



Council Minutes

June 4, 2012
10:00 a.m.

REPRESENTATIVES PRESENT

Chair, Commissioner Larry Bustle, Manatee County
Vice Chair, Mayor Bob Minning, City of Treasure Island
Secretary/Treasurer, Mr. Andy Núñez, Pinellas County Gubernatorial Appointee
Commissioner Nina Bandoni, City of Safety Harbor
Commissioner Neil Brickfield, Pinellas County
Commissioner Woody Brown, City of Largo
Council Member Doreen Hock DiPolito, City of Clearwater
Council Member Alison Fernandez, City of Temple Terrace
Vice Mayor Sam Henderson, City of Gulfport
Commissioner Lorraine Huhn, City of St. Pete Beach
Mr. Robert Kersteen, Pinellas County Gubernatorial Appointee
Councilman Bob Langford, City of New Port Richey
Commissioner Jack Mariano, Pasco County
Council Member Janice Miller, City of Oldsmar
Commissioner Gail Neidinger, City of S. Pasadena
Council Member Wengay Newton, City of St. Petersburg
Councilman Patrick Roff, City of Bradenton
Mr. Tim Schock, Hillsborough County Gubernatorial Appointee
Ms. Barbara Sheen Todd, Pinellas County Gubernatorial Appointee
Ms. Kim Vance, Hillsborough County Gubernatorial Appointee
Mr. Gary Wishnatzki, Hillsborough County Gubernatorial Appointee
Mr. Todd Pressman, Ex-Officio, Southwest Florida Water Management District

REPRESENTATIVES ABSENT

Mayor David Archie, City of Tarpon Springs
Vice Mayor Ron Barnette, City of Dunedin
Mayor Shirley Groover Bryant, City of Palmetto
Commissioner Scott Black, City of Dade City
Commissioner Victor Crist, Hillsborough County
Past Chair, Commissioner Bill Dodson, City of Plant City
Mr. Harry Kinnan, Manatee County Gubernatorial Appointee
Ms. Angeleah Kinsler, Hillsborough County Gubernatorial Appointee
Councilor Bob Matthews, City of Seminole
Councilwoman Mary Mulhern, City of Tampa
Councilman Ed Taylor, City of Pinellas Park
Mr. Charles Waller, Pasco County Gubernatorial Appointee
Mr. Ming Gao, Ex-Officio, Florida Department of Transportation
Ms. Michelle Miller, Ex-Officio, Enterprise Florida
Ms. Pamela Vazquez, Ex-Officio, Department of Environmental Protection

OTHERS PRESENT

Eric Johnson, Legislative Aide to Commissioner Crist
John Healey, Planner, Hillsborough County
Kristi Cheatham, Gas Sales & Public Affairs Manager, Clearwater Gas
Jason Mickel, Sr. Planner, SWFWMD
Will Augustine, Sr. Planner, Hillsborough County Planning Commission

STAFF PRESENT

Mr. Manny Pumariega, Executive Director
Mr. Donald Conn, Legal Counsel
Ms. Suzanne Cooper, Principal Planner
Ms. Lori Denman, Recording Secretary
Mr. John Jacobsen, Accounting Manager
Ms. Betti Johnson, Principal Planner
Ms. Wren Krahl, Director of Admin & Public Info.
Ms. Jessica Lunsford, Senior Planner
Mr. John Meyer, Principal Planner
Mr. Patrick O'Neil, Senior Planner
Mr. Brady Smith, Senior Planner
Mr. Avera Wynne, Planning Director

Call to Order – Chair Bustle

The June 4, 2012 regular meeting of the Tampa Bay Regional Planning Council (TBRPC) was called to order at 10:02 a.m.

The Invocation was given by Ms. Barbara Sheen Todd, followed by the pledge of allegiance.

Roll Call -- Recording Secretary

A quorum was present.

Voting Conflict Report -- Recording Secretary - None

Announcements: - Chair Bustle

- Councilor Matthews was thanked for providing this morning's refreshments.
- The Official Hurricane Guide is now available for seven counties which include: Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota Counties. The guides are also available in Spanish for our Counties represented on the Council. Once again, Betti Johnson did an excellent job coordinating this important project.
- Financial Disclosures: You will find a form requiring your signature in your folders. This is a requirement by our auditors. It is a form verifying that you have filed your Financial Disclosures with your counties Supervisor of Election's office. Please take a moment to sign them and return them to Bobbi Jaroy. The deadline for submitting the forms is July 31st. Thank you.
- Airports Regional Roundtable: The first Regional Roundtable for the Tampa Bay Regional Collaboration Committee will be held June 18th from 1:30-3:30 in the Council meeting rooms. The first topic is Airports and we will have the Directors from our three largest airports in attendance...Tampa International, St. Pete/Clearwater and Sarasota/Bradenton International

Airport. You all are invited to attend.

