

Name: Ronald J. Gulmi
Email Address: ronald.gulmi@us.ngrid.com
Title: Chairman
Organization: Greater Long Island Clean Cities Coalition
County: Suffolk

On behalf of the Greater Long Island Clean Cities Coalition (GLICCC), please receive these comments and recommendations relative to the New York State Energy Plan, August 2009. Continue and Expand the Use of the HOV Lane on Long Island The State currently permits three hybrid vehicles including the Honda Civic, Honda Insight and the Toyota Prius to travel in the HOV lane under the Clean Pass program. GLICCC congratulates the State for continuing its effort to maintain the Clean Pass program for hybrid vehicles. We also strongly believe that the State should expand the usage of the HOV lane to include additional dedicated alternative fueled vehicles, as defined by the Federal Energy Policy Act of 1992 (EPACT '92). This would include vehicles powered by compressed natural gas (CNG), propane, electric and hydrogen technologies. These dedicated alternative fuels will guarantee significant petroleum displacement. There are currently a limited number in service in New York State, which will not create an overcrowding situation in the HOV lane, but at the same time, will encourage additional travelers to utilize these dedicated alternative fuels. These dedicated alternative fuels were expressly indicated in EPACT '92, as beneficial toward reducing our national reliance on petroleum fuel sources and important toward the improvement of air quality in our country. Dedicated alternative fuel vehicles powered by CNG, propane, electric and hydrogen are cleaner as compared to hybrid vehicles, especially when the hybrids switch to gasoline as they travel in the HOV lane above 25 miles per hour, which is most of the time on the Long Island Expressway. Allowance of these additional alternative fuels will position the State to permit all-electric and hydrogen-powered vehicles such as the Chevrolet Volt and hydrogen powered fuel cell vehicles when they are available to the public. Recommendation: Provide for the inclusion of additional clean fuel technologies in the HOV lane as the State seeks to extend Federal legislation for the HOV program. Continue Support for the New York State Clean Fuel Vehicles Council The New York State Clean Fuel Vehicle Council (Council) is recognized statewide as an important component of the State's effort to implement the NYS Clean Water/Clean Air Bond Act of 1996. The fuel neutral approach of the Council has helped to advance the goals and objectives of EPACT '92 while setting an example for other levels of local government to implement similar fuel neutral programs in their jurisdictions. Along with the New York State Clean Cities Challenge, the State has been exemplary in their efforts to assist in funding local government efforts to voluntarily incorporate the use of alternative fuels in their respective county, city, town and village fleets. Recommendation: Maintain both the Council and the New York State Challenge as successful strategies to further advance the continued use of alternative fuels in New York State at the State and local levels of government. Incorporate CMAQ Funding into the State

Transportation Improvement Plan (TIP) An important strategy for the delivery of the US Department of Energy - Clean Cities Program nationwide is the Federal Highway Administration (FHWA) Congestion Mitigation Air Quality Program (CMAQ) program in "non-attainment" areas such as Long Island. This program has afforded many local governments in New York State the opportunity to secure funding for the both a portion of the incremental cost of alternative fuel vehicles and the supporting infrastructure to fuel these vehicles. These funds continue to be administered through the Metropolitan Planning Organizations (MPOs) throughout New York State, as well as, the NYS Department of Transportation. Recommendation: GLICCC supports the effort of New York State to extend the CMAQ program at the Federal level. In addition, it is recommended that an annual budget line item entitled "Alternative Fuel Vehicle Program" be incorporated into the TIP to further support the efforts of the eight Clean Cities Coalitions throughout New York State. Restore the New York State Alternative Fuel Vehicle Tax Credit In recent years, the New York State Alternative Fuel Vehicle (AFV) Tax Credit has proven to be a very successful strategy to encourage the consumer to purchase alternative fuel vehicles. Although GLICCC is mindful of the economic impact to the State budget that the AFV Tax Credit poses, it is important for the New York consumers to continue to be eligible for incentives as new alternative fuel vehicle technologies enter the marketplace. This premise is especially true with the advent of the plug-in hybrid electric vehicles (PHEVs) that many car manufactures are working to produce in this country. It is also true that the consumer responds to fuel price hikes at the pump by reducing miles traveled and seeking other less expensive forms of transportation where practical. It is clear that the New York State Energy Plan 2009 supports the incorporation of both PHEV, as well as all electric, vehicle technologies into the transportation sector. To appeal to the majority of consumer! s, we still maintain that the AFV Tax Credit proves to be an important tool since it helps to reduce the purchase price of these more expensive vehicle technologies. Recommendation: Restore the AFV Tax Credit for a defined period of time over the next three to five years as new alternative fuel vehicle technologies enter the marketplace. Extend the New York State Clean Fuel Vehicle Refueling Property Tax Credit Similar to the AFV Tax Credit, the Clean Fuel Vehicle Property Tax Credit provides income tax incentives to the private sector to invest in alternative fuel vehicle infrastructure but it is due to expire on December 31, 2010. The use of this income tax credit will be especially important for the advancement of PHEV and battery electric vehicle (BEV) technologies as these vehicles enter the marketplace during the next three to five years. Additionally, in order to support the continued advancement of all the alternate fuels such as E-85, Biodiesel, Compressed Natural Gas (CNG) and Hydrogen, the extension of this income tax credit is essential. Additionally, while it is true that PHEVs and BEVs may be plugged into home based electric outlets, it is also anticipated that a significant number of PHEV "charging stations" will be needed to not only support PHEVs outside the home. For example, an ultimate benefit of the PHEV and BEV is the reverse flow of stored electric power b! ack into the grid through so-called "vehicle-to-grid" or V2G technology. In this way, public parking lots and places of business, as well

as fueling stations, will need "V2G charging station" technologies installed with funding support to meet the demand as the PHEVs enter the marketplace.
Recommendation: Extend the New York State Clean Fuel Vehicle Refueling Property Tax Credit for an additional five-year period.