



2008 Qualifying Storm Events

December 20, 2008

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Event Description

Date of event

December 20, 2008

Event Type

Wind and snow storm.

Service Areas Affected

Whatcom, Skagit, Island, King, Thurston, and Kitsap counties.

Number of Customers Affected

Approximately 84,835 customers were affected by this storm event.

Summary of System Impacts

Total Number of Outages	808
Distribution Circuits Totally Out	37
Distribution Circuits Partially Out	771

Transmission Circuits Affected	6
Substations Totally Off-line	2

Mobilization Summary

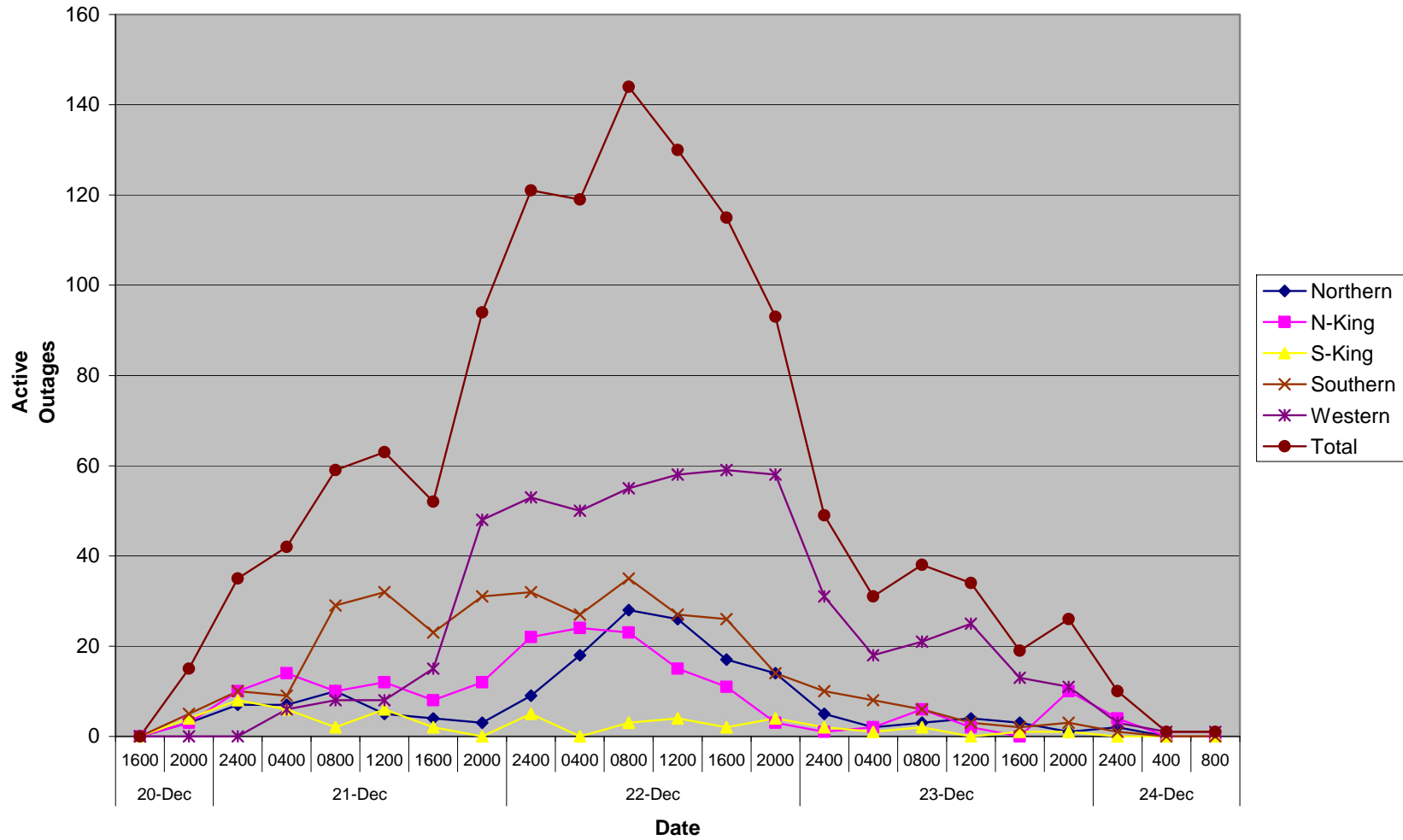
Operating bases

Base	Date Opened	Time Opened	Date Closed	Time Closed
Whatcom	12/22/2008	07:45	12/22/2008	20:30
Skagit	12/22/2008	07:45	12/22/2008	22:30
Island	12/22/2008	07:45	12/22/2008	22:30
N. King	12/20/2008	16:00	12/23/2008	18:00
S. King	12/20/2008	16:00	12/21/2008	10:30
Thurston	12/20/2008	19:45	12/23/2008	11:00
Kitsap	12/20/2008	19:45	12/23/2008	23:59

Emergency Operations Center

EOC	Date Opened	Time Opened	Date Closed	Time Closed
	12/20/2008	18:00	12/22/2008	22:00

Outage Events - Dec 20, 2008



Major Event Day – Qualification

IEEE 1366 Method

IEEE 1366 was established to present a set of terms and definitions which can be used to foster uniformity in the development of distribution service reliability indices, to identify factors which affect the indices, and to aid in consistent reporting practices among utilities. Also, it provides guidance for new personnel in the reliability area, and tools for internal as well as external comparisons. The Major Event Day definition was created as part of IEEE 1366 to allow for consistent calculation of reliability metrics between utilities, and enable more valid comparisons with other utility reliability metrics.

IEEE Major Event Day Calculation (2.5 BETA METHOD)

1. A threshold on daily SAIDI is computed once a year, following year end.
2. Assemble the 5 most recent years of historical values of SAIDI/day.
3. Discard any days in the data set that has a SAIDI/day of zero.
4. Find the natural logarithm of each value in the data set.
5. Compute the average Alpha and the standard deviation (Beta) of the natural logarithms computed in step 3.
6. Compute the threshold Tmed where $Tmed = \exp(\text{Alpha} + 2.5 * \text{Beta})$
7. Any day in the next year with SAIDI > Tmed is a major event day.

Puget Sound Energy's Major Event Threshold for 2008: 7.36 Minutes

Qualified Events - 2008

Current Event – Calculation Detail

Event Date	Total Customer Minutes	Average Customer Count	Daily SAIDI – Customer Minutes /Customer Count
12/20/2008	31,089,627	1,074,461	28.93

Cumulative list of events that have qualified

Date(s)	T-med Score	O&M – Deferrable Accumulation
06/09/2008	10.54	\$764,542
12/20/2008	28.93	\$6,235,458

Event Restoration – Cost Summary

Restoration Cost Detail by Qualifying Event

Date	Qualified Events Deferred Account	Capital	C&D Costs Recoverable from Direct Billings (Costs Not Yet Billed)	O&M – Not Deferrable	O&M – Deferrable Accumulation	Total O&M	Total
06/09/2008	\$0	\$26,585	\$0	\$58,475	\$764,542	\$823,017	\$849,601
12/20/2008	\$638,128	\$279,670	\$0	\$204,908	\$6,235,458	\$6,440,366	\$7,358,164

YTD Storm Restoration Cost Detail – Through December 20, 2008

Qualified Events Deferred Account	Capital	C&D Costs Recoverable from Direct Billings (Costs Not Yet Billed)	O&M – Not Deferrable	O&M Deferrable Accumulation	Total O&M	Total
\$638,128	\$306,255	\$0	\$263,383	\$7,000,000	\$7,263,383	\$8,207,766

Qualifying Storm Event
December 20, 2008

Detail Documents

Restoration Cost Detail – Current Event

Detailed List of Distribution Circuits with Outages

Terms, Codes & Definitions Used on Detail Reports

Newsprint Media Coverage

Restoration Cost Detail – Current Event

Puget Sound Energy							
December 20, 2008 Storm Damage Repair Costs							
	Qualifying Events Deferred Account	Capital	C&D Recoverable from Direct Billings (Costs Not Yet Billed)	O&M - Not Deferrable	O&M - Deferrable Accumulation	Total O&M	Total
Labor							
ST		\$ 734			\$ 37,127	\$37,127	\$37,861
OT		\$ 154			\$ 533,646	\$533,646	\$533,800
Total Labor	\$0	\$ 887	\$0	\$0	\$ 570,774	\$570,774	\$571,661
Labor OH		\$ 514			\$ 248,335	\$248,335	\$248,848
Materials		\$ 100,290			\$ 347,557	\$347,557	\$447,847
Contractors		\$ 143,044			\$ 5,477,660	\$5,477,660	\$5,620,704
Other Direct Charges					\$ 116,710	\$116,710	\$116,710
Fleet		\$ 127			\$ 112,549.94	\$112,550	\$112,677
Other Assessments		\$ 34,809		\$ 204,908	\$ -	\$ 204,908	\$ 239,716.74
Deferred Expenses	\$638,128				(\$638,128)	(\$638,128)	\$0
	\$638,128	\$279,670	\$0	\$204,908	\$ 6,235,458	\$6,440,366	\$7,358,164