- Council Recap: Also located in your folders is the Council Recap of today's meeting. This is for your use in reporting back to your Boards, Councils and Commissions.
- Just a reminder that unless the Chair deems otherwise, there will be no meeting of the full Council in July. Our next meeting will be held August 13th.

1. **Approval of Minutes** – Secretary/Treasurer, Mr. Andy Núñez
The minutes from the May 14, 2012 regular meeting were approved. (Kersteen/DiPolito)

2. **Budget Committee** – Secretary/Treasurer, Mr. Andy Núñez

A. The Financial Report for the period ending 4/30/12 was approved. (Todd/Wishnaski)

B. The 2012/2013 Initial Budget

The Budget Committee previously met and was presented with the 2012/2013 Initial Budget.

The overall budget decreased slightly more than \$560,000 primarily due to the following:

- State revenue increased \$62,000 anticipating renewed funding effective July 1, 2013.
- In-Kind Services decreased \$103,000 to adjust to the match requirements based on spending levels for the Standardized Statewide Broadband Planning and Energy Resiliency Strategy projects for the fiscal year.
- Fees and contracts decreased \$550,000 primarily due to the completion in 2012 of the GIS Broadband Transition Agreement, Integrating Nitrogen Goals with Planning, Pasco Post Disaster Redevelopment Plan, Emergency Support Function 18, the 2012 National Association of Regional Councils conference and the 50th Anniversary event. Additionally, less revenue for the Standardized Statewide Broadband Planning Project will be earned due to anticipated completion in June 2013.

I would like to inform you that the Budget Committee unanimously approved the proposed Initial Budget included in your agenda packets.

Motion to approve the 2012/2013 Initial Budget (Kersteen/J. Miller)

3. **Consent Agenda** – Chair Bustle

A. **Budget and Contractual**

1. **Local Emergency Planning Committee (LEPC) District VIII Contract**

Since 1988 with the passage of the Emergency Planning and Community Right to Know Act (EPCRA), which created Local Emergency Planning Committees and State Emergency Response Commissions, the Tampa Bay LEPC has operated under the basic annual contract between the DCA and the TBRPC, with LEPC specifications detailed in Attachment A-2 of the old contract. Again this year, a separate contract between FDEM and the TBRPC for LEPC operations is offered. Funding for the LEPC remains unchanged at \$40,909. The Scope of Work for the LEPC remains unchanged and Quarterly Reports for the LEPC will go directly to the Division of Emergency Management.

Action Recommended: Motion to authorize the Chair to sign the LEPC contract with FDEM for FY 2012/2013.

Staff Contact: John Meyer, ext. 29

2. **Hazardous Material Emergency Preparedness (HMEP) Sub-grant Program**

The TBRPC has been awarded a Federally funded Subgrant from the Federal Department of Transportation Hazardous Materials Emergency Preparedness (HMEP) grant fund through the Florida Division of Emergency Management (FDEM) for State FY 2012/13 in an amount of

\$67,072. The funding will be for Local Emergency Planning Committee (LEPC) planning activities and support of LEPC efforts to ensure training of public sector hazardous materials response personnel. There is a requirement for in-kind match to this grant which can be met by staff participation, LEPC membership participation, and student training participation. The sub-grant period is from July 1, 2012 to June 30, 2013. It is hereby acknowledged that Contract period has been advanced by three months in comparison with years' past while the FDEM achieved their objective of aligning the expiration dates of all State Contracts to jointly expire on June 30th.

Action Recommended: Motion to authorize the Chair to sign the HMEP Subgrant agreement with FDEM for 2012/13.

Staff Contact: John Meyer, ext. 29

B. Intergovernmental Coordination & Review (IC&R) Program

1. IC&R Reviews by Jurisdiction - May 2012
2. IC&R Database - May 2012

Action Recommended: None. Information Only.

Staff contact: John Meyer, ext. 29

C. DRI Development Order Reports (DOR) - None

D. DRI Development Order Amendment Reports (DOAR) - None

Staff contact: John Meyer, ext. 29.

E. Notice of Proposed Change Reports (NOPC) - None

Recommended Action: Approve staff report

Staff contact: John Meyer, ext. 29

F. Annual Report Summaries (ARS) / Biennial Report Summaries (BRS)

1. DRI # 106 - Corporex Park, RY 2011-12 ARS, Hillsborough County
2. DRI # 240 - Heritage Harbour, RY 2011-12 ARS, Manatee County
3. DRI # 247 - Long Lake Ranch, RYs 2010-12 BRS, Pasco County
4. DRI # 265 - Lakewood Centre, RYs 2010-12 BRS, Manatee County
5. DRI # 266 - Waterset (F/K/S Wolf Creek Branch S/D), RY 2011-12, Hillsborough County

Recommended Action: Approve staff reports

Staff contact: John Meyer, ext. 29

G. DRI Status Report

Action Recommended: None. Information Only.

