Combined Response Mission Exercise 2013

Northeast Express

SITUATION MANUAL

11-13 JUNE

Northeast Express Exercise – 11 to 13 June 2013

TRAVEL INFORMATION (REGISTRATION, TRAVEL ORDERS, LODGING, RENTAL CARS, RS&OI)

Exercise Registration: All exercise participants are required to register at the following USACE website prior to deploying: http://rsc.usace.army.mil/2013-CRME .

Travel Orders: The locality code is: PAPHI. The Government rate for rooms is $137.00. M&IE is $66.00

Travel Dates: Travel 'TO' date for Emergency Power PRTs and selected Exercise SMEs, Evaluators, Controllers, Support Organizations is 09 June. For all others, including the Commodity Distribution PRTs, the travel 'TO' date is 10 June. The 'Return to Home Station' travel date for all participants is 14 June. Participants will not be released from the exercise until 1400 on 13 June.

Locations: All participants will exercise at the Ft. Mifflin, Philadelphia, ISB site except for Emergency Power PRT Action Officers and designated evaluators/controllers assigned to exercise at FEMA Region III offices in downtown Philadelphia. Some Mission SMEs will be traveling for meetings to other locations in Delaware or Pennsylvania and 249th personnel will be conducting Pre-Installation Inspections (PIIs) throughout Delaware and the City of Philadelphia. Check with your National Mission PRT SME should you have questions.

Lodging: A block of rooms for participants was reserved at the Philadelphia Airport Marriott under "US Army Corps of Engineers". Individuals had until 20 May 2013 to make reservations under this block. The Philadelphia Airport Marriott is attached to the airport and within walking distance of restaurants within the airport and to the light rail system running to downtown Philadelphia. Other hotels are nearby but not within walking distance of restaurants or the light rail so participants were encouraged to stay at the Marriott. All participants will also be required to process through USACE RS&OI located at the Marriott upon arrival on 10 June. Parking is reduced to $12 per day if rooms were reserved under this block of rooms. Otherwise it is higher. The Government rate for rooms is $137.00. No rooms have been blocked for those exercising in Downtown Philadelphia.

Philadelphia Airport Marriott, One Arrivals Road, Terminal B, Philadelphia, PA, 19153
Phone: 1-215-492-9000

If additional lodging assistance is needed, please contact the NAD Logistics POC: Mark Handzel
mark.d.handzel@usace.army.mil, (347) 370-4577.

Rental Car: Rental car sharing is required. Home District EOCs should ensure that rental car coordination occurs among the PRT members. Rental car allocation per participant/s will be at the direction of the respective National Mission PRT SMEs. ULA will have shuttle vans running from the Airport to the Ft. Mifflin ISB site each morning and evening to transport participants. However, ULA shuttle van service will not be available to those exercising at locations other than Ft. Mifflin ISB.

RS&OI Processing: All exercise participants (except for 249th personnel) are required to deploy on an ENGLink tasker and on arrival process thru the RS&OI operation established for the exercise. This includes all PRT members, Evaluator Controllers, SMEs, Coordinators, and support personnel (ACE-IT EERT, DTOC, etc). The RS&OI will be open in a conference room at the Philadelphia Airport Marriott on Monday 10 June from 0700 to 2000. RS&OI personnel will be available on Tuesday at Ft.Mifflin should a situation exist that prevented a participant from processing on 10 June.

TRANSPORTATION INFORMATION (IN PHILADELPHIA)

Shuttle Arrangements: NAD/NAP ULA will be providing shuttle service for exercise participants to and from the Philadelphia Airport Marriott and the Ft. Mifflin ISB exercise location Monday thru Thursday. The following schedule has been established:

Morning: The first van will leave from the drive in front of the Marriott lobby each day at 0645. The last scheduled van will leave the Marriott at 0715.

Evening: The first van leaving Ft. Mifflin enroute to the Airport Marriott in the afternoon will depart at 1610 and will run each 20 to 30 minutes until 1800. (Thursday the first van will depart at 1410 and continue until 1600).

