

SENATE STAFF ANALYSIS AND ECONOMIC IMPACT STATEMENT

(This document is based on the provisions contained in the legislation as of the latest date listed below.)

Prepared By: Domestic Security Committee

BILL: PCS SB 528, 530 & 858

SPONSOR: Senators Geller, Atwater, Diaz de la Portilla and others

SUBJECT: Gasoline Stations/Backup Power

DATE: March 6, 2006

REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	<u>Pardue</u>	<u>Skelton</u>	<u>DS</u>	<u>Pre-meeting</u>
2.	_____	_____	<u>CM</u>	_____
3.	_____	_____	<u>CA</u>	_____
4.	_____	_____	<u>GO</u>	_____
5.	_____	_____	<u>WM</u>	_____
6.	_____	_____	<u>RC</u>	_____

I. Summary:

This bill requires certain motor fuel dispensing facilities to have alternate generated power capacity in order to become operational after a major disaster. These facilities include, motor fuel terminal facilities and wholesalers, newly constructed or substantially renovated motor fuel retail outlets, and certain existing motor fuel retail outlets that are located within ½ mile of designated evacuation routes. The bill requires businesses to keep and produce records documenting the installation and periodic maintenance of the equipment. The bill also provides for certain exemptions.

This bill establishes the Florida Disaster Motor Fuel Supplier Program within the Department of Community Affairs. The program allows for pre-certification of motor fuel retail outlets that will have the capacity to operate on alternate generated power after a major disaster. Such outlets will be able to provide priority fuel sales to emergency responders as well as fuel for the general public. In return, pre-certified outlets may receive a state tax credit towards the purchase and installation of equipment to enable operations after a major disaster.

This bill also:

- Provides that regulation of alternate power sources at motor fuel outlets be preempted to the state
- Requires the Division of Emergency Management to complete an inventory of generators owned by the state and local governments which are capable of operating during a major disaster
- Requires the Energy Office of the Department of Environmental Protection to review the situational progress in post-disaster motor fuel supply distribution, and

- Provides for severability should any provision of the act be held invalid

This bill creates Section 526.143 of the Florida Statutes.

II. Present Situation:

During the 2004 hurricane season, Florida was affected by storm related electrical power outages and concerns about fuel availability. In August and September of 2005, Hurricanes Katrina and Rita severely damaged portions of the nation's fuel production infrastructure. The immediate impact resulted in spot shortages and per gallon prices stabilizing at close to \$3 per gallon. Since Florida receives between 92-98% of its motor fuel supply by ship or barge¹, two-thirds of which comes from U. S. supply origins², damage to the Gulf Coast production infrastructure and disruption of the Gulf shipping lanes gave Florida further cause for concern. As Hurricane Wilma approached on October 22, 2005, four Gulf Coast refineries, 62% of Gulf oil production, and 52% of Gulf natural gas production remained closed.³

Florida, however, was able to seek additional sources of product and combined with conservation measures, experienced tight supplies in some locations but no serious shortages prior to Wilma. Florida's fuel inventories on Saturday, October 22, 2005, stood at approximately 213 million gallons available in storage in the ports. Since Florida normally uses about 25 million gallons of motor fuel a day, the fuel in storage amounted to about nine days of supply available.⁴

Hurricane Wilma came ashore at approximately 6:30 AM on Monday, October 24, 2005, knocking out power to almost 3.5 million customers and forcing the temporary closure of South Florida ports including Port Everglades. Port Everglades supplies Florida with almost 40% of its transportation fuels.⁵

The fuel on hand immediately after Wilma's landfall remained at 9 days supply across the state with locations on I-4, I-95, I-75, and the Florida Turnpike reporting plenty of fuel.⁶

By mid-afternoon the next day, Tuesday, October 25, 2005, Port Everglades was reporting that it had generator capacity to off load fuel ships but the shipping channel was still closed to vessel traffic.

On Wednesday morning, October 26, 2005, Port Everglades reported partial power restoration with two days worth of normal fuel distribution supply in its tanks. That day, service plazas on the Florida Turnpike from Miami to Yeehaw Junction began to experience five plus mile back-ups requiring consumers to wait 3 to 5 hours in line for fuel. Sales were limited to \$20 worth per vehicle which purchased about seven and a half gallons of fuel. Further north, Orlando's gas stations, which had power and a supply chain fed via pipeline from the Port of Tampa, were

¹ Source: Florida Department of Environmental Protection, 2005 Energy Forum.

² Source: Port Everglades Legislative Briefing, Jan. 18, 2006.