IEEE-1366 - Detailed List of Distribution Circuits with Outages

Notification	Date	Time	Circuit	Area	Cause	Equip-ment	Cust Outs	Cust Mins
E962464147	12/21/2008	0:08:00	PLA-21	EBD	TF	OCN	6	2,652
E364519062	12/21/2008	0:15:00	DUV-12	EBD	TO	OFC	25	16,400
E261866904	12/21/2008	0:16:00	CPV-15	EAD	TF	OCO	20	12,398
E986556159	12/21/2008	0:20:00	PMA-12	ECE	TF	OCO	12	2,280
E817060875	12/21/2008	0:20:00	FRG-26	ECC	TF	OFU	1	100
E006057880	12/21/2008	0:25:00	NBE-13	EBF	TF	OCO	1	333
E075611487	12/21/2008	0:26:00	COT-13	EBD	TO	OCO	72	21,168
E765954847	12/21/2008	0:28:00	ENU-16	EBI	TF	OFU	3	300
10863127	12/21/2008	0:38:00	SNQ-15	EBE	EF	OTR	5	2,485
E100781912	12/21/2008	0:41:00	WLK-15	ECA	TO	OCO	2	1,401
E825688769	12/21/2008	0:58:00	HAM-13	EAC	TO	OCO	125	61,877
E680563326	12/21/2008	1:13:00	TOL-17	EBD	TO	OCO	329	50,008
E153657636	12/21/2008	1:14:00	DIS-13	ECF	TO	OFU	5	1,130
E277775630	12/21/2008	1:16:00	TOL-15	EBD	TO	OCO	1,109	165,241
E524208257	12/21/2008	1:17:00	TOL-16	EBD	TO	OCO	549	81,252
10863128	12/21/2008	1:17:00	NBE-16	EBE	TF	OCO	1,850	251,600
E678611822	12/21/2008	1:18:00	BLU-13	ECC	TF	OFU	22	3,080
E756327859	12/21/2008	1:26:00	LAB-25	EAA	EF	OTF	3	327
E077288866	12/21/2008	1:35:00	FAL-15	EBD	TO	OCN	45	29,745
E123130126	12/21/2008	1:38:00	PLA-22	EBD	TO	OCO	1	180
E973355576	12/21/2008	1:45:00	PMA-15	ECE	TO	OFU	5	490
E571123688	12/21/2008	1:46:00	HKX-16	EAC	TF	OCO	170	92,003
E888167556	12/21/2008	1:48:00	PLG-13	ECC	UN	OCO	47	12,549
E940028179	12/21/2008	2:11:00	MIL-17	ECE	TO	OFU	80	14,400
10863261	12/21/2008	2:18:00	FRA-15	ECD	TO	OCO	1,423	391,375
E224606324	12/21/2008	2:21:00	FRA-15	ECD	TF	OCR	1,436	388,709
E075967354	12/21/2008	2:26:00	LLT-17	EBD	TO	OCO	49	14,896
E896421430	12/21/2008	2:32:00	ENU-16	EBI	TO	OCO	3	114
E069813166	12/21/2008	2:40:00	LYN-26	EAA	EF	OTF	5	569
E802715826	12/21/2008	3:05:00	OBY-16	ECC	UN	OCO	7	1,043
E295612402	12/21/2008	3:07:00	TRA-22	ECE	TO	OFU	10	1,760
E521049541	12/21/2008	3:12:00	BAR-13	ECC	TF	OCO	1,270	165,100
E376265226	12/21/2008	3:26:00	ENU-16	EBI	TO	OCO	4	3,676
E242945074	12/21/2008	3:39:00	AIR-22	ECC	UN	OCO	50	16,450
E853669058	12/21/2008	3:44:00	MOT-14	ECC	UN	OCO	31	16,802
E654324689	12/21/2008	3:49:00	NBE-16	EBF	TF	OCO	6	390
E875253066	12/21/2008	3:59:00	BAR-17	ECC	UN	OFC	161	56,028
E233463153	12/21/2008	4:07:00	AIR-26	ECC	UN	OCR	640	536,320
E568922344	12/21/2008	4:15:00	SNQ-17	EBF	TO	OCO	437	6,992
E792880919	12/21/2008	4:18:00	CHA-16	ECC	TO	OCR	5	1,985
E121068946	12/21/2008	4:19:00	TAN-13	ECC	TF	OCO	2,105	484,150
E684054039	12/21/2008	4:24:00	COT-16	EBD	TF	CDH	17	3,468
E591162828	12/21/2008	4:37:00	MKI-16	ECC	UN	OCO	122	61,488
E871396236	12/21/2008	4:42:00	ALG-15	EAC	TF	OFU	18	4,120

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Notification	Date	Time	Circuit	Area	Cause	Equip-ment	Cust Outs	Cust Mins
E512503552	12/21/2008	4:56:00	LUH-17	ECC	UN	OCO	87	47,937
E205998904	12/21/2008	5:03:00	ENU-17	EBI	TO	OFU	1	127
E526636788	12/21/2008	5:05:00	DEC-17	ECC	TF	OTF	4	1,292
E029022545	12/21/2008	5:07:00	MIL-17	ECE	EO	OFU	80	11,760
E704035344	12/21/2008	5:13:00	FRG-16	ECC	UN	OCO	54	15,012
E056966563	12/21/2008	5:20:00	TAN-16	ECC	UN	OCO	16	6,176
E083624391	12/21/2008	5:26:00	AIR-23	ECC	TO	OCO	19	9,196
E376359770	12/21/2008	5:28:00	BIG-15	EAC	TF	OFU	5	2,245
E025738093	12/21/2008	5:29:00	CHA-13	ECC	TF	OFU	3	552
E304737661	12/21/2008	5:32:00	MIR-16	EBF	TO	OCO	25	8,950
E076605867	12/21/2008	5:33:00	BAR-13	ECC	UN	OCO	76	32,984
E756021306	12/21/2008	5:35:00	YEL-25	ECC	UN	OCO	69	24,150
E907983034	12/21/2008	5:42:00	LUH-14	ECC	UN	OCO	2	1,298
E842462146	12/21/2008	5:56:00	ELD-27	ECC	UN	OCO	11	8,624
E389128660	12/21/2008	6:02:00	ROC-16	ECC	TO	OCO	31	21,297
E053492482	12/21/2008	6:11:00	ELD-27	ECC	UN	OCO	201	154,569
E011954030	12/21/2008	6:19:00	OVE-15	EBE	TO	OCO	2	466
E825898438	12/21/2008	6:34:00	BHL-12	ECE	UN	OFU	4	236
E405115357	12/21/2008	6:45:00	PAT-15	ECC	TF	OCO	5	2,940
E160919859	12/21/2008	6:46:00	CLV-16	EAD	TO	OFU	17	3,145
E736134262	12/21/2008	7:04:00	BRO-15	EAD	TO	OFU	4	1,073
E440471904	12/21/2008	7:11:00	ROC-17	ECC	UN	OCO	23	13,800
E106367358	12/21/2008	7:15:00	SNQ-13	EBF	TO	OCO	27	5,265
E508481423	12/21/2008	7:19:00	OBY-17	ECC	UN	OCO	3	810
E016642492	12/21/2008	7:26:00	MKI-14	ECC	UN	OCO	62	17,670
E768918089	12/21/2008	7:28:00	YEL-27	ECC	TF	OCO	7	2,177
E559416281	12/21/2008	7:35:00	PMA-12	ECE	TO	OFU	310	14,880
E460555730	12/21/2008	7:41:00	PMA-13	ECE	TF	OCO	89	20,114
E939145436	12/21/2008	7:44:00	LAC-13	ECC	UN	OCO	5	1,360
E650891985	12/21/2008	7:45:00	KIN-24	ECE	TO	OSV	12	1,692
E956999731	12/21/2008	7:45:00	OVE-13	EBE	TO	OCO	1	250
E242606424	12/21/2008	7:52:00	MAN-15	ECD	TO	OFU	33	1,914
E704210103	12/21/2008	7:52:00	MIL-17	ECE	TO	OFU	20	4,460
E749473689	12/21/2008	7:55:00	KWH-25	EBE	PO	USV	1	255
E865481703	12/21/2008	7:56:00	BLU-16	ECC	TF	OSV	1	372
E950805518	12/21/2008	8:10:00	LAB-26	EAA	EF	UPC	7	3,768
10863129	12/21/2008	8:18:00	SNQ-17	EBE	TO	CDH	50	15,850
E852478865	12/21/2008	8:25:00	SKE-22	ECE	TO	OFU	42	6,006
E545752713	12/21/2008	8:26:00	MKI-17	ECC	UN	OCO	8	3,984
E897431147	12/21/2008	8:33:00	ELD-23	ECC	UN	OCO	57	20,349
E910665744	12/21/2008	8:37:00	PHA-15	EBE	TF	OSV	1	124
E529932252	12/21/2008	9:01:00	OBY-16	ECC	UN	OCO	4	812
E077823270	12/21/2008	9:10:00	LON-22	ECC	UN	OCO	3	960
E248200792	12/21/2008	9:15:00	WIN-13	ECE	TO	OFU	2	146
E597071759	12/21/2008	9:16:00	CUM-15	EBI	TF	OJU	3	294
E973886286	12/21/2008	9:19:00	PLG-13	ECC	TO	OPO	29	21,808
E411125682	12/21/2008	9:29:00	SNQ-15	EBF	TO	OFU	25	11,025
E527942314	12/21/2008	9:47:00	NBE-13	EBF	TF	OCO	3	948

Qualifying Storm Event
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Notification	Date	Time	Circuit	Area	Cause	Equip- ment	Cust Outs	Cust Mins
E289388456	12/21/2008	10:11:00	MED-33	EBE	TO	OCO	4	1,936
E620546019	12/21/2008	10:12:00	MWD-13	EBE	TO	OSV	1	144
E127695850	12/21/2008	10:15:00	LGY-16	EAD	EF	OTF	3	391
E353498571	12/21/2008	10:24:00	NBE-15	EBF	TO	CDH	23	15,318
E847349303	12/21/2008	10:27:00	WOL-23	ECC	TF	OSV	1	130
E053755226	12/21/2008	10:38:00	SNQ-13	EBF	TO	OCO	27	10,260
E479547388	12/21/2008	10:40:00	LEA-13	EBI	EF	UOT	1	350
E996395000	12/21/2008	10:42:00	CHA-13	ECC	TF	OCO	428	63,344
E492281941	12/21/2008	10:42:00	OSC-22	EBI	TF	OFU	25	2,605
E063952674	12/21/2008	10:59:00	MCA-15	ECC	TO	OCO	335	25,460
E178269838	12/21/2008	11:09:00	KWH-25	EBD	EF	UPC	42	22,602
E200036063	12/21/2008	11:16:00	PMA-12	ECE	TO	OCO	364	21,476
E171174827	12/21/2008	11:21:00	PAT-17	ECC	TF	OSV	1	233
E778917067	12/21/2008	11:23:00	QUI-26	ECF	TO	OFU	21	4,557
E738879442	12/21/2008	11:33:00	SIL-15	ECD	TO	OCO	15	3,780
E922238294	12/21/2008	11:35:00	CHI-15	ECD	TO	OCO	100	17,200
E508173312	12/21/2008	11:41:00	RPT-15	ECD	TO	CDH	1,443	1,483,547
10863130	12/21/2008	11:42:00	NBE-15	EBE	TO	OCO	115	69,920
E430064954	12/21/2008	11:42:00	PRI-13	ECC	TO	OCO	1,565	1,104,890
E380337237	12/21/2008	11:50:00	VAS-12	EBL	TO	OJU	150	34,050
E918361924	12/21/2008	11:51:00	MIL-23	ECE	TO	OCO	19	1,558
E121252190	12/21/2008	11:56:00	PRI-13	ECC	UN	OCO	71	39,973
E249362834	12/21/2008	11:57:00	FRA-12	ECD	EF	OTR	1	223
E069889489	12/21/2008	12:11:00	MIL-17	ECE	TO	OCO	61	7,869
E626173137	12/21/2008	12:14:00	POU-15	ECE	TO	OCO	1	120
E393698969	12/21/2008	12:20:00	AIR-22	ECC	TO	OCO	1,040	88,400
E157847104	12/21/2008	12:30:00	SWI-15	ECC	UN	OCO	3	363
E123798612	12/21/2008	12:35:00	SIL-13	ECF	TO	OCO	26	7,670
E386766214	12/21/2008	12:40:00	MKI-14	ECC	TF	OFU	37	7,030
E227413404	12/21/2008	12:53:00	CLE-14	EBH	EF	OFU	2	208
E398654608	12/21/2008	13:00:00	CPV-12	EAD	EF	OTF	2	122
E832614472	12/21/2008	13:13:00	MOT-14	ECC	TF	OHR	405	189,945
10863131	12/21/2008	13:20:00	SNQ-16	EBE	TO	OCO	54	3,348
E078430497	12/21/2008	13:27:00	MCA-13	ECC	TF	OFU	15	1,395
E069509102	12/21/2008	13:30:00	AIR-23	ECC	TO	OCR	4	4,992
E916574235	12/21/2008	13:46:00	SHE-26	ECE	TO	OCN	152	143,792
E947235301	12/21/2008	13:56:00	TRA-26	ECE	TO	PMJ	150	124,200
10863262	12/21/2008	13:57:00	SIL-15	ECE	TO	OCO	8	744
E170998737	12/21/2008	14:00:00	TRA-22	ECE	EF	OFC	897	330,096
E551136228	12/21/2008	14:24:00	MIL-17	ECE	TO	OFC	217	141,267
10863132	12/21/2008	14:29:00	SNQ-13	EBE	EF	OCO	59	10,679
E226236903	12/21/2008	14:30:00	HKX-12	EAC	TO	OFU	4	6,380
E926329369	12/21/2008	14:34:00	MCW-17	ECE	TO	OFU	8	2,608
E885855432	12/21/2008	14:43:00	PMA-12	ECE	TO	OFC	503	732,871
E175530576	12/21/2008	14:51:00	LOL-25	ECD	TO	OCO	1,788	139,464
E266608488	12/21/2008	15:00:00	AIR-22	ECC	TO	OCO	3,904	1,293,501
E485984245	12/21/2008	15:20:00	BLU-16	ECC	UN	OCO	272	280,160
E418229326	12/21/2008	15:42:00	FLD-12	EAD	TO	OFU	7	874