Outside of regular schedule: Although vans will not be scheduled throughout the day, situations may occur that require this transportation. In this case please contact ULA personnel Erin Juergens at 757-438-3100 or Timothy Maynard at 978-505-2292 to determine if transportation is available. In addition, contact one your team leader/SME for assistance in arranging transportation. There may also be a rental car available.

Rail/Subway: Access to Downtown Philadelphia is easily accomplished using the train from Airport terminals that are within walking distance of the Airport Marriott Hotel. The one way cost is $7.00 and travel time is about 35 minutes. Trains run at 30-minute intervals. Details can be found at:

http://www.septa.org/schedules/rail/pdf/air.pdf

PLANNING AND RESPONSE TEAM INFORMATION

This is a multi-location exercise based in Philadelphia, PA. The Northeast Express exercise will be based on a response to a Category 3 hurricane tracking near the Delaware Bay area. One PRT from each mission area will be exercising in conjunction with the State of Pennsylvania and one PRT with the State of Delaware for FEMA Region 3 based on the hurricane scenario. The other PRTs will be exercising their mission SOPs concurrently simulated in different states. NOTE: While the National Water PRTs are not included in this Situation Manual they will perform an "Emergency Contracting Procedures" Exercise at NAE (New England). NWK (Kansas City) will also participate in the exercise. The intent of that exercise is to review and ground-truth the procedures necessary to execute an emergency bottled-water contract (or contracts) should the need arise in the absence of an ACI Contract.

If you are not sure where you fit in, please contact the lead for your PRT. POCs are also listed for each PRT type.

Exercise Points of Contact:

LEAD CRME PLANNER:	**Paul Flamm**
NAD LEAD PLANNER:	**Willem Helms**
LEAD POWER SME:	**Don Schlack, POH**
LEAD COMMODITY DISTRIBUTION SME:	**Gary Stangeland, SWD**
LEAD NATIONAL WATER SME:	**Duban Montoya, NAD**

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SCHEDULE OF EVENTS

10 June 13 2013

0700-2000: RSOI Processing - All personnel (except 249th members) are required to process through the USACE RSOI that will be operational in a conference room at the Philadelphia Airport Marriott from 0700 to 2000 on Monday 10 June.
0730-1600: Emergency Power Team Training will be held in Building 55, Ft. Mifflin, Philadelphia, PA. Individuals will be required to go through RSOI at the Airport Marriott prior to the start of the exercise on 11 June.
0730-1700: Set up ISB, FEMA Generators arrive.
TBD: Evaluator/Controller/SME meeting in Ft. Mifflin Classroom Building to review MSELs, Roles, Agenda, etc.

11 June 2013 (First Day of Exercise)

0730-0815: All participants are required to attend the informational and scenario briefing in Building 55 at Ft. Mifflin ISB.
0815-0830: Participants move to their duty locations
0830: StartX Day One
0900-1600: Point of Distribution (POD) training in Sussex County, Delaware (Commodity SME only)
1130-1200: Lunch Break
1400: SITREPS due to NAP
1545: End Exercise Day One
1545-1600: SMEs daily Hotwash with their teams
1600: Teams released for the day
1600-1620: Evaluator/Controller, SME/Coordinator Hotwash Review meeting

12 June 2013 (Second Day of Exercise)

0730: StartX Day Two
0900-1130: Power SME meets with DEMA staff (at DEMA EOC)
1130-1200: Lunch Break
1200-1600: Commodity POD training for the City of Philadelphia in classroom at Ft. Mifflin (by Commodity SME)
1300-1530: Commodity SME meets with DEMA staff (at DEMA EOC)
1400: SITREPS due to NAP
1545: End Exercise Day Two
1545-1600: SMEs daily Hotwash with their teams
1600: Teams released for the day
1600-1620: Evaluator/Controller, SME/Coordinator Hotwash Review meeting

13 June 2013 (Third and Final Day of Exercise)

0730: StartX Day Three
1130-1200: Lunch Break
1200: SITREPS due to NAP
1200-1600: ISB Cleanup/RTS generator Activity
1330: End Exercise
1330-1400: SMEs final exercise Hotwash with teams.
1400: Teams released for the day
1430-1530: Evaluator/Controller, SME, Coordinator Hotwash & Outbriefing.

