



**Summer  
2011  
Edition**

# Natural Gas TODAY



**For Municipal Gas Systems**

Learn all  
about  
Natural Gas  
Vehicles on  
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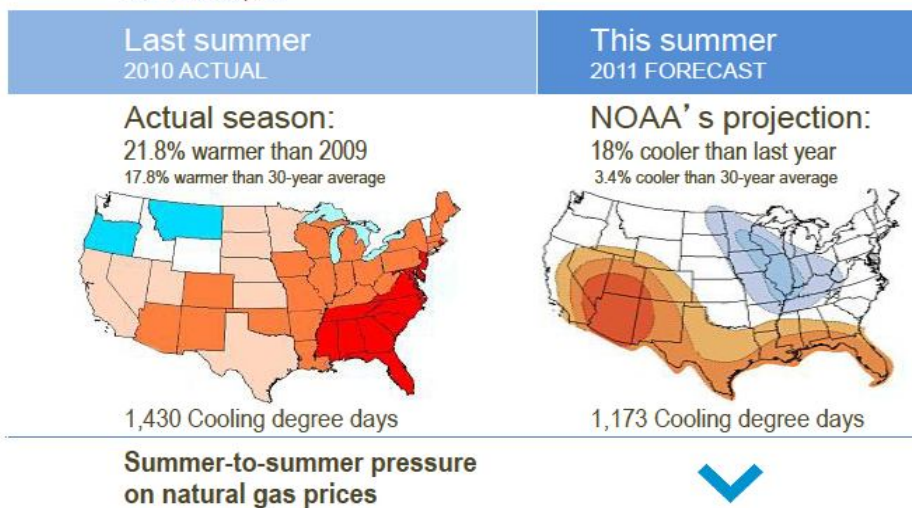
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**New Outlook Says Natural Gas Could Help Industrial Sector Recover**  
*Stronger industrial demand and coal-to-gas switching are trends to watch*  
News Release Courtesy of Natural Gas Supply Association

## Weather Demand: Summer Season

Data source: NOAA, EVA



**NGSA** Clean Natural Gas: Smart, Secure and Essential © 2011 Natural Gas Supply Association - [ngsa.org](http://ngsa.org) 7

A newly released "Summer Outlook" by the Natural Gas Supply Association indicates that consumers of natural gas will benefit from stable and steady natural gas prices, which should also help the nation's recovering industrial sector.

"This is the third year in a row that we've seen a stable market for natural gas. We anticipate that the trend has legs not only because of the shale plays now being developed, but because of all our supply sources," said R. Skip Horvath, president and CEO of NGSA, a Washington, DC-based trade group.

"We expect industrial demand to be our most significant growth sector this summer. Although not yet at pre-recession strength, primary metals demand for natural gas is climbing and seems poised for continued growth. At the same time, overall industrial demand for natural gas is positioned to match or surpass pre-recession levels," Horvath said.

The NGSA 2011 Summer Outlook analysis examined publicly available data on individual demand and supply factors, and projected the combined potential effect on natural gas prices for the coming summer. It also identified emerging trends to watch.

Assessing the five key published factors - economy, weather, customer demand, storage and production - NGSA said a forecasted milder summer, as compared to last summer, is the only factor expected to place downward pressure on prices, while each of the other key factors contributing to the forecast are expected to provide level pressure on prices.

NGSA said one sector to watch is electric power generation, where it predicts that power generators will continue to switch to natural gas rather than coal due to low natural gas prices. This would make 2011 the third consecutive summer of the coal-to-gas switching phenomenon, and the largest amount of switching yet. Switching from coal to natural gas aver-

aged about 1.8 billion cubic feet (Bcf) per day during the summer of 2010 and is projected to average 2.6 Bcf per day this summer, a 44 percent increase summer-over-summer.

Customer demand, the economy, production and storage inventories all are projected to grow, but at moderate rates that are similar to last summer, placing overall flat pressure on natural gas prices. NGSA said that when combined, the five key factors will likely have an overall neutral impact on natural gas prices this summer compared to the summer of 2010.

