

THE LONG ISLAND CHOICE

PAGE 4 SECOND QUARTER 2011

THE GREATER LONG ISLAND CLEAN CITIES COALITION FIRST ANNUAL GOLF FUNDRAISER • MAY 23, 2011 • ST. GEORGE'S G&CC

Opened in 1917, the St. George's Golf and Country Club in East Setauket plays 6,218 yards from its longest tees, and is a par 70 course. The course's rating is a 70.4. A private club, St. George's is typical of courses built in the early part of the 20th Century in that it has narrow fairways as well as quick and small bent grass greens. Designed by well-known golf architect Devereux Emmett, St. George's has a dress code, a driving range and practice putting green. It also has a fully equipped pro shop, a clubhouse and locker rooms.

Following their rounds, golfers can take advantage of the club's dining room and upstairs bar area.

Check the GLICCC website for updates concerning this event.

GOLF FORMAT

BEST BALL FOURSOME
LONGEST DRIVE, MEN & WOMEN
CLOSEST TO THE PIN ON FOUR HOLES

SCHEDULE

SIGN UP/REGISTRATION-
10:00 AM
CONTINENTAL BREAKFAST-
10:30-12:00
SHOTGUN-12:30 PM
RECEPTION-5:30-6:30 PM
DINNER-7:00 PM

INSIDE THIS ISSUE

GOLF OUTING 1

CHAIRMAN'S LETTER 2

WHITE HOUSE UPDATE 3

CLEAN CITIES PROGRAM 3

STAKEHOLDER FOR APRIL 2011 4

EPA UPDATE 6

QUESTION OF THE MONTH 7

CONTACT INFORMATION 8



St. George's Golf & Country Club, Setauket, NY

GLICCC - LETTER FROM THE CHAIRMAN

As we move further into 2011 - and hopefully to some seasonally appropriate weather! – I would like to use this space to provide you with some information about the structure of the Greater Long Island Clean Cities Coalition (GLICCC), as well as tell you a bit more about our Coordinator, Rita Ebert.

The Coalition is governed by the Board of Directors, who represent various facets of the industries the coalition services. The Board elects an Executive Committee, made up of a Chairman, Vice-Chairman, Treasurer, Secretary and Committee Chairs to guide the policies and operations of the Coalition. On a day-to-day basis the Coalition is run by Rita Ebert, our Program Coordinator, who – along with her staff – provides the necessary information, research and tools for our member stakeholders to achieve their goals for energy independence.

Rita joined GLICCC in 2007. As Program Coordinator, it is her responsibility to enact the decisions made by the Board and the Executive Committee. Through her dedication and hard work the Greater Long Island Clean Cities Coalition has become one of the premier coalitions in the nation.

In 2009, Rita was selected by the Department of Energy as Northeast Region Nominee for Coordinator of the Year. The DOE gives this award in recognition of outstanding leadership, creative thinking and accomplishment in achieving greater use of alternative fuels, other clean vehicle technologies, and petroleum reduction practices.

At the Greater Long Island Clean Cities Coalition, our primary focus is to incorporate alternative fuels and advanced technologies (for stationary as well as mobile needs) into individual industry requirements, while committing to air quality and environmental stewardship. As a non-profit entity, GLICCC provides a balanced source for developing partnerships and a realistic market approach to project implementation.

I am excited about our prospects for continuing to facilitate the funding of a variety of projects that are environmentally friendly and will further reduce our dependence on foreign fuels.

On Monday, May 23 the Coalition will be hosting its inaugural golf outing. In conjunction with the Department of Energy's requirement that Clean Cities Coalitions be financially self-sufficient, we thought this would be a great way to not only raise funds, but also celebrate fifteen years of successes by joining with all of you that helped make that success possible.

I look forward to gathering with all of our stakeholders in a day of good friendship, high spirits and...hopefully... low scores!

Dominick D. Longobardi

Clean Cities National Clean Fleets Partnership

April 1, 2011, President Obama announced the “Clean Cities National Clean Fleets Partnership” at a UPS facility in Landover, Maryland. The U.S. Department of Energy (DOE) is very proud that the administration has chosen to highlight the Clean Cities program as part of Energy Month and hopes that individual coalitions get more attention as a result. They also welcome various Charter Partners in the effort: Verizon, AT&T, UPS, PepsiCo, and FedEx.

