



Dannel P. Malloy

GOVERNOR
STATE OF CONNECTICUT

February 18, 2011

The Honorable Barack Obama
The President of the United States
The White House
1600 Pennsylvania Avenue, N.W.
Washington, D.C. 20500

Through: Mr. Don R. Boyce, Regional Administrator
FEMA Region 1
99 High Street, 6th Floor
Boston, MA

Dear President Obama:

Under the provisions of Section 401 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. sections 5121-5207 (Stafford Act), and implemented by 44 C.F.R. sections 206.36 (major disaster declaration requests), and in accordance with 44 C.F.R. §206.227 (snow assistance), I request that you declare a major disaster for the State of Connecticut, and specifically for all eight counties of the State-- Fairfield, Hartford, Litchfield, Middlesex, New Haven, New London (any reference to New London County includes the tribal lands of the Mashantucket Pequot and Mohegan Tribal Nations, located within New London County), Tolland, and Windham-- as a result of a record-breaking 21-hour snowstorm that began on January 11, 2011 at approximately 10:00 p.m. and continued through 7:00 p.m. on January 12, 2011, and which resulted in historic snowfall amounts across the state. This is the incident period for the storm itself. All counties are core counties, with the exception of Middlesex and Windham Counties, which are contiguous counties, both of which have validated costs that are double their FEMA county per capita cost thresholds. This snowstorm (which is one of six major storms to affect the State in six weeks) closed parts of all major interstate highways such as I-95, I-395, and I-84, and major state highways such as Route 2, as well as numerous other state and local roads. Residents were urged to stay off roads, and a voluntary truck ban was instituted. Schools were closed throughout the state, some for days; government offices and businesses closed; major forms of public transportation such as bus and train services, were suspended; and, the State's Urban Search and Rescue Team was activated for storm-related search and rescue operations.

At over **\$14.5 million**, the joint FEMA/State-verified snow assistance cost estimates associated with this storm alone are more than three times the FEMA statewide cost threshold of approximately \$4.4 million. The unverified pre-assessment cost damage estimate of over \$18 million statewide may ultimately prove to be very accurate, since the joint FEMA/State Preliminary Data Assessment (PDA) verification exceeded \$14.5 million even though the PDA for most counties was terminated once the county threshold was reached. This demonstrates a high correlation between the raw data provided to DEMHS by state agencies, municipalities and tribal nations and the costs verified by the joint FEMA/State PDA.

The Connecticut one-month snowfall record that was set in 1945 was shattered in January of 2011 by almost a foot. As of February 10th, 80% of municipalities in the state have exceeded their annual snowfall totals. In Southern Fairfield and New Haven Counties, many towns have received double their annual snowfall totals. In some cases, these records go back 105 years. I have attached a map of Connecticut (Attachment 1) showing the snowfall totals across the State as of February 4, 2011.

In response to this record-breaking snowstorm, I have taken appropriate action under State law. I directed activation of the State emergency operations plan on January 11, 2011. I declared a statewide emergency under State law for this storm, which continues in effect, due to the ongoing series of serious weather events. I have determined that this incident was of such severity and magnitude that effective response is beyond the capabilities of the State and the affected local and tribal governments and that supplementary federal assistance is necessary.

I am specifically requesting Public Assistance, Categories A through G, including snow assistance, for all counties of Connecticut, as well as Hazard Mitigation Assistance statewide, including the tribal lands of the Mashantucket Pequot and Mohegan Tribal Nations. Preliminary estimates of the types and amount of assistance needed under the Stafford Act are tabulated in Enclosures A and B, including the estimated snow assistance costs for a 48-hour period, although we are requesting reimbursement of snow assistance costs for at least a 72-hour period (see below).

Because of the historic nature of this snowfall, and the extraordinary burden on the State and its municipalities as a result of the storm, I am also requesting that snow assistance costs be allowed for at least a 72-hour period for all eight Connecticut counties, including tribal lands. Although FEMA Snow Assistance Policy 9523.1 sets a 48-hour limit for most reimbursements of snow assistance costs, the Code of Federal Regulations in fact states that "federal assistance will be provided for all costs eligible under 44 CFR 206.225 for a specified period of time **which will be determined by the circumstances of the event.**" 44 CFR §206.227.

As the details that follow demonstrate, the circumstances of this event call for an expansion of the time period for which costs may be recovered. Section III, below, describes the historic chain of severe

weather events that has hampered recovery operations from this storm, and Section V analyzes the application of an expanded time period for snow assistance costs.

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 USC §§5170b and 5173, the State agrees to indemnify and hold harmless the United States of America for any claim 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 removal of debris.