³ Florida SERT Hurricane Wilma Situation Report No. 8, October 22, 2005.

⁴ Id.

⁵ Source: Port Everglades Legislative Briefing, Jan. 18, 2006.

⁶ Florida SERT Hurricane Wilma Situation Report No. 14, October 24, 2005.

operating normally. By the end of that day an estimated 2.65 million customers across Florida remained without power. As a conservation measure, South Florida retail outlets also began adopting the policy of limiting fuel purchases to \$20 at those stations capable of operations.⁷

By noon on Thursday, October 27, 2005, ExxonMobil reported 55 stations were operational in Palm Beach, Broward, and Miami-Dade counties. Amerada Hess reported providing generators for back-up power at their South Florida facilities. Palm Beach, Broward, and Miami-Dade counties have approximately 1,820 gas stations and some number of other company gas stations were likely open but not listed in the State Emergency Response Situation Reports. Fuel available to the public was a problem.⁸ Fuel in storage in the ports statewide reflected an approximate seven day supply with replenishment priority given to emergency crews and first responders. Retail gas stations with available power along major transportation corridors and in major metropolitan areas were also given replenishment priority to support the needs of returning evacuees.⁹ By the end of the day, 2.1 million customers still remained without power.

Throughout the Hurricane Wilma recovery, bulk fuel inventories were sufficient to meet essential needs. The problem Floridians encountered was delivery at the local retail level. Fuel in local retail outlet tanks was for the most part inaccessible without the electrical power to dispense it. Media reports showed long lines at South Florida gas stations until power was gradually restored. By November 1, 2005 over 700,000 customers still were without power.¹⁰

Chapter 252, F.S., provides for Emergency Management in the State of Florida. Section 252.35, F.S., provides for emergency management powers for the Division of Emergency Management. Included in this section are provisions calling for the establishment of strategies for ensuring sufficient, reasonably priced fueling locations along evacuations routes.

Section 252.38, F.S., provides for emergency management powers of political subdivisions. Counties are required to establish an emergency management agency and develop and maintain an emergency management plan and program consistent with the state emergency management plan and program.

Section 526.303, F.S., provides definitions for the sale of liquid fuels including the definitions for motor fuels, retail outlet, sale, and terminal facility.

III. Effect of Proposed Changes:

Section 1. This bill creates s. 526.143, F.S., requiring certain motor fuel dispensing facilities to have alternate generated power capacity in order to become operational after a major disaster.

The bill requires that motor fuel terminal facilities and wholesalers as defined in s. 526.303, F.S., must be capable of operating their distribution loading racks using an alternate generated power

⁷ Florida SERT Hurricane Wilma Situation Report No. 20, October 26, 2005.

⁸ Florida SERT Hurricane Wilma Situation Report No. 23, October 27, 2005.

⁹ Florida Emergency Operations Center Media Release, October 27, 2005

¹⁰ Florida Emergency Operations Center Media Release, November 1., 2005

source. Facilities must be able to begin operation of safely usable loading equipment within 36 hours of a major disaster and must be capable of a minimum of 72 hours of operation thereafter.

Newly constructed or substantially renovated motor fuel retail outlets receiving a certificate of occupancy after July 1, 2006 are also required to have the capacity to operate with alternate generated power. Substantially renovated is defined as a renovation that increases the assessed value of the motor fuel retail outlet greater than 50 percent. A copy of the certificate of occupancy and a written statement of periodic testing and ensured operational capability are required to be maintained. Such documents must be furnished to the Division of Emergency Management and the director of the county emergency management agency upon request.

Existing motor fuel retail outlets that are with ½ mile proximate to an interstate highway or state or federally designated evacuation routes are required to have the capacity to operate with alternate generated power no later than December 31, 2006. Motor fuel retail outlets covered under this requirement are designated according to the following criteria:

- County populations having 300,000 or more residents – Stations having 16 or more fueling positions
- County populations having 100,000 or more residents but fewer than 300,000 – Stations having 12 or more fueling positions
- County populations having less than 100,000 residents – Stations having 8 or more fueling positions¹¹

Installation of the required wiring and transfer switches necessary to provide alternate operational capacity must be performed by a certified electrical contractor. A copy of the documentation of such installation and a written statement of periodic testing and ensured operational capability are required to be maintained by the outlet or its corporate headquarters. Such documents must be furnished to the Division of Emergency Management and the director of the county emergency management agency upon request.

This bill specifies that the requirement applies to any self-service, full-service, or combination thereof, motor fuel retail outlet regardless of its location on the grounds of or ownership by a business not engaged primarily in the selling of motor fuel.