Please check out the new website associated with the Partnership: cleancities.energy.gov/cleanfleet
 Also, check out the DOE Facebook page (<http://www.facebook.com/energygov>) and Twitter (<http://twitter.com/energy>) for some social media outreach the DOE social media team will be doing this afternoon. If you have any further questions, please ask Mark Smith (mark.smith@ee.doe.gov).

We couldn't have this great program without everyone on the ground. Thanks for your current and future support for this effort!

U.S. Department of Energy Clean Cities Program



The Clean Cities program is a national alternative fuel/advanced technology deployment program administered by U.S. Department of Energy's (DOE) office of Energy Efficiency and Renewable Energy's (EERE) Vehicle Technologies Program. The Clean Cities program has a network of over 90 coalitions.

Visit the website at: <http://www1.eere.energy.gov/cleancities/about.html>

GLICCC'S STAKEHOLDER FOR APRIL 2011

Congratulations to Engineered Energy Solutions International, LLC for being selected as GLICCC's Stakeholder of the Month. E.E.S. is a Long Island based firm owned and operated by two principal managing partners, namely; Patrick McClave and Frank Morgigno.

Engineered Energy Solutions International (www.energysolutionsli.com) is the first stakeholder to complete a project subsidized by the most recent round of American Recovery Reinvestment Act (ARRA) funding, for the Middle Country School District Compressed Natural Gas Fueling Station. In addition to the CNG station, EES will be providing the District with a brand new CNG compliant 6-bay vehicle maintenance garage.

E.E.S. is a turn-key provider of alternative and renewable energy services. As a turn-key provider, EES supplied the district with everything from grant writing assistance through permitting, architectural design, engineering, site work, equipment procurement, project management, commissioning and service/maintenance.

The station is built, owned and operated by EES in return for a fixed term fueling contract with the district. It is designed to fuel 55 CNG busses overnight in a time-fill configuration. It is also equipped with a dual hose fast fill dispenser for immediate fueling of district vehicles and other municipal and private fleets.

Because of the late project release date, EES was "under the gun" to get the station completed before the December 31, 2010 deadline for an expiring NY State Alternative Fuel Infrastructure Tax Credit. All site work was completed while the station equipment was being manufactured. When the station was finally delivered, EES had less than two weeks to get it operational. This two week period included the December 26th blizzard that temporarily paralyzed Long Island for more than two days. EES had the station placed in service in time to be eligible for the tax incentives.

With the fleet fully converted, the average daily fuel displaced will be 1,050 diesel gallon equivalent per day or approximately 200,000 gallons per year.

EES is also under contract for a CNG station with a private refuse carter and was recently low bidder for the Town of Oyster bay DPW CNG fueling station contract.





**ENGINEERED
ENERGY
SOLUTIONS**

**Specializing in turn-key energy solutions
for entities with high energy demands.**

Contacts:

Frank D. Morgigno, Managing Partner

Voice: (631) 656-0566

Fax: (631) 265-8961

Cell: (516) 449-7427

Patrick McClave, Managing Partner

Cell: (631) 702-5957

Engineered Energy Solutions, LLC

125 Oakland Ave

Port Jefferson, NY 11777

EPA Streamlines Regulations for Conversion Systems

The U.S. Environmental Protection Agency (EPA) has updated rules making it easier for manufacturers to sell fuel conversion systems. The conversion systems allow vehicles to run on alternative fuels, which may appeal to consumers concerned about energy security, fuel costs, or emissions.

These changes reflect the EPA's interest in encouraging innovation and spurring conversions that optimize clean air and clean energy technologies. It is also in keeping with the president's January 18, 2011, executive order, which directs agencies to identify and consider regulatory approaches that reduce burdens and maintain flexibility and freedom of choice for the public.

The revised procedures will vary based on the age of the vehicle or engine being converted. EPA has found that the procedures for older vehicles and engines can be streamlined, while maintaining environmental safeguards. As opposed to a one-size fits all approach, EPA's process is now based on whether a vehicle or engine is new, intermediate age, or outside its expected useful life.

Conversion systems alter an existing vehicle or engine to enable it to run on a different type of fuel. An example of this type of conversion includes switching a car designed for gasoline to run on compressed natural gas. While properly engineered conversion systems can reduce or at least not increase emissions, poorly designed systems can lead to much more pollution.

More information: <http://www.epa.gov/otaq/consumer/fuels/altfuels/altfuels.htm>



CLEAN CITIES QUESTION OF THE MONTH!