Finally, due to the extraordinary number of consecutive storms that Connecticut has endured over the last seven weeks, causing damages in addition to normal snow assistance costs, please be on notice that we may request additional programs or the extension of certain programs, or may even file additional declaration requests. For example, although the incident period for this storm is January 11-12, 2011, the State has continued to experience damages that are at least in part the result of this storm. We understand that this type of multiple-storm situation, with significant cumulative damages, is a situation for which there may be little or no FEMA precedent, and therefore we request flexibility in the interpretation of federal law if necessary.

Enclosed please find the required snowfall data as reported by the National Weather Service and the historical record snowfall data from the National Climatic Data Center, attached as Enclosure E.

I. Overview of the Snowstorm Event and Effect on All Connecticut Counties:

This record snowstorm started at approximately 10 p.m. on January 11, 2011 and ended at 7:00 p.m. on January 12, 2011. Most of the heavy snow fell from midnight to noon on January 12. In most if not all parts of the state, only trace amounts of snow fell late at night on January 11.

A low pressure system formed near the coast of Northern Florida during the afternoon of January 10. The low then moved off the Southeast U.S. overnight. During the day on January 11, the low moved slowly up the East Coast. The storm then blossomed into a record-breaking snowstorm as it reached Southern New England late at night on Tuesday, January 11.

Heavy snow began to fall in Southern Connecticut. The heavy snow spread across the rest of the state by 2:00 a.m. Wednesday morning and continued without pause for 10 hours. The snow finally tapered off to lighter snow Wednesday afternoon and ended completely by early evening. Snowfall totals ranged from 20 – 30 inches across most of the state with lesser amounts in Southeastern Connecticut and a few valleys in Central Connecticut. The National Weather Service confirmed that the record 1-day snowfall had been broken at Bradley International Airport and several other locations across the state.

A record-breaking snow event requires the maintenance of access to, and ensuring the capability of, essential emergency services and critical disaster operations. Consequently, for this event, I am requesting that snow removal costs be eligible for consideration even for those counties that may not have met the record or near record snowfall requirements that could apply to them under the strictest possible reading of FEMA Policy 9523.1. Both of these two counties, Windham and Middlesex, have verified cost estimates for their designated 48 hours of snow assistance for this one storm that are **more than double** the county's per capita cost threshold required for a major disaster declaration. In fact, all Connecticut counties exceed their FEMA county cost thresholds significantly. A more detailed review of the county data demonstrates that the two thresholds set by the FEMA snow policy, for cost and for snowfall, have been substantially met by all Connecticut counties.

ANALYSIS OF ONE-DAY SNOWFALL RECORD TIME PERIOD

The one-day snowfalls for Fairfield, Hartford, Litchfield, New Haven, New London, and Tolland Counties from this 21-hour storm all meet or exceed the historic record or near-record one-day snowfalls for those counties. (In fact, the current snowfall total for this storm for New Haven County exceeds 50% of the county's historic one-day snowfall record, which means that under FEMA Policy 9523.1, New Haven County is eligible to recover up to 72 hours of snow assistance costs. It should be noted that the State asserts, however, under the more general provisions of 44 CFR §206.227, that the circumstances of this event, as described within this request, indicate that all eight Connecticut counties should receive at least 72 hours of snow assistance costs.)

As discussed above, the one-day snowfall totals for Middlesex and Windham Counties do not meet or exceed their historic record or near-record snowfall totals. FEMA Policy 9523.1 appears to require that these two counties' current snowfall totals must meet or exceed a current snowfall total for this storm for a contiguous county. This policy requirement does not accurately reflect the impact of the storm on a particular county for two reasons.

First, impact should be measured by a comparison with the record or near-record snowfall totals for a contiguous county, not current snowfall totals. The Snow Assistance section of the Code of Federal Regulations, 44 CFR §206.227, states that major disaster declarations based on snow conditions will be made for cases of record or near record snowstorms: the regulations do not contemplate a current snowfall match requirement. If a contiguous county records standard was applied, snowfall totals from this storm for both Middlesex and Windham Counties would meet or exceed the record or near record snowfall amounts in a contiguous county. The snowfall amount for Middlesex County of 22 inches exceeds the record snowfall amount for the contiguous New Haven County by 2.6 inches. The snowfall amount for Windham County of 22 inches exceeds the near-record snowfall amount for the contiguous Tolland County by 1.3 inches. Therefore, both counties would meet this more appropriate policy requirement.