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Notification	Date	Time	Circuit	Area	Cause	Equip-ment	Cust Outs	Cust Mins
E066566747	12/21/2008	15:45:00	HAW-11	ECC	TF	OSV	1	165
E408897294	12/21/2008	15:46:00	CHR-22	ECE	TO	OFU	114	145,236
E739872313	12/21/2008	15:46:00	CHA-13	ECC	TO	OCO	200	91,600
E361887188	12/21/2008	15:54:00	YEL-27	ECC	UN	OCO	33	24,618
E129057169	12/21/2008	15:57:00	MCW-15	ECE	TO	OCE	16	23,248
E335689923	12/21/2008	15:59:00	CHI-12	ECD	TF	OCO	106	240,514
10863263	12/21/2008	16:07:00	RPT-15	ECD	TO	OCO	1,193	169,406
E722122378	12/21/2008	16:08:00	TAN-16	ECC	TF	OFU	11	4,059
E315406838	12/21/2008	16:13:00	FRA-15	ECD	TO	OCO	20	29,740
E539523129	12/21/2008	16:15:00	CHI-15	ECD	TO	OJU	250	312,500
E745880146	12/21/2008	16:17:00	VAS-12	EBL	TO	OCR	174	118,320
E111183473	12/21/2008	16:18:00	SIL-15	ECD	TO	OSP	33	41,217
E752879514	12/21/2008	16:30:00	WIN-13	ECE	TO	OFU	79	28,440
E158457888	12/21/2008	16:32:00	POU-15	ECE	TO	OFC	121	144,958
E703657256	12/21/2008	16:32:00	MAN-12	ECD	TO	OFC	446	199,808
E307977888	12/21/2008	16:34:00	POU-16	ECE	TO	OFC	158	69,204
E699743815	12/21/2008	16:36:00	EPO-15	ECD	TO	OCO	1,158	178,332
E583790138	12/21/2008	16:38:00	EPO-13	ECD	TO	CDH	100	110,100
E783051102	12/21/2008	16:38:00	FRG-25	ECC	TO	OCO	8	2,984
E744099434	12/21/2008	16:50:00	WIN-13	ECE	TO	OTR	292	423,400
10862947	12/21/2008	16:59:28	FLD-12	EAD	EF	USV	1	283
E675361416	12/21/2008	17:02:00	LAC-17	ECC	TF	OCO	180	210,240
E968927844	12/21/2008	17:02:00	NBE-16	EBF	TO	OSV	5	1,690
E398561889	12/21/2008	17:03:00	PMA-13	ECE	TO	OFC	43	33,540
E012390174	12/21/2008	17:03:00	BRW-13	EAC	EF	UPT	1	1,242
E827347360	12/21/2008	17:08:00	MUR-13	ECE	TO	OCO	62	37,572
E660770375	12/21/2008	17:12:00	SBE-26	EBE	EF	OCO	1,722	134,316
E244425444	12/21/2008	17:12:00	PMA-12	ECE	TO	OCO	1	1,237
E432609796	12/21/2008	17:12:00	RPT-16	ECD	TO	OCO	801	269,136
E193047678	12/21/2008	17:13:00	HWD-25	EBD	TO	OSV	1	127
E027859821	12/21/2008	17:15:00	SBE-25	EBE	EF	OCO	1,349	101,175
E028306223	12/21/2008	17:15:00	ORT-22	ECA	TO	OCO	67	30,106
E816379805	12/21/2008	17:16:00	SWI-15	ECC	UN	OCO	32	14,272
E748817442	12/21/2008	17:19:00	SBE-23	EBE	EF	OCO	985	109,335
E588994294	12/21/2008	17:26:00	SBE-22	EBE	EF	OCO	735	175,665
E837656190	12/21/2008	17:30:00	FRA-16	ECD	TO	OCO	1,975	448,325
E043629668	12/21/2008	17:35:00	NBE-13	EBF	TO	OJU	2	608
E658875696	12/21/2008	17:35:00	LAC-13	ECC	TF	OFU	97	31,816
E699151070	12/21/2008	17:39:00	GBK-13	EAD	TF	OSV	1	67
E414468872	12/21/2008	17:43:00	ROC-26	ECC	TF	OFU	7	3,626
E812677234	12/21/2008	17:45:00	WIN-12	ECE	TO	OCO	107	8,025
10863133	12/21/2008	17:51:00	MED-37	EBE	TO	OCO	78	16,146
E343749243	12/21/2008	17:51:00	MED-37	EBE	TO	OCO	46	8,556
E155145330	12/21/2008	17:58:00	MUR-15	ECE	TO	OCO	1,588	619,320
E527287293	12/21/2008	18:04:00	FRA-16	ECD	TO	OSP	5	11,830
E031612566	12/21/2008	18:04:00	GRV-15	ECA	TO	OFU	30	6,375
E046382783	12/21/2008	18:10:00	PTL-16	ECF	TO	OHR	724	206,340
E171360248	12/21/2008	18:13:00	MIL-23	ECE	TO	OCO	712	859,384

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E073961149	12/21/2008	18:15:00	ROC-16	ECC	TF	OTR	32	18,432
E566178747	12/21/2008	18:21:00	SNQ-15	EBF	TO	OCO	35	14,945
E882993209	12/21/2008	18:22:00	SOM-17	EBE	TO	OCO	15	20,280
E362947466	12/21/2008	18:22:00	HOL-13	ECA	TF	OSV	1	91
E289763312	12/21/2008	18:26:00	CHR-25	ECE	TO	OCO	1,112	1,066,408
E412151155	12/21/2008	18:42:00	CHA-15	ECC	TO	OCO	4	3,432
E815010888	12/21/2008	18:45:00	EDG-12	ECA	TF	OFU	146	8,882
E273528982	12/21/2008	18:46:00	WIN-15	ECE	TO	OTR	109	151,946
E090175102	12/21/2008	18:48:00	BHL-12	ECE	TO	OCO	36	4,500
E273233645	12/21/2008	18:50:00	PLG-17	ECC	UN	OCO	50	79,250
E333080137	12/21/2008	18:58:00	PLG-15	ECC	UN	OCO	12	3,396
E863014811	12/21/2008	18:58:00	PGA-13	ECE	TO	OFC	25	31,425
E721079681	12/21/2008	18:59:00	CHA-12	ECC	UN	CDH	5	3,495
E001695485	12/21/2008	19:01:00	JHO-13	ECC	TF	OFU	3	312
E445832669	12/21/2008	19:04:00	FNW-16	ECD	TO	OCN	20	18,960
E927167861	12/21/2008	19:09:00	BHL-12	ECE	TO	ONI	52	37,024
E864837952	12/21/2008	19:12:00	LOL-23	ECD	TO	OCO	1,532	902,348
E145261916	12/21/2008	19:14:00	SIL-13	ECF	TO	OCO	25	11,850
E568509211	12/21/2008	19:15:00	SNQ-13	EBF	EF	UPT	12	5,940
E332175165	12/21/2008	19:20:00	LON-23	ECC	UN	OTR	56	27,608
E194772440	12/21/2008	19:24:00	MKI-17	ECC	TF	OSV	1	314
E805405009	12/21/2008	19:26:00	MAN-13	ECD	TO	CDH	155	65,565
E575260919	12/21/2008	19:46:00	WIN-12	ECE	TO	OCO	77	18,403
E549104875	12/21/2008	19:46:00	HAM-15	EAC	TO	OFU	1	157
E406865054	12/21/2008	19:46:00	LLT-16	EBD	TO	OCO	39	6,123
E048920346	12/21/2008	19:51:00	FAL-13	EBF	TO	OFC	11	3,157
E371958989	12/21/2008	19:55:00	MIL-22	ECE	TO	OFC	32	16,896
E188016230	12/21/2008	19:56:00	SKE-26	ECE	TO	OFC	54	101,628
E634211666	12/21/2008	19:57:00	SIN-25	ECD	TO	OFU	33	37,752
E995581029	12/21/2008	19:58:00	SIN-22	ECD	TO	OFU	112	91,728
E084190717	12/21/2008	19:59:00	SWD-13	ECE	TO	OSW	180	217,080
E003489229	12/21/2008	20:08:00	TRA-22	ECE	TO	OCO	1,555	115,070
E009215797	12/21/2008	20:13:00	VAS-13	EBL	TO	OCO	569	158,182
E362868236	12/21/2008	20:17:00	KIN-21	ECE	TO	OSW	151	143,148
E431177199	12/21/2008	20:22:00	YEL-25	ECC	UN	OCO	1	853
E633437133	12/21/2008	20:24:00	RPT-22	ECD	TO	OFC	10	13,560
E000853806	12/21/2008	20:32:00	LUH-14	ECC	UN	OCO	12	4,512
E979400000	12/21/2008	20:33:00	FRG-15	ECC	TF	OCO	1,336	359,632
E058450109	12/21/2008	20:42:00	RAI-11	ECC	TF	OFU	72	15,552
E427228440	12/21/2008	20:59:00	DUV-12	EBD	TO	OFC	65	35,100
E269593621	12/21/2008	21:00:00	AIR-23	ECC	UN	OCO	309	357,204
E897284273	12/21/2008	21:02:00	MOT-14	ECC	UN	OCO	14	14,532
E469332387	12/21/2008	21:07:00	FNW-16	ECD	TO	CDH	15	20,055
E937994036	12/21/2008	21:09:00	MKI-14	ECC	TF	OFU	76	7,752
E457663061	12/21/2008	21:10:00	FNW-15	ECD	TO	OCO	54	93,420
E984168815	12/21/2008	21:14:00	MUR-15	ECE	TO	OSW	53	76,320
E344434919	12/21/2008	21:16:00	FNW-13	ECD	TO	OCO	941	222,076
E361837569	12/21/2008	21:19:00	PRI-13	ECC	TO	OCO	11	6,721