PRT DUTY ASSIGNMENTS

POWER PRTs

- Action Officers and their Mission Specialists as well as 249th EN BN MC, will work in a simulated IOF located at FEMA Region III offices in Philadelphia, PA.
- The rest of the Power PRTs will work in Building 55 or an adjacent ECCV at the Federal Incident Staging Base located at Ft. Mifflin, Philadelphia, PA.

COMMODITIES PRTs

- All members of the Commodity Distribution PRTs will work in Building 56 or the adjacent ECCV at the Federal Incident Staging Base located at Ft. Mifflin, Philadelphia, PA.

DEPLOYMENT SCHEDULE

Teams/individuals will deploy in accordance with the following CRME Deployment Schedule. Check with your mission SME if you have any questions. In summary:

- Power
  - 09-June – TRAVEL
  - 10-June – Training Day and RSOI Check-in
  - 11-13 June – Exercise
  - 14-June – TRAVEL
- Commodities
  - 10-June – TRAVEL/RSOI Check-in
  - 11-13 June – Exercise
  - 14-June – TRAVEL

ID REQUIREMENTS AND RESPONSE EQUIPMENT

All people entering Federal facilities and Military Installations will need to have their CAC Card to process through security. All teams should respond with all equipment normally brought to a real emergency response. Do not plan to have anything at the exercise site to support you. Everyone is required to bring a laptop, appropriate Emergency Operations shirts (per SOP), and all team equipment to include pre-printed forms, SOPs, Field Guides, etc.

PRT members and USACE support personnel should wear their appropriate white or red USACE Emergency Operations shirts (per SOP). All Controller/Evaluators and exercise coordinators should wear white USACE shirts. Controller/Evaluators will also be provided with a badge so exercise participants can identify them.

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DUTY STATIONS, ADDRESSES, DIRECTIONS

There are three primary exercise site locations:

A) Philadelphia Airport Marriot (RSOI)
One Arrivals Road, Terminal B.
Philadelphia, PA 19153

B) Fort Mifflin (Federal ISB)
6400 Hog Island Road
Philadelphia, PA 19153

Directions from Airport Marriott to Fort Mifflin:

1. Head east on Arrivals Rd. (0.4 mi)
2. Keep left at the fork, follow signs for I-95 N/PA 291 E/I-76/New Jersey/Philadelphia. (0.1 mi)
3. Keep right at the fork, follow signs for I-95 N. (0.7 mi)
4. Take exit 13 to merge onto PA-291 W toward Island Ave. (0.6 mi)
5. Turn left onto Island Ave. (0.7 mi)
6. Island Ave turns left and becomes Enterprise Ave. (0.3 mi)
7. Turn right onto Ft. Mifflin Rd. (1.1 mi)
8. Take the 1st left onto Hog Island Rd. Cross railroad tracks. (0.2 mi)
9. Keep left at the fork and enter Ft. Mifflin Project Office
10. Parking area is the first lot on the left. Signs will be posted.

C) FEMA Region III (RRCC & simulated IOF)
615 Chestnut St.
One Independence Mall, Sixth Floor
Philadelphia, PA 19106
POC: Jim Mathis 215-268-2749 Cell; 215-931-5500 FEMA Main Number

Directions from Airport Marriott to FEMA Region III:

By Car:

1. Head east on Arrivals Rd. (0.4 mi)
2. Keep left at the fork, follow signs for I-95 N/PA 291 E/I-76/New Jersey/Philadelphia. (0.1 mi)
3. Keep right at the fork, follow signs for I-95 N and merge onto I-95 N. (9.0 mi)
4. Take exit 22 on the left toward US-30 E/Independence Hall (0.7 mi)
5. Merge onto Callowhill St. (0.2 mi)
6. Turn left onto N 6th St. (0.7 mi)
7. Turn right onto Ranstead St. (400 ft)
8. Turn left into Parking Garage.

By Train:

1. Board the SEPTA Airport Line Train at Terminal A, B, C, D, E, or F.
2. Disembark at Market East Station and walk South on 8th Street to Chestnut St.
3. Turn Left on Chestnut St. and proceed to 615 Chestnut St.