Secondly, whether one county received the same amount of snow for this storm as a neighboring county does not accurately indicate whether a major disaster has occurred in a county, because it does not accurately reflect the impact on the county in question. In this case, the effect on Middlesex County is more properly indicated by a comparison of the per capita costs of the snow assistance in each county, **\$6.67** for Middlesex County, as compared with **\$4.27** for New Haven County, which is eligible under both FEMA's snowfall and cost criteria. The same is true for Windham County, which has a per capita snow assistance cost of **\$7.49**, as compared with a per capita cost estimate for the contiguous New London County of **\$5.76**. The true impact of this storm for these two counties is measured by costs and the actual effects of the snowfall received, rather than by the Policy's contiguous county snowfall rule. The verified preliminary damage estimates for both Windham and Middlesex Counties are more than two times (200%) of the FEMA county per capita cost thresholds.

Even if the current snowfall requirement of FEMA Policy 9523.1 is applied to Middlesex and Windham Counties, the snowfall totals for these counties are so close to the current snowfall total of a contiguous county with record snowfall that they should be included in any declaration made by the President. Both Middlesex County and Windham County had 22 inches of snow in this 21-hour period—New London County, which is contiguous to both counties, had 24 inches.

It is also important to note that the Middlesex County record snowfall dates back to 1888, and may not be as accurate as more recent records. There is also no way of knowing how the Middlesex County record was calculated. Including Middlesex and Windham Counties in this major declaration meets the intent of the policy, which is to provide federal assistance to a county that is faced with unprecedented or extraordinary costs associated with a snowstorm.

The tremendous impact of this one storm on both Middlesex and Windham Counties is further demonstrated by the number of towns within both counties that reported cost estimates to DEMHS—100% of Middlesex county municipalities and 100% of Windham communities. The size of this response indicates that the impact to these counties is fiscally devastating over the entire geographical area.

My request to include Middlesex and Windham Counties in this declaration is also consistent with the FEMA Policy, which recognizes that the criteria within the policy "are solely for use by FEMA in making recommendations to the President and in no manner restrict the ability of the President, in his discretion, to declare ... major disasters pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended."

A summary comparison of this storm's snowfall amounts to National Weather Service historical benchmarks appears below. I would again note that the Middlesex one-day record snowfall, set in 1888, appears to be out of line with the records set in all other Connecticut counties. Official records of the data in this chart may be found in Enclosure E.

County	NWS Snowfall Data for the January 11 – 12, 2011 Event (in Inches)	NCDC Station Near Record (90%) for 1-Day Snowfall (in inches)	NCDC Station Record for 1-Day Snowfall (in inches)
Fairfield	28"	21.6	24.0
Hartford	27"	19.7	21.9
Litchfield	28"	23.1	25.7
Middlesex	22"	25.2	28.0
New Haven	30.5"	17.5	19.4
New London	24"	21.6	24.0
Tolland	29"	20.7	23.0
Windham	22"	23.4	26.0

II. Description of State and Local Resources Activated in Response to the Event:

The following information is furnished on the nature and amount of State and local resources that have been used to respond to this storm. The State Emergency Operations Center (EOC) was activated for this storm, beginning at 10 p.m. on January 11 and remaining open until 10 p.m. on January 12. The State EOC was staffed with representatives from the Department of Emergency Management and Homeland Security (DEMHS), the Departments of Transportation, Public Health, Administrative Services, Military, and Environmental Protection, the Connecticut State Police, and the Fire Commission. Also, as described above, I issued a Declaration of Emergency pursuant to state statute on the evening of January 11, 2011, which remained in effect due to the ongoing storms.

DEMHS began coordinating with the National Weather Service, FEMA, local jurisdictions and other state agencies regarding this storm on January 9. DEMHS participated in National Weather Service phone conferences, and distributed weather updates to local and state agencies, as well as the private sector. DEMHS coordinated numerous conference calls for the Governor's Office with state agencies, municipalities, and transit authorities to discuss the pending storm and to ensure the preparedness posture of the organizations. An incident was opened on the DEMHS Web EOC system, allowing local, state and federal agencies to enter information and track events.

The Department of Administrative Services coordinated the State's Continuity of Operations Plan to ensure that essential government services would continue during the event.

Additional preparedness activities included the successful testing of all communications equipment, and the DEMHS Radiological Emergency Preparedness Division verified with the Millstone Nuclear Power Plant that they were prepared for the storm.

All of the DEMHS regional offices were staffed and fielded requests for assistance from municipalities across the state. All requests were coordinated through the State Emergency Operations Center. These requests included assistance with removal of abandoned vehicles, the safe clearing of dangerous roads and intersections, and provision of requested resources.

Throughout the storm, I held numerous additional conference calls, including calls with local and state officials, to provide current weather forecasts and to brief them on storm preparations and response. Other calls included regular briefings with the Department of Transportation and Department of Public Safety on the status of roadways, access for emergency vehicles, and any other transit concerns. I also provided regular press briefings as well to keep the residents of the State informed on the State's actions and the weather status.

