



Neighborhoods Strong

***MINUTES OF THE
MONTHLY MEETING OF THE MEMBERSHIP
OF THE
Council of Neighborhood Associations of Southern Pinellas
County, Inc. (CONA)***

June 16, 2021

This Meeting of the CONA Membership was held electronically pursuant to proper notice utilizing the Zoom video conferencing application.

President Tom Lally called the meeting to order at 7:04 p.m.

CONA President Tom Lally lead the Pledge of Allegiance.

Approval of Minutes:

On Motion of John Mason, seconded by Stephen Waters, and without objection, the Minutes of the May 19, 2021, CONA Membership Meeting were approved unanimously.

Welcome to City Administration, Council and Staff:

President Tom Lally welcomed the City and staff to the meeting. Among those in attendance were Neighborhood Specialist Robert Barto, Alexandria Hancock from The Office of Sustainability and Resiliency, Community Services Director Susie Ajoc and Scott Huber, City Street Sweeping foreman.

Announcements:

- **Introduction of Ashley Sica:**

President Tom Lally introduced Ashley Sica to membership as the new CONA Vice President. Ashley is President of Magnolia Heights NA, and is publisher and owner of *Green Bench Monthly* magazine. Ashley also served on the board of the Downtown Business Association and the MLK Business Association.

- **Introduction of Jonathan Porcelli:**

CONA has named Jonathan Porcelli as Chair of the Events Special Committee. Jonathan has been in Saint Petersburg for about two and a half years. He is a member of Historic Roser Park NA and has spent most of his career involved the production of events and content, including working on off-Broadway productions and on the hit show STOMP when it first came to the States.

- Convert Diversity and Inclusion Special Committee to a Standing Committee:

At the June 9, 2021, EC meeting, the EC voted unanimously to move the Diversity and Inclusion Committee from being a special committee to a standing committee. This change will require a vote of the Membership to amend the CONA By Laws and will take place in the near future along with other proposed amendments to the By Laws.

- Merger of the Membership and Nominating Committees:

At the June 9, 2021, EC meeting, the EC voted unanimously to combine the Membership and Nominating Committees. This change will require a vote of the Membership to amend the CONA By Laws and will take place in the near future along with other proposed amendments to the By Laws.

- New Special Committee to keep the members informed on the Tropicana Field Development:

In the future the CONA President seeks to establish a new special committee to keep the members informed on the progress of the development of the Tropicana Field site. Please contact President Tom Lally if you would like to serve on that committee or if you know of anyone who would like to serve.

- EC is reviewing the Bulk Mail program:

The EC is reviewing the efficacy of its bulk mail program and will be reporting back to the members at a future CONA Membership Meeting.

- Future Spotlight or Express Speakers:

If you or anyone in your neighborhood has any suggestions for spotlight or express speakers for these CONA membership meetings, please contact Tom Lally by phone or email. We want to make sure that we have presentations that are interesting and useful to the neighborhoods we represent.

- Committee Membership:

CONA is seeking persons who are interested in joining and participating on special or standing committees. Please contact any EC member by phone or email if you or someone you know would like to serve on a committee. CONA's committees are at the spearhead of its representation of neighborhoods, and we are always seeking interested persons for committees.

Spotlight Speaker - Dorey Lawson of the Southern Alliance for Clean Energy:

Alexander Hancock from the City Office of Sustainability and Resiliency opened the presentation on electric vehicles and policy options from the City. The City worked with Duke Energy with its program to install electric vehicle charging stations around the City. At about the same time the Office of Sustainability worked with Duke Energy and then applied for the American Cities

Climate Challenge and the City was one of the twenty-five winning applications. Now the City is working on its EV readiness code and wants to present some of these concepts.

See the presentation attached to these Minutes regarding policies under consideration for solar roofs, cool roofs and solar readiness.

Dorey Lawson of the Southern Alliance for Clean Energy then continued the presentation on EV readiness, and her presentation is also attached to these Minutes.

Express Speaker - Scott Huber, Foreman of the City's street sweeping department:

The City has about 21,000 curb miles that are swept every month, removing 50 to 70 cubic yards of material every day, and during the Fall it is up to 120 cubic yards per day. The City has twelve zones with sub-zones. The biggest obstacles are the cars and garbage cans. Garbage cans should be put at the curb, but not into the street, where they become a road hazard.