Staff contact: John Meyer, ext. 29

H. Local Government Comprehensive Plan Amendments (LGCP)

Due to statutory and contractual requirements, the following reports have been transmitted to the State Land Planning Agency and the appropriate local government in accordance with Rule 29H-1.003(3), F.A.C.

For adopted amendments that do not require Council comments, no report is attached.

1. DEO # 12-1ESR, City of Tampa (proposed)
2. DEO # 12-4ESR, Pasco County (proposed)
3. DEO # 12-2ESR, Pinellas County (adopted) (No Report)

Action Recommended: None. Information Only.

Staff contact: Jessica Lunsford, ext. 38

I. Local Government Comprehensive Plan Amendments (LGCP)

The following report(s) are presented for Council action:

1. DEP # 12-1ESR. City of Madeira Beach (proposed)

Staff contact: Jessica Lunsford, ext. 38

Motion to approve the Consent Agenda. (Henderson/J. Miller)

4. Item(s) Removed from Consent Agenda and Addendum Item(s) - None

5. Review Item(s) or Any Other Item(s) for Discussion

6. Natural Gas: Florida's Natural Energy

Mr. Chuck Warrington, Managing Director & Executive Officer for Clearwater Gas System and Mr. Leroy Sullivan, Western Region, Regional Manager, Community Relations and Economic Development for TECO Peoples Gas will provide an overview of Florida's Natural Gas resources. Kristi Cheatham, Gas Sales & Public Affairs Manager, Clearwater Gas, was introduced. The presentation will include a discussion on the uses and benefits of natural gas.

A map of the Clearwater Gas System area was distributed in Council folders. They serve the area from Ulmerton Road north into Pasco County/SR 52 and out to Land O Lakes. Clearwater Gas System is owned by the City of Clearwater. In the State of Florida there are 32 municipally owned gas systems. TECO Peoples Gas is the largest of these systems in the state. In this service territory Clearwater Gas System and TECO Peoples Gas are the local distribution companies that provide natural gas.

Natural gas is plentiful and domestically available, it is America's fuel. There is more natural gas in the USA than Saudi Arabia has oil. There is no reason that the U.S. shouldn't be able to convert to natural gas and cut its dependence on foreign oil. Gas is energy efficient. It is three times more efficient than electricity. It's environmentally friendly, it produces about half of the pollution of the other forms of energy. It is a lifestyle choice. Residents like to use natural gas, businesses use natural gas and industries use natural gas. It's economical, about half the cost of electricity and even less than that in the residential market. We are currently 62% cheaper than electricity for the equivalent in appliances. Natural gas is reliable, available after storms. People are putting in natural gas generators in the area, most particularly following the year of the four storms. From a national security standpoint natural gas vehicles has become a topic of discussion for conversion.

On the domestically available front, this country is spending between \$1 billion to \$1.5 billion every day on foreign oil. It is a tremendous drain on the economy and natural gas is the answer to that. Natural gas has grown within the state. There is a transmission pipeline in the state and another pipeline that comes across the Gulf of Mexico, and there is a considerable infrastructure of natural gas to bring gas in from several areas. For over 50 years our state has relied on natural gas. Electric generating plants have been using natural gas and they are still converting heavily to natural gas. The number now is 62% of all of the energy being produced in the State of Florida comes from natural gas, and nuclear would be second.

The game changer in this decade has been shale gas. There was a time when people thought natural gas was running out in the country and then they got to the bedrock where all of the natural gas came from to begin with, and that is the shale formations that are below the oil and the gas deposits. In addition, shale gas is worldwide. The United States has about 27% of the known reserves of shale gas in the world and is the epicenter for learning how to safely extract. Within the next decade we may see the shale reserves exploited in other countries. There are a lot of discussions today about exporting natural gas out of this country. I think the problem with doing that is that about the time they would finish the infrastructure to export, all of these other countries will figure out how to get

their own and there won't be a market.

Natural Gas is efficient and green. It is cleaner and more efficient than fossil fuel. Most people don't recognize that when you plug into an electrical outlet only 27% of the energy that started out in the power plant is coming out of the plug. The rest is wasted in the generation process and the transmission of getting it to the plug. On the other hand, natural gas delivers 90% to the customer with only a 10% waste in transmission. That's why natural gas is cheaper. Natural gas also has less carbon dioxide emissions and is a clean burning fuel. It has about half of the emissions of coal and about 30% less in emissions than an oil power plant.