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E909677573	12/21/2008	21:22:00	KIN-24	ECE	TO	OHR	656	594,336
E136808237	12/21/2008	21:24:00	LHL-22	EBE	PO	OSV	1	1,146
E519231221	12/21/2008	21:34:00	SPA-17	ECA	TF	OCO	907	63,490
E257102393	12/21/2008	21:39:00	COL-26	EBE	TO	OCO	5	1,980
E187163225	12/21/2008	21:43:00	LGY-16	EAD	TF	OCO	25	2,195
10864496	12/21/2008	21:45:00	LGY-16	EAD	EF	OCO	25	1,675
E075807548	12/21/2008	21:49:00	CAP-13	ECC	TF	OSV	1	800
E865540084	12/21/2008	21:50:00	LAT-13	EBJ	TF	OSV	8	757
E048136713	12/21/2008	21:50:00	GRI-16	ECC	TF	OFU	11	8,547
E837994550	12/21/2008	21:54:00	SBE-25	EBE	TO	OCO	467	379,204
E945843312	12/21/2008	21:55:00	MED-37	EBE	TO	OCO	5	1,500
E961740079	12/21/2008	22:05:00	FAC-16	EBE	TO	OSV	6	4,890
E402758589	12/21/2008	22:10:00	EGT-27	EBE	TO	OSV	11	8,855
E310267360	12/21/2008	22:14:00	BRO-16	EAD	TF	OFU	57	9,182
E026758536	12/21/2008	22:15:00	PET-13	EAC	TO	OFU	1,810	204,017
10864497	12/21/2008	22:15:00	BRO-16	EAD	TO	OFU	57	9,063
E887787891	12/21/2008	22:22:00	EGT-15	EBE	TF	OSV	1	728
E087530725	12/21/2008	22:26:00	AIR-26	ECC	TF	OCO	15	10,110
E860275670	12/21/2008	22:28:00	SIL-13	ECE	TO	OCO	4	1,380
E222422702	12/21/2008	22:30:00	ELL-13	EBI	TF	OSV	1	107
E411670797	12/21/2008	22:32:00	SBE-26	EBE	TF	OTF	2	456
E035721961	12/21/2008	22:39:00	BLU-17	ECC	UN	OTR	14	3,990
E773869627	12/21/2008	22:42:00	JHO-15	ECC	UN	OFC	2	560
E683183992	12/21/2008	22:45:00	KWH-22	EBD	TO	OCO	239	50,190
10863226	12/21/2008	22:47:00	GRV-12	ECA	TF	OPO	1	404
E152282897	12/21/2008	22:49:00	MAN-16	ECD	TO	ONI	13	17,251
E534824522	12/21/2008	22:57:00	PHA-15	EBE	TF	OSV	7	3,101
E954208373	12/21/2008	22:58:00	FLD-13	EAD	EF	OTR	187	245,344
E328965119	12/21/2008	23:01:00	MOT-14	ECC	UN	OCO	420	314,580
E799557591	12/21/2008	23:02:00	GBK-13	EAD	TO	OFU	27	21,681
10863134	12/21/2008	23:10:00	SNQ-17	EBE	TF	OCO	20	3,700
E328924453	12/21/2008	23:10:00	KCR-16	EBJ	EF	OFU	137	14,068
E326709752	12/21/2008	23:19:00	GOO-13	EBE	TO	OCO	1,093	179,252
E778485104	12/21/2008	23:23:00	NRU-23	EBE	TO	OCO	4	1,708
E713878294	12/21/2008	23:24:00	DIS-12	ECF	TF	OFU	1	593
E740612437	12/21/2008	23:25:00	PRI-13	ECC	UN	OCO	26	17,810
E650081522	12/21/2008	23:48:00	MST-25	EBI	TF	OSV	1	71

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E509940325	12/22/2008	0:04:00	HOU-25	EBD	TO	OCO	483	227,010
E868800546	12/22/2008	0:11:00	PMA-15	ECE	TO	OFC	75	96,375
E932934961	12/22/2008	0:23:00	FLD-12	EAD	TF	OCO	10	12,520
10863271	12/22/2008	0:24:00	MED-37	EBE	TO	OCO	75	10,350
E082502026	12/22/2008	0:27:00	BRO-15	EAD	TO	OCO	184	117,507
E199081825	12/22/2008	0:34:00	TAN-13	ECC	UN	UHH	6	3,756
E381094471	12/22/2008	0:49:00	WLS-16	EAC	TO	CDH	4	2,884
E923520673	12/22/2008	0:49:00	ALG-15	EAA	TO	OFU	82	11,775
E125069499	12/22/2008	0:53:00	TRA-22	ECE	TO	OCR	75	62,100
E743973042	12/22/2008	1:05:00	MAP-16	EBE	TO	OCO	723	265,341
E451794963	12/22/2008	1:06:00	CLY-26	EBE	TF	OCO	2	956
E870684595	12/22/2008	1:08:00	CLV-16	EAD	TO	OCO	15	11,550
E430315327	12/22/2008	1:09:00	HEM-13	ECA	TO	OCO	80	43,680
E758401001	12/22/2008	1:28:00	FLD-15	EAD	TO	OFU	250	229,250
E187524867	12/22/2008	1:32:00	SBE-22	EBE	TO	OFC	170	149,600
E778363283	12/22/2008	1:34:00	LHL-25	EBE	TO	OSV	1	511
E932851056	12/22/2008	1:38:00	MIL-17	ECE	TO	OCO	748	461,516
E621643918	12/22/2008	1:42:00	PMA-16	ECE	TO	OCO	744	682,992
E162697164	12/22/2008	1:45:00	RPT-17	ECD	TO	OCO	45	26,910
E963416015	12/22/2008	1:54:00	KIN-22	ECE	TO	OCO	884	442,884
10863272	12/22/2008	1:55:00	COL-26	EBE	TF	OCO	20	2,800
E513275493	12/22/2008	1:57:00	PAT-17	ECC	UN	OCO	62	16,244
E855632655	12/22/2008	2:00:00	BRO-16	EAD	TO	OFU	80	52,800
E850205663	12/22/2008	2:02:00	WIN-12	ECE	TO	OCO	1,175	1,008,150
E962347885	12/22/2008	2:05:00	VAS-13	EBL	TO	OCO	37	25,086
E748290822	12/22/2008	2:10:00	LGY-16	EAD	TO	OFC	24	13,608
E465505847	12/22/2008	2:17:00	LGY-15	EAD	TF	OFU	389	149,765
E460928750	12/22/2008	2:36:00	SUM-21	EAC	TO	OCR	475	283,635
E319894259	12/22/2008	2:37:00	CHA-13	ECC	UN	OCO	2	1,146
E864892608	12/22/2008	2:42:00	HWD-26	EBD	TO	OCO	30	30,660
E149534770	12/22/2008	2:43:00	HWD-25	EBD	TO	OHR	342	275,994
E032359495	12/22/2008	2:48:00	LUH-14	ECC	UN	OCO	11	7,392
E600107776	12/22/2008	2:49:00	SIL-15	ECE	TO	CDH	10	6,180
E071810581	12/22/2008	2:49:00	MER-12	EBE	TO	OCO	2	922
E720769591	12/22/2008	2:55:00	BIG-15	EAC	TO	OCO	185	100,790
E007709682	12/22/2008	2:55:00	BIG-15	EAC	TO	OCO	148	116,180
E750398585	12/22/2008	3:01:00	SWI-15	ECC	UN	OCO	438	79,716
E963374626	12/22/2008	3:42:00	LOL-21	ECD	TO	OPI	500	399,000
E639979846	12/22/2008	3:48:00	PET-16	EAC	TO	OFU	15	9,855
E479593408	12/22/2008	3:51:00	ROC-16	ECC	UN	OCO	1	1,878
E084607585	12/22/2008	3:53:00	FRA-13	ECD	TF	OSP	136	79,832
E194931048	12/22/2008	3:54:00	CPV-15	EAD	TO	OFU	30	13,980
E602774675	12/22/2008	3:56:00	VAS-12	EBL	TF	OCR	50	22,850
E524260499	12/22/2008	4:00:00	CRE-12	EAD	TF	OCO	15	9,900
E157177277	12/22/2008	4:02:00	LGY-12	EAD	TO	OFU	50	20,350
E109679688	12/22/2008	4:02:00	NUG-26	EAA	EF	OCO	20	7,260

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E204944301	12/22/2008	4:08:00	ROC-16	ECC	UN	OCO	210	33,390
E781992427	12/22/2008	4:10:00	POU-16	ECE	TO	OFC	113	164,980
E469258101	12/22/2008	4:16:00	HAP-16	EAA	TO	OFU	19	3,572
E148589063	12/22/2008	4:22:00	FNW-17	ECD	TO	OCO	164	107,748
E583691370	12/22/2008	4:24:00	YEL-27	ECC	UN	OCO	14	2,856
E635456534	12/22/2008	4:26:00	MIL-22	ECE	TO	OCO	3	1,782
E145819547	12/22/2008	4:30:00	DEC-17	ECC	UN	OCO	7	3,710
E828337257	12/22/2008	4:32:00	GRV-15	ECA	TO	OCO	24	3,387
E104621303	12/22/2008	4:44:00	BRW-16	EAC	TO	OFU	1	456
10863273	12/22/2008	5:16:00	SBE-25	EBE	TO	OCO	32	15,840
E386861358	12/22/2008	5:40:00	BAK-25	EAA	EF	OFU	1,105	80,665
E590824469	12/22/2008	5:48:00	SNQ-15	EBF	TO	OCO	1	122
E336812382	12/22/2008	5:57:00	LLS-17	EAA	TF	OFU	60	22,980
E693697333	12/22/2008	6:03:00	DGR-15	ECA	EF	UPC	5	2,955
E820990379	12/22/2008	6:04:30	OVE-15	EBE	TO	OCO	11	3,416
E066989396	12/22/2008	6:05:00	DUV-12	EBD	EO	OFC	150	66,750
E324797069	12/22/2008	6:07:00	ELL-13	EBI	TO	OFU	15	1,950
E784750528	12/22/2008	6:15:00	COT-13	EBD	TO	OCO	189	63,693
E478294359	12/22/2008	6:23:00	KIT-22	EBH	EF	OFU	2	274
E139789155	12/22/2008	6:30:00	LOL-25	ECD	TO	OFU	8	9,720
E627012410	12/22/2008	6:39:00	BLU-13	ECC	TF	OFU	7	1,309
E727596117	12/22/2008	6:40:00	ELD-27	ECC	UN	OCO	58	34,104
E111226968	12/22/2008	6:41:00	MST-25	EBI	EF	OCN	14	1,624
E729658915	12/22/2008	6:43:00	SKE-23	ECE	TO	OCO	6	5,562
E671483465	12/22/2008	6:46:00	BRI-17	EAA	TF	OSV	6	1,344
E210328699	12/22/2008	6:54:00	LYO-15	EBJ	TF	OFU	25	3,525
E282838603	12/22/2008	6:56:00	BRE-37	ECD	TF	OFC	25	15,825
E209126597	12/22/2008	7:01:00	CAR-16	EAA	EF	OTR	13	4,017
E720079605	12/22/2008	7:03:00	BHL-12	ECE	TO	OCO	96	40,032
E331809768	12/22/2008	7:06:00	ROC-26	ECC	TF	OFU	7	1,568
E008437851	12/22/2008	7:06:00	PET-13	EAC	TO	OFU	7	2,569
E375901855	12/22/2008	7:07:00	PAT-15	ECC	TF	OTF	1	198
E796637840	12/22/2008	7:07:00	SWI-15	ECC	TF	OTF	1	116
E674568640	12/22/2008	7:11:00	PMA-13	ECE	TF	OCO	3	2,997
E030075039	12/22/2008	7:17:00	VIS-26	EAA	TO	OFU	4	592
E411610145	12/22/2008	7:18:00	MUR-13	ECE	TO	OCO	22	34,584
E238816009	12/22/2008	7:19:00	SUM-22	EAC	TO	OFU	6	1,110
10863274	12/22/2008	7:20:00	SNQ-15	EBE	TF	OCO	15	525
E374525908	12/22/2008	7:25:00	LUH-14	ECC	UN	OCO	55	18,425
E246022743	12/22/2008	7:26:00	HOL-12	ECA	TO	OCO	71	22,649
E296547048	12/22/2008	7:30:00	PRI-13	ECC	TO	OCO	9	5,832
E113390172	12/22/2008	7:37:00	ROC-16	ECC	TF	OFU	9	4,797
E456753860	12/22/2008	7:49:00	MKI-17	ECC	UN	OCO	162	40,662
E116818773	12/22/2008	7:49:00	LLT-15	EBD	TO	OCO	17	7,293
E777182582	12/22/2008	7:50:00	MWD-13	EBE	TO	OSV	1	436
E874852506	12/22/2008	7:51:00	BLU-17	ECC	EF	OTR	1	728
E537615843	12/22/2008	7:54:00	PHA-16	EBE	TO	OCN	11	2,574
E424544598	12/22/2008	7:54:00	GRV-15	ECA	TF	OFU	23	2,806

