

Updating the WI Energy Assurance Plan: Working Groups and Coordination

Megan Levy, Local Energy Programs Manager

Wisconsin Office of Energy Innovation

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Energy Assurance Plan due for an update (smart grid references)
Petroleum Shortage Contingency Plan also due for an update
(last substantially updated in 1988)
Statute Review- Legal Authority
ESF-12 also being updated by Wisconsin Emergency
Management (WEM)
NASEO resources available

Leading the
Conversation
Reorganizing
the Guidance
Choose your
own
adventure!



Plan Development Process

- WEM Regional Conferences Jan-Feb 2017
- Review of the Existing Plan
- Convened Working Group- April 2017
- Wanted to incorporate lessons from Sandy, West Shore Pipeline situation, Flooding and storms from July of 2016 (Bad River Tribe/Superior), as well as the lessons of 2013-14 Propane Crisis.



Working Group Convened

- Petroleum Marketers
- Prime Suppliers
- Haulers
- Pipeline Companies
- Leveraging current events to facilitate important conversations



Fast Facts

- WI estimates that the average county will require 435,000 gallons of fuel (for one day of a longer term energy outage (mostly diesel) to fuel generators in one county
- 72 Counties in WI
- Many Locals have contracts with fuel haulers – as far as we know. . .
- Next Steps:
- Reach out to Locals
- Ensure Emergency Provisions of contracts are adequate

Fuel Point Identification and Local Emergency Manager Outreach

- Taking a page from Oregon's book
 - a. Determine if designated fuel points for critical services vehicles have been identified (gas stations w/backup generators or bulk tanks w/generators)
 - b. Determine routes between fuel points and distribution sites (DOT can help with this analysis once we identify where fuel is coming from and where it is going)
 - c. Use data from section 3.b.i-iii. to assist counties with calculation of requirements

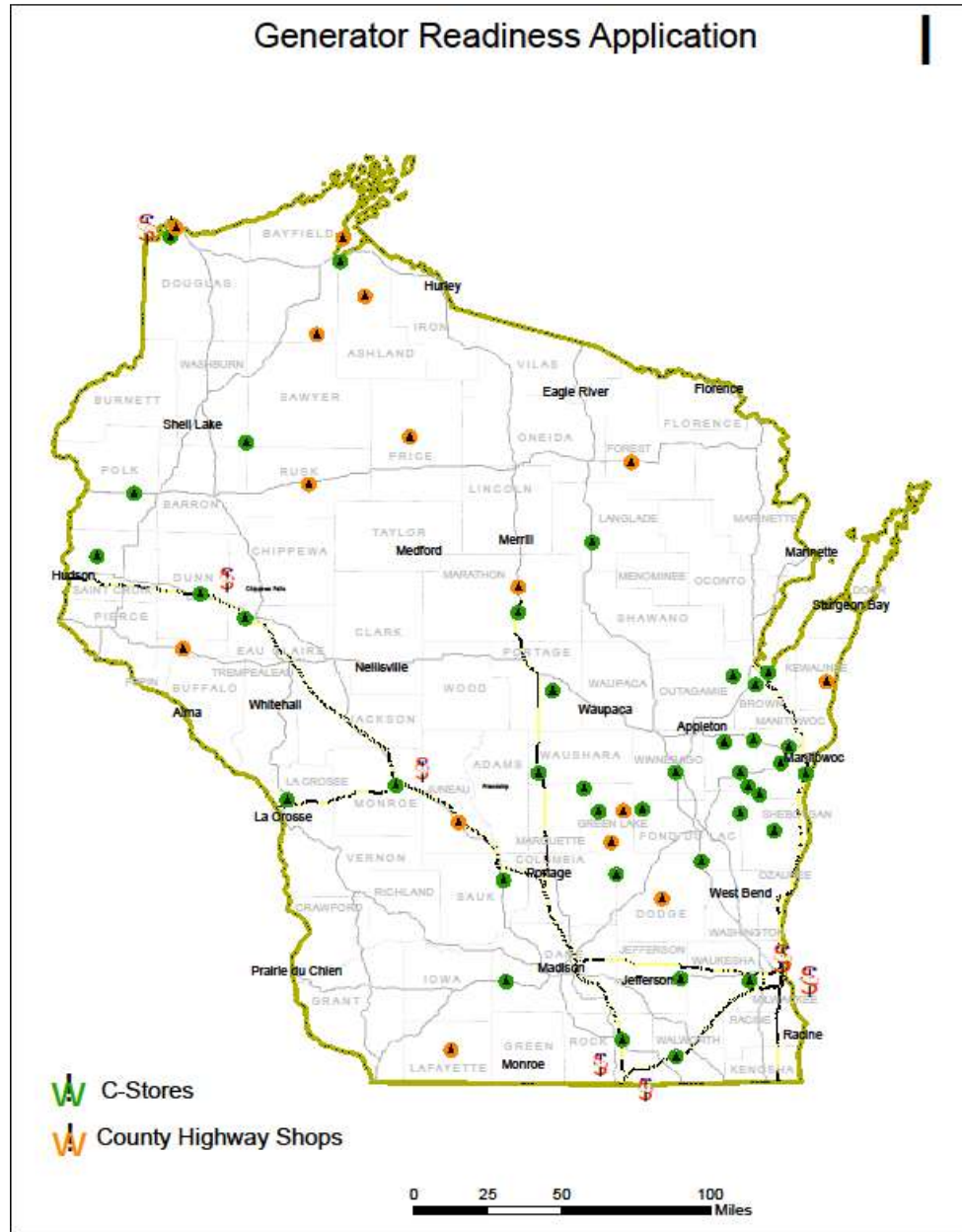
We need additional research to come up with better estimates for "critical services"

- i. Fuel requirements for law enforcement, fire, & EMS:
- ii. Fuel requirements for Utility vehicles (to include mutual aid vehicles arriving low on fuel from transit) (WEM)
- iii. Fuel requirements for DOT road clearance (DOT)

Formalizing Procedures and Partnerships

- Putting more tap switches in Convenience Stores to make them Generator “ready”
- Detailing Process- flow for decision makers
- Potential for grants for Local Emergency Planning/ Facilitate Process

Progress on Generator Ready Fueling Points



Questions and Contact



Megan Levy

Local Energy Programs Manager

Wisconsin Office of Energy Innovation

610 N. Whitney Way, 2nd Fl.

Madison, WI 53705

(608) 266-5054

Megan.levy@wisconsin.gov