Consumers like the benefits of natural gas. It is an endless supply of hot water, precision cooking, and warms homes and swimming pools when it's cold outside. People today are installing instantaneous gas water heaters with no pilot lights or tanks which can lose energy over a period of time. Industries and businesses benefit because of the lower cost and the ease of use. Publix has installed natural gas generators in all of their stores so they aren't affected after a power outage. Hospitals and other critical function facilities are looking to natural gas for backup generation, even though they have rules that they have to have on-site diesel generation they are learning they can tie in to natural gas and extend the life. Morton Plant just recently employed a technology so they can crank their generators up on diesel but then they can run them on natural gas for the duration of a storm and extend the available amount of energy they have on site.

The newest technology is natural gas vehicles, which saves money and the environment. The City of Clearwater embarked upon an energy conservation program several years ago by first looking at all of the city's facilities. Honeywell came in and did a study. The city spent about \$3 million in infrastructure costs converting facilities and doing things that were smart energy conservation wise, which will save \$7.5 million over the next 15 years. The city then did a Green Print Study of emissions and where are they coming from within our community? That study was an award winner at the Future of the Region Awards competition. What that study showed was emissions predominately in our region are coming from electric power plants, about 63%. Car emissions, bus emissions, transportation were about 31%. The thing we had control over was the transportation area. We embarked upon a process to utilize Clearwater Gas System to reduce those transportation emissions. We created a partnership with our solid waste department and fleet operations. We are in the process of converting our garbage truck fleet over to natural gas. It would cost about \$30,000 to buy a natural gas garbage truck as opposed to a diesel truck, but the savings is about \$18,000 a year in operating costs. It takes less than two years to pay back that investment. As we buy new trucks over the next few years, the city is buying all natural gas trucks. Over the next seven years all of the trucks will be natural gas. We are also converting utility vehicles. Some of our fleet are dedicated natural gas and most of them are bi-fuel.

Clearwater Gas System then began investing in, and building the first public access Natural Gas filling station in the Tampa Bay area, and the first real station in Florida and what turned out to be the largest natural gas filling station in the southeast United States as of right now. It opened in October 2011 for the internal fleet and to the public in January. This reduces the emissions by 25-40% and the price tag on the pump is \$2.05 per gas gallon equivalent. That price includes taxes. For the governmental fleet it is \$1.73 per gas gallon equivalent. There is now an opportunity to partner with citizens and the public and with other public systems and private fleets. We are talking to other cities and counties in the area about their trucks. Commissioner Brickfield was a strong advocate and helped with the opening of the station. We have a number of private garbage truck fleets that are now committed and have ordered trucks and are planning on filling them at our facility. The Verizon fleet have already brought in 13 vans. The station is located between Drew Street and Sunset Point Drive.

Compressed natural gas (CNG) is compressed to 3600 psi, at an ambient temperature which means they have to have secured cylinders to hold the gas at a high pressure. There is also Liquefied Natural Gas (LNG) which is more applicable to the fleets of vehicles that run across the country. In order to have liquefied natural gas you have to drop the temperature of the gas to -260 degrees and it operates at atmospheric pressure. Those trucks can drive for 700-800 miles between fill-ups, however, there are not very many LNG stations around to fill up your vehicle. Bi-fuel uses natural gas or gasoline/diesel. Mr. Warrington and Ms. Cheatham drive Crown Victorias with CNG tanks in the trunk. They run on natural gas until the natural gas runs out, then they transfer over to gasoline. We use as much natural gas as we can, but when we travel there aren't a lot of stations. There is also a process called Dual Fuel - a technology where you can burn both natural gas and gasoline/diesel at the same time. That is the type of technology that is being used on the generators at Morton Plant Hospital. Gasoline gallon equivalent is when we measure the gas in therms and we sell the gas in gasoline gallon equivalency.

In the early 2000s, when this was kicking off, the margin between gasoline and natural gas was not that great and that's why it didn't kick off real heavy in that time period. In recent times, as we found all of the shale gas and the prices plummeted in natural gas, and the worldwide prices in diesel and gasoline have risen the spread is very large. All of the projections are that the spread will continue for a long time because shale is so plentiful.

There are two types of stations. Clearwater Gas is a fast fill station. You drive in, plug in the natural gas and it takes about the same amount of time that it takes to fill your vehicle with regular gasoline. Time fill is another technology which uses lower pressures. You plug in the vehicle and it fuels overnight. A lot of fleet operations will use this. They bring in their trucks at night, plug them in, and the next morning they are ready to go.

Key natural gas vehicle applications in Florida are solid waste refuse, municipal/private fleet operations, airport, transit, and distribution. The newest station that has opened in this area is at Tampa International Airport and their target market are all the transit vehicles that come in and out of the airport, but you could fill your vehicle there as well. It is a public station. It opened a couple of months ago.