The trade group noted that last summer's record-breaking heat resulted in 22 percent more cooling degree days than the previous summer and 18 percent more than the 30-year average. In contrast, the National Oceanic and Atmospheric Administration's (NOAA) forecast for the current summer predicts weather that is 3 percent cooler than the 30-year average and 18 percent cooler than last summer.

The Summer Outlook report cautioned that a stronger than expected industrial rally, significant weather-related events, or unexpected bans on shale production this summer could impact the forecast.

NGSA relied on Energy Ventures Analysis and the Energy Information Administration's projections of natural gas production, estimating that overall production would be 62.1 Bcf/day this summer, which would be more than last summer's average daily production of 59.1 Bcf/day. However, when lower imports from Canada and LNG are taken into account, increases in production would likely not be large enough to significantly affect prices.

The NGSA analysis is based on publicly reported data. The association does not project actual cost figures for wholesale or retail markets.

## Distribution Integrity Management

The Pipeline and Hazardous Materials Safety Administration (PHMSA) published the final rule establishing integrity management requirements for gas distribution pipeline systems on December 4, 2009 (74 FR 63906). The effective date of the rule is February 12, 2010. Operators are given until August 2, 2011 to write and implement their program.

PHMSA previously implemented integrity management regulations for hazardous liquid and gas transmission pipelines. These regulations aim to assure pipeline integrity and improve the already admirable safety record for the transportation of energy products. Congress and other stakeholders expressed interest in understanding the nature of similarly focused requirements for gas distribution pipelines. Significant differences in system design and local conditions affecting distribution pipeline safety preclude applying the same tools and management practices as were used for transmission pipeline systems. Therefore, PHMSA took a slightly different approach for distribution integrity management, following a joint effort involving PHMSA, the gas distribution industry, representatives of the public, and the National Association of Pipeline Safety Representatives to explore potential approaches.

The regulation requires operators, such as natural gas distribution companies to develop, write, and implement a distribution integrity management program with the following elements:

- Knowledge
- Identify Threats
- Evaluate and Rank Risks
- Identify and Implement Measures to Address Risks
- Measure Performance, Monitor Results, and Evaluate Effectiveness
- Periodically Evaluate and Improve Program
- Report Results

PHMSA has developed and continues to enhance guidance to help the public and the affected industry understand the requirements of the final rule in the form of FAQs.

These Frequently Asked Questions (FAQs) are intended to clarify, explain, and promote better understanding of the distribution pipeline integrity management rules. These FAQs are not substantive rules and do not create rights, assign duties, or impose new obligations not outlined in the existing integrity management regulations and standards. Requests for informal interpretations regarding the applicability of one or more of the pipeline integrity management rules to a specific situation may be submitted to PHMSA in accordance with 49 C.F.R. § 190.11.

Continued on page 2A.

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## Energy Tips - Energy Conservation Landscaping-Summer Cooling

Courtesy of Michigan State University Extension

Shade and summer breezes can make homes cooler and reduce air conditioning costs, but remember the tradeoff between summer cooling and winter heating from the sun. In climates with cold winters, summer shading must be balanced with the need to allow winter sun to shine directly on the house. Landscaping that shades south and southwest facing windows and walls, shades south-facing roof surfaces, and protects the air conditioning units will be most helpful for summer cooling.

Deciduous trees are used for shade in the summer, but, even after they lose their leaves, they can block significant amounts of winter sun. Also, try to limit the use of paved surfaces in your landscape. The air temperature above paved surfaces will be higher than the temperature above grass and ground covers. Using trees that shade paved surfaces during the hottest part of the day will help keep surfaces cooler.

### Plan Your Landscaping for Summer Tree Shading

Trees are the key plants for providing summer shade. Those with broad, spreading crowns are the most desirable. Some trees will have low or drooping branching habits, and some tree species have weeping or columnar habits so these cultivars are not well suited to provide shade. Avoid the use of such trees since the low branches will tend to block cooling summer breezes. If the crown consists of few small twigs, less winter sun will be blocked when the tree loses its leaves in autumn.