Trains run at 30-minute intervals. Details can be found at: http://www.septa.org/schedules/rail/pdf/air.pdf

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PRT LAYOUT Ft. Mifflin (Federal ISB)

MEALS

Due to a short luncheon period (30 minutes) and the extremely limited dining options near Ft. Mifflin, NAP EM staff has made arrangements for lunch items to be brought in on Tuesday, Wednesday, & Thursday. For your convenience this optional lunch will be provided for exercise attendees to include the following:

Tuesday	Wednesday	Thursday
Coffee/ Tea	Coffee/ Tea	Coffee/ Tea
Danish/Donuts/etc.	Danish/Donuts/etc.	Danish/Donuts/etc.
Pizza	Hoagie Tray Assortment	Philly Cheesesteak Sandwiches
Snack (Taste of Philly)	Snack (Taste of Philly)	Snack (Taste of Philly)
Water & Soft Drinks	Water & Soft Drinks	Water & Soft Drinks

The cost is $50.00 per person for all 3 days. Money will be collected at the RSOI location upon check-in. Unfortunately we cannot accommodate requests for single-day participation. To participate please ensure you have $50.00 cash at RSOI check-in. Vegetarian/non-meat offerings will also be available each day.

AFTER ACTION COMMENTS

All participants are requested to provide After Action Comments during and after the exercise. A website to do this has been established at:

https://rsc.usace.army.mil/crme_survey

CONTACT NUMBERS

Name	Exercise Title	Cell Number
Paul Flamm	Lead Exercise Coordinator	816-392-7880
Willem Helms	NAD Exercise Coordinator	816-820-7802
Jim Monsu	NAP EM Chief	215-313-1135
Stacy Coppinger	NAP EM Planner	215-808-8102
Mark Handzel	NAD ULA	217-778-0942
Don Schlack	Lead Power SME	808-349-5828
CPT Rich Miller	Lead 249th POC	571-835-9111
Gary Stangeland	Lead Commodity Dist. SME	409-939-0236
Duban Montoya	Lead National Water SME	978-502-0720
Dave Sowers	Lead DTOS	334-430-1822
Ann Gordon	Lead ACE-IT EERT	504-715-7028
Rodney Moody	ENGLink support	251-583-9911
Will Rogers	ATL IOF at FEMA Region 3	718-775-5572

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Most residents of the Northern to Mid-Atlantic Coast give little thought to hurricanes since they are so far from the warm, tropical oceans that feed hurricanes. However, many hurricanes and tropical storms have made landfall in this area since 1886, most recently Hurricane Sandy. According to historical record, there have been five storms classified as Category 3 or higher on the Saffir Simpson Scale. An empirical study conducted recently of 20 past hurricanes that have affected the Pennsylvania, New Jersey, New York City, and Long Island coast regions found that a Category 3 or greater hurricane is likely to occur approximately every 80 years. A strong Category 3 or minimal Category 4 hurricane has a likelihood of occurring approximately every 200 years. Also, research indicates that hurricane frequency in the Atlantic Ocean and Caribbean Sea is on the upswing once again, which increases the chances for landfall everywhere along the east coast of the U.S. Coupled with these findings, the northeast coastal region is very likely to face another Category 3 or above hurricane in the next twenty years. Due to their increased forward speed by the time hurricanes reach the North Atlantic, wind effects of a higher category storm may be felt on the east side of the storm's rotation. Hurricane wind speed and forward speed of the system are cumulative.

Hurricane Statistics
A hurricane or tropical storm has passed within 60 miles of Atlantic City, New Jersey, New York City and/or Long Island 22 times in the past 129 years. On average, this region is brushed by or gets hit by a tropical storm or hurricane every 5.86 years. In addition, Cape May, New Jersey has felt the effects of tropical storms and hurricanes 29 times in 129 years with an average of a brush or hit every 4.44 years. Hurricane Irene was actually a tropical storm by the time it reached the New York area. A chronology of past storms provides an overview of the larger storms (Category 2 or higher) to affect the area (following is only a snapshot of some significant storms).