Working with the Motor Transport Association of Connecticut, we instituted a voluntary tractor trailer truck ban during the height of the storm, and repeatedly urged residents to stay off the roads.

The Connecticut Department of Transportation activated 100% of its trucks and contractors, totaling 632 state trucks and 220 contract trucks, to respond to the storm.

The Connecticut National Guard staffed eleven locations around the state. At my direction, the National Guard sent personnel and equipment to Hartford to assist in the extrication of vehicles stuck in the snow, including nine buses, a United Parcel Service truck, and a Department of Transportation wrecker. Statewide, dozens of other vehicles were stuck in the heavy snow.

The State Urban Search and Rescue (USAR) team, organized under the auspices of DEMHS, was prepared to respond to any events by assembling a Type I equivalent heavy rescue team able to respond within one hour of notification of an emergency. The USAR Team was activated at the request of the Town of Ridgefield to conduct a wooded area search to find two missing girls who left home just as the storm began. The girls were recovered in an abandoned building in an adjacent town.

The Connecticut State Police received 2296 calls during the storm, including over 460 calls for motorist assistance related to the storm. In at least one case, a municipality (Portland) requested the assistance of the Department of Environmental Protection (DEP) Police with specialized vehicles to rescue a missing/stranded motorist.

Across the State, at least 38 municipalities and 9 hospitals opened their emergency operations centers. Three shelters were established, although most people chose to shelter in place.

Multiple municipalities declared local states of emergency due to the size of the storm, and other municipalities declared snow emergencies, limiting the use of certain routes within the communities.

Fire departments across the State responded to numerous calls for assistance during the storm, including rescuing people stuck in cars and assisting homeowners with carbon monoxide issues such as gas build-up because of vents blocked by snow.

III. Storm Impacts Beyond State and Local Capabilities:

Since December 26, 2010, the State of Connecticut has received record snowfall amounts, exceeding 70 inches in some areas, as a result of six major winter storms and several smaller storms. The State Emergency Operations Center was activated for seven storms in seven weeks: most recently, a two-day storm on February 1 and 2, which dumped snow, sleet and freezing rain, and two similar events on February 5 and February 8, adding to roof loads and to the current snowpack of 30 inches or more throughout Connecticut. One of the earlier storms, which occurred on January 7-9, two days before the January 11-12 storm that is the subject of this request, was a rare Norlun- type winter storm that dropped up to 15 inches of snow in heavy narrow bands across the State. During that storm, motorists were stranded on Interstate 84 for hours in the southwestern part of the State. These earlier storms hampered snow recovery operations connected with the January 11-12 storm.

Indeed, as of January 31 the State has broken its **all-time record for snowfall in a single month**. The previous record for monthly snowfall, 45.3 inches, was set in 1945 at Bradley International Airport in Windsor Locks. The snowfall amount for January 2011 was 57 inches, exceeding the previous record by nearly a foot.

The negative effects of these storms continued because very little if any melting had taken place during the past month. Temperature records from Bradley International Airport showed an average temperature of only 24 degrees Fahrenheit for the month of January. Moreover, during a four-day period beginning January 21st, we activated a severe cold sheltering system to protect the homeless and other vulnerable people when overnight temperatures dipped as low as 15 degrees below zero (with wind chills as low as 25 below zero). United Way 2-1-1, working with DEMHS and the Connecticut Department of Social Services, received over 200 calls for shelter during that period.

Increasingly, the dead weight of the cumulative snowpack on roofs continues to cause safety concerns. This weight appears to have approached the design limits of certain buildings as evidenced by the full or partial roof collapses or other effects on 733 structures, including the roofs of businesses (particularly commercial industrial), schools, churches, and residences, as reported informally to DEMHS. The collapses reported to DEMHS are only a portion of the total collapses throughout the State, with more failures occurring each day. The State' agricultural community has been particularly hard hit: the Connecticut Department of Agriculture (DOAG) has received reports of 355 full or partial structure collapses at over 100 farms across the state. Most livestock have been saved to date, but 85,000 laying hens at one farm, and at least 30 other animals elsewhere have perished. According to the DOAG, the economic loss for Connecticut's agricultural sector alone is in the millions of dollars.

The National Weather Service issued a special weather statement on January 30 indicating that the deepest snow depth values in the tri-state area of New York, New Jersey and Connecticut are found in Connecticut, with a snow water equivalent on roofs of 3 to 5 inches, resulting in a “tremendous amount of weight per square foot.” DEMHS, in collaboration with other state and local agencies, has been working to lessen the number of collapses by issuing public information statements to alert public and private property owners of the potential risks, but the damages continue to mount. Severe weather occurred again on February 1- 2, on February 5, and again on February 8, in the form of rain, freezing rain and sleet – only exacerbating this serious situation.