Select trees that have no serious pest problems and resist the temptation to plant fast-growing trees, as

they are generally weak-wooded and often have serious pest problems. Also, these trees are most susceptible to storm damage and usually live just a short time. Only trees can do an effective job of shading the roof. The distance from the tree to the house must be sufficient to avoid damage to the house but close enough to provide effective shade. Large trees should be no closer than 20 feet and medium-sized trees no closer than 15 feet. It may not be possible to shade the entire roof surface. However, shading just some of the roof during most of the day will provide beneficial effects.

One disadvantage of having trees too close to the house involves the eaves trough (gutter). Leaves and seedpods may accumulate in the eaves troughs and reduce their effectiveness. Down spouts can become blocked causing water from the roof to overflow the eaves troughs and be dumped next to the foundation. Gutter guards may be necessary to keep materials from being a problem or the eaves troughs must be cleaned regularly.

Remember that deciduous trees without their leaves can block more than half the winter sun. If winter sun is a higher priority than summer shade, avoid planting trees on the south side of the house. Use awnings as an alternative way to shade windows. If planning to build a house, use extended overhangs to block out the summer sun.

Homes with long dimensions oriented on an eastwest axis will also be exposed to considerable sunlight on the east and west walls. If the home has two stories, additional trees can be planted to shade the walls. For one-story homes, smaller trees or even shrubs can provide needed shade.

### Using Vines and Shrubs Effectively

Vines can be used to shade walls but they must be used with great care. Some vines cling very well to masonry but the holdfasts - the structures that allow them to cling - may remain on the wall if the vine is removed. The use of clinging vines on wood walls may cause the wood to decay. Vines can be grown on a trellis to shade particular walls or windows. Fast growing annual vines or more permanent woody vines can be used. The vines not only shade the wall or window but the evapotranspiration from the leaves will provide additional cooling.

Vines that cover a wall may become infested with pests. Treating the pest problem may involve the use of sprays that must be cleaned off windows or other surfaces. In extreme cases, the vine may die and have to be removed, which can involve considerable effort and expense.

Foundation plantings can help conserve energy in both summer and winter. Plantings can be used to create a dead air space between the plants and the house. Such dead air helps insulate the house in summer and winter and evergreen shrubs are best for this use. The plants should be placed so that, when they mature, they will be five feet from the wall of the house. Some accommodation will need to be made to control weeds between the foundation wall and the plants, and a mulch or ground cover may help minimize the weed growth.

Dense foundation plantings can be a haven for certain insects that can be a nuisance, depending upon the pest. In addition, as the plants grow, windows may be blocked and this can

interfere with views or breezes. When placing shrubs near the house, consider what kind of maintenance must be performed on the house and whether or not the shrubs will interfere as they get larger.

Shading the air-conditioning unit can help increase its efficiency and reduce the temperature inside the home by several degrees. Large shrubs can provide shade while making the unit less obvious. The plants may also dampen the noise created by the air conditioner. The shrubs should not be so close that airflow to the unit is blocked, possibly impairing its operation. Do not allow fallen leaves or other materials to fall into the unit. Shrubs should not interfere with access to the air conditioner in case it requires service.

### Channel Summer Breezes Through Landscape Design

This landscape design feature may be harder to put into practice. It's the idea of channeling summer breezes into the home for cooling purposes. The concept works essentially like a windbreak, but is used to obtain the opposite result-to act like a funnel to send the breeze to and through the house. This same technique may be used to redirect a southerly breeze so that it is channeled to blow in the north facing windows. This technique may be most suitable for warmer climates.

In regions that experience cold winters, tree planting for air channeling may not be the highest priority, since using a windbreak to deflect the cold wind will be more important. Also, the technique may be a low priority where homes are air conditioned and therefore do not rely on summer breezes for cooling.

