



COMMONWEALTH OF PENNSYLVANIA
OFFICE OF THE GOVERNOR
HARRISBURG

THE GOVERNOR

March 12, 2010

The Honorable Barack Obama
President of the United States
The White House
1600 Pennsylvania Avenue, NW
Washington, DC 20001

Through: Patricia Arcuri
Acting Regional Administrator, Region III
Federal Emergency Management Agency
615 Chestnut Street
One Independence Mall, 6th Floor
Philadelphia, PA 19106

Dear Mr. President:

Under the provisions of section 401 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. §§ 5121-5208 (Stafford Act), implemented by 44 C.F.R. § 206.36, and in accordance with 44 C.F.R. § 206.227, I request that you declare a snow assistance and severe winter storm major disaster declaration for the Commonwealth of Pennsylvania because of the widespread and severe winter storms that have impacted the state. I have determined that the disasters are of such severity and magnitude that effective response is beyond the capabilities of the Commonwealth and its counties and municipalities and that supplementary federal assistance is necessary.

From February 5, 2010 through February 11, 2010, the Commonwealth experienced a series of severe winter snowstorms that caused blizzard conditions, which impacted and overwhelmed the state's resources. As recorded by the National Weather Service (NWS), several Pennsylvania regions suffered blizzard and near whiteout conditions because of the storms. A snowfall data chart with National Weather Service source information for the affected counties is enclosed. **See Enclosure 1.** These counties experienced a record or near-record snowfall or were contiguous to a county that experienced a record snowfall.

Impact of the Storm

This severe winter snowstorm event produced heavy snowfall across the entire southern half of the state. The storm consisted of high winds and strong gusts creating blizzard conditions accompanied by extreme cold temperatures. These severe weather conditions generated significant transportation issues, such as: preemptive road closures, numerous accidents, and

disabled or stranded vehicles, which caused the closure of portions of the Commonwealth's major transportation corridors, including Interstates 78, 80, 81, 83, 84, and portions of the Pennsylvania Turnpike. Some areas of the state experienced extended periods of power and water outages. The conditions generated significant life-safety issues requiring a variety of critical resource and support needs, such as: rescue and evacuation of stranded motorists to emergency shelters; wrecker service with recovery staff; support of local shelter operations; the need for blankets, food, fuel, and generators; transportation of emergency workers; and effective communications. Significant delays were also realized in passenger and freight rail service, truck service, and a variety of public, regional, and international airports were closed. Twenty-five (25) confirmed deaths were related to this event and continued state assistance, support, and monitoring was required as the event continued.

The damaging effects of the storm, which began on February 5, 2010, have continued. Based on our analysis using historical weather snowfall records provided by the National Climatic Data Center (NCDC) and current snowfall data also provided by the NCDC as well as the National Weather Service, approximately one-third of the state experienced a record or near-record snowfall in the context of the data provided for one or two-day periods. Nineteen (19) counties met the snow threshold and have estimated public assistance costs, including snow assistance costs within a 48-hour period that equal or exceed the county per capita cost threshold required for a major disaster declaration. In addition, eight counties that did not meet the snowfall requirements necessary to receive snow assistance under the policy incurred substantial estimated costs within a 48-hour period that exceeded the county per capita cost threshold required for a major disaster declaration.

In addition to generating record or near-record levels of snowfall throughout significant portions of the state, the storms negatively impacted road conditions, accessibility, and mobility as well as power infrastructure (particularly in the south). These conditions provided major challenges to the emergency management community in supporting basic and event-related emergency services as well as disaster response needs at the local, regional, and state levels. The conditions also created major public safety situations in many areas of the state. It required the mobilization and deployment of a variety of local, state, volunteer, and private resources to address emergency needs and public safety issues associated with the event. As previously stated, some portions of the Commonwealth's major transportation corridors were closed for extended periods of time, placing additional demands on other segments of the system. Basic access along the Commonwealth's transportation system had to be maintained to ensure the capability of providing essential emergency services and resource support to required areas. Given the characteristics and associated impacts of this event, snow removal assets at the local and state levels were dedicated, for the most part, to maintaining access along the Interstates, primary and secondary roads, and during the initial February 5-6, 2010, 48-hour period. This same procedure was implemented during the second snowstorm event on February 10-11, 2010. If these system components are not effectively maintained during a severe winter storm/snow event, the ability to provide basic emergency services and disaster response support is significantly challenged, as occurred during this event.

The impact on the Commonwealth from these severe winter snowstorms can be examined from three different perspectives.

- Human resources
- Infrastructure
- Recurring/Chronic Impact

Human Resources – This severe winter storm required the resources of all state and local snow-removal capabilities, including state and local road crews and equipment, and countless hours of staff time to ensure the health, welfare, and safety of the public and property. The closure/slowing of mass transit caused a ripple effect in the lack of access to and staffing of critical facilities; loss of revenue; delayed and missed transportation time schedules; and traveler inability to use public transportation. Additionally, Commonwealth agencies were operating with decreased staffing because of budget reallocations and cost cutting measures. In some cases, resources have been depleted or are badly in need of replacement – including material such as road chemicals and anti-skid agents.