Street sweeping is one of the leading ways that we remove pollutants from the roadways to prevent them from going into the Bay. Operations are weather dependant and subject to mechanical issues.

The City has thirteen sweepers of which nine are for residential use, and work on round the clock shifts. If there are issues you can call him at 727-892-5672. The City is working on an online interactive map which will display the schedules for sweeping, but it is not yet operational.

Neighborhoods Vote on City Marina Lease proposal:

The question before the Members is whether the proposed lease of the City Marina facilities should go to the citizens as a referendum. A "yes" vote means that the member neighborhood association votes that the lease should go before the citizens in a referendum. A "no" vote means the member neighborhood association does not feel that a referendum is needed and that the City Council should approve an initial five year lease.

There was a general discussion relating to the issues presented by making improvements to the Marina through a lease of that facility to a private party. The proposed lease would impose on the private lessee the obligation to make improvements in the marina according to an agreed plan. The restrictions in the City Charter relating to leasing City property, and use of short term leases to avoid restrictions were also discussed.

There appears to be substantial financial penalties payable by the City if the initial short term (five years) lease is not renewed. The design of the marina improvements is also subject to some questionable functional changes which will limit use of the entire facility.

The vote was taken on a roll call vote of all member neighborhood associations present. Each association's name was called, and if it is present that association's president or CONA representative would then vote on behalf of their neighborhood.

A quorum of member neighborhoods was present and voting at the meeting. There was a total of seventeen member neighborhoods present. The vote was seventeen "yes" votes and zero "no" votes.

The President will prepare a letter to the Mayor and City Council disclosing the position of CONA that the question of whether the City should enter into the Municipal Marina Lease should go before the citizens as a referendum.

Standing Committee Reports:

Nothing to report.

Special Committee Reports:

Chair Will Michaels of the Pier & Downtown Waterfront Master Plan Committee welcomed Lee Farmer to the Committee and noted that he is looking for additional committee members.

Neighborhood Announcements:

Martha Shibley from the [Saint Petersburg Downtown Neighborhood Association](#) reported that DNA is having its first in-person porch party at Datz Restaurant (\$15 members, \$20 non-members) on Wednesday. Having our first face-to-face quarterly meeting on July 14, 2021, at the Presbyterian Church downtown.

Travis Jarman commented that years ago CONA was more engaged with neighborhood issues. Very pleased to see CONA re-engaging on issues important to all of us and the neighborhoods.

Bonnie Hargrett of the Snell Isles Property Owners' Association reported that their association contracted with Vitali Brothers muralists to put a mural on our new lift station. Murals have gone on all four walls, and she recommends that we all take a drive to enjoy the art. This may be the first time the City has allowed murals to be placed on a City owned building. She will send photos to include in the CONA Website. See the [SIPOA Website](#) for photos in the July *Panther* newsletter.

Anna Broshears reported that Historic Old Northeast Neighborhood Association is not having its 4th of July Parade this year, but is instead raising funds through the "The Kind Mouse" for the children of Pinellas County Schools. Go to www.HONNA.org for more information. For more information on "The Kind Mouse" see [its Web site](#).

Our next CONA Zoom Membership meeting will be July 21, 2021, at 7:00 p.m.

Adjournment:

Motion to Adjourn was made by Travis Jarman and seconded by Jonathan Porcelli and passed unanimously. The meeting was adjourned at 8:38 p.m.

Attendance: 29

RESPECTFULLY SUBMITTED,

Stephen M. Waters, Secretary

EV Ready St Petersburg

Policy Options for a more EV ready city

American Cities Climate Challenge

Climate Challenge EV Partners

Office of Sustainability + Resiliency
Southern Alliance for Clean Energy

Electric Vehicle Initiatives

Education + Outreach
EV Readiness Code



Sustainable Building LDRs in Consideration

- **Solar Ready** - brief overview
- **Cool Roofs** - brief overview
- **EV Ready** - deep dive

