

Meeting Date
Mar 7, 2017



AGENDA	
Section	
Item No.	

AGENDA REPORT
*BREVARD COUNTY BOARD OF
 COUNTY COMMISSIONERS*

SUBJECT:	Threat Assessment and Crisis Response Prep for potential LNG mishaps in Brevard County
DEPT/OFFICE:	Melissa Martin from Cocoa, Florida

Requested Action:
 Please direct staff to discover and relay answers to the following inquiries.

Summary Explanation & Background:
 Request the BOCC's assistance in researching and relaying answers to the following questions/concerns:

[Note: These inquiries do not reach any debate on whether Liquid Natural Gas (LNG)/fracked methane gas is "clean," good for the environment, or factually deemed a "public need." This concerns processes due to the public interests of health, safety, and property.]

- 1 - What are the radiuses of destruction/substantial risk of harm for potential incidents involving punctured/leaking (10,000 gallon) tanks of LNG, to include ignitable gas pools/vapors and any health concerns? (This is a request for a thorough threat assessment of foreseeable scenarios involving the transport of LNG tanks, to include export terminal operations at Port Canaveral.)
- 2 - What (independent) studies have occurred to determine the safe speeds of LNG tank movement, especially when crossing rail/road intersections, to ensure tank integrity during a collision or train derailment?
- 3 - I understand that the only other attempt to transport LNG by train occurred in Alaska (under very different conditions and population density). Presuming the Brevard community has a right to know and voice our opinions on experimental use of infrastructure with new levels of threat to our personal property, property values, and lives, when will such public venue be provided regarding the manufacturing and transportation of LNG through Brevard's roads and railways? DO we have a say?
- 4 - If the public determines there to be too much risk of harm/devaluation of property around LNG operations vs what benefit would be reaped, is there a means for Brevard residents and businesses to halt or otherwise control LNG transport and manufacturing operations to assure our collective interests? If so, please provide such process information.
- 5 - If the public determines there to be an acceptable level of risk, how can we be certain that the start of LNG transportation operations will be clearly conditioned upon the baseline readiness of all affected crisis response units and emergency operations along these corridors (in necessary budgeting, training, and equipment)?
- 6 - In addition to crisis response, how can we be sure that sufficient measures are implemented to immediately identify and mitigate/stop methane gas leakage from such sources as pipelines, manufacturing facilities, and transport/export terminals?

7 - In all municipal presentations and deliberations before Brevard's local governments officially approved infrastructure improvements and access rights for All Aboard Florida (AAF), was the intent to use these railways for LNG freight transportation ever disclosed by AAF or their governing entities? Was it disclosed that AAF (Florida East Coast Railway) and these intended LNG operations (American LNG) were owned by the same corporate entity (Fortress Equity Partners)? Is it possible that such requests from/agreements with AAF could have resulted differently with such a material disclosure, or at least required further explanation, education and threat assessments?

http://www.lngworldshipping.com/news/view.florida-lng-set-to-enjoy-its-day-in-the-sun_42546.htm

8 - Should we find that we are "too late," that all home rule authority to protect the lives and interests of Brevard residents and visitors to be nil, and as it pertains to implementing new fracked methane gas (via Sabal Trail Pipeline) and LNG manufacturing and transportation infrastructure in Brevard County, have all procedural mandates been fulfilled in accordance with the text and legislative intent (vice regulatory/non-judicial interpretations) of the Hazardous Materials Transportation Act, Emergency Planning and Community Right-to-Know Act, and other pertinent Federal law? Please provide a comprehensive legal analysis for public understanding.

Please note, if regulatory or quasi-official (utility) authorities/interpretations are cited, I respectfully request supplemental assurance that such regulating bodies have not been compromised by substantial "revolving door" practices (leading to improper fox/henhouse dynamics) and that appointed officials with authority over such decisions are reasonably clear from political biases/perceived conflicts of interest toward big-money lobbying/campaign contributing industries that would prove to profit from these particular "regulated" operations. My standard in determining such conflicts of interest: if corporate profit margins trump the health, safety, and/or property interests of the public without due care or compensation.