State and local government agencies throughout the state continue to work to rectify the issues caused by the numerous storms. Public Works and Transportation Departments are concentrating on removing the extremely high snow piles that have caused numerous accidents across the state. Municipalities and state agencies are increasingly challenged to remove snow from buildings, lots and streets, and to store the snow safely.

A summary of the effect of the storm on one state agency, the Connecticut Department of Transportation (CT DOT), provides clear evidence of the tremendous impact that this storm, and the continuing severe weather, has had on the State, and its municipalities, overwhelming our resources. The unprecedented winter storm of January 11-12, combined with a record month of snowfall, has left the CT DOT with expenditures that far exceed those of an average winter. As of February 3, 2011, CT DOT has virtually exhausted its FY2011 snow removal budget, which would have been sufficient, under normal circumstances, to fully fund expenditures of an average winter.

In an average winter, the Department encounters 12 winter storms with a total of about 280 storm hours. As of February 3, 2011, the Department has responded to 11 storms totaling 300 storm hours. On average, five winter storms occur *after* February 3. The severity of the 2010-2011 winter season has resulted in higher than average expenditures for state workforce overtime, contractual services, salt and liquid chlorides, fuel, truck and equipment repair, and plow blades, costs which the CT DOT cannot meet. As an example, the ten-year average of salt used on the roads is \$6,524,162. This year CT DOT had already used \$6,795,408 as of January 31st, and there have already been three additional storms in February.

In addition to expenditures associated with CT DOT’s snow removal activities *during* the storm, the record accumulation of the January 11-12 snow event led to dangerous snow piles that needed to be moved from critical locations on interchanges, ramps and bridges statewide. To ensure safe and passable roadways, subsequent to the 48-hour period of this and further storms, additional post-storm expenditures, for overtime, equipment and contractual services, now estimated at over \$1 million and rising, are being incurred to address removal of excess snow. While “post-storm” work is common each winter, the post-storm efforts for the 2010-2011 season to date have far exceeded the norm, as additional consecutive storms of significant accumulation, without any periods of milder weather, have taken

place. As a result, after the end of each storm, critical areas where excess piles of snow impair vision or impede passage must be evaluated and snow must be moved to ensure the continued safety of the traveling public.

The record snowfall has also resulted in extraordinary strain to the rooftops of more than 100 DOT facilities alone, resulting in an added unbudgeted DOT expense, estimated at \$750,000, of removing accumulated snow from these roofs to prevent structural compromise, and to ensure the safety of employees as well as continuity of DOT operations.

The safety of roofs across the State is a growing safety concern and expense for residents, businesses, and governments alike.

These additional, unprecedented costs and damages are occurring in a State that is already facing a budget crisis of historic proportions. Connecticut faces a projected deficit of more than \$3.5 billion for the fiscal year that starts in July — a significant percentage, almost 20%, of the State's \$19 billion overall budget.

IV. Other Storm Impacts:

During and after the January 11-12 snowstorm, all public schools in the state were closed. In some towns, schools could not re-open until the following Monday, January 17, 2011, because of storm-related issues. Over 105 post-secondary education facilities, including colleges and universities, were closed. State and municipal offices were closed, including state courts. Numerous major employers (e.g., Pfizer, Electric Boat, Groton Sub Base and Travelers Insurance Company) closed, as well as many smaller businesses. Many public and private facilities faced (and in fact continue to face) safety and space concerns as snow piles occupy parking lots, causing reduced visibility.

In Norwich, an apartment building roof collapsed during the storm, leaving ten persons homeless. The Red Cross assisted with housing needs, as they did with a residential fire in Norwalk during the storm.

Numerous roads were closed as deep snow stranded vehicles, including parts of I-95, I-395, I-84, the Merritt Parkway, Route 2, Route 66 and many local roads. Treacherous roads with extremely high piles of snow made, and continue to make, driving a safety concern. Snow on road shoulders now exceeds four feet in many places, and plows are unable to push snow to shoulders. Many four-lane roads are now down to two lanes, severely hampering travel, even near such critical infrastructure as hospitals.

All air traffic to and from Bradley Airport was halted on the evening of January 11: the airport did not resume air traffic until 1:45 p.m. on January 12. In all, 122 flights were cancelled from January 11-13. The following public transportation services were closed: Greater Bridgeport Transit; Connecticut Transit in Waterbury; Hartford, Meriden, and Milford Transit; Danbury HART; Southeast Area Transit, and; Estuary Transit.