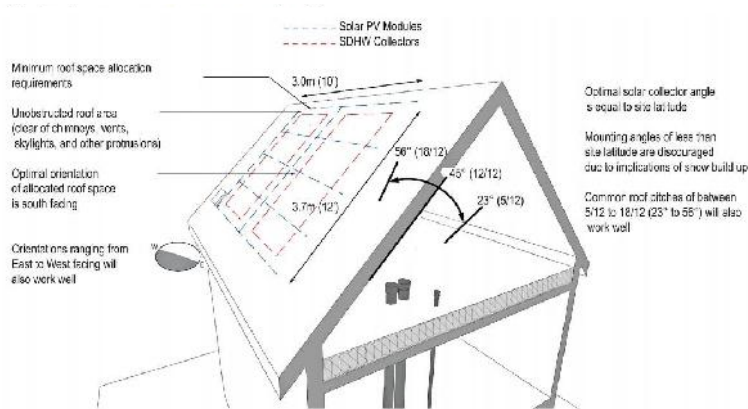
Solar Ready

Designing and constructing a building in a way that facilitates and optimizes the installation of a rooftop solar photovoltaic (PV) system at some point after the building has been constructed.

- Saves cost in the long run
- Reduces the need for infrastructure upgrades
- Ensures solar technical feasibility
- Plans for PV system optimization

Solar Ready

Roof Space
Orientation
Mounting Angle



https://www.nrcan.gc.ca/files/www.nrcan.gc.ca/files/cannetenergy/files/pubs/SolarReadyGuidelines_en.pdf

Solar Ready

Table 3: Cost to Make a Building Solar Ready⁵

Measures	During Construction			After Construction		
	Equipment	Labor	Total	Equipment	Labor	Total
Increase size of electrical panel	\$459	\$480	\$ 939	\$459	\$1,200	\$1,659
Run conduit	\$374	\$416	\$ 790	\$374	\$1,040	\$1,414
Relocate vents	n/a	n/a	n/a	-	\$ 300	\$ 300
Install panels on multiple pitches	n/a	n/a	n/a	-	\$1,000	\$1,000
Total	\$833	\$896	\$1,729	\$833	\$3,540	\$4,373

Waier, P.R., ed. Green Building Cost Data. RSMMeans, 1st Annual Edition, Norwell, MA: RSMMeans, 2010.

Cool Roofs

Roofs and pavements cover ~**60% of urban surfaces**, causing urban heat islands.

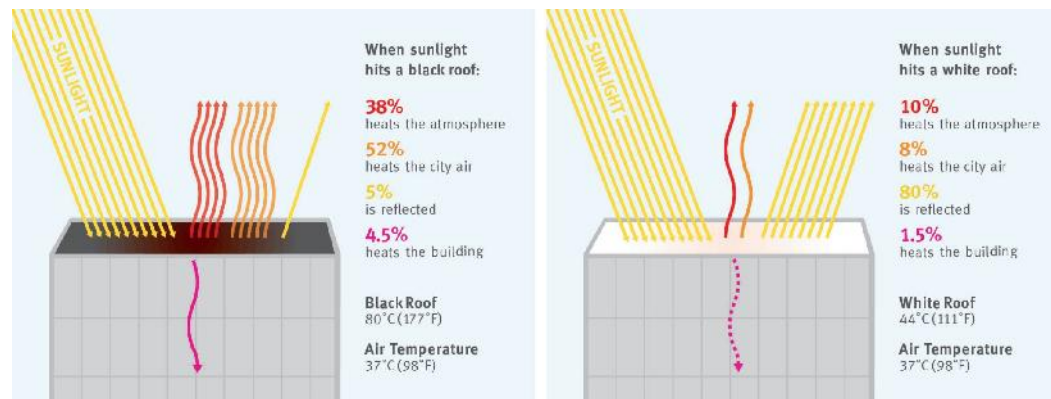
Cool Roofs are designed to **reflect more sunlight and absorb less heat** than a standard roof. Common options:

- highly reflective type of paint
- sheet covering
- highly reflective tiles or shingles

Standard roof = 150°F+ in the summer sun

Cool roof = 50°F+ cooler, saves energy and money by using less air conditioning

Cool Roofs



https://www.c40knowledgehub.org/s/article/A-Practical-Guide-to-Cool-Roofs-and-Cool-Pavements?language=en_US