Infrastructure – The Commonwealth’s infrastructure was also greatly impacted by this significant event. For example, all state parks were closed as were public schools, some for as many as five days because of the inability to clear secondary and neighborhood roads. The Philadelphia International Airport remained open, but had limited runway availability, restricted air operations, and suffered cancellation of many flights, which led to delays, loss of revenue, citizen confusion and additional taxing of emergency management efforts at state and local levels. Many mass transportation services were cancelled or operated on a limited schedule, which resulted in transportation backlogs and a lack of access to and staffing of critical facilities. Some state and regional bus services were cancelled or delayed and other mass transit systems, if not cancelled or delayed, ran seriously behind schedule. Authorized waivers were issued to facilitate transportation activities and to mobilize full time employees and contract employees. Each county utilized crews from local roads and public works departments. At the municipal level, supplies of road treatment chemicals were severely drained.

Chronic Impact – This significant weather event is just the latest anomaly that has affected the Commonwealth during the past several months and that has proven to be a significant drain on our resources. In June 2009, severe storms producing flooding in four western Pennsylvania counties resulted in a near declaration event of over \$15 million. In October 2009, the north-central region of the Commonwealth experienced an unusually early snowstorm, known at the Pennsylvania State University as “The Homecoming Storm,” which snapped trees and downed power lines. It left 27,550 homes and businesses without power for days and prompted the opening of shelters and warming centers along with a massive debris removal and an extended clean-up effort. On December 19, 2009, the southeast region of the state experienced record snowfall, as 23.2-inches of snow was deposited, giving Philadelphia its second-highest snowfall on record. In the counties of Delaware and Philadelphia alone, snow removal costs were in

excess of \$10 million. On January 25, 2010, an unusual winter rainstorm melted snow and caused widespread flooding in the Susquehanna and Delaware River basins and inundated the north-central and northeastern areas of the Commonwealth resulting in more than \$9.6 million in damages. After these series of events, the record-breaking snowstorm on February 5, 2010 arrived in the Commonwealth affecting the entire southern portion of the state. Then, on February 9, 2010, with the major population areas still digging out, another severe winter storm arrived causing blizzard conditions and depositing another near-record snowfall. This storm demanded the closure of major Interstates and countless secondary roads in the southeast, and prompted a state of emergency.

The storms of February 5-6 and February 9-11, 2010, caused the Commonwealth to receive the *most snowfall of any February on record and the second largest snowfall amount of any one month period on record*. Prior to this past February, the month with the highest snowfall record was January 1996. After that snowfall, the Commonwealth experienced devastating floods after a rainstorm melted the snow. As of February 10, 2010, the NWS at Harrisburg measured 46.7-inches of snowfall this season, which is far higher than our historical average snowfall of 33-inches for the entire winter season. For the first ten days of February alone, 34.5-inches of snowfall were measured versus the historical monthly average of 9.4-inches and the historical monthly record of 24-inches for the past months of February. On February 15, 2010, another severe winter storm impacted the Commonwealth when an intense low pressure system stalled along the coasts of New Jersey and New York creating high winds and blizzard conditions with blowing and drifting snow. This latest event made February 2010 the highest snowfall month on record in Pennsylvania.

Federal assistance authorized by a Presidential Major Snow Assistance and Severe Winter Storm Disaster Declaration provides immediate and short-term assistance that is essential to save lives, protect property, and safeguard the public health and safety. The initial 48-hour period of a severe winter snowstorm event would be associated with maintaining access to and ensuring provision of essential emergency services and support for disaster response operations.

Affected Counties

The affected core counties for this request that met the required snow and public assistance thresholds include: Adams, Armstrong, Blair, Cumberland, Dauphin, Delaware, Fayette, Juniata, Perry, Philadelphia, Somerset, and Westmoreland.

The affected contiguous counties that met the required snow and public assistance thresholds include: Allegheny, Bedford, Cambria, Franklin, Huntingdon, Lancaster, and York.

Mr. President, in addition to the above counties and, as an exception to the "Record or Near-Record" snowfall criteria contained in the FEMA Disaster Assistance Directorate Policy Numbers 9100.1 and 9523.1 Snow Assistance and Severe Winter Storm Policy, effective November 2, 2009, Pennsylvania is requesting that the following eight counties be considered for snow assistance on a case-by-case basis and included in the declaration: Lebanon, Fulton,

Greene, Butler, Beaver, Washington, Chester and Indiana. The justification for this request follows:

- **Lebanon County** received a snowfall amount of 17-inches, as measured at the NWS Cooperative Observer Program (COOP) observation station MYERSTOWN on February 6, 2010, as a one-day event. During that same event recorded at NWS station MIDDLETOWN-HARRISBURG APT on February 5 and 6, 2010, Dauphin County, adjacent and to the west, received a two-day record snowfall of 18-inches and has been designated a “core county.” Although receiving only one-inch less than and within 94-percent of the snowfall in Dauphin County, Lebanon County did not meet the snowfall amount to be considered a “contiguous county” during this event. During the snowstorm on February 10 and 11, 2010, Lebanon County received an additional 17-inch snowfall at the NWS COOP stations LEBANON 2 W, 17-inches on February 10, 2010, and MYERSTOWN, 10-inches on February 10, 2010 and 7-inches on February 11, 2010. The historic one-day, two-day and three-day records for the county are 24-inches, 27-inches, and 29-inches, respectively. The cumulative effect of these two snowstorms resulted in the county receiving far in excess of the two and three day records. These NWS stations are located on the Benjamin Franklin Highway, US Route 422, corridor which dissects the heart of the county from the city of Hershey on the west, to Myerstown on the east, and contains the major population and business centers of Palmyra, Annville-Cleona, Lebanon, and Myerstown. Major road networks such as Interstates 81 and 78, US Routes 22 and 322 and the Pennsylvania Turnpike, all of which represent crucial thoroughfares of the commercial trucking industry and interstate commerce, also crisscross Lebanon County. The county’s current estimated costs relating to the 48-hour snow assistance period are \$434,211 versus a threshold cost based on per-capita of \$388,656, or almost 112-percent of the per-capita threshold.
- **Fulton County** has no NWS COOP stations in the county and there is no historical record snowfall data available through the NCDC for the county. The county historic record one-day, two-day and three-day snowfall amounts of 24, 28, and 28-inches, respectively, were established using the NCDC data for the nearest NWS COOP station, BURNT CABINS 2 NE, in the adjacent county of Huntingdon. There is no longer a NWS COOP observer at BURNT CABINS 2 NE; therefore, the NWS at State College determined the nearest COOP station from which to obtain current event snowfall amounts for Fulton County is SAXTON 1W, in the adjacent county of Bedford, which recorded snowfall amounts on February 6 and 7, 2010, of 21-inches and 1.5-inches. In accordance with FEMA’s snow policy, a one-day “near-record” snowfall event would require a snowfall amount of 21.6-inches. Unfortunately, the 21-inch one-day snowfall amount measured at SAXTON 1W was 0.6-inches short of the required amount and resulted in Fulton County missing the “core county” designation by only two percent. During the snowstorm on February 10 and 11, 2010, the NWS observer at Saxton 1W recorded 5-inches on both days for an additional 10-inches of snowfall, making the cumulative effect of the two storms more than 31-inches. Fulton County is mainly rural and impoverished with its economy based in agriculture. With a sparse population of just over 14,000, the county’s estimated costs relating to the 48-hour

snow assistance period are \$200,840 versus a threshold cost based on per-capita of \$46,063, or almost 436-percent of the per-capita threshold.

- **Greene County** received a two-day snowfall event of 22.1-inches on February 5 and 6, 2010, as measured by a NWS COOP station observer at WAYNESBURG 1 E. This reading was verified by the NWS office at Pittsburgh as 14.1-inches on February 6, 2010 and 8-inches on February 7, 2010, upon discovering the data contained on the Observation Record (WS Form B-91) was incorrectly reported to the NCDC. The historic one-day, two-day and three-day records for the county are 24-inches, 25.8-inches, and 26.5-inches, respectively. In accordance with FEMA's snow policy, a two-day "near-record" snowfall event would require a snowfall amount of 23.2-inches. Unfortunately, the 22.1-inch two-day snowfall amount measured was 1.1 inch short of the required amount and resulted in Greene County missing the "core county" designation by only four percent. During the snowstorm on February 10 and 11, 2010, the county received an additional 2 and 4-inches of snowfall, respectively, as measured by the NWS COOP station POINT MARION LOCK 8, making the cumulative total for both storms over 28-inches. Greene County is also mainly rural and impoverished with its main economy based in the agriculture and coal mining industries. With a sparse population of just over 41,000, the county's estimated costs relating to the 48-hour snow assistance period are \$547,279 versus a threshold cost based on per-capita of \$131,371, or almost 417-percent of the per-capita threshold.
- **Butler County** received a one-day event snowfall of 17.1-inches on February 6, 2010, as measured by a NWS COOP station observer at BUTLER 2 SW. The historic one-day, two-day and three-day records for the county are 20-inches, 22-inches, and 25-inches, respectively. In accordance with FEMA's snow policy, a one-day "near-record" snowfall event would require a snowfall amount of 18-inches. Unfortunately, the 17.1-inch two-day snowfall amount measured was 0.9-inches short of the required amount and resulted in Butler County missing the "core county" designation by only 4-percent. During the snowstorm on February 10 and 11, 2010, the county received an additional 4.7-inches and 4-inches of snowfall, respectively, as measured by the NWS COOP station SLIPPERY ROCK 1 SSW, making the cumulative total for both snowstorms almost 26-inches. In addition to the southwest corner of the county being densely populated as a part of suburban Pittsburgh, the city of Butler is the population center of the county and was particularly hard hit. The county's estimated costs relating to the 48-hour snow assistance period are \$977,303 versus a threshold cost based on per-capita of \$562,288 or, almost 174-percent of the per-capita threshold.
- **Beaver County** received snowfall amounts of 17-inches and 5-inches on February 6 and 7, 2010, respectively; a two-day event snowfall of 22-inches, as measured by a NWS COOP station observer at MONGOMERY L&D. The historic one-day, two-day and three-day records for the county are 24-inches, 28-inches, and 30-inches, respectively. In accordance with FEMA's Snow Policy, a two-day "near-record" snowfall event would require a snowfall amount of 25.2-inches. Unfortunately, the 22-inch two-day snowfall amount was 3.2-inches short of the required amount and resulted in Beaver County missing the "core county"

designation by only 11-percent. During the snowstorm on February 10 and 11, 2010, the county received an additional 6-inches and 3-inches of snowfall, respectively, as measured by the NWS COOP station MONTGOMERY L&D, making the cumulative total for both storms 31-inches. This NWS station is located in a densely populated corridor connecting the cities of Pittsburgh and New Castle in Lawrence County. This corridor, which dissects the heart of the county from south to north, is an extension of the Pittsburgh metroplex containing numerous business centers along the Ohio River connected by numerous major road networks, which are crucial thoroughfares of the commercial trucking industry and interstate commerce. This corridor is the population center of the county and was particularly hard-hit by the cumulative effect of these snowstorms. The county's estimated costs relating to the 48-hour snow assistance period are \$821,838 versus a threshold cost based on per-capita of \$585,961 or, over 140-percent of the per-capita threshold.