Tallahassee has a major program right now, converting all of their school buses to natural gas. They have already built one station and they are building a second station on the other side of town. The second station will be open to the public and it is a public/private partnership. They contracted with a firm to build the station for them to use and then that party will sell to the public. That is what will probably happen here, in other cities and counties. Distribution vehicles - there is a major fleet in Lakeland that has converted a number of large trucks and they are putting in their own facility. Most major metropolitan areas are converting: Dallas, Atlanta, San Francisco. Honda has a vehicle that uses only natural gas which gets 250 miles between fill-ups.

There are a lot of stations around the state, however most are private stations for private fleets. There are only four public stations in Florida which are open to the public: City of Milton, Clearwater, Tampa International Airport, and Fort Lauderdale. Pensacola has a station under construction, and Tallahassee has broken ground for a station. It will take time before a number of public filling stations will be built across the state where you could fill up if you go to Orlando, etc.

The HART system in Tampa has received a \$2.3 million grant for building infrastructure for natural gas for all of the vans and buses. We have been talking with PSTA about going to natural gas

vehicles. They recently went to diesel hybrids and they are happy with them, but the price tag may encourage them to come back to natural gas. General Motors (GM) announced they will be building bi-fuel pickup trucks by 2013 and Ford said they will build them in 2012.

We would like to ask the Tampa Bay Regional Planning Council to update your Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region to:

- recognize Natural Gas as America's clean, abundant, and economical energy resource inclusive within your energy policy, and
- promote regional energy conservation by "direct use" of Natural Gas for homes, businesses, industries & transportation.

If you look at your energy policy, the only thing you say about natural gas is, don't drill for natural gas or oil off the coast of Florida. That was a big issue a couple of years ago. There is a tremendous opportunity in the Gulf of Mexico for natural gas and oil but quite frankly, with the recent shale discoveries, that will be on the back burner for a number of years. We would love for you to promote the direct use of natural gas.

TECO recently announced a new subsidiary TECO Clean Advantage which will get into the business of building stations. There are only a couple of companies around who are building stations.

Questions & Comments:

- Council Member J. Miller: When you say "gallon" is that a real gallon?
Mr. Warrington: It is an equivalent gallon in energy. Natural gas is a gas form, not a liquid form.
- Council Member J. Miller: How do the stations get the natural gas, from the pipeline?
Mr. Warrington: You have to build the gas station and most of the gas stations don't have natural gas. That's probably the next frontier. If you go to states that have committed to natural gas in transportation, they have more regular gas stations that have another island that sells natural gas in Utah. That's really the way it needs to work. You need to pull in with your vehicle and fill up.
- Ms. Todd: Our electric companies have a back up grid. What kind of plans are there to develop some kind of grid for natural gas?
Mr. Warrington: There is a grid. Natural gas has transmission facilities that have multiple pipelines into the state of Florida and the pipelines are connected to storage facilities in other states. We don't store in this state. In this state storage is the pressure of the gas that's in the pipe. I can tell you that we had a major disruption in 1997, in Perry, Florida where the primary delivery point was taken out by a lightning strike and this thing operated for 3 days. TECO cut off industrial customers, we didn't have to in Clearwater. The whole state operated for 3 days off of line pack and no one knew there was an issue except for us.
- Ms. Todd: But I'm anticipating that you are planning on developing a more sustainable grid for natural gas.
- Mr. Warrington: When they built a pipeline across the state to the Bradenton area that was a major improvement. Recently Progress Energy converted the power plant at Weedon Island in connection to that source and eventually that will interconnect with the Florida Natural Gas Transmission Line, hopefully through TECO's facilities. We are continually looking at how to build infrastructure to make it more secure. We have a very long history of not

having any outages.

Ms. Todd: When you hear about high pressure gas, the first thing that pops into my mind is, are there safety issues? And if there are, are they major concerns?

Mr. Warrington: Far more houses burn down from electric fires. We've never had a fatality in our service area with a house.

Ms. Todd: I'm talking about with cars.

Mr. Warrington: Natural gas is inherently safe because it's lighter than air and if it did rupture it would dissipate into the atmosphere as opposed to pooling on the ground.

Ms. Todd: You mentioned the bi-fuel which uses natural gas and gasoline, can you also do something with natural gas in batteries like the Prius does? Secondly, most of the focus it appears from the map you showed us is on private industry and fleets and so on. How can we really realistically expand this concept to the public so it's as popular as driving in to a Sunoco?