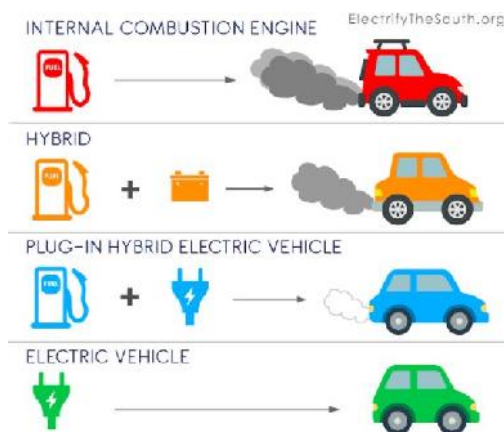
Cool Roofs Benefits

- **Energy savings potential:** Increasing the reflectance of a roof from 0.1-0.2 to 0.6 = 10-20% energy savings by reducing the need for A/C
- **Cost savings:** Retrofit 80% of U.S. commercial roof area =
 - \$735 million net annual energy cost savings
 - 6.2 million MT annual CO₂e reduced
- **Improved roof and equipment life:** lengthen life of roof equipment and materials, reduce materials to landfills, improve solar PV efficiency
- **Short payback period:** Low cost, high return. On avg. annually, a white roof on a commercial building saves \$0.033/sq ft.

WHO WE ARE: Southern Alliance for Clean Energy



WHAT IS AN EV?



BENEFITS OF ELECTRIC TRANSPORTATION



- Superior efficiency and technology
- Lower total fuel and maintenance costs
- Emission reduction benefits
- Public health benefits
- Local stable fuel
- Boost local economy

BENEFIT: SUPERIOR EFFICIENCY

Vehicle	EPA Fuel Economy &	Driver MPG	Annual Fuel Cost
2022 Tesla Model 3 Standard Range Plus Automatic (A1), Electricity	141 MPGe City 132, Hwy 126, Combined 129	NA	\$450
2019 Hyundai Ioniq Electric Automatic (A1), Electricity	136 MPGe City 122, Hwy 108, Combined 115	NA	\$500
2020 Hyundai Ioniq Electric Automatic (A1), Electricity	133 MPGe City 121, Hwy 107, Combined 114	NA	\$500
2019 Tesla Model 3 Standard Range Plus Automatic (A1), Electricity	133 MPGe City 121, Hwy 107, Combined 114	NA	\$500
2021 Tesla Model 3 Standard Range Automatic (A1), Electricity	131 MPGe City 120, Hwy 106, Combined 113	NA	\$500

The average fuel efficiency in the US is 25.1 miles per gallon

The fuel efficiency for most electric cars is over 100 MPGe

Source: [EPA](#), [DOE](#)

BENEFIT: LOWER LIFETIME OWNERSHIP COSTS

- While electric vehicles (EVs) typically have higher upfront purchase prices, they can save consumers a lot on operating expenses.
- Owning an electric vehicle will save the typical driver \$6,000 to \$10,000 over the life of the vehicle, compared to owning a comparable gas-powered vehicle.

Source: [Consumer Reports](#)

Lifetime Savings From EVs vs. Best-Selling ICE Vehicles in Class



BENEFIT: LOWER FUEL COSTS

~10¢ per mile to drive a gas-powered car if your car is 23 mpg and gas is \$2.96.

~3.5¢ per mile to drive electric vehicle and ~ 1¢ per mile with rooftop solar.

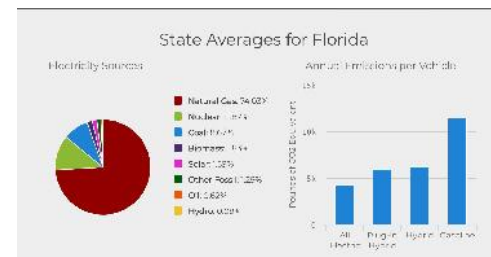
MODEL	COST PER MILE (CENTS)	1,000 MILES COST (DOLLARS)
Gasoline	12.8	\$128
Electric	3.5	\$35
Electric from Solar	1	\$10

Assuming \$2.96 cost per gallon of gasoline and 23 mpg
Assuming 33.7kWh/h= 1 gallon and \$.12/kWh and 115 mpg

- Driving electric may add about \$35-40 per month to your utility/power bill.
- Driving electric will cut your fuel costs by more than half.

UC Davis Electric Vehicle Explorer tool for calculating annual vehicle energy costs: gis.its.ucdavis.edu/evexplorer/#!/locations/start

BENEFIT: GHG EMISSIONS REDUCTIONS



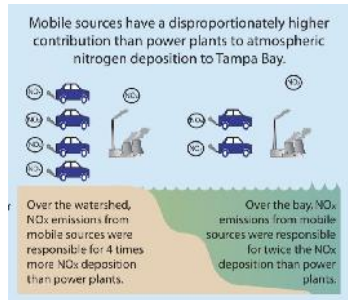
Source: [Department of Energy](#), [AFDC](#), [Union of Concerned Scientists](#)

- EVs emit over 60% less life cycle GHG emissions compared to gasoline vehicles.

