Bishop said, "I am very pleased that the Department of Energy and federal funding I supported through the Recovery Act will be used to help deliver this new Compressed Natural Gas station in Westhampton. This new facility will save taxpayer money by reducing fuel costs for Suffolk County, and will also reduce vehicle emissions so it's truly a win-win for the community."\*\* This station was one of two CNG facilities that were built in Suffolk County. The other station is in Commack.

Congressman Bishop also attended the grand opening of a CNG station in Selden. This station is owned and operated by Engineered Energy Solutions for use by the Middle County School District. The station is open to the public.

The station grand opening events received coverage by News 12, WCBS radio, WFAN radio, and numerous local print publications.



Bottom center, Grand Opening of the CNG of the EES station for the Middle Country School District. Left, above and right, ARRA funded vehicles.

**American Recovery and Reinvestment Act (ARRA) Grant Update CONT.**

“Wheels on the road” was a significant goal of the grant, and here GLICCC was again very successful. Using their grant money, the twelve awardees were able to put a total of 153 new or retrofitted alternative fuel vehicles into service across Long Island. The vehicles included 127 heavy duty CNG trucks and 25 medium duty trucks, as well as a Chevy Volt.

The fuel displacement created by these vehicles is significant. As of September 2012, the GLICCC ARRA grant has created a fuel displacement equivalent to 421,691 gallons of diesel fuel. By the end of this year, the estimated displacement is approximately 1,250,000 gallons!

The grant also helped create jobs on Long Island. Construction of the CNG stations created over 273 jobs, with another 145 jobs created through vehicle projects. Since the grant required that all equipment be manufactured in the U.S., this meant even more job creation.

GLICCC was very proud to have been awarded an ARRA grant, and prouder still of the coalition’s success in turning the goals of that proposal into reality. The alternative fuel infrastructure on Long Island has improved and there are over 150 new alternative fuel vehicles on the road. This has led to improved air quality in our region and we are using less foreign oil. This level of success would not have been possible without the tremendous support of our stakeholders. GLICCC would also like to thank Kleinfelder, the engineering firm that handled project oversight for the grant, for their support and guidance.

So, to sum up the success of the GLICCC ARRA grant:

**Number of new CNG fueling stations in Nassau and Suffolk Counties: 5**

**Number of additional alternative fuel vehicles on the road: 153**

**Number of jobs Long Island jobs created: 418**

**Gallons of fuel displacement: over 1,000,000**

**Overall positive effect on Long Island: Priceless!**

*\*GLICCC Press Release for Town of Oyster Bay CNG Station Grand Opening*

*\*\*GLICCC Press Release for Suffolk County CNG Station Grand Opening*



Town of Smithtown Roll Off Truck.



A few of the 33 ARRA funded CNG vehicles for Rides Unlimited of Nassau and Suffolk.



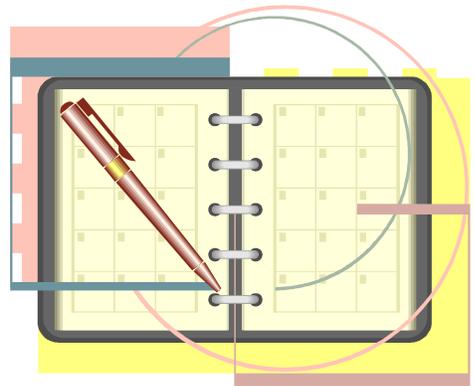
The Town of Hempstead’s ARRA funded Chevy Volt, at the town’s Solar EV Carport in Point Lookout.

## UPCOMING EVENTS FOR 2013

We here at GLICCC are already busy planning for 2013. We have a number of educational, fundraising and outreach events being planned for stakeholders and residents of Long Island. They include:

- ◆ E85 Workshop with Dealerships
- ◆ Electric Vehicle (EV) Workshop
- ◆ Our 3rd Annual GLICCC Golf Outing
- ◆ CNG Workshop for Fleet Users
- ◆ First Responder Safety Training
- ◆ Our 17th Annual Advancing the Choice Conference
- ◆ And more...

Watch out for emails announcing details of these events.



## THANK YOU

GLICCC would like to thank all of our stakeholders for their ongoing support. It is because of you that we are able to continue our mission of expanding the use of alternatives to gasoline and diesel fuel, thereby improving air quality, facilitating energy independence and encouraging economic growth. Together we are working to build a better Long Island!