Hurricane of 1893
A hurricane with 95 mph winds passed approximately 30 miles to the east of Atlantic City, New Jersey while heading NNE. The hurricane continued on its NNE track and hit New York City as a Category 2 in late August, causing heavy damage.

Hurricane of 1938
The 1938 hurricane, dubbed the "Long Island Express," arrived on Fire Island in the afternoon on 21 September with no warning for the residents of Long Island. Winds were measured at 120 mph with a storm-surge of 10 feet on the ocean and 13 to 15 feet on the Bay. Although the storm hit at the end of the summer-season and the Island was relatively empty, approximately 500 people were killed and 14,000 homes were destroyed. Since it hit during the rising tide, the 1938 Long Island Express caused storm surge flooding 3 miles inland.

Hurricane of 1944
A Category 1 hurricane hit central Long Island in mid-September with gusts recorded at 120 mph. At its greatest strength, the storm was a Category 4 hurricane.

Hurricane Carol
On 31 August 1954, Hurricane Carol made landfall as a Category 3 storm on eastern Long Island and southeastern Connecticut about 12 hours later, moving at over 35 mph. Up to 6 inches of rain occurred in the vicinity of landfall, and across extreme north central Massachusetts. Nearly 4000 homes were destroyed, along with 3500 automobiles and over 3000 boats.

Hurricane Donna
Hurricane Donna caused heavy damage in Cape May and Atlantic City, New Jersey as it passed within 60 miles of shore with sustained winds of 105 mph. Nine people were killed. On 12 September 1960, Hurricane Donna made landfall in central Long Island with gusts up to 125 mph and sustained winds at 100 mph. Hurricane Donna crossed Long Island with a 100-mile-wide eye.

Hurricane Gloria
Gloria first made landfall as a strong Category 3 storm at Cape Hatteras, North Carolina on 27 September 1985 making it the 16th most intense hurricane at time of U.S. landfall this century. Hurricane Gloria moved back over water and stayed just offshore New Jersey while moving north with 90 mph winds. Wind gusts to 115 mph shut down the Long Island Expressway. It made landfall again over southern Long Island, New York as a Category 2 storm. The storm moved across the center of Long Island causing extensive tree damage and beach erosion. Hurricane Gloria ranks as the 13th costliest hurricane, with economic losses estimated at $900 million. Low tide at landfall may have saved many lives and helped limit the damage.

Hurricane Bob
Hurricane Bob, a Category 2 storm, brushed by New Jersey and the eastern tip of Long Island on 19 August 1991 and moved into southeastern New England. Because most of Long Island was on the western side of the storm, Category 1 winds caused only minor damages and the storm surge was minimal. The hurricane dumped heavy rain is south eastern New England that caused up to 1.5 billion dollars in damage and killed 18.

Hurricane Irene/Tropical Storm Lee
In late August 2011, Hurricane Irene traveled along the Atlantic coast impacting the entire area from the Carolinas to Maine. Just a week later, the remnants of Tropical Storm Lee tracked up from the Gulf through the interior mid-Atlantic and severely flooded northeastern Pennsylvania and southern New York State.

Hurricane Sandy
On October 22, 2012, Hurricane Sandy originated in the Caribbean. It strengthened into a Category 3 storm with winds in excess of 125 mph as it crossed over eastern Cuba and the Bahamas on October 25, 2012. On October 27, Sandy briefly weakened to a tropical storm, but quickly became a Category 1 hurricane once again. The storm became the largest Atlantic hurricane on record (at one point it was nearly 1,100 miles wide). By October 29, Sandy made landfall near Atlantic City, New Jersey. Due to the size and energy of the storm, it caused damage not previously experienced along the north Atlantic coastline, including widespread flooding, erosion and wave attack resulting in power outages, damage to infrastructure, businesses and residents.

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Exercise Scenario

The exercise scenario is based on a Category 3 Hurricane with a track near Delaware Bay and impacting the States of Delaware and Pennsylvania and causing massive power outages within the City of Philadelphia.