- In FL, the average EV produces only 4,261 lbs. of CO₂e per year, compared to 11,435 lbs. by gasoline powered vehicles.

- An average EV on the road in the U.S. has the same greenhouse-gas emissions as a car getting 88 miles per gallon (MPG).

BENEFIT: PUBLIC HEALTH



Source: Bay Region Atmospheric Chemistry Experiment (BRACE) project, EPA National Emissions Inventory

- In Pinellas County, vehicles are a leading contributor to public health threats from air pollution.
- 95% of the Carbon Monoxide (CO) and 80% of the Nitrogen Oxide (NO_x) air pollution come from transportation.
- Zero tailpipe EV adoption will improve local air quality and reduce the health impacts of air pollution for all.

BENEFIT: ENERGY JUSTICE



Source: American Lung Assn., Int J Environ Res Public Health.

- In Florida, \$3.7 billion in avoided health costs in 2050, when compared with a fleet of combustion vehicles.
- EVs promote energy justice. Lower-income communities and communities of color often face disproportionate exposures to harmful air pollution, in addition to disproportionately poor health outcomes.

BENEFIT: LOCAL DEPENDABLE FUEL

- EVs are powered by your local utility and can be powered by locally-sourced renewable energy.
- EVs will continue to get cleaner as the grid gets cleaner
- EVs improve energy security and keep more dollars in the community.
- Electricity rates are much more stable than gasoline prices.



BENEFIT: ECONOMIC DEVELOPMENT

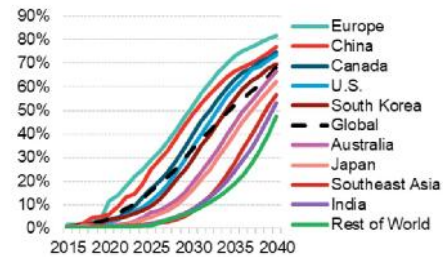


Source: Atlas Public Policy, UC Davis

- The Southeast is home to 22 facilities dedicated to the production of EVs across all classes including light-, medium-, and heavy-duty vehicles.
- One survey found 43% of all respondents shopped at a retail establishment because of charging, spending an average of \$30.

MARKET TRENDS: EV PROJECTIONS

EV share of new passenger vehicle sales outlook by market - Economic Transition Scenario



Source: BNEF. Note: EVs include battery-electric and plug-in hybrid electric vehicles. Battery-electric vehicles represent 88% of total electric vehicle sales in 2030. Europe includes the EU, the U.K. and EFTA countries.

- By 2040 nearly 70% of passenger vehicle sales will be electric.
- 18.7 Million EVs on US roads by 2030
- 35% of cars on FL roads electrified by 2040.

Source: [BNEF](#), [Edison Electric Institute](#)

MARKET TRENDS: MODELS AND INVESTMENTS

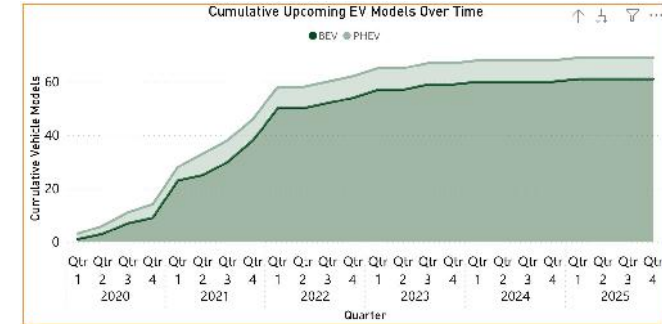
66 models sold today

61 new models on the way

286 average mile range

\$24B invested in EV R&D

\$28B invested in facilities



Source: Atlas Public Policy

LOCAL EV ADOPTION SCENARIOS

Low - NREL Reference Scenario

- "Business-as-usual outlook where only incremental changes with respect to electrification occur."

Medium - NREL Moderate Scenario

- "Intended to reflect an electrification future that is plausible but not transformational."