### Distribution Integrity Management Continued

The State-Federal DIMP Implementation Team was created to support improvements in the integrity of the Nation's gas distribution pipeline systems through development of inspection methods and guidance for evaluation of an Operator's Distribution Integrity Management Program. Some material presented on the website was created by the team through a consensus process. States will implement the DIMP rule under their individual state statutory authority in accordance with the applicable certification under 49 U.S.C. 60105 of this title or agreement under section 60106. States may establish their own procedures, inspection forms, and guidance in implementing the DIMP rule. Since State authority and regulatory structures differ, operators should contact the regulatory exercising jurisdiction over their distribution pipeline for more information.

You will find a listing of the most frequently asked questions (FAQs) related to the final rule at <http://primis.phmsa.dot.gov/dimp/faqs.htm>.

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### How Do They Do That? Tracking Hurricanes, Tornadoes, and Other Storms

Courtesy of Nicor Gas

Hurricanes, tornadoes and other types of severe weather can be devastating in terms of property damage and loss of life. For most of human history, there was little means to provide a warning about the approach of a storm. Today, instant communications and advanced tracking technology make it possible to deliver early warnings and detailed information about oncoming storms; information that can help save lives and protect property. Weather forecasters use satellite images and radar technology, along with input from reconnaissance flights, ground reports, and data buoys at sea, to follow the development of storms and track their speed and direction.

#### Satellites

Weather satellites are used to photograph and track large-scale air movements. The first satellite used to track storms was the TIROS, launched in 1960. The latest generation in weather satellites is the Geostationary Operational Environmental Satellites (GOES). Two GOES satellites observe U.S. weather conditions. GOES East covers the Eastern U.S. and the Atlantic Ocean, while GOES West incorporates the Western U.S. and the Pacific Ocean.

Each satellite orbits the planet at a speed matching the earth's rotation, allowing it to hover over one position. Fixed at a height of 22,300 miles above the equator, the satellites together provide a panoramic image of the Western Hemisphere, which is updated about every 26 minutes. The satellites maintain a constant vigil for the atmospheric conditions that cause severe weather. When these conditions occur, forecasters use GOES satellite images to monitor storm development and track their movements.

#### Doppler Radar

Radar systems use electromagnetic - micro or radio - waves to determine the distance, speed, or direction of fixed or moving objects. Doppler radar uses the Doppler Effect to measure the speed and direction of weather movements. The Doppler Effect is the change in the frequency of waves as the result of motion of either the sender or receiver of the waves. Wavelength frequency increases as an object approaches and decreases as it moves further away. A Doppler radar sends out microwaves from an antenna. Raindrops, hail, snow crystals, or other objects in the air, reflect some of those waves back to the antenna. The Doppler radar measures the frequency changes in

the returning waves, which shows the speed and direction of the wind moving around the objects reflecting the waves. Forecasters use this information to track the motion and direction of tornadoes and storms.

NEXRAD (Next-Generation Radar) is a network of 159 Doppler radar stations operated by the National Weather Service. First installed in the 1990s, NEXRAD systems offered a number of improvements over previous radar systems. They are highly automated and feature greater resolution and extended range.

Phased array, a radar technology currently being tested by the National Oceanic and Atmospheric Administration (NOAA), will likely result in another great advance in storm tracking. Current radar technology sends out single beams of radio waves and slowly rotates to scan the atmosphere. Phased array systems use multiple beams, greatly reducing scan times and allowing for faster updates. This technology has the potential to increase the lead time for tornado warnings well beyond the current average of 13 minutes.