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E931099454	12/22/2008	7:59:00	WAY-13	EBD	TO	UTC	4	1,984
E092091017	12/22/2008	8:19:00	MED-35	EBD	TO	OCO	2	382
E449571669	12/22/2008	8:22:00	CRE-15	EAD	TF	OCO	1	790
E014685167	12/22/2008	8:30:00	BLU-16	ECC	TF	OFU	8	3,800
E659088741	12/22/2008	8:37:00	BLU-16	ECC	TF	OFU	51	23,868
E528596314	12/22/2008	8:54:00	MAN-15	ECD	TF	OCO	56	33,936
E969314735	12/22/2008	8:55:00	BRI-14	EAA	EF	USV	1	255
E267306838	12/22/2008	8:56:00	LMC-23	EBF	CR	UPS	1	589
E782379821	12/22/2008	9:00:00	CHA-15	ECC	TF	OSV	1	670
E733330130	12/22/2008	9:09:00	ENU-16	EBI	EF	OTR	3	922
E854844832	12/22/2008	9:42:00	FRA-12	ECD	TO	OCO	395	60,435
E747467736	12/22/2008	9:45:00	MUR-16	ECE	SO	OCO	1,628	535,612
E107008448	12/22/2008	10:13:00	SWD-12	ECE	TO	OCO	21	15,414
E512800614	12/22/2008	10:14:00	HOL-15	ECA	TF	OSV	1	166
E385434995	12/22/2008	10:21:00	KIN-22	ECE	TF	OCO	10	4,890
E865185207	12/22/2008	10:22:00	NBE-16	EBF	TO	OSV	1	148
E217532663	12/22/2008	10:28:00	SNQ-15	EBF	TF	OSV	1	82
E448197148	12/22/2008	10:31:00	TRA-23	ECE	TF	OTR	4	2,400
E938164406	12/22/2008	10:34:00	HAP-16	EAA	EF	OTF	2	104
E920762529	12/22/2008	10:40:00	MLK-15	EBE	TF	OJU	10	3,020
E197884725	12/22/2008	10:42:00	WIN-16	ECE	TF	OSW	101	53,328
E287641102	12/22/2008	10:46:00	ROC-25	ECC	UN	OCO	4	1,232
E594256185	12/22/2008	10:54:00	FRG-16	ECC	TF	OTF	6	1,536
E337296826	12/22/2008	10:56:00	HEM-13	ECA	TF	OFU	4	585
E193437712	12/22/2008	11:05:00	FNW-16	ECD	TF	OFC	85	74,375
E348315603	12/22/2008	11:05:00	DUV-13	EBD	TO	OCO	3	510
E615475195	12/22/2008	11:08:00	HKX-16	EAC	TO	OCO	60	45,000
E857133222	12/22/2008	11:12:00	AIR-26	ECC	TF	OFU	9	4,014
E219708454	12/22/2008	11:29:00	LEA-13	EBI	EF	PTF	1	102
E363522620	12/22/2008	11:29:00	BRO-15	EAD	TF	OCO	153	37,469
E732790201	12/22/2008	11:29:00	FRG-26	ECC	TF	OCO	3	993
E415506141	12/22/2008	11:30:00	MOT-14	ECC	EF	OFC	28	8,316
E945949670	12/22/2008	11:31:00	PRI-13	ECC	TF	OFC	10	6,940
E350639479	12/22/2008	11:34:00	PAT-15	ECC	TF	OFU	19	3,154
E237527808	12/22/2008	11:39:00	WOL-25	ECC	TO	OTR	1	1,416
E437740840	12/22/2008	11:51:00	MVW-13	EBJ	EF	OTF	1	69
10863117	12/22/2008	11:56:00	DUV-13	EBD	TO	OCO	150	21,600
E491819542	12/22/2008	11:58:00	MIL-17	ECE	TO	OCO	209	76,703
E221963372	12/22/2008	11:58:00	SHE-17	ECE	TF	OCE	13	7,787
E964027764	12/22/2008	12:01:00	WOL-23	ECC	TF	OSV	1	241
E221579196	12/22/2008	12:04:00	CPV-15	EAD	TO	OFU	1	181
E215461375	12/22/2008	12:14:00	RPT-15	ECD	TO	OCO	28	22,120
E219498535	12/22/2008	12:15:00	LGY-16	EAD	TO	OCO	5	4,050
E472848171	12/22/2008	12:24:00	FAL-13	EBF	TF	OCO	4	584
E461713820	12/22/2008	12:27:00	STW-13	ECA	EF	OCN	1	138
E269443086	12/22/2008	12:30:00	KIN-24	ECE	TF	OCO	25	12,450
E847164699	12/22/2008	12:34:00	KIN-21	ECE	TO	OCO	132	49,368
E659115946	12/22/2008	12:40:00	NOB-24	EBE	TO	OCO	1	210

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Notification	Date	Time	Circuit	Area	Cause	Equip-ment	Cust Outs	Cust Mins
10863198	12/22/2008	12:49:00	ORT-23	ECA	TF	OFU	1	1,468
E423732945	12/22/2008	12:57:00	GBK-15	EAD	TO	OFU	12	756
E157595095	12/22/2008	13:11:00	RPT-23	ECD	TO	OCO	3	1,479
E525740989	12/22/2008	13:23:00	SUM-21	EAC	TF	OCO	2	214
E012291424	12/22/2008	13:32:00	SIL-15	ECD	TF	OCO	46	37,996
E447963878	12/22/2008	13:37:00	DUV-12	EBD	TF	OCO	3	504
E226489569	12/22/2008	13:41:00	SNQ-15	EBF	TF	OCN	5	395
E093204545	12/22/2008	13:42:00	BAR-13	ECC	TO	OCO	14	7,224
E874372514	12/22/2008	13:43:00	WIN-12	ECD	TO	OCO	1	486
E625416138	12/22/2008	13:44:00	FRA-13	ECD	TF	ONI	70	26,320
E627769199	12/22/2008	13:45:00	VAS-13	EBL	TF	OCO	16	10,000
E076132291	12/22/2008	13:59:00	SIL-15	ECE	TO	OCO	20	13,220
E625324791	12/22/2008	14:00:00	CAM-25	EBJ	EF	OTF	5	360
E752867665	12/22/2008	14:00:00	SBE-26	EBE	TF	OCO	6	630
E714519434	12/22/2008	14:01:00	VAS-12	EBL	TF	OPO	44	70,796
E563266582	12/22/2008	14:03:00	GBK-13	EAD	TO	OFU	1	57
E868361931	12/22/2008	14:10:00	BHL-12	ECE	TF	OCO	11	4,873
E662389378	12/22/2008	14:16:00	HOB-16	EBI	TO	OFU	25	1,684
E707338120	12/22/2008	14:20:00	MOT-14	ECC	TF	OCO	14	1,778
E098766991	12/22/2008	14:23:00	LAC-13	ECC	UN	OCR	51	25,143
10863116	12/22/2008	14:26:00	FAL-13	EBF	EF	OFU	25	525
E451872216	12/22/2008	14:30:00	LAC-17	ECC	EF	PTF	2	260
E790787577	12/22/2008	14:30:00	LLT-17	EBD	TO	OCO	1	305
E979526972	12/22/2008	14:31:00	TAN-16	ECC	TF	OTF	1	129
E434491547	12/22/2008	14:33:00	BRO-16	EAD	TF	OCO	4	5,092
E533695033	12/22/2008	14:34:00	CLV-16	EAD	TO	OFU	5	630
E414459426	12/22/2008	14:41:00	FRA-12	ECD	TF	OTR	24	14,664
E648612641	12/22/2008	14:49:00	LYN-23	EAA	EF	USV	4	643
E456910506	12/22/2008	14:51:00	TRA-22	ECE	TF	OCO	12	3,504
E969554640	12/22/2008	14:54:00	RAI-13	ECC	TF	OFU	6	1,374
E162134287	12/22/2008	14:59:00	PET-16	EAC	TO	OFU	5	355
E658918574	12/22/2008	15:00:00	PMA-12	ECE	TF	OCO	15	7,875
E849232111	12/22/2008	15:03:00	BRE-35	ECD	TF	OCO	11	7,337
E572313176	12/22/2008	15:17:00	BRS-13	EAC	BA	OTF	1	327
E028763865	12/22/2008	15:20:00	FNW-17	ECD	TF	OFC	91	41,041
E321747862	12/22/2008	15:24:00	MIL-23	ECE	TO	OCO	7	5,292
E141644513	12/22/2008	15:26:00	VWY-12	EAA	EF	OCO	100	15,000
E180273499	12/22/2008	15:35:00	SIN-25	ECD	TO	OCO	41	17,261
E730319866	12/22/2008	15:53:00	STW-13	ECA	TO	OCO	54	21,866
E252614207	12/22/2008	15:57:00	PGA-13	ECE	TO	OCO	15	3,945
E164624290	12/22/2008	15:58:00	LUH-17	ECC	TF	OSV	1	102
E433918356	12/22/2008	16:00:00	WIN-12	ECE	TO	OCO	78	17,940
E259736333	12/22/2008	16:01:00	WIN-16	ECF	TO	OCO	14	5,180
E319806119	12/22/2008	16:07:00	POU-15	ECE	TF	OCO	26	13,858
E013416588	12/22/2008	16:11:00	SWD-13	ECE	TF	OCO	29	11,803
E324763962	12/22/2008	16:16:00	AIR-23	ECC	TF	OCO	15	7,770
E449024310	12/22/2008	16:17:00	SOO-26	EBJ	EF	USV	1	625
E854657363	12/22/2008	16:22:00	CRE-12	EAD	TO	OFU	1	188