Volunteer agencies across the state assisted in the storm. United Way 2-1-1 handled 167 calls related to the storm, as well as an additional 86 calls for shelter. Community Emergency Response Teams were activated to provide, among other assistance, four-wheel drive transportation for emergency workers. Dialysis patients were transported in a number of different ways to life-saving appointments. In Morris, the regional volunteer Animal Response Team found shelter for horses after a barn collapse.

Major institutions, including Danbury Hospital and Hartford Hospital, sheltered staff overnight.

The Connecticut State Police responded to 2296 calls during the storm, including 462 requests to assist motorists.

The outages in Connecticut Light & Power's service territory peaked on Wednesday, January 12 at 11:00 a.m. when 3,616 customers were without service. By midnight Wednesday, January 12, all power outages from the snow and wind were restored, with the Company restoring service to a total of 8,520 customers. Most of the outages on the Company's system were a result of the strong winds and wind gusts.

Municipalities across Connecticut were severely affected by the magnitude of this winter storm, an impact which continued to worsen with each successive storm. Towns and cities across the state have reported being over their snow budgets due to the size of the storms that have occurred with months left of the winter season. One of the major concerns with this storm, as described elsewhere, was the height of the snow piles and the need to improve site lines for major intersections, as well as a lack of space to store the snow elsewhere. In its response to the DEMHS request for data, the Town of Waterford, for example, stated that "after the initial 48-hour period, substantial amounts of time were devoted to cleaning municipal sidewalks in addition to many intersections required excessive work in order to improve site lines, resulting in an additional \$15,679.55 expended."

Other municipalities also reported that they are experiencing significant negative impacts on operating budgets. Ridgefield reported "The cost of snow removal and management in this particular storm has negatively affected the Town of Ridgefield's operating budget. This storm was significantly worse than most experienced by our community and burdened the Town's resources more than usual." The Town of Lyme stated, "Extreme accumulation restricted public access to local roads and compromised timely delivery of emergency services resulting in diminished capacity to maintain public health and safety." Town of Canton First Selectman Richard Barlow is quoted in a *Hartford Courant* article after the storm, citing a common municipal problem: "We had allocated \$118,000 [for salt] and it looks like right now we're going to be running about a \$40,000 deficit." The Mayor of the City of Middletown reported that the city is about \$80,000 over its snow clean-up budget and was going to need at least another \$150,000 to pay for clean-up. (*Hartford Courant*.) These statements were made before the towns experienced the three storms that have hit the State to date in February.

V. Total Estimated Eligible Costs For Each Core and Contiguous County, Including the Estimated Snow Assistance Costs:

The impact of this one storm on Connecticut municipalities can be measured by the tremendous response received by DEMHS regarding the towns' estimated costs. Of the 171 Connecticut municipalities and tribal nations, 98% submitted information, demonstrating again the total impact of this storm on nearly every town across the State. Broken down by the number of municipalities reporting within each county, the percentages of response were as follows:

- Fairfield: 100%
- Hartford: 99%
- Litchfield: 84%
- Middlesex: 100%
- New London: 100%
- New Haven: 100%
- Tolland: 100%
- Windham: 100%
- Tribal nations: 100%.

The estimates of eligible Category B snow assistance costs across all eight Connecticut counties including tribal lands just for a 48-hour period associated with this one January storm exceed the FEMA county cost thresholds by over **\$3.3 million**. The breakdown by county is found in Enclosure B. Six counties exceeded their thresholds **by over \$400,000** each; two of those counties, Middlesex and New London, by over **\$500,000** and **\$600,000** respectively. One county (New Haven) exceeded its threshold by well over **\$800,000**. **The two counties that are close to, but not over, the snowfall records, Windham and Tolland, exceeded their cost thresholds by over 100%.**

Because of the tremendous statewide fiscal impact from this one storm, as well as its historic snowfall and the severe weather preceding and following this storm hampering its associated recovery operations, I am requesting that all eight counties receive eligible snow assistance costs for a 72-hour period rather than a 48-hour period. Federal regulations regarding snow assistance state that "federal assistance will be provided for all costs eligible under 44 CFR 206.225 for a specified period of time **which will be determined by the circumstances of the event.**" 44 CFR §206.227. The circumstances surrounding this snowstorm event as described in this request provide ample grounds for extending the snow assistance period. Even under the more restrictive terms of FEMA Policy 9523.1(f)(2), which sets snowfall criteria for this additional aid that are not found in the applicable federal regulation, New Haven County qualifies for the 72-hour cost recovery period, because the county received snowfall in excess of 50% of the county's record snowfall. The extraordinary fiscal and response and recovery impacts that affected New Haven County apply as well to all other Connecticut counties as well, and

therefore all counties should receive an extension of the time period for allowable costs, as contemplated by 44 CFR §206.227.