As may be obvious, I believe that I, and much of the public, would have greater trust in our (state and federal) government institutions to safeguard our interests if there was more procedural integrity between regulating and regulated bodies. As we look to local governments as our first and foremost political body to advocate and protect our interests, I hope Brevard's Board of County Commission and hardworking staff will be able to help in doing just that.

Final ask, understanding that some of these requests for information may take longer than others, I ask that a county point of contact please provide monthly status updates to my email on all discovery attempts and findings made. Though I make this request in my personal capacity, please understand there is a good number of Brevard residents who share in concern and interest to these issues. If formal organization of such interests or a petition with a certain number of collected signatures is necessary to fulfill this request, please advise.

Thank you for your time and attention,
Mel Martin

Contact: Mel Martin (meilang76@gmail.com)

Clerk to the Board Instructions:

Exhibits Attached:

Contract /Agreement (If attached):		Reviewed by County Attorney	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	PR <input type="checkbox"/>
County Manager	Assistant County Manager		Department Director / Extension				
Stockton Whitten	Assistant County Manager						

Public Comment - LNG in Brevard County - March 7, 2017

- Melissa Martin, Cocoa.
- My concerns about Liquid Natural Gas operations stemmed from three issues:
 - 1 - That ONLY the fire rescue units in Titusville were being trained on incidents of massive gas leaks or explosions.
 - 2 - That the LNG plant explosion in Washington a few years ago not only ~~claimed lives~~, but *caused injuries*, but there was an evacuation of residents within a two mile radius. From the planned LNG plant site here, that radius includes a big chunk of Port St John residents. Have they been notified or otherwise consented to this activity?
 - 3 - I heard a respected government employee say something troubling regarding the fact that daily freight of LNG would substantially increase rail traffic (and noise pollution and risks) throughout the county: I quote -- "If you live anywhere near the railroad, now would be a good time to sell."
- I heard that on Friday, February 3rd and I came before you the following Tuesday. I'm not aware of any movement for official inquiry beyond my own efforts, which is why I thought maybe I needed a citizen's request to ask the Board to direct staff to find out. So, in addition to what was laid out in the request I just handed you:
 - 1 - I'm looking for unbiased sources and studies that show this experimental form of transporting LNG -- by train -- is sufficiently safe. I understand the only other time it's been done was in Alaska under different circumstances.
 - 2 - Martin County's Fire Rescue estimated the zone of impact for a leaking 10,000 gallon LNG tank to be about a half mile. Will residents and businesses within a half mile of the train tracks be notified and informed of what to do should a leak occur near them? Should they close their windows, evacuate, or not light up a cigarette?
 - 3 - In the likely event of a collision at the intersections, will LNG trains be going at slow enough speeds in populated areas that the impact will not cause the LNG tanks to leak or explode?
 - 4 - Are the cruise ships at a safe distance from the LNG export terminals at the Port?
 - 5 - Since methane is colorless and odorless, will there be sufficient monitoring and notification systems throughout LNG operations from the pipelines coming in from Orlando, to the plant, and all transport/export operations, every day? Since we live in the lightning capital of the nation, and indirect lightning strikes already cause natural gas leaks in pipes, has that been considered or properly accounted for?
 - 6 - Should we find that the residents and businesses of Brevard don't have a voice or choice in the matter, can we at least ensure that no LNG operations will occur UNLESS and UNTIL all local crisis response units are properly budgeted, trained, and equipped to deal with this new threat? I trust that such costs will not be borne on the taxpayers or FPL customers.
- How the Board decides to act on this information sends a message. If you direct staff to find out and make ready, it shows that you care for us, the People, despite what political constraints you may or may not be under. And for that, we will be grateful. If you choose to continue to let it ride, that will likely send a message, too.
- Thank you for your time and consideration.