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Notification	Date	Time	Circuit	Area	Cause	Equip-ment	Cust Outs	Cust Mins
E745854256	12/22/2008	16:31:00	CHR-22	ECE	TF	OCO	40	46,760
E098128526	12/22/2008	16:34:00	MWD-13	EBE	TF	OSV	1	206
E718117598	12/22/2008	16:36:00	WLS-16	EAC	TF	OSV	2	408
E316609743	12/22/2008	16:42:00	DUV-12	EBD	TO	OCO	6	918
E834384319	12/22/2008	16:47:00	FLD-15	EAD	EF	OFU	20	620
E769206659	12/22/2008	16:49:00	BIG-15	EAC	TO	OFU	4	404
E676476260	12/22/2008	17:00:00	WIN-13	ECE	TO	OCO	72	20,160
E579482469	12/22/2008	17:00:00	PMA-16	ECE	TO	OCO	21	5,796
E778655371	12/22/2008	17:00:00	ORI-16	EBJ	SO	UPC	2	360
E926635901	12/22/2008	17:00:00	LOL-21	ECD	TO	OCO	32	7,520
E171461687	12/22/2008	17:00:00	FRA-15	ECD	TO	OCO	16	9,120
E230296088	12/22/2008	17:03:00	PET-12	EAC	TO	OFU	1	222
E264968880	12/22/2008	17:29:00	HAN-15	EAA	TO	OCO	1	53
E070489171	12/22/2008	17:30:00	BRO-15	EAD	TO	OCR	10	4,253
E507585103	12/22/2008	17:34:00	PMA-12	ECF	TO	OCO	1	81
E069273465	12/22/2008	17:58:00	WIN-12	ECE	TF	OCO	73	44,676
E804164968	12/22/2008	18:04:00	LOL-21	ECD	TF	OCO	6	1,020
E743652581	12/22/2008	18:08:00	MIL-17	ECE	TF	OCO	163	20,538
E036416973	12/22/2008	18:09:00	WIN-13	ECE	TO	OCO	56	45,136
E392365538	12/22/2008	18:23:00	EGT-28	EBE	TO	OSV	1	79
E599383065	12/22/2008	18:27:00	PMA-12	ECE	TO	OTR	12	636
E283197050	12/22/2008	18:32:00	MCW-15	ECE	TO	OCO	1	908
E727989174	12/22/2008	18:38:00	BDI-12	EBI	UN	OCO	127	32,766
E046108774	12/22/2008	19:00:00	MUR-16	ECE	TO	OCO	55	33,000
E508985704	12/22/2008	19:13:00	MCA-15	ECC	TF	OCO	331	1,986
E503743111	12/22/2008	19:21:00	DUV-12	EBD	TO	OFC	168	42,496
E058007183	12/22/2008	19:24:00	VAS-22	EBL	PO	OCN	9	10,629
E411452854	12/22/2008	19:27:00	SBE-26	EBE	PO	OSV	1	209
E176510851	12/22/2008	19:32:00	PMA-12	ECE	TO	OCO	4	1,012
E211986364	12/22/2008	19:32:00	WIN-15	ECE	TF	OCO	9	3,492
E499587018	12/22/2008	19:36:00	KAP-13	ECA	EF	UPC	15	5,660
E720913033	12/22/2008	19:52:00	HAW-12	ECC	TF	OFU	13	1,664
E904487925	12/22/2008	20:10:00	FRA-13	ECD	TO	OCO	42	12,936
E820726360	12/22/2008	20:12:00	FRA-15	ECD	TO	OCO	2	274
E305651157	12/22/2008	20:15:00	MIL-17	ECE	TO	OCO	69	5,382
E905714338	12/22/2008	20:22:00	WOO-26	ECA	TF	OFU	35	2,391
E357585535	12/22/2008	20:43:00	KIN-22	ECE	TO	OCO	3	585
E221959862	12/22/2008	20:57:00	FLD-13	EAD	TO	OCO	4	468
E442765756	12/22/2008	21:07:00	KLA-15	EBD	EF	OSV	3	531
E854615977	12/22/2008	22:07:00	SHD-18	EBI	EF	OTR	2	809
E450200011	12/22/2008	22:11:00	PAT-17	ECC	TF	OCO	1	669
E431384859	12/22/2008	22:12:00	PMA-15	ECE	TO	OCO	27	17,469
E716329370	12/22/2008	22:25:00	MIL-17	ECE	TO	OCO	31	20,956
E799972443	12/22/2008	22:42:00	BAR-13	ECC	EF	USV	1	107
E710269887	12/22/2008	22:46:00	LUH-14	ECC	TF	OCO	1	376
E533114402	12/22/2008	22:58:00	WLS-16	EAC	TF	OCO	2	633
E276971223	12/22/2008	23:44:00	CHA-15	ECC	UN	OPI	1,555	247,245
E786430358	12/22/2008	23:58:00	PMA-13	ECE	TO	OCO	53	22,366

Terms, Codes and Definitions Used on Detail Reports

Notification	[Notification Number] A number assigned by SAP, identifying the outage record
Date	The date of the outage
Time	The time of the outage
Circuit	[Reference Circuit] The circuit identifier for the affected circuit
F/LOC	[Functional Location] The grid number where the outage occurred. If the grid number is not available, the Reference Circuit identifier occupies this field
EQT NBR	[Equipment Number] A number used to tie the equipment involved in the outage to the related information in SAP. This number does not represent the physical number of the equipment

Area	[Maintenance Planner Group] A code representing the energy, region and service center	
	EAA – Bellingham	EBJ – South King
	EAB – Lynden	EBK – Southwest King
	EAC – Skagit	EBL – Vashon
	EAD – Whidbey	ECA – Puyallup
	EBD – Redmond	ECC – Olympia
	EBE – Factoria	ECD – Port Orchard
	EBF – Snoqualmie	ECE – Poulsbo
	EBI – Enumclaw	ECF – Port Townsend

Cause	Cause of Outage	
	AO – Accident Other	EF – Equipment Failure
	BA – Bird or Animal	EO – Electrical Overload
	CP – Car Pole	FI – Faulty Installation
	CR – Customer Request	TF – Tree Off Right-of-Way
	DU – Dig-up Underground	TO – Tree On Right-of-Way
	SO – Scheduled Outage	UN – Unknown

Equipment	Affected by, or involved in the outage	
	OCN – Connector	OSW – Overhead Switch
	OCO – Overhead Conductor	OTF – Overhead Transformer Fuse
	OCR – Crossarm	OTR – Overhead Transformer
	OFC – Overhead Cut-out	OUP – OH to UG Primary
	OFS – Overhead Fire Signal	OUS – OH to UG Secondary Service
	OFU – Fuse Link/OH Line Fuse	SBF – High-side Bank Fuse
	OGS – Span Guy	SCB – Power Circuit Breaker
	OHR – Overhead Recloser	UOT – Underground Outdoor Term
	OIN – Insulator	UPC – Underground Primary Cable
	OJU- Jump Wire	UPT – Padmount Transformer
	OPI – Overhead Pin Insulator	USV – Underground Service
	OPO – Pole	UTC – Underground Terminal Fuse
	OSV – Overhead Service	UTR – Submersible Transformer
	ORE – Regulator	

Codes, Definitions – Continued

CUST OUT	[Customer Out] The number of customers without power for any given outage record
CUST MIN	[Customer Minutes] The total number of minutes customers were without power for any given record
CODE	[Storm Code] An event descriptor
	NON – Non Storm / Normal Conditions
	WTH – Weather Related (eg: wind storm, showers, etc)
	MAJ – Major event

Media Coverage



Friday, December 19, 2008

More snow, ice, wind on the way this weekend

Erik Lacitis

If you're planning to commute to work this morning, don't.

Just stay home.

Like Thursday, there will be slipping and sliding and spinouts because of all that slush that continually refreezes atop roads. Bus lines will be canceled. Schools will be closed.

"Basically, drivers need to be constantly evaluating whether a trip is necessary," said Sean McDermott, a spokesman for the state's Department of Transportation. The city of Seattle hasn't seen such bad winter road conditions in a dozen years, said Rick Sheridan, spokesman for the city's Department of Transportation.

And don't look forward to the weekend. It's not over. Not even close. Saturday night, forecasters say, the sequel will arrive.

The region — expected to stay below freezing in the meantime — will again be hit not only by snow and ice pellets Saturday night into Sunday morning, but by winds that could reach 50 to 70 mph, with peak gusts of 90, in the foothills.

"This next system could actually be worse than what we just had," said Jeff Michalski, meteorologist for the National Weather Service.

Forecasters are expecting more cold and — possibly because of the wind — some power outages this time.

"We're gearing up crews," said Davina Gruenstein, spokeswoman for Puget Sound Energy, about the possibility of power outages. "We're having local crews and crews from the Canada area. The Canadian crews are always good with snow and ice."

Although they have a contingency plan for bad-weather outages, Seattle City Light officials are meeting today to firm up details for this weekend, spokesman Peter Clarke said.

Already one death has been partly blamed on the cold, and a teen was injured Thursday in a sledding accident.



MIKE SIEGEL / THE SEATTLE TIMES

State Highway 520 was closed Thursday after treacherous conditions stranded cars and buses.



THOMAS JAMES HURST / THE SEATTLE TIMES

Crews de-ice a passenger jet before it backs away from the gate at Seattle-Tacoma International Airport. Thursday's storm delayed flights and stranded passengers.



"Crazy" storm hits Western Washington

By **Sandi Doughton and Melissa Allison**
Seattle Times science reporter

Dozens of flights in and out of Northwest cities were canceled Saturday, a stretch of Interstate 5 was turned into a "skating rink" and residents were faced with a fresh load of snow, ice and the fallout from vicious winds.

Now the question is: Will it get worse?

Meteorologists say another storm is headed our way. But whether it will bring snow or rain today will depend largely on the way temperatures fluctuate across the region.

"In the mountains, it's clear it will be snow," said University of Washington meteorologist Cliff Mass. "On the coast, it will probably be rain. But what about over us?"

Mass' best guess is that residents should expect wet snow today, possibly mixed with rain.

But whatever this storm delivers, it will be minor compared to the double-punch of wind and snow that began sweeping across the state Saturday morning and rolled into the Puget Sound area by late afternoon.

"This will be our greatest snowstorm since 1996," Mass said.

Don't expect the snow to melt off anytime soon, said Kirby Cook, chief science officer for the National Weather Service in Seattle.

The extreme cold temperatures that have parked over the region will moderate only slightly in the coming week.

"Christmas Eve looks more wet than white," Cook said. But Christmas Day could bring a mix of snow and rain.

On what was supposed to be the final push for holiday shopping Saturday, the Factory Stores at North Bend mall largely shut down at 5 p.m., rather than the usual 9 p.m., said Tyler Wagner, manager at the Mt. Si Board and Skate.

He said his store was staying open until 7 p.m. because customers were still coming in, despite high winds and snow.

"It's crazy, man. It's like you can't even see across the parking lot."

Up to 3 feet of snow was forecast for the Olympic Mountains, with up to 8 inches in portions of the Puget Sound metropolitan area. Winds were gusting up to 60 mph in the Strait of Juan de Fuca by late afternoon, and up to 45 mph at Gold Bar and Snoqualmie Pass, said Cook.

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As heavy snow advanced eastward, Interstate 5 near Olympia was turned into a "skating rink," according to the State Patrol. Ten collisions, none involving injuries, snarled traffic along a six-mile stretch of freeway between Dupont and Lacey.

Alaska and United Airlines collectively canceled more than 50 flights to and from Seattle, Portland and Vancouver, B.C. Flights on Saturday and Sunday were affected.

The storm came with ample warning, and was a relatively easy target for meteorologists.

"It's a relatively strong system that's been out there for several days," Mass explained. "The computer models seemed to have a good handle on this one."