The bill provides an exemption for automobile dealers, persons who operate a fleet of motor vehicles, or persons who sell fuel exclusively to a fleet of motor vehicles.

The bill provides a requirement for each corporation that owns or operates more than 10 motor fuel retail outlets in a single county. The corporation must maintain one portable generator capable of providing the required alternate generated power for every 10 outlets.

Section 2. This bill establishes the Florida Disaster Motor Fuel Supplier Program within the Department of Community Affairs. This program will allow motor fuel retail outlets to

¹¹ Note - A fueling position is considered to be the place where a single vehicle may be refueled. Fuel dispensers where vehicles may be fueled simultaneously on either side of the stand are considered to be two fueling positions.

participate in a network of emergency responders. These outlets will provide fuel to government, medical, critical infrastructure, and other responders as well as the general public.

Participating businesses are required to be pre-certified by the Division of Emergency Management or the director of the county emergency management agency. Pre-certification requirements will be established by the Division or the county emergency management agency by July 1, 2006.

Businesses that are pre-certified will be:

- Issued a State Emergency Response Team (SERT) logo decal identifying their program participation
- Required to have the capability to dispense fuel to SERT members within 24 hours of a major disaster
- In addition to SERT members, also able to choose to sell fuel to the general public or may be directed to do so by emergency managers
- Able to request appropriate law enforcement personnel be provided on site to maintain civil order during operating hours
- Able to request priority fuel re-supply. Such a request is not binding but shall be given consideration by emergency management officials
- Eligible to receive a state tax credit of up to 25% of the purchase and installation value of equipment necessary to meet certification requirements. The total tax credit may not exceed \$15,000 per single location
- Able to receive exemption from an imposed curfew in order to remain open and serve emergency responders

The program provides for fuel purchasing priority for State Emergency Response Team members. Persons engaged in emergency response, law enforcement, health care workers, infrastructure repair workers, and government workers in critical services positions are all considered SERT members. Such persons must be able to produce valid, officially recognized documentation for priority fuel purchases and travel exemption during a curfew.

The Division of Emergency Management may adopt rules to administer the program. The Division or the county emergency management agency may charge a fee to cover the cost of program administration. Such fee shall not exceed actual administration costs.

Section 3. This bill provides that regulation of alternate power sources at motor fuel outlets be preempted to the state.

Section 4. The bill requires the Division of Emergency Management to complete an inventory of generators owned by the state and local governments which are capable of operating during a major disaster. The Division shall report the inventory by January 1, 2007 and shall maintain it thereafter. The Division may keep a list of private entities, along with contact information, which offer generators for sale or lease. Such a list shall be available to the public.

Section 5. This bill requires the Energy Office of the Department of Environmental Protection to review the situational progress in post-disaster motor fuel supply distribution. The Department shall provide a report to the Legislature by March 1, 2007, including information about statewide compliance with s. 526.143, F.S., and identification of all stations participating in the Florida Disaster Motor Fuel Supplier Program.

Section 6. This bill provides for severability should any provision of the act be held invalid.

Section 7. This bill provides that the act shall take effect upon becoming law.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Economic Impact and Fiscal Note:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

To engineer and pre-wire a gas station in compliance with this bill, installing the appropriate generator wiring, coupling, and transfer switch is estimated to cost between \$5,000 and \$8,000 per station. This cost would be borne by the station owner. Options to power the station by portable generator include purchase and guaranteed services contracts where a second party provides the generator, maintenance, and servicing for a fee.

Costs for purchasing a generator are dependent on each individual application. As an approximate general rule, standby generators cost \$300 to \$500 per kilo-watt. Thus a 20 KW standby generator would cost between \$6,000 and \$10,000. A 100 KW generator would cost between \$30,000 and \$50,000.

The cost of a guaranteed services contract would be subject to many variables and is unknown. However, it is likely to be considerably less than the cost of a purchased generator.

C. Government Sector Impact:

This bill provides authority to the Division of Emergency Management and county emergency management agencies to establish rules for the Florida Disaster Motor Fuel Supplier Program. The bill also provides for the establishment of fees to administer the program. Such fees shall not exceed the cost of program administration.

The bill requires the Division of Emergency Management to complete and maintain an inventory of generators owned by the state and local governments which are capable of operating during a major disaster. Additional funding for this purpose is not provided.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

This Senate staff analysis does not reflect the intent or official position of the bill's sponsor or the Florida Senate.

VIII. Summary of Amendments:

None.

This Senate staff analysis does not reflect the intent or official position of the bill's sponsor or the Florida Senate.