- **Washington County** received snowfall amounts of 14-inches and 3.9-inches on February 6 and 7, 2010, respectively, a two-day event snowfall of 17.9-inches, as measured by a NWS COOP station observer at WASHINGTON 3 NE. The historic one-day, two-day and three-day records for the county are 24-inches, 26-inches, and 26.4-inches, respectively. In accordance with FEMA's Snow Policy, a two-day "near-record" snowfall event would require a snowfall amount of 23.4-inches. Unfortunately, the 17.9-inch two-day snowfall amount measured was 5.5-inches short of the required amount and resulted in Beaver County missing the "core county" designation by 21-percent. During the snowstorm on February 10 and 11, 2010, the county received an additional 3-inches and 1.5-inches of snowfall, respectively, as measured by the NWS COOP station WASHINGTON 3 NE, making the cumulative total for both storms almost 23-inches. This NWS station is located in a densely populated corridor connecting the cities of Pittsburgh and Wheeling, West Virginia. This corridor dissects the heart of the county and is an extension of the Pittsburgh metroplex, which encompasses the City of Washington that is the population and business center of the county. It is at the city of Washington, where Interstates 70 and 79 intersect, that the county received the greatest economic impact. On the eastern end of the county, extending southward along its border with Fayette County, is another appendage of the Pittsburgh metroplex encompassing numerous business centers along the Monongahela River, and also connected by numerous major road networks which are crucial thoroughfares of the commercial trucking industry and interstate commerce. The county's estimated costs relating to the 48-hour snow assistance period are \$1,867,210 versus a threshold cost based on per-capita of \$655,357 or, over 285-percent of the per-capita threshold.
- **Chester County** received snowfall amounts of 16.8-inches and 2.6-inches on February 6 and 7, 2010, respectively, a two-day event snowfall of 19.4-inches, as measured by a NWS COOP station observer at WESTCHESTER 2 NW. The historic one-day, two-day and three-day records for the county are 26-inches, 29-inches, and 29.8-inches, respectively. In accordance with FEMA's Snow policy, a two-day "near-record" snowfall event would require a snowfall amount of 26.1-inches. Unfortunately, the 19.4-inch two-day snowfall amount measured was 6.7-inches short of the required amount and resulted in Chester County missing the "core county" designation by 15-percent. During the snowstorm on

February 10 and 11, 2010, the county received an additional 7.5-inches and 9.6-inches of snowfall, respectively, as measured by the NWS COOP station WESTCHESTER 2 NE, making the cumulative total for both snowstorms almost 37-inches. This NWS station is located in a densely populated corridor connecting the cities of Philadelphia and Lancaster along the “Main Line,” Business US Route 30. This corridor, which dissects the heart of the county from east to west, is an extension of the Philadelphia metroplex containing the major population and business centers in the county. US Route 30, the Pennsylvania Turnpike, and its numerous routes and extensions approaching Philadelphia also dissect the county. These major road networks are crucial thoroughfares of the commercial trucking industry and interstate commerce. This corridor is the population center of the county and was particularly hard hit by the cumulative effect of these snowstorms. In addition to the February 2010 snowstorms, Philadelphia and Delaware counties received record snowfalls to which Chester County was contiguous during a snowstorm that occurred on December 19 and 20, 2009; however, although the three counties exceeded their per capita thresholds, the state threshold was not met. The Chester County estimated costs relating to the 48-hour snow assistance period are \$3,944,715 versus a threshold cost based on per-capita of \$1,400,208 or, over 282-percent of the per-capita threshold.

- **Indiana County** received snowfall amounts of 18-inches and 1.5-inches on February 6 and 7, 2010, respectively, a two-day event snowfall of 19.5-inches, as measured by a NWS COOP station observer at INDIANA 3 SE. The historic one-day, two-day and three-day records for the county are 25-inches, 26.8-inches and 27.2-inches, respectively. In accordance with FEMA’s Snow Policy, a two-day “near-record” snowfall event would require a snowfall amount of 24.1-inches. Unfortunately, the 19.5-inch two-day snowfall amount measured was 4.6-inches short of the required amount and resulted in Beaver County missing the “core county” designation by 17-percent. During the snowstorm on February 10 and 11, the county received an additional 5-inches and 6-inches of snowfall, respectively, as measured by the NWS COOP station CREEKSIDE, making the cumulative total for both storms over 30-inches. Indiana County is also mainly rural and impoverished with its main economy based in the agriculture and coal mining industries. The county is sparsely populated and self-proclaimed as “the Christmas tree capitol of the world.” The population, business and education center is the city of Indiana, the county seat, where the Benjamin Franklin Highway, US Route 422, and the Buffalo Pittsburgh Highway, US Route 119 intersect as the major thoroughfares crisscrossing the county. The county’s estimated costs relating to the 48-hour snow assistance period are \$325,091 versus a threshold cost based on per-capita of \$289,424 or, over 112-percent of the per-capita threshold.