That allowed local governments and agencies time to prepare.

Pierce County Executive John Ladenburg issued a pre-emptive emergency declaration Saturday afternoon, freeing up resources and money to help open five emergency shelters.

Volunteers with four-wheel-drive vehicles were mobilized to ferry doctors, nurses and other critical medical personnel to area hospitals, said Sheri Badger, spokeswoman for the county's emergency management department.

Seattle's three severe-weather shelters in downtown will remain open at least through Monday, said David Takami, spokesman for the city's Human Services Department.

As the snow began piling up, the Seattle Symphony made a last-minute decision to cancel its Saturday night performance of Handel's "Messiah" at Benaroya Hall. But a performance at 2 p.m. today was still on, said spokeswoman Rosalie Contreras.

Seattle University postponed its men's basketball game with Linfield College of McMinnville, Ore., at the campus Connolly Center Saturday night. The game was tentatively rescheduled for the second week in January.

In addition to mobilizing its own service crews to deal with expected power outages caused by high winds, Puget Sound Energy called in an additional 40 line crews and 12 tree-trimming crews that arrived Saturday afternoon from Montana, Oregon and Canada, said spokeswoman Davina Gruenstein.

The town of Enumclaw, in the Cascade foothills near Mount Rainier, was predicted to be ground zero for the highest winds — a common phenomenon when cold air from Eastern Washington spills over the mountains and rushes down the passes. The winds were slower to develop Saturday than forecast but were expected to be particularly destructive in the foothills, with gusts up to 75 mph.

Enumclaw's Safeway gas station ran out of all but its highest grade of gas by 10:30 a.m. Saturday, as local residents filled cars, trucks and gas cans in preparation for the storm.

Rob Neuman stocked up on fuel and food, including hot dogs and other meat for the barbecue outside in case his stovetop and oven lose power.

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"We were without electricity for a week last time," he said of a big storm in 2003. Neuman bought 26.5 gallons of gas for a generator and a four-wheeler/ATV. "We go out and play in the snow."

Dennis Bacon and his sons, Brett and Cody, nailed boards over the east-facing windows of their floor-covering business, Plateau Floors To Go. It's the first time they've ever taken that step. "We get real gusty winds here, and the building is old and a couple windows are cracked," Dennis explained.

Terry Tomt, who lives just outside Enumclaw in King County, was prepared with a generator and a wood-burning stove. "You don't want to shrug it off, because it can be brutal out here in the wind." He's only used the generator once before, but said he fired it up yesterday to make sure it works.

Winds were expected to be much lighter along the urban Puget Sound corridor, averaging about 20 mph with gusts up to 30 mph, said Cook, of the Weather Service.

When the snow fell in Phinney Ridge Saturday evening, residents took to neighborhood streets on foot.

Many descended on the neighborhood True Value hardware store in a sometimes-futile search for supplies. "We're out of all the S's ... we're out of salt, sand, shovels and scrapers," said clerk Brian Genung, who estimated the store turned away almost 300 people.

A few doors down, at Ken's Market, people were grabbing up supplies and basic food items. The store was cooking up extra rotisserie chickens to meet the demand.

One Phinney Ridge resident who spent 10 years in New York, Jason Twill, 33, said the city of Seattle is not prepared for snowstorms. When a storm hits, "it's a new revelation," he said. "There's no salt on the roads, and companies shut down." But he was prepared. "We've got movies, soup and hot cocoa," he said

A hallmark of the storm is the wide range of snow accumulation expected across the Puget Sound region, Mass pointed out: Areas closest to the foothills were expected to receive the least snowfall, with Western Puget Sound and the Olympics hit the hardest. It's all a matter of topography, Mass explained.

Cold air from the east is colliding with a low-pressure system moving in from the west.

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"It's wonderful," he said. "People are really getting into this."

Seattle Times staff reporters Warren Cornwall, Christine Willmsen, Percy Allen and Carol Pucci contributed to this story.

Now this: up to 6 inches of new snow; more Tuesday

By Seattle Times staff

The National Weather Service is predicting another 3 to 6 inches of snow through overnight, from Everett to Tacoma.

Officials are advising area residents to stay off the roads unless absolutely necessary.

Many accidents were reported along Interstate 5, and on Interstate 405, some SUVs had gone off the road.

As conditions deteriorated, Alaska Airlines and Horizon Air shut down flights at Seattle-Tacoma International Airport. Other carriers were operating, but most of those flights were also canceled due to weather problems here and elsewhere, said Port of Seattle spokesman Perry Cooper. Thousands of people have been stranded.

Alaska, Horizon and other carriers also were running low on de-icing fluid, while shipments remained stranded in Montana and east of the Cascades.

Airport veterans say the disruptions are the worst in 30 years, Cooper said.

Amtrak and Greyhound passengers remain stuck, here, too.

"As far as service resuming, that's going to depend on the weather," said Eric Wesley, a spokesman for the company. "We won't put anybody on the road until it's safe."

Those holding bus tickets can use them when service resumes. Tickets are good for up to one year.

Passengers stranded at Greyhound stations are getting help from the Red Cross, Wesley said.

Amtrak's Cascade rail service between Eugene and Vancouver, B.C., was canceled Sunday due to weather. A spokesman for the company said Sunday afternoon that it was still unclear whether operations would resume Monday.

As the snow continues to fall, low temperatures tonight are likely to dip into the upper 20s with southeast winds of 10 to 15 mph.

Monday is expected to be fairly clear and cold, and then — a chance of more snow Tuesday.

The when's-it-going-to-end snow follows a pre-dawn freezing rain that left a slippery layer of ice over earlier snow. Roads and sidewalks have been left worse for the mix.

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Crews are working to keep the most-traveled main arterials clear, but in many cases, it's a losing battle. Driving is rough on the main roads, even for those experienced in ice and snow. Side streets — even flat ones — are worse; the snow is deeper, and there is ice underneath.

There are large drifts of snow in some rural areas. In the Sultan area, some drifts are up to 8-feet deep.

Today's snow is piling onto what accumulated overnight. Here are some of those snow totals from Saturday into early Sunday morning, according to National Weather Service meteorologist Johnny Burg:

- Seattle: 5 inches
- Sand Point (at the Weather Service office): 3 inches
- West Seattle: 4 inches
- Rainier Beach: 5 inches
- View Ridge: 6 inches
- East Bellevue: 4 inches
- Bothell: 4 inches
- Redmond: 3 inches

Worries of extensive power outages followed predictions Saturday of sustained, high-powered winds. But for the most part, the windy conditions didn't last long Saturday night.

Washington Emergency Management spokesman Rob Harper said fewer than 5,000 people lost power statewide, and those were mostly scattered outages. Relatively few are still without power.

Here is other information to help you plan:

Sea-Tac open

Travelers should contact their airline for their flight status.

No, or very few, hotel rooms are available near the airport. Also, officials said, airport vendors are having trouble getting deliveries, so people coming to the airport should come prepared.

Metro bus service

King County Metro Transit is operating about half of its normal bus schedule, officials announced this morning.

Officials recommend that before you leave home, you check the Metro Web site, transit.metrokc.gov/ to see if your bus route running today, and if a special snow route is in effect.

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You can also call the Metro Customer Information Office at 206-553-3000, but call volumes are high and there may be a wait to talk with someone who can help plan your trip.

Metro is focusing on providing bus service on cleared highways and arterials, and to major transit centers and park-and-ride lots that normally have Sunday service. Be prepared to board buses mostly at those major transit centers, on flat arterials, or at the top or bottom of hills.

'Crazy' storm whips up wind, snow, ice — misery

By Sandi Doughton and Melissa Allison
Seattle Times staff reporters

Dozens of flights in and out of Northwest cities were canceled Saturday, a stretch of Interstate 5 was turned into a "skating rink" and residents were faced with a fresh load of snow, ice and the fallout from vicious winds.

Now the question is: Will it get worse?

Meteorologists say another storm is headed our way. But whether it will bring snow or rain Sunday will depend largely on the way temperatures fluctuate across the region.

"In the mountains, it's clear it will be snow," said University of Washington meteorologist Cliff Mass. "On the coast, it will probably be rain. But what about over us?"

Mass' best guess is that residents should expect wet snow Sunday, possibly mixed with rain.

But whatever this storm delivers, it will be minor compared to the double-punch of wind and snow that began sweeping across the state Saturday morning and rolled into the Puget Sound area by late afternoon.

"This will be our greatest snowstorm since 1996," Mass said.

Don't expect the snow to melt off anytime soon, said Kirby Cook, chief science officer for the National Weather Service in Seattle.

The extreme cold temperatures that have parked over the region will moderate only slightly in the coming week.

"Christmas Eve looks more wet than white," Cook said. But Christmas Day could bring a mix of snow and rain.

On what was supposed to be the final push for holiday shopping Saturday, the Factory Stores at North Bend mall largely shut down at 5 p.m., rather than the usual 9 p.m., said Tyler Wagner, manager at the Mt. Si Board and Skate.

He said his store was staying open until 7 p.m. because customers were still coming in, despite high winds and snow.

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"It's crazy, man. It's like you can't even see across the parking lot."

Up to 3 feet of snow was forecast for the Olympic Mountains, with up to 8 inches in portions of the Puget Sound metropolitan area. Winds were gusting up to 60 mph in the Strait of Juan de Fuca by late afternoon, and up to 45 mph at Gold Bar and Snoqualmie Pass, said Cook.

As heavy snow advanced eastward, Interstate 5 near Olympia was turned into a "skating rink," according to the State Patrol. Ten collisions, none involving injuries, snarled traffic along a six-mile stretch of freeway between Dupont and Lacey.

Alaska and United Airlines collectively canceled more than 50 flights to and from Seattle, Portland and Vancouver, B.C. Flights on Saturday and Sunday were affected.

The storm came with ample warning, and was a relatively easy target for meteorologists.

"It's a relatively strong system that's been out there for several days," Mass explained. "The computer models seemed to have a good handle on this one."

That allowed local governments and agencies time to prepare.

Pierce County Executive John Ladenburg issued a pre-emptive emergency declaration Saturday afternoon, freeing up resources and money to help open five emergency shelters.

Volunteers with four-wheel-drive vehicles were mobilized to ferry doctors, nurses and other critical medical personnel to area hospitals, said Sheri Badger, spokeswoman for the county's emergency management department.

Seattle's three severe-weather shelters in downtown will remain open at least through Monday, said David Takami, spokesman for the city's Human Services Department.

As the snow began piling up, the Seattle Symphony made a last-minute decision to cancel its Saturday night performance of Handel's "Messiah" at Benaroya Hall. But a performance at 2 p.m. Sunday was still on, said spokeswoman Rosalie Contreras.

Seattle University postponed its men's basketball game with Linfield College of McMinnville, Ore., at the campus Connolly Center Saturday night. The game was tentatively rescheduled for the second week in January.

In addition to mobilizing its own service crews to deal with expected power outages caused by high winds, Puget Sound Energy called in an additional 40 line crews and 12 tree-trimming crews that arrived Saturday afternoon from Montana, Oregon and Canada, said spokeswoman Davina Gruenstein.

The town of Enumclaw, in the Cascade foothills near Mount Rainier, was predicted to be ground zero for the highest winds — a common phenomenon when cold air from Eastern Washington spills over the mountains and rushes down the passes. The winds were slower to develop Saturday than forecast but were expected to be particularly destructive in the foothills, with gusts up to 75 mph.