High - NREL High Scenario

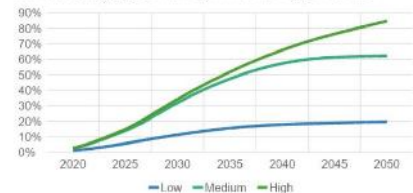
- Intended to represent a scenario enabling St. Pete to reach its climate goal of reducing GHG emissions 80% by 2050.

Scenarios based on Florida-specific projections from the National Renewable Energy Laboratory's (NREL) Electrification Futures Study, and are adjusted to St. Pete's estimated EV adoption baseline.

Estimated Number of Electric Vehicles in St. Petersburg by Scenario, 2020-2025

Scenario	2020	2021	2022	2023	2024	2025
Low	1,800	2,800	4,100	5,600	7,200	8,900
Medium	4,000	6,600	10,000	13,700	17,900	22,000
High	4,200	7,000	10,600	14,700	19,000	23,500

Percent Electric Vehicles of Total Registered Vehicles in St. Petersburg by Scenario (PHEV and BEV), 2020-2050

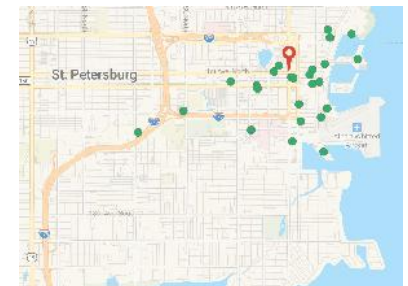


SOURCE: NATIONAL RENEWABLE ENERGY LABORATORY, ELECTRIFICATION FUTURES STUDY: SCENARIOS OF ELECTRIC TECHNOLOGY ADOPTION AND POWER CONSUMPTION FOR THE UNITED STATES, 2018. <https://www.nrel.gov/docs/fy18/71500.pdf>

PROJECTED LOCAL EV CHARGING INFRASTRUCTURE NEEDS

Charging Needs are Growing Rapidly

- By 2025, EV infrastructure needs in the Tampa Bay area are expected to increase from approx. 700 to over 1,100 charge points.



Source: [ICCT Report](#), [AFDC Charging locator](#)

EVs ARE PART OF ST PETERSBURG'S CLIMATE GOALS



- To achieve ambitious GHG emissions reduction goals of 80% by 2050 the Integrated Sustainability Action Plan identifies these EV actions:
- Deploy charging infrastructure
- Develop a green fleet
- EV Readiness

[Source: Integrated Sustainability Action Plan](#)

WHAT IS EV READINESS?

- An EV readiness policy requires a percentage of parking spaces built to include electrical infrastructure that enables future EV charging.
- Requiring EV infrastructure to be planned for at the time of **new construction** is one of the most impactful, **cost-effective** actions the city can take on EV.



THREE TIERS OF EV READINESS

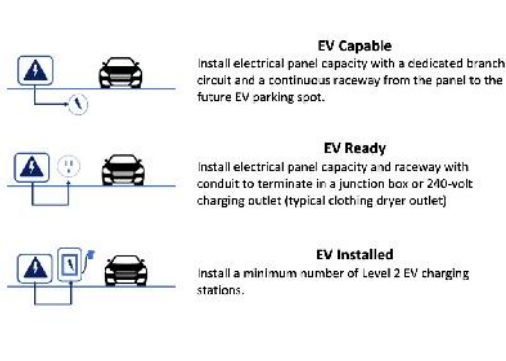


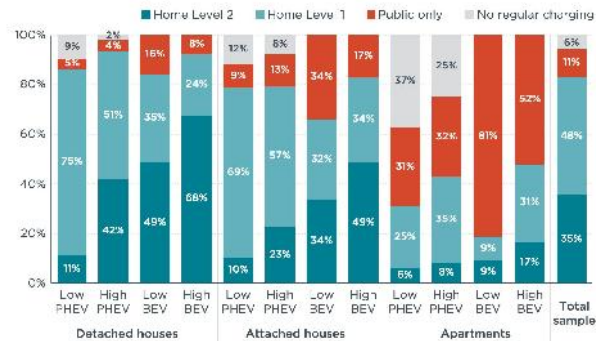
Image: City of Orlando

WHY IMPLEMENT EV READINESS POLICIES?