The hurricane exercise will begin at D + 24 hours. USACE exercise play will be simulating requests for assistance submitted to FEMA Region III by the State of Pennsylvania (from the City of Philadelphia) and from the State of Delaware. FEMA Region III will then assign appropriate missions to USACE ESF#3 representatives (again simulated). The Philadelphia District (NAP) will exercise the role of the supported district that has the lead in executing ESF#3 mission assignments in the States of Pennsylvania & Delaware with a focus on planning to establish an RFO and initiating the deployment of PRTs and other USACE personnel into the impacted AOR. NAD RCO/EOC will exercise the role of coordinating with ESF#3 at FEMA Region III, managing communications, requests for resources from the impacted (NAP) and the supported districts.

The Exercise will be conducted 11-13 June 2013. StartEx begins at D+24 hours and ends at D+72 providing actual exercise play over 2 1/2 days of normal working hours.

Response Operations

As of D+24, the Regional Response Coordination Centers (RRCC) in Region II, III and IV, ESFs 1, 2, 3, 5, 6, 8, 9, and 10 were activated, and the Federal Coordinating Officers (FCO) were named. The Federal Emergency Management Agency (FEMA) and the U.S. Corps of Engineers (USACE) have been coordinating to obtain predictive modeling data and information. FEMA Region III is monitoring development of the situation from the RRRCC. The USACE North Atlantic Division (NAD), located at Ft. Hamilton, NY, was also preparing for the impact of the storm. State of Pennsylvania (and the City of Philadelphia) and the State of Delaware have accomplished the lion's share of the response operations and have fully engaged the entire emergency management & response community.

Situation Discussion (pre-landfall to D+24 hours)

Weather

On D-8 hours, the Hurricane began hugging the Atlantic Coast from Norfolk, VA to Ocean City, MD, bringing with it tremendous rainfall and winds up to 125 mph. Flooding began in low-lying areas along the Chesapeake and Delaware Bays. The storm track indicated the Hurricane would not make landfall at Cape Hatteras, but further north along the New Jersey or New York coastline.

The Hurricane moved northward along the cost of New Jersey. The 1100 EST NHC report estimated that the eye of the Hurricane was approximately 20 miles off the coast of Atlantic City, NJ. Hurricane warnings had been in effect for the past 24 hours from Norfolk, VA to Sandy Hook, NJ, and now extended to Providence, RI. MTA has suspended service for all bus, subway, and commuter train service. In addition, all bridges surrounding Manhattan are expected to be closed prior to landfall. The Hurricane continued moving to the north, leaving flood and wind damage along the New Jersey coastline. By 2300 EST that evening, It was poised to make landfall somewhere on the coast of western Long Island, NY, as a Category 3 storm, wielding 98 kt winds. At 0847 EST (D+0), the Hurricane made landfall just south of Atlantic City, NJ. Sustained winds were recorded at 128 mph, and the estimated central pressure was 950 mb. The storm then slowly moved across the region, creating a scenario that all emergency managers had considered in their planning scenarios, but hoped would not occur.

By 1000 EST, D+24, the Hurricane had been downgraded to a Category 2 storm with maximum sustained winds of 91 kt. The hurricane was downgraded to a tropical storm shortly before midnight. It currently sits near Scranton, PA, and is depositing record rainfall near the headwaters of the Susquehanna River. Forecasters expect the storm to dissipate rapidly over this area. As the storm moved ashore, there were reports of a storm surge of 12 to 16 feet above normal tide level accompanied by large and dangerous battering waves along the coast of New Jersey. The storm produced 8 to 16 inches of rain on the New Jersey Coast, and flash flood watches and warnings are in effect throughout the Northeast. Tropical storm-force winds extended as far as 200 miles from the eye of the storm, affecting much of the coast. Atlantic City and points northward were the first areas to encounter the right side of the hurricane, which brought the strongest winds because of the rotation and direction of the storm. Anywhere from 12 to 22 inches of rain fell on cities located along the path of the storm.

The Delaware and Susquehanna Rivers are expected to crest above normal levels. Rivers in Virginia, Maryland, and Pennsylvania are expected to crest far beyond the 100-year flood levels.