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Enumclaw's Safeway gas station ran out of all but its highest grade of gas by 10:30 a.m. Saturday, as local residents filled cars, trucks and gas cans in preparation for the storm.

Rob Neuman stocked up on fuel and food, including hot dogs and other meat for the barbecue outside in case his stovetop and oven lose power.

"We were without electricity for a week last time," he said of a big storm in 2003. Neuman bought 26.5 gallons of gas for a generator and a four-wheeler/ATV. "We go out and play in the snow."

Dennis Bacon and his sons, Brett and Cody, nailed boards over the east-facing windows of their floor-covering business, Plateau Floors To Go. It's the first time they've ever taken that step. "We get real gusty winds here, and the building is old and a couple windows are cracked," Dennis explained.

Terry Tomt, who lives just outside Enumclaw in King County, was prepared with a generator and a wood-burning stove. "You don't want to shrug it off, because it can be brutal out here in the wind." He's only used the generator once before, but said he fired it up yesterday to make sure it works.

Winds were expected to be much lighter along the urban Puget Sound corridor, averaging about 20 mph with gusts up to 30 mph, said Cook, of the Weather Service.

When the snow fell in Phinney Ridge Saturday evening, residents took to neighborhood streets on foot.

Many descended on the neighborhood True Value hardware store in a sometimes-futile search for supplies. "We're out of all the S's ... we're out of salt, sand, shovels and scrapers," said clerk Brian Genung, who estimated the store turned away almost 300 people.

A few doors down, at Ken's Market, people were grabbing up supplies and basic food items. The store was cooking up extra rotisserie chickens to meet the demand.

One Phinney Ridge resident who spent 10 years in New York, Jason Twill, 33, said the city of Seattle is not prepared for snowstorms. When a storm hits, "it's a new revelation," he said. "There's no salt on the roads, and companies shut down." But he was prepared. "We've got movies, soup and hot cocoa," he said

A hallmark of the storm is the wide range of snow accumulation expected across the Puget Sound region, Mass pointed out: Areas closest to the foothills were expected to receive the least snowfall, with Western Puget Sound and the Olympics hit the hardest. It's all a matter of topography, Mass explained.

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Region hunkers down for week of snow, cold

By Nick Perry
Seattle Times staff reporter

No need to dream of a white Christmas — it's coming.

The cold and snow that have disrupted almost every aspect of life throughout the region for more than a week are sticking around for at least a few more days — to the consternation of travelers, the concern of retailers and the delight of children.

Just how ill-prepared the region is for this kind of sustained cold became apparent Sunday when airlines began running out of de-icing fluid, forcing them to cancel dozens of flights and stranding hundreds of passengers at Seattle-Tacoma International Airport.

Others wanting to leave the city on Greyhound buses or Amtrak trains were likewise out of luck. Those traveling by road found Interstate 90 closed until noon at Snoqualmie Pass. And thousands of people trying to catch Sounder trains home after one event that wasn't canceled — the Seahawks game — were forced to wait through delays of up to two hours after track switches froze. Some got unruly, sparking a police callout. There were no arrests.

For those with cars half-buried on suburban streets, the message from the Seattle Department of Transportation is this: Don't wait for a plow to come by. It's not going to happen anytime soon. The city has just 27 snowplows, and all are deployed round the clock for clearing vital chokepoints like the Alaskan Way Viaduct, the West Seattle Bridge and major bus routes.

And those hoping to take the bus to work Monday morning may have to make other plans. Metro Transit and Community Transit will both be operating at drastically reduced levels.

A large tent weighted by heavy snow collapsed at a temporary ice rink in Bellevue's Downtown Park about 8 p.m. Sunday, briefly trapping a few of the 10 people who were skating at the time.

Bystanders and employees operating the Group Health Ice Arena quickly lifted up the tent, allowing all but a young girl to get out, said Lt. Eric Keenan of the Bellevue Fire Department. Firefighters then worked with others to reach the girl, who was taken as a precaution to Overlake Hospital Medical Center with minor injuries, Keenan said.

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University of Washington meteorologist Cliff Mass said the snowstorm is the biggest for Seattle in 12 years, and that the length of time the region has been locked into low temperatures makes it particularly unusual.

After several inches of snow Sunday night, Monday is expected to be clear and cold, he said. More snow could arrive Tuesday, and the cold temperatures are expected to continue through much of the week. The snow likely won't melt significantly before the weekend.

"This is not over," Mass said. "It's showtime for Seattle."

Sea-Tac officials said the majority of flights were canceled Sunday, contributing to the worst disruptions airport veterans could remember in 30 years.

Even though runways were in good shape, carriers were experiencing systemwide problems and the "domino effects" of a number of events, including bad weather throughout the region and in other cities, said Port of Seattle spokesman Perry Cooper.

Alaska Airlines, Horizon Air and other carriers also ran low on de-icing fluid while shipments were stranded in Montana and east of the Cascade Mountains because of closures on Snoqualmie Pass, Cooper said.

In addition, road conditions mean that airport workers have had trouble getting in on time. That has led to delays at the check-in windows and throughout the airport.

Also, flight crews are prohibited from working more than a certain number of hours. If a flight is delayed for too long, a new crew must be brought in, said airport spokeswoman Terri-Ann Betancourt.

Airport officials were assisting stranded passengers, who generally were caught while trying to make connecting flights. Blankets and cots were being provided to some of the most vulnerable, Cooper said. Efforts were also made to make sure concession stands had adequate supplies, he added.

Kara Kirkwood, who was stuck at the airport with her husband and two children while trying to get another ticket to Mexico, said she'd been in a re-ticketing line for seven hours.

Their day began at 5 a.m. Sunday at the airport in their hometown of Kelowna, B.C. Twelve hours later, they had no idea what was going to happen next.

"I just know I'm going to Mexico," said her daughter, 10-year-old Mikayla.

Her mother chimed in: "Well, she *thinks* she's still going to Mexico. It's 5 p.m. and we still don't have a ticket to go anywhere."

Passengers stranded at Seattle's Greyhound station were getting Red Cross assistance, said company spokesman Eric Wesley. But some people who had spent the past two days waiting at the station were angry that the buses were not running.

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Those with tickets will be able to use them as soon as service resumes, he added.

"We won't put anybody on the road until it's safe," Wesley said.

Amtrak also canceled train service Sunday between Eugene, Ore., and Vancouver, B.C., and between Seattle and Spokane. Service from Seattle to Los Angeles was still running, but with "extreme delays," Amtrak said in a news release.

Groceries were inundated with concerned shoppers over the weekend. Almost every meat product had disappeared from shelves of the Jefferson Square Safeway by late Saturday. At the West Seattle Thriftway, a pallet of rock salt sold out within 90 minutes, and shoppers were snapping up bread, milk and meat in bulk.

But while food sales were doing well, retailers hoping for a big Christmas bump suffered through yet another day of bad weather. Many were planning to close early Sunday for a fourth consecutive night.

Jumyr Denina, assistant store manager at Club Monaco in Pacific Place in downtown Seattle, said that clothing store was going to try and "tough it out" by remaining open until 7 p.m., after closing early the previous two days.

"We're doing what we can with the traffic," he said.

Some shoppers, like Sheela Krane of Enumclaw, loved the empty stores: "At Macy's, we practically had the store to ourselves it was so empty. Nordstrom wasn't too crowded. It was great."

But outside the downtown stores, the weather was particularly tough on homeless people. Shy Glines, who said she usually lives in an abandoned building miles away, said she might not be able to get back there. As she stood outside Nordstrom pondering where she would spend the night, someone handed her a new pair of warm boots.

On Saturday night, about 166 people stayed in three emergency city shelters opened at Seattle City Hall, the Frye Hotel and Pavilion B at Seattle Center, according to Seattle's Office of Emergency Management.

Across the region, authorities were reporting severe conditions. In Bellevue, crews had started plowing neighborhood streets Sunday but, when more snow fell, were forced to go back to plowing just the priority arterials. About 3,000 people in south Bellevue lost power temporarily in the evening.

In the area around Sultan, Monroe and Gold Bar in Snohomish County, winds caused enormous snowdrifts of up to 8 feet in places.

Alex Wiggins, a spokesman for the Seattle Department of Transportation, said the city was urging people who don't absolutely need to use their vehicles Monday to stay home or to use mass transit.

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"We are expecting very difficult conditions, and we'll be out in full force to make it passable," he said. "It's going to be a difficult commute."

He said that people wanting to drive cars stuck on suburban streets should consider investing in chains or waiting until conditions improve.

Children and their parents greeted Sunday's snowfall by taking sleds or skis to streets almost devoid of cars. In West Seattle, Nathan Gillis glided a half-mile to the store on cross-country skis. He said the skis had been gathering dust before the storm, but now he was using them every day to get around the neighborhood.

Seattle Times staff reporters Maureen O'Hagan, Steve Miletich and Lornet Turnbull and The Associated Press contributed to this report. Nick Perry: 206-515-5639 or nperry@seattletimes.com

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December 22, 2008

Seattle Sees Most Snow in a Decade

By **WILLIAM YARDLEY**

SEATTLE — December means darkness in this Northwest city. Combine the clouds with the rain and with the fact that Seattle gets less winter daylight than most other cities in the United States, the sum of it all can seem like concentrated gloom.

Yet on Sunday, the first full day of winter, much of the city was instead a bright white blur. Snow fell, recoating the streets with as much as eight fresh inches after a week of wintry weather that has closed schools, canceled flights and defied expectations. And more snow is in the forecast.

"We've got to write this one down," said Kate Allyn, a 40-year resident, standing at the top of Phinney Ridge, a neighborhood in north Seattle that, like many others in this hilly city, became a miniature mountain playground over the weekend. "We're used to 45 degrees and drizzle. We usually get our snow by driving 45 minutes to the mountains."

It has been at least a decade since Seattle has seen such snow, and temperatures in the teens have been in record territory. On Sunday, children as well as people in their 40s zoomed down slopes on sleds and snowboards.

“Nobody’s panicking,” said Marty Spiegel of Greenwood True Value Hardware. “Though there was some disappointment that we sold out of sleds.”

Of course, in a city of transplants, there was no shortage of seen-it-all folks from snowier climes who mocked how snow brings Seattle to a standstill. A favorite punch line was the Seattle Public Schools, which canceled classes Wednesday on the mere threat of more snow. None fell that day.

And not every image was a postcard. Two charter buses carrying about 80 students slid through a barrier above Interstate 5 on Friday, coming dangerously close to crashing down on the highway. No one was injured.

The precision of the forecasting was a popular topic. Clifford F. Mass, a professor of atmospheric sciences at the [University of Washington](#), fielded hundreds of queries on his weather blog.

“Several of you commented about the nature of the snow last night,” Mr. Mass wrote Sunday morning. “Most of you are used to the large, dendritic crystals that fall when temperatures are near freezing.” He added, “Last night, you got to enjoy the type of snow they get in colder climates.”

Elsewhere in the nation, weekend storms knocked out power to thousands of customers and created hazardous conditions for holiday travelers. Gusty winds in the Midwest, where wind chills dipped to minus 30, produced whiteouts that contributed to at least three vehicle pileups, The Associated Press reported, and parts of Illinois, Iowa and Maine were under blizzard warnings.