Activation of the State Emergency Operations Plan

In response to the situation, I directed the execution of the Commonwealth Emergency Operations Plan and declared a State of Disaster Emergency, **see Enclosure 2**, for the entire Commonwealth on February 6, 2010 in accordance with § 401 of the Stafford Act. As of today, this Declaration is still in effect. I fully activated the State Emergency Operations Center (SEOC) at a Level 2, which is staffed on a 24/7 schedule. A schedule of weather and local

conference calls was established and maintained throughout the operational period. The WebEOC was available for partners unable to be present physically in the SEOC and PEMA pre-positioned the staff of its three area offices. ESF 1 through ESF 15 were assembled within the SEOC with augmentation by supporting staff and volunteer organizations active in disaster. Applicable response entities reviewed and updated staffing as necessary. Most local jurisdictions activated their EOCs and their local emergency plans. Additionally, 341 jurisdictions declared a local state of emergency. A public service campaign was implemented through the Joint Information Center (JIC) to provide safety information to the public using all available media.

State and Local Resources used to Respond to the Impact of the Disaster on the Commonwealth

The following information is furnished on the nature and amount of state and local resources that have been used to respond to the impact of this disaster.

Commonwealth departments, commissions, and agencies provided the following services:

1. The Pennsylvania Emergency Management Agency (PEMA) elevated the Commonwealth Emergency Operations Center activation level twice for this event: at 4 p.m. on February 5, 2010 and at noon on February 9, 2010. This elevated activation included pre-positioning PEMA personnel in the three area offices located in Indiana, Harrisburg, and Hamburg. PEMA coordinated with the NWS, local jurisdictions, and state agencies on February 3, 2010, concerning the severe winter storm/snow forecasts and potential impacts associated with the level of snowfall and high winds. The SEOC fully activated all Emergency Support Functions on February 9, 2010, and did the following: monitored the storm and interfaced with localities and state agencies projected to be impacted by the storm; disseminated the necessary public information and guidance to the public; responded to media inquiries; mobilized and pre-staged resources to effectively respond to local and regional requests for assistance; and responded to requests for assistance as required.

The SEOC logistics section arranged for the following resource support and services: coordinated resource requests; coordinated unmet county needs and procurement of assets and supplies; and support to the SEOC operations in the form of IT services, communications, provision of meals and security and safety.

2. The Pennsylvania Department of Transportation (PennDOT) conducted statewide snow removal operations for interstates, U.S. Highways, and other state roadways; activated district incident command centers; closed roads as required, including: Interstates 76, 78, 83, and 81 from the Maryland State line to Interstate 80, Pennsylvania Highway 581; monitored road conditions; reduced speeds on designated roads; coordinated the closure of designated roads; assisted with snow removal at a CSX derailment site in Somerset

County; activated variable message signs (VMS) with emergency messages; and responded to accidents and emergencies as requested.

PennDOT issued a limited exemption of hours worked for motor carriers transporting home heating fuels for the period February 5 to February 6, 2010. PennDOT also issued an exemption of hours worked for carriers transporting food supplies to grocers for the period February 10 to February 11, 2010.

3. The Pennsylvania Turnpike Commission conducted statewide snow removal operations on the Pennsylvania Turnpike; assisted stranded motorists; set up detours when accidents closed the turnpike; and closed the entire length of Interstates 76, 476, 676 (turnpike) because of the blizzard conditions.
4. The Department of Military and Veterans Affairs activated a total of 1,736 Army and Air National Guard personnel to perform multiple statewide missions that included: transporting emergency medical personnel to calls for help; transporting medical personnel to work; transporting patients requiring dialysis to their appointments; assisting with highway closures; transporting citizens to warming centers; transporting cots to shelters; transporting State Police troopers to police incidents; conducting ambulance transport of patients; supplying food, water, and other necessities to stranded motorists; and providing portable water sources to State Correctional Institutions. Other support included the provision of over 60 HMMWVs (humvee) (five used as ambulances) and transport vehicles.
5. The Department of Agriculture coordinated the opening of roads for milk trucks to get to farms and for feed to be delivered to large agriculture operations. They also worked with the county animal rescue teams (CARTs) and the state animal rescue team (SART) to ensure pet sheltering and stationed an emergency preparedness liaison officer (EPLO) at the Lancaster County EOC to work specifically with Lancaster County on clearing roads for milk producers since Lancaster County is the leading supplier of milk to the Commonwealth.
6. The Department of General Services monitored all Commonwealth-owned facilities and equipment; researched Commonwealth equipment to determine if resource requests could be filled; advised on the need for Commonwealth office closures due to the severity of the weather; and provided for the utilization of any requisite emergency procurement/contracts (pre-determined). All Commonwealth offices in all locations closed on February 10, 2010. On February 11, 2010, state offices in Harrisburg delayed opening for two-hours. Additionally, the Pittsburgh Commonwealth Office Building closed on February 8, 2010.
7. The Department of Aging monitored emergency meals provided by the Area Agencies on Aging and ensured contact was made with citizens to verify their condition and well-being.

8. The Department of Conservation and Natural Resources utilized four-wheel drive vehicles to transport SEOC personnel to and from PEMA in the Harrisburg area.
9. The Department of Health monitored emergency medical response statewide to determine if allocation of emergency response equipment would be necessary and verified fatalities with the coroners association.
10. The State Police responded to calls; assisted in closing designated roads; and established detours around closed roads.
11. The Department of Corrections monitored conditions at the state correctional institutions, reported issues as they occurred, and provided information regarding availability to fill resource requests.
12. The Public Utility Commission worked with affected public utilities to restore power to approximately 400,000 customers.

Voluntary Organizations active in Disasters (VOAD)

The following information is furnished on the nature and amount of VOAD resources that have been used to respond to the impact of this disaster.