Damage

As of D+24 hours, initial damage assessments and needs assessments continued to be submitted from the region. During the height of the storm, most of the electrical service throughout the area was disrupted, causing numerous and sporadic communications failures. Damage to the region's infrastructure appears to be moderate to severe. Several access bridges and overpasses leading off barrier islands have been damaged, and many roads have been washed out or are impassible due to floodwaters. Without electric power, up to 1 million residents do not have access to safe water supplies, and that number continues to rise as additional reports come in.

Response

The 249th was deployed to FEMA Region III on D-24 hours. The 249th is scheduled to assess generator supplies, condition, and availability at Pennsylvania and Delaware emergency management agencies (SEMAs) and the major airports after landfall. Planning and Response Teams (PRTs) were placed on standby.

By D-12 hours, more than 1,000,000 residents and vacationers were evacuated from the entire region as the hurricane began to hammer the east coast. The eastern shore of Coastal Delaware and New Jersey experienced heavy traffic delays on most roadways . Evacuations were made difficult by the unpredictability of the storm and concern that the storm would shift course.

As of D+24 hours, the Governors have requested Presidential Declarations in response to the devastation caused by the Hurricane. Shortly thereafter, the President declared these states major disaster areas, eligible for public and individual assistance, authorizing immediate release of federal recovery aid. FEMA staff have begun the process of establishing Joint Field Offices (JFOs) in each of the heavily impacted states. Once operational, coordination of recovery activities will be transferred from FEMA's Region III RRCC to the State JFOs. Until that time, the RRCC will continue to operate 24 hours a day. FEMA will be establishing a Joint Information Center (JIC) at each of these JFOs for the coordination of response information for planning purposes and for distribution to the public. Each Agency activated in the response has been charged by FEMA HQ to appoint representatives to staff the JIC.

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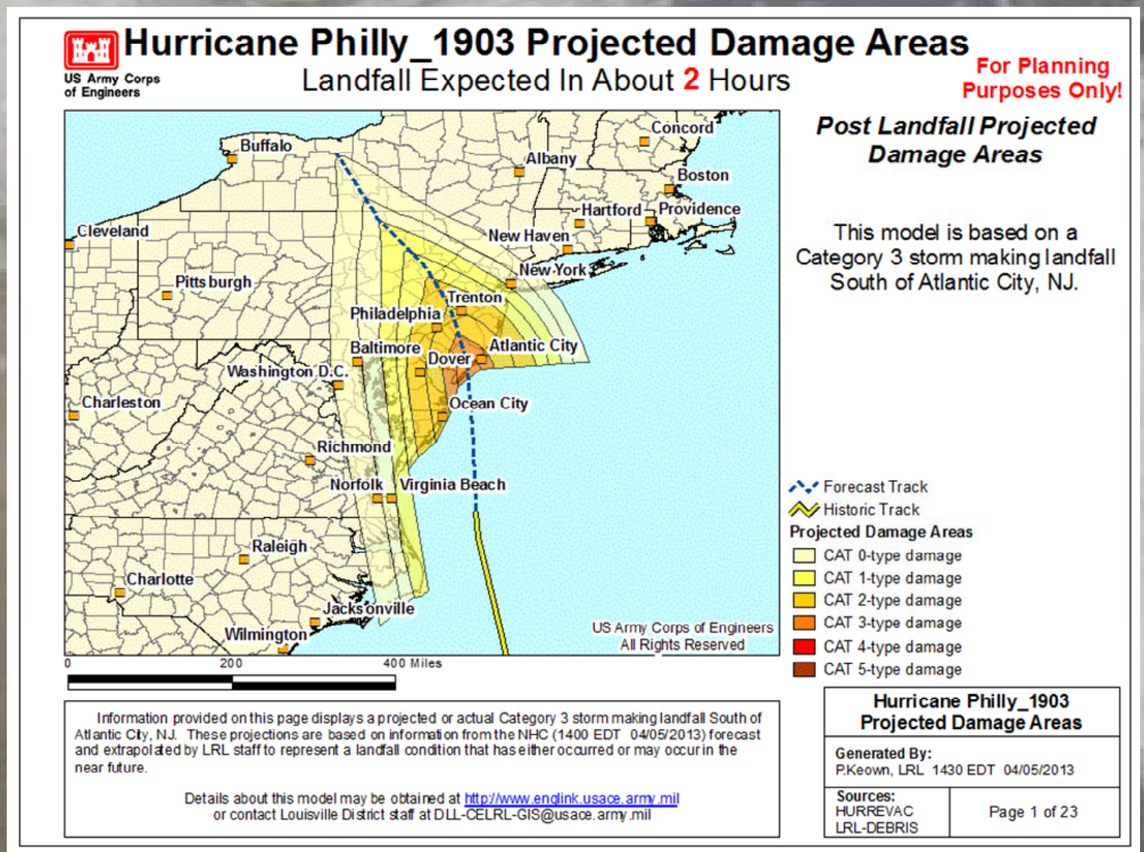
Currently, multiple EOCs have been established for the affected states, as well as for the different federal agencies responding to the emergency. Mission assignments for water, commodities, structural assessments, dam assessments, water/wastewater facility assessments, emergency power, debris teams, roofing teams, and critical public facilities have been received by NAD, while HQUSACE, through the USACE Operations Center (UOC), prepares to backup NAD with personnel. USACE is coordinating with DOT for the movement of commodities. USACE will coordinate with FEMA, the Environmental Protection Agency, and the states to assess cleanup and debris removal requirements. Collection sites for debris and household hazardous waste are expected in every municipality or community.