Mr. Warrington: In fact, no sooner had we built our station in Pinellas County when we got a call from Pasco County and we went up there and talked to John Gallagher about building something in Pasco County. The people who would build in Pasco County are the people who have fleets. What we are talking to them about is that they have a fleet of school buses and we need to look at how to build public/private partnerships to build a station for school buses and then have a public fill pump. They don't use county municipal garbage trucks, they contract that out. They had a meeting the other day with all of their solid waste providers and asked how they could get together and build together a station. They have a waste energy plant that is close to the TECO delivery point, how could they build that there and pool their resources for all garbage trucks to use that station? If they did that, Clearwater Gas would work with TECO on how to do a public fill component so that the public could benefit from that as well. That's our major thrust. The local distribution companies like ourselves, our role is to encourage anybody who builds a station to also build a public pump.

Ms. Todd: And batteries?

Mr. Warrington: That's another technology. There is a company that hasn't built them yet, but has been talking about building a new car fleet in Alabama and one of their components was to have batteries along with the natural gas. You could certainly use that, it would allow you to go on battery power when you are idling and it would be a hybrid natural gas vehicle. It hasn't been built yet, but there's no reason it couldn't be built.

Vice Mayor Henderson: Thank you for your presentation. I agree with what you said about natural gas being one of the cleanest forms when you talk about combustion to produce energy. One thing I think that is important to acknowledge is that while the actual combustion to produce energy is one of the cleaner, it's been a game changer of the last decade - the hydraulic pressure to get that natural gas out of shale is if you are going to use terms such as environmentally friendly clean, that process has not been proven to be that yet. I would hate to see anyone make the mistake that coal did when they talked about clean coal. Clean coal is clean to burn, but not clean when retrieving it. I think it is important to acknowledge that the process needs to be a part of the equation when you are talking about environmentally friendly and clean.

Mr. Warrington: Absolutely. There is nothing that man does that doesn't have to have the component of how to do it clean and efficient. There was just another study

done that said it certainly can be done cleanly, the challenge is making sure all the vendors are doing it that way. There is technology on how you do the welds, how you shiv the welds to make sure it doesn't interact with the water tables, etc. Our issue that we are having with natural gas tables is we are developing a group of people in the community that are getting their mechanics trained for the tanks and how to properly secure and certify the tanks, how to properly install the conversion kit, etc. You also can buy the conversion kit on the internet and put one together in your backyard. Then you can come to our station to fill it up without being certified or pressure tested. Our industry is doing a pretty good job right now, but that is the discussion.

Mr. Nunez: For highway transportation applications, does the vulnerable motor vehicle route access apply - state, local, federal?

Mr. Warrington: The state of Florida has a decal you have to buy. The annual decal covers a portion of the tax structure and then there is another portion of the tax structure that we have to build into the gas price. People coming to the station from out of state, if they don't have a state decal, we have to add another component to the gas price. The state recovers highway taxes in our billing methodology.

Councilman Newton: Are they running a pipeline from Alabama?

Mr. Warrington: They come from Mobile Bay across the Gulf.

Councilman Newton: With them running a pipeline like that, what affect will that have on TECO Peoples Gas?

Mr. Sullivan: The pipeline that you are referring to is a transmission pipeline. Peoples Gas and Clearwater Gas are both distribution companies and so we take gas off the transmission pipeline. For us, it is a good thing because it gives us an alternative to the Florida Gas Transmission pipeline, which is the primary or the main pipeline that runs the entire length of the state through the panhandle all the way down to south Florida. We were glad to see the new transmission pipeline come into the state. It gives us options when we purchase natural gas.

Councilman Newton: I don't understand why it hasn't been more efficient and cheaper for Progress to do a link off the pipeline. It's already there. They were bringing in barges of coal at the Weedon Island Plant then they went over to natural gas. I watched them lay the pipe and it's a lot of pipe.

Mr. Sullivan: Yes, I'm not sure about the details on why they chose to do it the way they did it. It may have been that we, as a distribution company, weren't able to build the line itself at a lower cost than what the transmission company did it for. Sometimes that will happen because they are in the transmission business, and sometimes we can build the line depending on the distance and how big it is, at less cost than the transmission company.

Councilman Newton: What does it cost to build a municipal station?

Mr. Warrington: A station costs about \$2 million with all the bells and whistles. If you are building a station in the back of a solid waste facility where you aren't worrying about the beauty of the station, that station could probably be built for \$1.5 million.

Councilman Newton: I sit on the PSTA board and I know we have a little bit of natural gas in our fleet which is right behind the Peoples Gas facility and I was just curious at what that cost would be. My last question, are there any potential liabilities

to the operator?

Mr. Warrington: One of the liabilities we expected to happen is someone driving off with their fuel pump still attached to their vehicle. They make the hose with a break-away feature so it automatically shuts down. It's a liability if we don't watch people fill up to make sure they are filling up vehicles that are appropriately built and appropriately fixed. There is always liability but where they have used these vehicles for some time, they have actually had less issues than they have had with gasoline. We also supply propane in our area where we don't have natural gas. The beauty of natural gas is that it is piped. It is at a depth where people don't normally dig in to it, although we have a constant battle with contractors who dig into the lines and then we have to repair them but at least it vaporizes.