1. Eight American Red Cross Chapters opened precautionary and operational shelters as well as warming stations in fourteen counties, particularly in the areas hardest hit by power outages.

Red Cross Shelters included:

- 17 shelters opened with 228 residents
- 26 temporary / warming stations with transient population
- 3 precautionary shelters – in stand-by mode, not opened

Red Cross Mass Care activities:

- Shelters provided an unspecified number of meals and snacks
- Snacks were provided to motorists, emergency workers and EOC staffs
- Cots and blankets were also delivered to medical facilities, emergency operations centers and community locations

Non-Red Cross facilities, including shelters and warming stations, reported by county and municipal entities:

- Southwestern Pennsylvania - 23 facilities reported with 224 clients
- Southeastern Pennsylvania – an unreported number of facilities with 2500 clients

All shelters and warming stations are now closed.

2. The Civil Air Patrol established communications nets and provided weather information from across the state.
3. Additional VOAD and state services conducted the following activities:
 - a. Reviewed and coordinated transport requirements for at-risk populations
 - b. Provided power back-up for home medical devices
 - c. Operational/readiness status of food pantries
 - d. Pre-positioned shelter kits
 - e. Major hospitals were provided transport assistance for patients and staff
 - f. Review of certain health/child protection regulations/actions which staff, although required by law, was unable to perform due to dangerous and unsafe weather and road conditions
 - g. Investigative analyses of Child/Adult Protective Services to assess capabilities and remedial actions hampered by storm with the reallocation of staff due to storm related transportation issues
 - h. Readiness and response coordination among applicable members of ESF 6 and ESF 8

The Pennsylvania Emergency Management Agency (PEMA) reviewed and evaluated Initial Damage Assessments (IDA) received from affected localities and state agencies. Historical snow totals provided by the National Climatic Data Center (NCDC) as well as current snow totals associated with this event and provided by the NCDC and the National Weather Service were also evaluated in the context of the FEMA Snow Policy, the required Public Assistance thresholds and cost data, and associated documentation submitted by localities, state agencies, and other eligible applicants. This information was provided to FEMA Region III for review, which served as a partial Joint Preliminary Damage Assessment.

Based on information received in the initial damage assessments and additional information received from a subsequent request to affected counties and state agencies, I have determined that this incident is of such severity and magnitude that effective response exceeds the capabilities of the state and affected local governments, specifically in regard to emergency work and public infrastructure, and that supplementary Federal assistance is necessary.

I am specifically requesting a major disaster declaration for a snowstorm and severe winter storm, including all categories of work available under the Public Assistance and Hazard Mitigation Programs, for the following counties:

1. The affected core counties included in this request that met the required snow and public assistance thresholds are as follows: the counties of Adams, Armstrong, Blair, Cumberland, Dauphin, Delaware, Fayette, Juniata, Perry, Philadelphia, Somerset, and Westmoreland.

2. The affected contiguous counties included in this request that met the required snow and public assistance thresholds are as follows: the counties of Allegheny, Bedford, Cambria, Franklin, Huntingdon, Lancaster, and York.
3. The affected counties included in this request that met the required public assistance thresholds and nearly met the required snow thresholds are as follows: the counties of Lebanon, Fulton, Greene, Butler, Beaver, Washington, Chester and Indiana.
4. The affected county included in this request where snowfall quantities greatly exceeded the record amounts and it is requested the eligible period of assistance be extended by 24-hours, is the county of Delaware.

I reserve the right to request add-on counties after the declaration based on additional damages reported by counties that suffered impacts of such a severity and magnitude that effective response was beyond the capabilities of the state, the affected counties, and municipalities.

Although there were significant impacts to individuals in the impacted counties in terms of power and water outages, the information provided through the initial damage assessment reports and subsequent conversations with selected jurisdictions did not reflect the type and scope of damages and associated impacts to private property/homes required to support an individual assistance declaration request. It is anticipated that any unmet needs will be addressed through volunteer organizations and other local, regional, and state resources.

Certifications

I certify that for this major disaster, the state and local governments will assume all applicable non-federal share of costs required by Public Law 93-288, as amended. Estimated eligible costs for core and contiguous localities that met both the snow and public assistance thresholds total \$39,825,622. **See Enclosure 3.** The estimated costs for the eight counties that met their public assistance threshold total \$8,794,195. The overall estimated total costs that are associated with this request are \$48,619,817, which exceeds the state public assistance threshold of \$15,842,560.

In accordance with 44 CFR § 206.208, the Commonwealth of Pennsylvania agrees, that with respect to direct federal assistance, it will:

- (1) Provide without cost to the United States all lands, easements, and rights-of-way necessary to accomplish the approved work;
- (2) Hold and save the United States free from damages due to the requested work, and shall indemnify the Federal government against any claims arising from such work;

- (3) Provide reimbursement to FEMA for the non-federal share of the cost of such work in accordance with the provisions of the FEMA-State Agreement; and
- (4) Assist the performing Federal agency in all support and local jurisdictional matters.

The Commonwealth of Pennsylvania has a FEMA approved and current standard State Mitigation Plan. All actions and activities associated with mitigation are in accordance with specific state goals, objectives, and strategies.

I have designated Robert P. French as the State Coordinating Officer for this request. He will work with the Federal Emergency Management Agency to complete preliminary damage assessments and provide further information or justification on my behalf as they become available.