#### Reconnaissance Flights

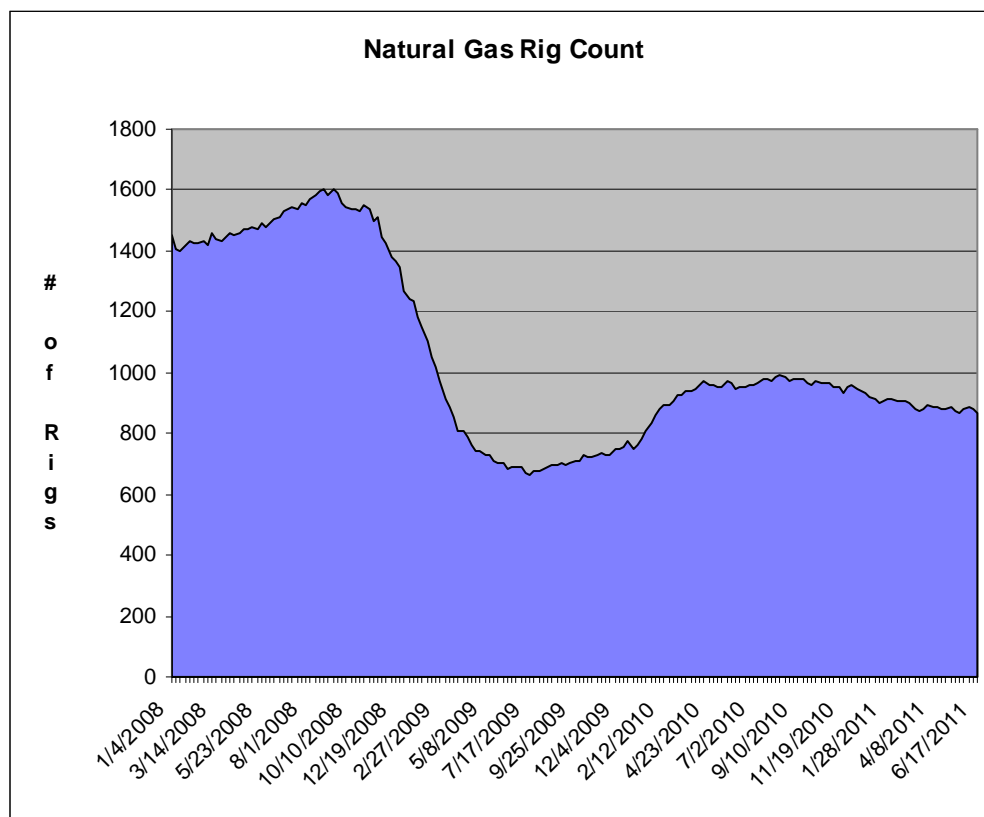
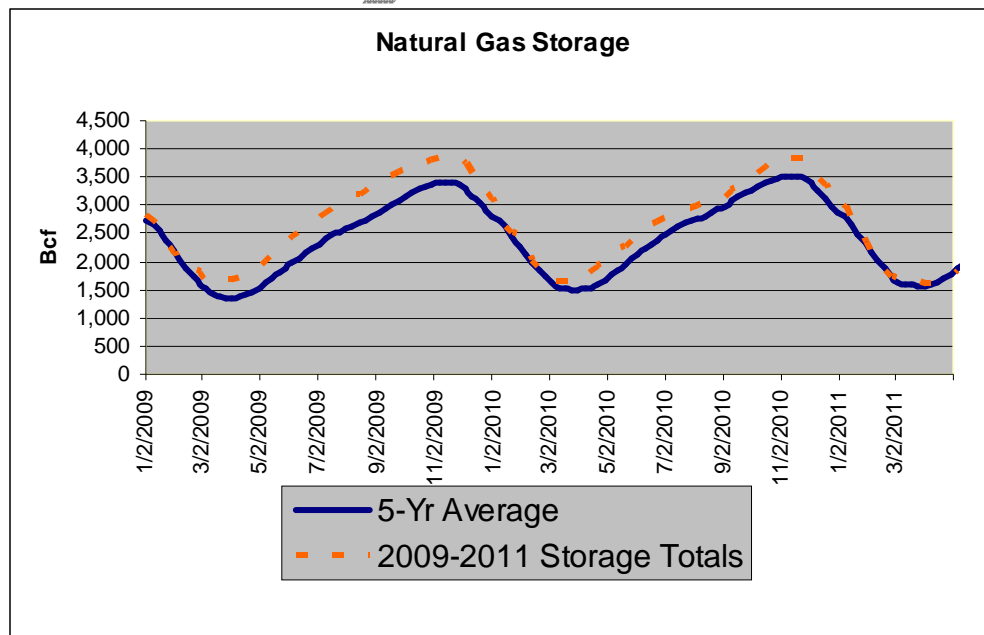
During World War II, reconnaissance airplanes began flying into the eyes of hurricanes to obtain information about storm direction and intensity. Today, NOAA Hurricane Hunter aircraft still help to track storms and provide additional information for safety and research. The planes carry radar, as well as sophisticated computers and weather instruments. They fly several times through the storm and measure temperature, air pressure, wind speed, and wind direction inside the hurricane.