Question of the Month: *What is the Congestion Mitigation and Air Quality Improvement (CMAQ) program? How is funding for the program distributed? Are alternative fuel and advanced vehicle projects eligible for funding through CMAQ?*

Answer: CMAQ is jointly administered by two agencies of the U.S. Department of Transportation's (DOT) – Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) – with an overarching goal of reducing congestion and improving air quality through surface transportation improvement projects. The program was authorized by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and it has been reauthorized under subsequent transportation legislation. CMAQ funds transportation projects that contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) set by the U.S. Environmental Protection Agency (EPA). For more information about the NAAQS program, visit the EPA website (<http://www.epa.gov/airquality/cleanair.html>).

Funding Appropriation, Apportionment, and Allocation

Funding for the CMAQ program is appropriated on an annual basis by Congress and subsequently apportioned to the states by FHWA. The level of funding provided to each state is based on a formula that takes into account the population of each county that is in a nonattainment or maintenance area and the severity of the air quality problem in the associated area. Regardless of whether a state

has any nonattainment or maintenance areas, each state is guaranteed a minimum apportionment of 0.5% of the year's total program funding, which can be used anywhere in the state.

Once funding is provided to each state, it is up to the state DOTs, metropolitan planning organizations (MPOs), and transit agencies to allocate it to eligible projects and programs (see Eligible Activities below). The state may use their CMAQ funds in any ozone, carbon monoxide, or particulate matter nonattainment or maintenance area to support initiatives that reduce transportation-related emissions. Funding does not need to be allocated in the same way it is apportioned and the U.S. DOT does not have a role in this allocation process. State agencies are encouraged to consult affected MPOs; determine state, regional, and local priorities; and develop CMAQ project selection processes. The selection process varies by state, but generally provides an opportunity for state and/or local agencies to present eligible projects and demonstrate how they would use the funding to meet the overall goals of the CMAQ program. States must submit annual reports to FHWA outlining the program investments and trends and, in most of the program's 19 years, have been required to share a portion of the cost of projects.

Eligible Activities

The following activities are generally eligible for funding under CMAQ:

- Acquiring alternative fuel vehicles (AFVs) to be used in transit applications;

- Supporting the emissions-reducing element of publicly-owned non-transit AFVs;

- Subsidizing the incremental cost of purchasing privately-owned AFVs;

- Converting fleet vehicles to operate using alternative fuels;

- Establishing publicly-owned alternative fueling stations and other infrastructure necessary to fuel AFVs in areas where publicly-owned fueling stations are not in place or are not reasonably accessible;

- Converting a private fueling station to support alternative fuels through a public-private partnership agreement;

- Purchasing alternative fuels (only permitted in Missouri, Iowa, Minnesota, Wisconsin, Illinois, Indiana, and Ohio);

- Purchasing idle reduction equipment;

- Providing assistance to diesel equipment and vehicle owners and operators regarding the purchase and installation of diesel retrofits.

The CMAQ program defines alternative fuels as those identified by the Energy Policy Act of 1992. In addition, hybrid electric vehicles that meet the emissions and energy efficiency requirements of the program are eligible. Both passenger vehicles and heavy-duty vehicles are eligible for funding. Additional information about eligible projects can be found in the CMAQ program guidance document (http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/cmaq08gm.cfm).

Continued on Next Page

CLEAN CITIES QUESTION OF THE MONTH!

Continued From Previous Page

Additional Questions?

For general information about CMAQ, including annual state apportionments and reports, visit the CMAQ program website (http://www.fhwa.dot.gov/environment/air_quality/cmaq/).



CEWIT Rm. 167
1500 Stony Brook Road
Stony Brook, NY 11794-6040
Phone: 631-504-5771
Fax: 631-504-5757
E-mail: rebert@gliccc.org

For more information, please visit The Greater Long Island Clean Cities Coalition's Website at <http://gliccc.org/>. You can also become our fan on Facebook at www.facebook.com/gliccc, and you can follow us on Twitter at 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>.

Electromotive Designs LLC

- Hybrid conversion kits for heavy duty vehicles
- Vehicle development services

Contact:
 Joe Ambrosio,
 General Manager
 631 415 0644 x 101
joe@electromd.com
www.electromd.com

STAKEHOLDERS-

PLACE YOUR
ADVERTISEMENT
HERE

FOR INFORMATION
CONTACT
THE GLICCC OFFICE