Situation Discussion (D+48 hours to D+72 hours)

Weather

As of D+48 hours, the Hurricane was classified as a low-pressure tropical storm with maximum force winds of 30 mph. Although the strength of the storm has dwindled, it continues to deposit rain in southern New York and northern Pennsylvania.

Damage

On D+72 hours, an initial flyover from Atlantic City, NJ to Montauk, NY, revealed that the damage caused by the Hurricane was extensive and devastating to the metropolitan areas and surrounding counties. As the right-side of the Hurricane moved across the region, 9-12 foot storm surges coincided with high-tide, exacerbating flooding throughout the region. Several hospitals received damage and are currently on emergency power. Several breaches have occurred in the barrier islands.

The rainfall from the Hurricane, in combination with earlier storms, caused significant flooding in North Carolina, Maryland, Delaware, Pennsylvania, New York, New Jersey and Connecticut. The barrier islands of Maryland's eastern shore were overwashed by the storm surges. Long Beach and other portions of southern Long Island have suffered serious flooding, with many basements being completely submerged. In Hampton Bays, NY, the 16-foot storm surge flooded many hotels and condominiums and scattered debris throughout the resort community.

Low-lying areas along the coast of New Jersey and the southwestern strip of Long Island have experienced severe flooding. Several ports along the eastern shore of Maryland, Delaware, and New Jersey are reporting damages.

The hurricane left thousands without electricity (see model runs). The RRCC is working around the clock, attempting to coordinate demands for information from the media, the White House, and other agencies. The procurement and delivery of resources to the response sites has become a complex array of decisions.

Initial evaluations by ground crews have found significant areas of over-wash. Structural damage to docks, piers, and marine facilities has been heavy. Debris is making the transportation of supplies by local responders very difficult. Roof damage to businesses and residences along the coast is extensive. Some residents are stranded in homes and will possibly require the assistance of Search and Rescue teams.

All ESFs have now been activated and full IMATs have been deployed to all of the impacted states. JFOs will be established in Virginia, Pennsylvania, Delaware, Maryland, New Jersey, and New York.

New York, New Jersey, and Pennsylvania officials expect restoration of 70 percent of electricity within the next seven days. Full restoration of power to the areas hardest hit by the hurricane could take several weeks. The USACE ACI contractor has requested route-planning assistance from ESF #1 to assure commodities can get into the affected areas. Due to flood conditions, airlifting of water and ice is necessary to get commodities into the area. Water service continues to be slowly restored, and 50 percent of pumping facilities on the New Jersey coastline have power. Damage to many water and sewage treatment facilities persists and residual evacuation problems remain.