#### Additional Storm Tracking Methods

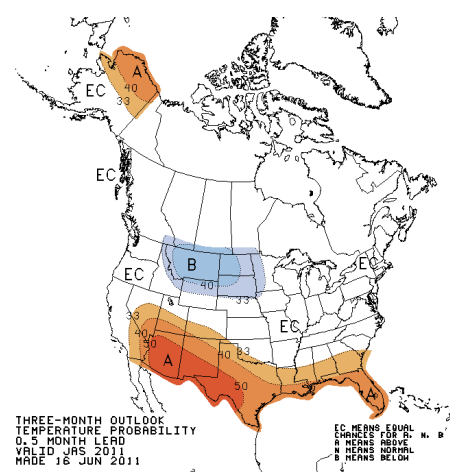
The National Data Buoy Center operates a network of data buoys and coastal stations that provide information for forecasting and tracking storms. All stations measure wind speed, direction, barometric pressure, and air temperatures.

Weather forecasters do not rely completely on modern technology to track storms. Ground reports from storm spotters and observations from ships and other sources are still useful. **SKY-WARN** is a volunteer program developed by the National Weather Service. Nearly 290,000 members from across the country help keep local communities safe by providing timely information about tornadoes and other severe weather.

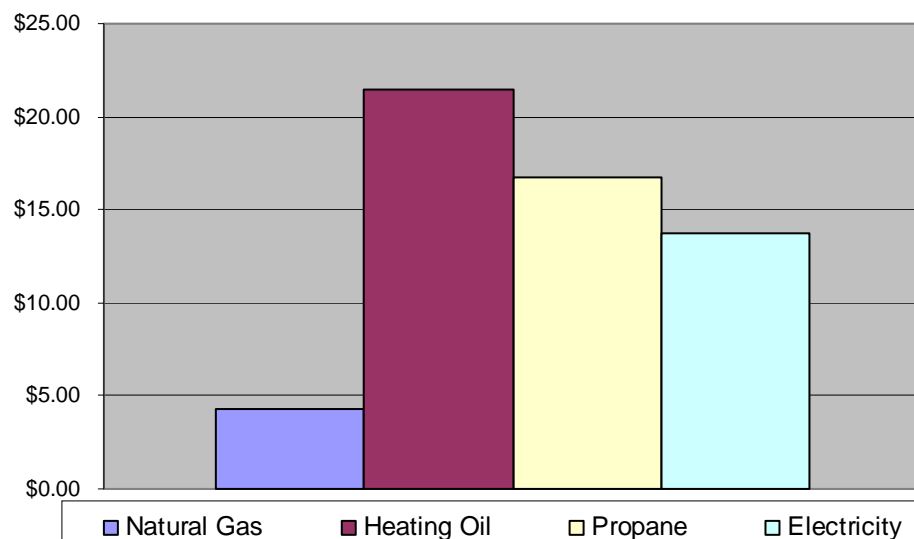
## Snapshots



### Seasonal Temperature Outlook July - Aug - Sept



### Price Per MMBtu As Of June 17, 2011



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## Vehicle Technologies Program

Courtesy of the U.S. Department of Energy

### Natural Gas Basics

Natural gas powers more than 100,000 vehicles in the United States and roughly 11.2 million vehicles worldwide. Natural gas vehicles (NGVs) are a good choice for high-mileage fleets - such as buses and taxis - that are centrally fueled or operate within a limited area. The advantages of natural gas as an alternative fuel include its domestic availability, widespread distribution infrastructure, low cost compared with gasoline and diesel, and clean-burning qualities.