VI. Total Estimated Statewide Costs, which Include the Total of Estimated Eligible Costs for all Counties Requested:

The preliminary verified estimate of costs incurred as the result of this January 11-12 snowstorm, currently estimated at **\$14,530,617**, is over three times the statewide per capita cost threshold in 44 C.F.R. §206.48(a)(1) of \$4,427,234.50. In other words, the difference between the FEMA statewide threshold and the actual estimates for this one storm is over **\$10 million**.

VII. State's Mitigation Program Efforts:

Since the passage of the Stafford Act in 1988, the State of Connecticut has received 14 presidential disaster declarations, of which 5 were for flooding. After each of the 5 flooding disaster declarations (and 1 tornado declaration) the State of Connecticut has updated its State Hazard Mitigation Plan. The Hazard Mitigation Plan was approved in December of 2007, and maintained through the efforts of the state's Hazard Mitigation Officer. The Connecticut Department of Environmental Protection (DEP) and the Connecticut Interagency Hazard Mitigation Committee reviewed and updated the State Hazard Mitigation Plan for 2010 in accordance with FEMA regulations for the plan to be updated every three years. The updated Plan was submitted to FEMA in the Fall of 2010 and approved in January of 2011.

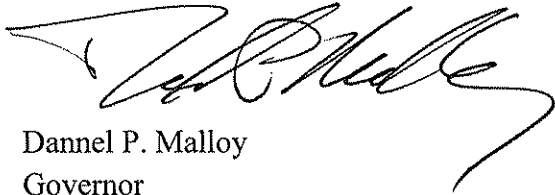
VIII. Recent Presidential Declarations:

As a result of a severe weather system which brought historic winds and flooding to most of the State's counties in March of 2010, Connecticut received a Presidential Major Disaster Declaration this past year. Federal assistance for DR 1904 includes Public Assistance, Individual Assistance and Small Business Administration Assistance, and currently totals over \$18 million. The State and its municipalities are still recovering from the effects of the severe weather that resulted in DR 1904, and the 25% cost share that must be met.

I certify that for this major disaster, the State and Local governments will assume all applicable non-Federal shares of costs required by the Stafford Act. Total expenditures are expected to exceed **\$14.5 million**, in accordance with the table in Enclosure D. Based on the magnitude of the estimated costs associated with this storm, I am requesting that the state/local cost share be reduced from 25% to 10%. Although we understand that, under 44 CFR 206.47, FEMA recommends this reduction only when the statewide per capita costs are approximately \$125, we also contend that the State's financial situation, combined with the 25% cost share for DR 1904, and the historic number of storms this winter, make the effect of this disaster on Connecticut citizens extraordinary.

I have designated William J. Hackett as the State Coordinating Officer for this request. He will continue to work with the Federal Emergency Management Agency in damage assessments and may provide further information or justification on my behalf.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Malloy", with a long, sweeping horizontal stroke extending to the right.

Dannel P. Malloy
Governor

Enclosures

ENCLOSURE A TO MAJOR DISASTER REQUEST

Estimated Requirements for Individual Assistance
under the Stafford Act

County <i>List each requested county</i>	Assistance to Individuals and Households					Other Programs
	Temporary Housing <i>Indicate No.</i>	Repairs	Replacement	Permanent Housing Construction	Other Needs Assistance	(Disaster Unemployment Assistance, Legal Services, and Crisis Counseling)
None						
TOTALS						

