

In This Issue

P. 3 SNAP Celebrity Pic Of The Week

P. 6 EXPRESS CHECKOUT Dry Martino / Loose LIPs / Kioli Shout Out Of The Week / The Cartoon / The Target / The Equation / The Book

COVER STORY

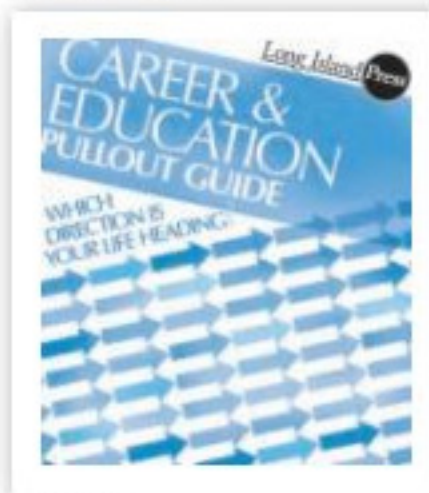
P. 10 The Target: 2008 Year in Review

Speaking of weasels, no one fell as far as Spitzer, the so-called Sheriff of Wall Street. Turns out this arrogant SOB was slinging the wrong gun.

—ELIOT SPITZER—OFF TARGET

PULLOUT SECTION

P. 17 College Guide



FEATURES

P. 29 Brad Pareso / Nothing But Net
P. 30 YEAR IN REVIEW: Music
P. 32 YEAR IN REVIEW: Movies
P. 34 YEAR IN REVIEW: Food
P. 38 Crossword & Games

COLUMNISTS

P. 8 Jed Morey / Jerry Della Femina
P. 9 Fortune 52

KIOLI: Keep It On Long Island

P. 42 KIOLI: Directory

P. 43 KIOLI: Business Spotlight

Letters To The Press

A CALL FOR HELP

Dear Editor,

Regarding April Jimenez' story on the Paterson tax cuts ["Hard To Swallow," Dec. 18], New Yorkers will have a lot more bitter medicine to swallow than a tax on sweetened soft drinks if all of the governor's cuts go through. We have learned that the governor is proposing to completely eliminate the budget line for the Adelphi NY Statewide Breast Cancer Hotline & Support Program. This may mean the closing of our program, thereby denying thousands of women with breast cancer the essential services that we have been providing for nearly 30 years. We need your help now! Please call or send a letter to Governor Paterson, and your State Senators and Assembly Members. Let them know how important our program and services are to the women of New York State. Visit www.state.ny.us/governor and www.senate.ny.us for contact information. I'm sorry to share this information during the holidays but time is of the essence.

Wishing you and yours a Happy & Healthy Holiday and New Year.

Sincerely,

Hillary Rutter, Director

Adelphi NY Statewide Breast Cancer Hotline & Support Program

GO GREEN TEAM!

Dear Editor,

The story on Smithtown launching the first 100 percent natural gas refuse fleet on the East Coast was well-timed to inspire other towns on LI and across the US ["Green Fleets," Dec. 4] as a new administration in Washington recognizes the need for a sweeping move in our country toward a sustainable energy future. Three aspects of the Smithtown project are worth noting. First, Smithtown set the pace for just the kind of change needed. While all fossil fuels threaten our environment, oil is the only one that threatens simultaneously our environment, national security and economy.

And the major consumer of oil is transportation. It accounts for 70 percent of the oil we consume. It is why more than \$300 million dollars a year flow out of this country to buy foreign oil, why we depend on hostile regimes, and why we are spending billions more for a war aimed mainly at guaranteeing access to oil in the Middle East without which our economy would collapse. Ending our addiction to oil in transportation deserves to be one of the highest priorities. Second, Smithtown's leaders saw economic jeopardy in continuing to rely on oil. They saw the wildly soaring and unpredictable price of diesel fuel, and they found natural gas to be not only cleaner but more secure, since it is plentiful domestically, and predictably less costly. And with Smithtown now relying on a gas rather than a liquid fuel, it will be equipped to move to a form of natural gas that is being made in Europe today from renewable sources, such as landfills, that will be reliable and even less expensive. The third important aspect of the Smithtown experience is the partnership on interests that came together to spell success: Cummins Westport, a Vancouver-based company that has developed the world's cleanest, quietest heavy-duty natural gas engine; Hallahan Truck, a Long Island company that has lead in promoting natural gas trucks and in offering the quality of service that is essential for fleet reliability; National Grid, that provided the natural gas fuel; Clean Energy, the California-based company that built the natural gas refueling station in Hauppauge for the Smithtown fleet's use; and the government support that helped overcome the higher up-front costs of moving to new trucks and refueling systems. The vision of Smithtown plus the partnership created to make change happen—if replicated in cities and communities coast to coast—could jumpstart one critical aspect of the energy revolution needed if we are to leave a safe healthy environment to our children.

Sincerely,

Joanna D. Underwood, Energy Vision

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