### What is natural gas?

Natural gas is an odorless, nontoxic, gaseous mixture of hydrocarbons - predominantly methane. Because it is a gas, it must be stored onboard a vehicle in either a compressed gaseous or liquefied state. Compressed natural gas (CNG) is typically stored in a tank at a pressure of 3,000 to 3,600 pounds per square inch. Liquefied natural gas (LNG) is super-cooled and stored in its liquid phase at -260°F in special insulated tanks. Natural gas is sold in units of gasoline or diesel gallon equivalents based on the energy content of a gallon of gasoline or diesel fuel.

### How and where is natural gas produced and distributed?

Natural gas is drawn from wells or extracted in conjunction with crude oil production. Biomethane, a renewable form of natural gas, is produced from decaying organic materials, such as waste from landfills, wastewater, and livestock. In recent years, 80% to 90% of the natural gas used in the United States was produced domestically. The United States has a vast natural gas distribution system, which can quickly and economically distribute natural gas to and from almost any location in the lower 48 states.

### How is natural gas used?

Natural gas accounts for about a quarter of the energy used in the United States. About one-third goes to residential and commercial uses, such as heating and cooking; one-third to industrial uses; and one-third to electric power production. Only about one-tenth of 1% is used for transportation fuel.

### Is natural gas safe for use in vehicles?

Yes. NGVs meet the same safety standards as gasoline and diesel vehicles and also meet the National Fire Protection Association's (NFPA) NFPA52 Vehicular Fuel System Code. Natural gas has a narrow flammability range and, because it is lighter than air, dissipates quickly if released. NGV fuel tanks are

strong and extremely puncture resistant.

### What NGVs are available?

A wide variety of new, heavy-duty NGVs are available. The Honda Civic GX is the only light-duty NGV available from a U.S. original equipment manufacturer (OEM). Consumers and fleets also have the option of economically and reliably converting existing light- or heavy-duty gasoline or diesel vehicles for natural gas operation using certified installers. See the Conversions page in the Vehicles section of the Alternative Fuels and Advanced Vehicles Data Center (AFDC) Web site at [www.afdc.energy.gov](http://www.afdc.energy.gov). For the latest new vehicle offerings, also see the AFDC's light-duty and heavy-duty vehicle searches.

### How do NGVs work?

NGVs operate in one of three modes: dedicated, bifuel, or dual-fuel. Dedicated NGVs run on only natural gas. Bifuel NGVs can run on either natural gas or gasoline. Dual-fuel vehicles run on natural gas and use diesel for ignition assist. Light-duty vehicles typically operate in dedicated or bifuel modes, and heavy-duty vehicles operate in dedicated or dual-fuel modes.

A CNG fuel system transfers high-pressure natural gas from the storage tank to the engine while reducing the pressure of the gas to the operating pressure of the engine's fuel-management system. The natural gas is injected into the engine intake air the same way gasoline is injected into a gasoline-fueled engine. The engine functions the same way as a gasoline engine: The fuel-air mixture is compressed and ignited by a spark plug and the expanding gases produce rotational forces that propel the vehicle.

On the vehicle, natural gas is stored in tanks as CNG, or in some heavy-duty vehicles, as LNG, a more expensive option. The form chosen is often dependent on the range a driver needs. More natural gas can be stored in the tanks as LNG than as CNG.

### How do NGVs perform?

Natural gas vehicles are similar to gasoline or diesel vehicles with regard to power, acceleration, and cruising speed. The driving range of NGVs is generally less than that of comparable gasoline and diesel vehicles because, with natural gas, less overall energy content can be stored in the same size tank as the more energy-dense gasoline or diesel fuels. Extra natural gas storage tanks or the use of LNG can help increase range for larger vehicles.