Sincerely,



Edward G. Rendell
Governor

Enclosures¹:

- Enclosure 1** Snowfall Amounts
- Enclosure 2** Governor's Proclamation of Emergency
- Enclosure 3** Governor's Certification (Categories of Assistance)

¹ The normal major declaration enclosures A thru D are not applicable to a snow assistance and severe winter storm major declaration. Within this letter Enclosure B and D have been combined into Enclosure No. 3 and reflect costs incurred under emergency protective measures category B.

CORE AND CONTIGUOUS COUNTIES

| County name | 1-Day Record | 2-Day Record | Core | Cont | Day-1 Snowfall | Day-2 Snowfall | Total Snowfall | Record /Near | NWS Measurement Data | Cont To: |
|--------------|--------------|--------------|------|------|----------------|----------------|----------------|--------------|-------------------------------------|-----------|
| ADAMS | 24 | 24 | X | | 22 | 4 | 26 | 1+2d/21.6 | NCDC-NWS COOP-Eisenhower | |
| ALLEGHENY | 23.6 | 28 | | X | | 24 | 24 | | NWS COOP-Acmetonia Lock | Armstrong |
| ARMSTRONG | 22.2 | 24 | X | | 20 | 2 | 22 | 1+2d/21.6 | NCDC-NWS COOP-Schenley Lock | |
| BEDFORD | 28 | 32 | | X | 21 | 1.5 | 22.5 | | NCDC-NWS COOP-Saxton | Blair |
| BLAIR | 20 | 26 | X | | 18.5 | 0.5 | 19 | 1d/18 | NCDC-NWS COOP-Altoona | |
| CAMBRIA | 24 | 30 | | X | 19 | 1 | 20 | | NWS COOP-Ebensberg (verification) | Blair |
| CUMBERLAND | 26 | 35.3 | X | | 24 | 1.5 | 25.5 | 1d/23.4 | NCDC-NWS COOP-Pine Grove Furnace | |
| DAUPHIN | 14.2 | 18 | X | | 6.2 | 11.8 | 18 | 2d | NCDC-NWS COOP-Harrisburg Apt | |
| DELAWARE | 14 | 14 | X | | 6.6 | 22 | 28.6 | 1+2 d | NCDC-NWS APT-Philadelphia | |
| FAYETTE | 22 | 26 | X | | 21 | 4 | 25 | 1+2d/23.4 | NCDC-NWS COOP-Chalk Hill | |
| FRANKLIN | 25.5 | 34 | | X | 20 | 0.3 | 20.3 | | NCDC-NWS COOP-South Mountain | Perry |
| HUNTINGDON | 26 | 28 | | X | | 18 | 18 | | NWS-COOP-Raystown Lake | Perry |
| JUNIATA | 15 | 22.5 | X | | NO COOP | 6.9/16.5 | 23.4 | 1+2d | NWS-COOP-Shippensburg/Cumberland | |
| LANCASTER | 25 | 33 | | X | 18 | 6 | 24 | | NCDC-NWS COOP-Safe Harbor Dam | Dauphin |
| PERRY | 19 | 19 | X | | NO COOP | 6.2/11.8 | 18 | 2d/17.1 | NWS COOP-Harrisburg Apt/Dauphin Co. | |
| PHILADELPHIA | 27.6 | 30.7 | X | | 6.6 | 22 | 28.6 | 2d/27.6 | NCDC-NWS Apt- Philadelphia | |
| SOMERSET | 26.7 | 30 | X | | 29.5 | 3.5 | 33 | 1+2d | NCDC-NWS COOP-Laurel Summit | |
| WESTMORELAND | 26 | 28.2 | X | | | | 28 | 2d/25.4 | NWS COOP-Laurel Mountain | |
| YORK | 32 | 33 | | X | 19.5 | 0 | 19.5 | | NCDC-NWS COOP-New Park | Dauphin |

NOTES:

1. NO COOP = day-1 and day-2 snowfall amounts are listed in the Day-2 column.



Governor's Office

PROCLAMATION OF DISASTER EMERGENCY

February 6, 2010

WHEREAS, a winter storm, accompanied by substantial accumulations of snow and high winds, began on February 5, 2010 and has significantly impacted the Commonwealth of Pennsylvania with severe weather conditions; and

WHEREAS, the winter storm conditions, including heavy snowfall and high winds, have resulted in substantial power outages, community public safety delays, property damage, and other adverse impacts upon the population of the Commonwealth; and

WHEREAS, these severe winter weather conditions have prompted affected county and municipal governments to declare local disaster emergencies or snow emergencies to exist; and

WHEREAS, the emergency situation may be of such magnitude or severity as to render essential the Commonwealth's supplementation of county and municipal efforts and resources and the activation of all applicable state, county and municipal emergency response plans.

NOW THEREFORE, pursuant to the provision of Subsection 7301(c) of the Emergency Management Services Code (35 Pa.C.S. Section 7101 et seq., as amended), I do hereby proclaim the existence of a disaster emergency in the Commonwealth and authorize and direct that the Pennsylvania Emergency Management Agency Director or his designee assume command and control of all statewide emergency operations and that all Commonwealth departments and agencies, under the direction of the Pennsylvania Emergency Management Agency Director or his designee, utilize all available resources and personnel as is deemed necessary to cope with the magnitude and severity of this emergency situation.