Council Member Langford: The compressed stability of this fuel compared to fossil fuels, how does that compare especially when we look at the rise and fall of the fossil fuels from OPEC or other outside sources?

Mr. Warrington: There's an organization watching - the Energy Information Administration. They are the ones who do the projections on what is going to happen in the long term. Most expectations are that natural gas, because of the availability of shale in the world, has plentiful supply so the supply and demand curb should not ride the swings in price. The other thing is, not only have we discovered all this shale but the next frontier are methane hydrates, which is gas that is tied into molecular structures - ice. There is a tremendous quantity of methane hydrates in the deep waters of the Gulf of Mexico, Alaska, in the trenches off of Japan, and off the coast of Canada. There is an expectation that any day now we will hear of a breakthrough, particularly from the Japanese because they have no known resource of natural gas in their country. Japan knows that there is a trench full of methane hydrates off their coast. About a month ago the U.S. announced that we had done the first extraction from ice crystals in Alaska. There is believed to be thousands of years of additional gas trapped in the ice crystals. We have shale for hundreds of years and methane hydrates for thousands of years. Right now natural gas is at historic lows because the economy is depressed and the industries are depressed.

Commissioner Mariano: What was discussed with Pasco County and the school buses, have you clearly overcome that with the people you have been working with?

Mr. Warrington: No. We are still working on that. In the school system there the particular brand of school bus they use, that particular company has been the slowest to convert to natural gas in their engines. We have heard from their people that they are moving that way and they are going to convert in the next year or so and start producing school buses. The school system doesn't want to convert buses, they want to buy new buses that are already outfitted for natural gas. If you are buying Bluebird buses, Bluebird has made the commitment.

Commissioner Mariano: We are looking at the ballot that is coming up and one of the things I am trying to push for is to try to get green energy (solar panels, etc.) and this would be another avenue which we could approach.

Mr. Warrington: This new station that they are building in Tallahassee is going to be a major example of what can be done. That will probably be finished by August. Then we will have an example of how much it cost to build a station like that and how you get the public/private partnership together.

Ms. Vance: You mentioned Utah has embraced natural gas and I was curious if you know

Mr. Warrington: how many gas stations carry natural gas in Utah. What percentage? They have the infrastructure in Utah, they have a north/south expressway system and an east/west expressway system and they tell me that there is a natural gas fill up station available at every intersection of the interstate system.

Ms. Vance: Do you know the price differential between the new GM and Ford pickup trucks?

Mr. Warrington: They just announced the Sierra pickup is \$11,000 is their extra price tag for that option. In this country that's being driven by EPA. EPA is requiring certification of every engine for the natural gas application and they tell me it's \$1.5 million to certify every engine. Then the engine manufacturer has to add that to the price of their engines. This country is very slow to convert because we are putting high price tags on items, even though it's for safety.

Mr. Sullivan: Here in Florida, one of the things that the industry has been doing through the Florida Natural Gas Association is working with the legislature, the Governor's office and encouraging them to facilitate public policies that encourages the use of natural gas because like most things, you have to have the appropriate environment in order to build the infrastructure and encourage people to buy natural gas vehicles and electric vehicles. We've been working with the legislature to try and come up with a policy(s) in Florida to create that environment to advance this type of technology.

Mr. Warrington: The \$2 million station that we built, \$450,000 was paid for out of federal grant funds during the stimulus period. The other problem today is that there was a program where every natural gas vehicle got a rebate from the federal government and that's no longer available. In Peru every taxi and every vehicle uses natural gas. Why are third world countries able to pull that off?

Mr. Schock: OPEC and the oil industry helps regulate and temper some of the political fires that happen in some of the member countries. If something terrible happens in Iran it tempers that impact. Is there any organization like that for natural gas? For example, if Bolivia expropriates an international company in their natural gas fields, that organization would help temper that in the international global markets.

Mr. Warrington: The beauty of natural gas is that it is a domestic resource. Natural gas, to a very small degree, is exported and moved between countries. Supply and demand on a U.S. level is what drives our prices. One discussion factor is, is it wise public policy for the U.S. to get in the business of exporting a lot of our energy because that would move our domestic product overseas?