So, to all of our stakeholders:

# THANK YOU!!!

## QUESTION OF THE MONTH

**Question of the Month:** *How are vehicle fuel economy ratings determined? What factors impact fuel economy?*

**Answer:** Vehicle fuel economy is tested under controlled conditions using a standardized test procedure. Original equipment manufacturers (OEMs) are required by federal law to test at least one representative vehicle for each light-duty model and must report the results to the U.S. Environmental Protection Agency (EPA). EPA reviews the results and confirms about 10% to 15% of the vehicles through tests at the National Vehicles and Fuel Emissions Laboratory (NVFEL) (<http://www.epa.gov/nvfel/>).

In the laboratory, the vehicle is placed on a machine called a dynamometer that simulates the driving environment and can be adjusted to account for wind resistance and the vehicle weight. A professional driver runs the vehicle through a prescribed driving routine at various speeds to simulate typical trips in the city or on the highway.

To measure the fuel economy of the vehicle, a hose is connected to the tailpipe to collect the engine exhaust. The carbon in the exhaust is then measured to calculate the amount of fuel burned during the test. This process is more accurate than using a fuel gauge. For details on NVFEL vehicle fuel economy testing procedures, refer to the FuelEconomy.gov Fuel Economy Tests website ([http://www.fueleconomy.gov/feg/how\\_tested.shtml](http://www.fueleconomy.gov/feg/how_tested.shtml)) and the EPA Fuel Economy Data & Testing website (<http://www.epa.gov/fueleconomy/data.htm>).

Federal law requires fuel economy testing for most light-duty vehicles. Some vehicle types, however, are exempt from fuel economy testing requirements, including:

- Pickup trucks and cargo vans with gross vehicle weight ratings (GVWR) over 8,500 pounds;
- Passenger vehicles, such as SUVs and passenger vans, with GVWR of 10,000 or more; and Motorcycles.

Fuel economy test procedures are designed to replicate typical driving conditions and behavior, but there are many factors that influence a vehicle's fuel economy. Quick acceleration and heavy braking, excessive idling, driving at high speeds, cold weather and frequent short trips, heavy cargo, towing a trailer, running electrical accessories, driving on hilly or mountainous terrain, and using four-wheel drive, can all have a significant impact on miles per gallon. New vehicles generally will not attain optimal fuel economy until they reach 3,000 to 5,000 miles. Because of these variations, fuel economy ratings should only be used as estimates for comparison between vehicles.

To improve fuel economy, vehicle owners can drive less aggressively, observe the speed limit, reduce cargo, and avoid excess idling. In addition, maintenance rituals like keeping tires fully inflated, keeping the engine properly tuned, and using the recommended grade of motor oil, can improve vehicle fuel economy.

For more detailed information about the factors that affect vehicle fuel economy, refer to the FuelEconomy.gov Factors that Affect Fuel Economy website (<http://www.fueleconomy.gov/feg/factors.shtml>).

FuelEconomy.gov's Driving More Efficiently (<http://www.fueleconomy.gov/feg/driveHabits.shtml>) and Keeping your Car in Shape (<http://www.fueleconomy.gov/feg/maintain.shtml>) websites break down the fuel economy benefits that can be achieved through various methods.



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For more information, please visit The Greater Long Island Clean Cities Coalition's Website at <http://gliccc.org/>. You can also like us on Facebook at [www.facebook.com/gliccc](http://www.facebook.com/gliccc), and you can follow us on Twitter at [www.twitter.com/gliccc](http://www.twitter.com/gliccc). Our blog, which publishes GLICCC's Stakeholder of the Month, as well as other pertinent articles, can be found at <http://gliccc.wordpress.com>.



## Get Noticed!

The IPS team of graphic artists, researchers, designers, writers and producers bring a broad range of enterprise and consumer experience to all areas of product marketing and communications, including:

Websites, Collateral, Brand Development, Go To Market Strategy, Conceptual Development, Content Creation, Design, Production, Advertising, Sales Promotion, Case Studies, Press Releases, Videos, Displays, Event Planning and Research.

**June Severino Feldman** brings extensive marketing/advertising capabilities to the team leadership with high-level experience in creating collateral programs and directing research for consumer and enterprise markets.

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