FURTHER, I hereby transfer up to \$1 million in unused appropriated funds to the Pennsylvania Emergency Management Agency. The aforementioned funds shall be used for disaster-related expenses that may be incurred by various state agencies and departments. These funds shall be credited to a special account established by the Office of the Budget. All Commonwealth agencies purchasing supplies or services in response to this emergency are authorized to utilize the emergency procurement procedures set forth in Section 516 of the Commonwealth Procurement Code, 62 Pa.C.S. § 516. This Proclamation shall serve as the written determination of the basis for the emergency under Section 516; the time consuming bid and contract procedures and formalities normally prescribed by law shall be waived for the duration of the Proclamation, mandatory constitutional requirements excepted; and

FURTHER, I hereby authorize the Secretary of Transportation to use all available equipment, resources, and personnel of the Department, in whatever manner he deems necessary, to ensure that all interstate and other federal and state highways in the Commonwealth are cleared of snow and any other obstructions resulting from this severe winter storm. In addition, I hereby waive any laws or regulations that would restrict the

application and use of the Department's equipment, resources, and personnel to assist local jurisdictions in clearing and removal of snow and other types of obstructions from non state-owned highways. This assistance to local jurisdictions may be provided solely at the discretion of the Secretary of Transportation. However, this assistance does not apply to privately owned highways, roads, streets, or other types of property; and I hereby authorize the Secretary of Transportation, in his sole discretion, to waive any provision of the Vehicle Code or any other law or regulation, which he is authorized by law to administer or enforce as may be necessary to respond to this impending emergency; and

FURTHER, if investigations made on my behalf determine that the Commonwealth is in need of greater flexibility in truck driver regulations to accommodate truck drivers in the finding and transporting of fuel or other commodities across the state to provide emergency relief during this emergency, I direct the state Department of Transportation to hereby waive any laws or federal regulations related to drivers of commercial vehicles; and

FURTHER, pursuant to the powers vested in me by the Constitution and laws of this Commonwealth, I hereby authorize the Adjutant General of Pennsylvania to use her discretion in placing on state active duty for the duration of the emergency disaster proclamation such individuals and units of the Pennsylvania National Guard as requested by the Pennsylvania Emergency Management Agency to alleviate the potential danger to public health and safety caused by the aforementioned emergency; and

FURTHER, I hereby authorize the Commissioner of the Pennsylvania State Police to use all available resources and personnel of the Department, in whatever manner that he deems necessary, to aid in the recovery aspects related to all interstate as well as other federal and state highways in the Commonwealth to address the emergency resulting from this severe winter storm; and

FURTHER, I direct that the emergency response and recovery aspects of the Commonwealth and all applicable county, municipal, and other disaster response plans be activated and that all state, county, and municipal actions taken to implement those plans be coordinated through the Pennsylvania Emergency Management Agency; and

STILL FURTHER, I hereby urge the governing bodies and executive officers of all political subdivisions affected by this emergency to act as necessary to meet the current exigencies as legally authorized under this Proclamation, namely, by the employment of temporary workers, by the rental of equipment, and by entering into such contracts and agreements as may be required to meet the emergency, all without regard to those time consuming procedures and formalities normally prescribed by law, mandatory constitutional requirements excepted.



GIVEN under my hand and the Seal of the Governor, at the City of Harrisburg, on this sixth day of February in the year of our Lord two thousand ten, and of the Commonwealth the two hundred and thirty-fourth.

Edward G. Rendell
EDWARD G. RENDELL
Governor

**Governor's Certification and
Estimated Requirement for Public Assistance
Stafford Act**

REQUESTED RECORD AND CONTIGUOUS COUNTIES

Governor's Certification

I certify that for this current disaster, State and local government expenditures and obligations will include the non-federal share of costs required by the Stafford Act. As stated in my basic letter, and based on information available at this time, tabulation of these estimated expenditures and obligations are as follows:

| County | County Per/Capita | County Total | County Percentage |
|----------------|-------------------|--------------|-------------------|
| Adams | \$294,873 | \$940,828 | 319% |
| Allegheny | \$4,139,781 | \$9,775,327 | 236% |
| Armstrong | \$223,826 | \$630,185 | 270% |
| Bedford | \$161,448 | \$930,531 | 576% |
| Blair | \$417,135 | \$628,901 | 151% |
| Cambria | \$492,892 | \$669,327 | 136% |
| Cumberland | \$690,167 | \$1,480,579 | 215% |
| Dauphin | \$813,308 | \$2,191,032 | 269% |
| Delaware | \$1,779,291 | \$2,726,968 | 153% |
| Fayette | \$480,120 | \$1,015,515 | 212% |
| Franklin | \$417,681 | \$874,380 | 209% |
| Huntingdon | \$147,243 | \$321,199 | 218% |
| Juniata | \$73,712 | \$156,991 | 213% |
| Lancaster | \$1,520,225 | \$2,923,367 | 192% |
| Perry | \$140,834 | \$322,763 | 229% |
| Philadelphia | \$4,901,687 | \$10,465,955 | 214% |
| Somerset | \$258,474 | \$1,024,825 | 396% |
| Westmoreland | \$1,195,077 | \$1,590,697 | 133% |
| York | \$1,233,056 | \$2,595,906 | 211% |
| Totals: | | \$41,265,276 | |

Note: Estimates reflect total cost before any cost sharing

In addition, I anticipate the need for debris removal, which poses an immediate threat to lives, public health, and safety.

Pursuant to Sections 403 and 407 of the Stafford Act, 42 U.S.C. §§ 5170b & 5173, the State agrees to indemnify and hold harmless the United States of America for any claims arising from the removal of debris or wreckage for this disaster. The State agrees that debris removal from public and private property will not occur until the landowner signs an unconditional authorization for the removal of debris.