- **Costs** to make parking EV ready during construction are typically low

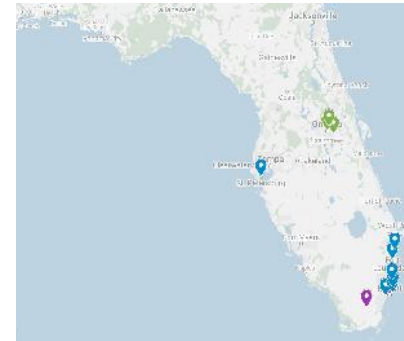
WHY EV READY IS SO IMPORTANT?

- On average, 80% of charging happens at home or at the workplace.
- Low or no **access** to home charging is a well established barrier to EV adoption.
- Increasing access to home charging addresses **energy justice**.



Source: ICCT Report

LOCAL GOVERNMENTS WITH EV READY POLICIES



EV ready

- [Miami-Dade County, FL](#)
- [Surfside, FL](#)

EV capable, ready and EVSE installed

- [Boca Raton, FL](#)
- [Boynton Beach, FL](#)
- [Coral Gables, FL](#)
- [Hollywood, FL](#)
- [Miami, FL](#)
- [Miami Beach, FL](#)
- [St Petersburg, FL](#)

In consideration:

- Orange County
- Orlando
- Winter Park

EV READINESS CODE IN ST PETERSBURG



- 2019 parking garage code
- Expanding to more land uses + types of EV readiness
- Outreach + Draft EV Readiness Code
 - Outreach + Draft Code w/Climate Challenge
 - Continued Outreach w/StPete2050 Visioning
 - Complete as stand-alone during 2021
- OR 2021-2022 as part of StPete2050 LDR package

ST PETE EV READINESS CODE IDEAS: PURPOSE + INTENT




- Encourage the use of EVs as a means of clean and sustainable transportation
- Designate places for residents, employees, and visitors to park and charge EVs
- Define levels of EV Readiness
- Require at time of construction/redevelopment, avoid costly retrofits
- Create an environment that will attract private investment and federal infrastructure dollars,
- Help plan for resilience related to evacuation and backup power opportunities, and consider equity, affordability and access




ST PETE EV READINESS CODE IDEAS: CURRENT CODE

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ST PETE EV READINESS CODE IDEAS: POTENTIAL OPTIONS

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	 EV Capable (panel capacity + conduit)	 EV Ready (panel capacity + conduit + wiring + outlet)	 EVSE Installed
Single Family	-	-	-
Multi-Family (parking garages only)	15% of spaces	2% of spaces	-
All Other Commercial (parking garages only)	20% of spaces		2% of spaces


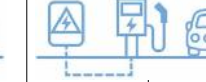


	 EV Capable (panel capacity + conduit)	 EV Ready (panel capacity + conduit + wiring + outlet)	 EVSE Installed
Single Family	-	1 space	-
Multi-Family	-	15-20% of spaces	2-6% of spaces
Hotels + Motels	-	15-20% of spaces	2-6% of spaces
All Other Commercial	-	15-20% of spaces	2-6% of spaces

ST PETE EV READINESS CODE IDEAS: POTENTIAL OPTIONS


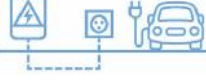

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ST PETE EV READINESS CODE IDEAS: COST INFORMATION

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	EV Ready		EVSE Installed	
Apartment Units (assuming 1 parking space per unit)	 15%	 20%	 2%	 6%
10	1.5	2	0.2	0.6
20	3	4	0.4	1.2
30	4.5	6	0.6	1.8
40	6	8	0.8	2.4
50	7.5	10	1	3
75	11.25	15	1.5	4.5
100	15	20	2	6

Numbers round up at .5

EV readiness level	New/Retrofit	Multi-family and Commercial ^[1]
 EV capable	Cost during construction	\$200-\$810
	Retrofit cost	\$1,010-\$5,420
	Est. savings	47-85%
 EV ready	Cost during construction	\$1,160-\$1,380
	Retrofit cost	\$1,870-\$6,260
	Est. savings	26-80%
 EVSE installed	Cost during construction	\$1,660-\$1,880
	Retrofit cost	\$2,370-\$6,760
	Est. savings	21-74%



QUESTIONS/COMMENTS AND SURVEY



- Please share your feedback with us by taking this brief survey:

<https://forms.gle/ScztYtaiPNnmaRuN6>