Mr. Schock: I will assume there is no global organization. Natural gas is transferred all across Europe through the Ukraine. You had a summary of all the different types of natural gas. Each of those different fuel types are somewhat unique. For express lanes that are currently being used in South Miami, and what we are looking at in the Tampa Bay region, the types of vehicles that are allowed and that are registered with the Florida Highway Motor Vehicle Safety Department are limited to select hybrid, electric and CNG vehicles. You mentioned one of the new pickup trucks as being a bio-fuel and they don't technically qualify at this point for those type of roadways. Is there a reason why they don't and how do we make sure those are addressed?

Mr. Warrington: That has both a national and state implication. Last time I was up in Washington we were talking with them about how they need to do things to allow the HOV lanes to be used. They already allow that for use for hybrids and they ought to allow that use for natural gas vehicles and electric vehicles.

Mr. Sullivan:

They ought to make it so alternative fuel vehicles are able to use the HOV lanes and that would encourage people. The transit people have to ask, what does it take to do that? Every one of those vehicles has a tag that shows they are an alternative fuel vehicle. That is a regional thing to look at. I think that goes back to the public policy question that we talked about earlier. You have to have the environment from the public policy perspective to be allowed to do that.

Presentations provided at Council meetings can be found at:
www.tbrpc.org/council_members/council_presentations.shtml

7. Council Member Comments - None

8. Program Reports

A. Agency on Bay Management (ABM) – Chair, Mr. Robert Kersteen

The Agency on Bay Management’s Natural Resources/Environmental Impact Review Committee will meet this Thursday. One the agenda will be:

- Tampa Bay Water’s Alafia River Water Use permit renewal/modification and the Hydrobiological Monitoring Program.
- The Draft Areawide Environmental Impact Statement on Phosphate Mining in the 2100 square mile Central Florida Phosphate District.
- The planned St. Petersburg Pier

The full Agency will meet on July 12th. All are welcome to attend.

B. Clearinghouse Review Committee (CRC) - No Report

C. Local Emergency Planning Committee (LEPC) – No Report

D. Emergency Management - No Report

E. Legislative Committee – Vice Chair Minning

At the June meeting of the Florida Regional Councils Association (FRCA) Advisory Committee a discussion will be held to develop strategies to gain restoration of the RPC’s state funding appropriation. This strategy will include arranging a meeting with the Governor this summer. We will keep you informed of our progress.

As always, staff continues to explore other resources. As we mentioned at the May Council meeting, we are activating the Regional Cooperative Alliance which is the 501(c)(3) arm of the Council to seek grants from private foundations.

In your folders we have included a recent Tampa Tribune editorial which talks about the Tampa Bay Regional Planning Council’s key role in protecting the area’s economy and quality of life over the past 50 years.

- F. **Regional Planning Advisory Committee (RPAC) - No Report**
- G. **Economic Development - No Report**
- H. **Regional Domestic Security Task Force (RDSTF) - No Report**

9. **Other Council Reports**

NARC Conference 2012

Ms. Krahl reminded Council members that the NARC Conference begins on June 10th at the Vinoy and thanked them for their help and support. The agenda can now be accessed on the web site www.narc.org. Staff will be leading some sessions at the conference. Ms. Betti Johnson and Mr. Patrick O'Neil are taking the lead on Creating a More Disaster Resistant Region. Ms. Suzanne Cooper will be the lead person on Ensuring Sustainable Regional Water Supply. Mr. Avera Wynne will be the lead on Economic Development. Our staff will be well represented.

10. **Executive/Budget Committee Report – Chair Bustle - No Report**

11. **Chair's Report - None**

12. **Executive Director's Report**

I would like to remind the Council that we previously discussed the Bay Soundings distribution and how to make it more efficient. Ms. Suzanne Cooper provided an update.

Several months ago the Council asked staff to look for ways to more efficiently produce and distribute *Bay Soundings*, the region's environmental journal. This was precipitated primarily by the loss of funding from the Southwest Florida Water Management District.

We conducted a campaign to cull our free subscription membership by asking those people to tell us that they wished to continue to receive the journal. In this way we reduced the number from over 8,800 to about 3,200. That allowed us to reduce the number of copies printed and the number mailed to individuals. At the same time our on-line subscriptions have increased.

Then, we changed from a quarterly schedule to three issues per year, further reducing the overall annual cost by 25 percent. The actions have thus far allowed us to reduce costs by about \$25,000 per year.

Additional changes are underway. We'll be further improving the *Bay Soundings* website, and adding a social media component with bi-monthly updates to keep the journal alive for its readers and encourage its use as a resource. We'll also include a multi-level membership campaign as a source of funding, and continue to seek corporate and foundation funding sources.

Overall, the Bay Soundings environmental journal remains an important and popular source of information Tampa Bay and the region's natural resources.

We thank you for your continued support. Any questions?

Next Meeting: August 13, 2012 at 10:00 a.m.

Adjournment: 11:25 a.m.



Larry Bustle, Chair



Lori Denman, Recording Secretary