In heavy-duty vehicles, dual-fuel, compression-ignited engines are slightly

more fuel-efficient than spark-ignited dedicated natural gas engines. However, a dual-fuel engine increases the complexity of the fuel-storage system by requiring storage of both types of fuel.

### How much do NGVs cost?

Light-duty NGVs cost \$5,000 to \$7,000 more than comparable gasoline vehicles, and heavy-duty NGVs cost more than their counterparts by \$30,000 or more. The price depends on the fuel-tank capacity and whether the vehicle is produced by an OEM or converted to run on natural gas. However, government incentives are available to offset NGV costs. For more information, visit the AFDC's Incentives and Laws section at [www.afdc.energy.gov](http://www.afdc.energy.gov). Due in part to the high octane rating and clean-burning properties of natural gas, some fleets have reduced maintenance and operating costs for NGVs compared with conventional vehicles.

### How much does natural gas cost?

Historically, the average retail price of natural gas has been lower - and more stable - than the price of gasoline and diesel, which makes natural gas a good option for fleets that use a lot of fuel. Incentives are also available to reduce the cost of operating NGVs.

### Where is natural gas available?

According to the AFDC, there were 827 CNG and 38 LNG stations in the United States as of February 2010. To find natural gas station locations, visit the Alternative Fueling Station Locator at [www.afdc.energy.gov/stations](http://www.afdc.energy.gov/stations).

### Is it easy to fuel an NGV?

Yes. CNG vehicles are fueled with easy-to-use, pressure-sealed dispensers. CNG fueling stations can be configured to fuel vehicles at various rates. Time-fill stations fuel parked vehicles overnight, taking advantage of off-peak electricity rates and smaller compression equipment. Fast-fill stations fill vehicles rapidly using larger compression equipment and high-pressure gas-storage systems. Fueling LNG vehicles requires special procedures and training, but the process is not difficult. As with all vehicles, proper safety precautions must be taken when refueling NGVs.

### How do NGV emissions compare with gasoline and diesel vehicle emissions?

Compared with gasoline and diesel vehicles, NGVs can produce significantly lower carbon monoxide, nitrogen oxide, nonmethane hydrocarbon, particulate matter, and other toxic emissions, as well as green house gas emissions. In addition, because CNG fuel systems are completely sealed, CNG vehicles produce no evaporative emissions. For details, see the Natural Gas Vehicle Emissions page in the Vehicles section of the AFDC at [www.afdc.energy.gov](http://www.afdc.energy.gov).

### Where can I learn more about natural gas?

To learn more about natural gas as a transportation fuel, visit the AFDC's natural gas pages at [www.afdc.energy.gov](http://www.afdc.energy.gov). The NGV America Web site at [www.ngvc.org](http://www.ngvc.org) also features a wealth of information about natural gas and NGVs.

## Did you know?

- 🚛 Converting one truck from diesel to natural gas is the equivalent of taking as many as 325 cars off the road in terms of pollution reduction.
- 🚛 Converting just 350,000 of the more than 2 million 18-wheelers on the road from burning imported diesel to running on domestic natural gas would create 420,000 jobs directly and add an additional 1.2 million jobs indirectly.
- 🚛 According to NGV America, of the more than 10 million natural gas vehicles (NGVs) in operation around the world, only about 130,000 NGVs - about 1.3 percent - are in the United States. The top five markets for NGVs are Pakistan, Argentina, Brazil, Iran and India.
- 🚛 Approximately 20 percent of public transit buses in the U.S. run on compressed natural gas (CNG). In Los Angeles alone, there are more than 2,800 NGV buses in operation. States with the highest consumption of natural gas for transportation are California, New York, Texas, Georgia, Massachusetts and the District of Columbia.

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The IMGA Evening Report is an excellent way to stay up to date on NY-MEX prices, weather, gas storage, and industry news. Each issue includes the days closing market prices for natural gas futures and crude oil, as well as a short commentary on market movement and industry related news.

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