ENCLOSURE B TO MAJOR DISASTER REQUEST

Estimated Requirements for Public Assistance
under the Stafford Act

CATEGORY

State of CT

State \$1.30

County \$3.27

Date:		2/14/2011		PUBLIC DAMAGE									
Report #:		A	B	C	D	E	F	G	TOTAL	POP. '00	\$/CAP.	\$3.27/CAP.	Difference
Fairfield Co		\$0	\$3,312,352	\$0	\$0	\$0	\$0	\$0	\$3,312,352	882,567	\$3.75	\$2,885,994	+\$426,358
Hartford Co		\$0	\$2,839,106	\$0	\$0	\$0	\$0	\$0	\$2,839,106	857,183	\$3.31	\$2,802,988	+\$36,118
Litchfield Co		\$0	\$637,227	\$0	\$0	\$0	\$0	\$0	\$637,227	182,193	\$3.50	\$595,771	+\$41,456
Middlesex Co		\$0	\$1,034,196	\$0	\$0	\$0	\$0	\$0	\$1,034,196	155,071	\$6.67	\$507,082	+\$527,114
New Haven Co		\$0	\$3,513,830	\$0	\$0	\$0	\$5,282	\$0	\$3,519,112	824,008	\$4.27	\$2,694,506	+\$824,606
New London Co		\$0	\$1,493,316	\$0	\$0	\$0	\$0	\$0	\$1,493,316	259,088	\$5.76	\$847,218	+\$646,098
Tolland Co		\$0	\$878,653	\$0	\$0	\$0	\$0	\$0	\$878,653	136,364	\$6.44	\$445,910	+\$432,743
Windham Co		\$0	\$816,655	\$0	\$0	\$0	\$0	\$0	\$816,655	109,091	\$7.49	\$356,728	+\$459,927
State Agencies		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	State POP	\$/CAP.	\$1.30/CAP	
TOTALS		\$0	\$14,525,335	\$0	\$0	\$0	\$5,282	\$0	\$14,530,617	3,405,565	\$4.27	\$4,427,235	+\$10,103,383

Note: Estimates are to reflect total eligible costs before any cost sharing.

ENCLOSURE C TO MAJOR DISASTER REQUEST

Estimated Requirements for Other Federal Agency Programs

County	SBA Home Loans	SBA Business Loans	FSA Loans	NRCS	FHWA	USACE	OTHER
Fairfield	<i>TBD</i>	<i>TBD</i>					
Hartford	<i>TBD</i>	<i>TBD</i>					
Litchfield	<i>TBD</i>	<i>TBD</i>					
Middlesex	<i>TBD</i>	<i>TBD</i>					
New Haven	<i>TBD</i>	<i>TBD</i>					
New London	<i>TBD</i>	<i>TBD</i>					
Tolland	<i>TBD</i>	<i>TBD</i>					
Windham	<i>TBD</i>	<i>TBD</i>					
Totals	<i>TBD</i>	<i>TBD</i>					

Note: Provide numbers and amounts, as appropriate.

ENCLOSURE D TO MAJOR DISASTER REQUEST

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:

CATEGORY OF ASSISTANCE		AMOUNT	
		Federal (75%)	State/Local (25%)
Individual Assistance:			
"Other Assistance" under the Individuals and Households Program			
Other (specify)			
Total:			
Public Assistance:			
Category A - Debris Removal			
Category B – Emergency Protective Measures	\$14,525,335.00	\$10,894,001.25	\$3,631,333.75
Category C – Roads and Bridges			
Category D – Water Control Facilities			
Category E – Buildings and Equipment			
Category F – Utilities	\$5,282.00	\$3,961.50	\$1,320.50
Category G – Other (Parks, Recreational Facilities, etc.)			
Total:	\$14,530,617.00	\$10,897,962.75	\$3,632,654.25
Grand Total:	\$14,530,617.00	\$10,897,692.72	\$3,632,654.25

ENCLOSURE E TO MAJOR DISASTER REQUEST

Snowfall Data

County	NWS Snowfall (inches)	Period (# of days)	NCDC Record Snowfall Data		Evaluation				Comments
			Amount	Period	Record Exceeded	Near Record	Contiguous County	Core County	
Fairfield	28"	1	24"	1 Day	X			X	
Hartford	27"	1	21.9"	1 Day	X			X	
Litchfield	28"	1	25.7"	1 Day	X			X	
Middlesex	22"	1	28"	1 Day			X		
New Haven	30.5"	1	19.4"	1 Day	X			X	
New London	24"	1	24"	1 Day	X			X	
Tolland	29"	1	23"	1 Day	X			X	
Windham	22"	1	26"	1 Day			X		

Snow Assistance Worksheet- NWS - Upton

SNOW ASSISTANCE WORKSHEET

See Directions on reverse Side of Optional Form

State: Connecticut

Event Start Date 1/11/11 at 9:00 PM

Event Duration: 24 Hours

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1-Day

2-Day

3-Day

Servicing NWS Office for These Counties: NWS Office at Upton, NY

NW5 Address: 175 Brookhaven Ave., Upton, New York, 11973

NWS Telephone: 1-631-924-0383

NWS Contact: J. Ross Dickman, Meteorologist In Charge

COUNTY REQ LISTED BY STATE

[illegible]**SUBJECTS**

State Official Signature.

Name: Peter J. Boynton

Title: Commissioner

Date: 5/16/11

NWS Official Signature:

Name: I. Ross Dickman

Title: Meteorologist In Charge

Date:

FEMA Official Signature:

Name:

Title:

Date: _____

Snow Assistance Worksheet- NWS - Taunton

[illegible]

Snow Assistance Worksheet- NWS - Albany

[illegible]