

I just received word from the
Sec'y of States office -
MEMA attempted exemption
did not hold up - The
rest of the documents

May 26, 1993

will be
forth coming
J.A.F.
9:35 AM

50-293

Chairman Ivan Selin
U.S.N.R.C.
Washington D.C. 20555

Dear Chairman Selin,

After nine months of requests, I have finally received some of the transportation provider information from MEMA. I was only able to achieve this through a FOIA. Upon receiving my FOIA request Dave Rodham called to assure me, this is what he was waiting for. Due to his supposed promise of confidentiality to the providers, he was only able to grant my request through this means. So much for nine months of promises to me that I would have this information without any problems. He unfortunately omitted the most important documents I requested; the confidential work sheets and BECo's Transportation Data Work Sheets. I have appealed his exclusions. These two documents, the cws and TDWS include the information regarding driver commitments.

For now I have done a limited analysis of this information and have found once again MEMA and BECo are playing the same old game. There are NOT adequate buses under agreement. It seems this year though I do have factual information on FEMA as a game player. This game has been played for years but never before did I have it documented. This information will be added to my rather long list of FEMA faults and will be presented at the appropriate time to my friends on the Hill.

The analysis included herewith, although preliminary and incomplete should give you a feel for the problems we face, perhaps a fuller understanding of why I turn to the NRC for help. We need real planning, Federal Regulations mandate we have it, yet year in and year out, all I seem to find are foolish games being played. Someone has to make these people do their jobs.

I will overnight mail the additional documentation for you and Jim Partlow to examine. Please pay particular attention to the LOA for the upcoming year. As you may recall, Dave Rodham, MEMA, asked me to develop an LOA for him. I did and this is how they aborted it. I will send you both my original and their abortion.

I recently reminded Dave Rodham that "I will do everything in my power to assure that my family, friends, and the EPI population does have real and actual planning in place as mandated by Federal Regulation." ; but I am also smart enough to know when I need help. HELP!!

Sincerely,

Jane A. Fleming

JAF
11

9206170106 920526
PDR ADDCK 05000293
H PDR

Transportation Provider Analysis

1991 - 1992

Buses

Provider	total assets	Estimated MEMA on hours	available actual	Driver no info
American Eagle	11	11	4*	Amazing IMT. see Pg 6. Doc Response To Buso on lack the
Bay State Bus CO	7	7	7	
Bloom H.L. Bus	30	30	0*	*6*
Chaulk Ambulance	1	1	1	
Crowel A.L. INC	32	32	0*	*1*
Foxborough Pub. SC.	19	10	10	
Gatra	10	10	0*	
Joseph Ingles Bus	15	8	8	
Laidlaw <u>Cape</u>	125	125	100*	* some notes as american Eagle
M.S. Merritt	14	14	14	
Ply Brocton	56	13	0	*2*
Reliable	17	15	0*	
Rockland	9	9	0*	
Donald Roger	6	6	5	*4*
Ryder	200	200	200	
SSRVTS	4	4	4	
Union St Bus	27	27	27	
Town Brook	3	3	0*	
Tremblay	76	76	10 ?	*5* SEE ALSO pg 5 of Document entitled "Response To Doc "Buses on lack" thereof
Warrentown Trans	15	15	15	
-----	-----	-----	-----	
totals	670	597	397	297

MG.

- * NRC information, Task Force Findings
- ** FEMA information TWB findings

Memorandum stated in a Feb. 24, 1992 document that there are 642 buses with drivers under agreement.

Reality states for the on hours, there are 397, at best, buses under a letter of intent, no drivers are under agreement in any way.

1 Crowell CWS states no buses available June to Sept, Task Force did not find this acceptable to count Rockland or Townbrook. FEMA finds it acceptable because buses are registered in the summer. Did FEMA ask where the Drivers are?

2 Plymouth Brocton (see doc. M1464-7) NO DRIVERS
LOA signed by Public Relations person

3 Rockland Motors see doc. M1464-3 no buses summers
NO DRIVERS
only 7 buses not 9 as stated

4 Rogers (see doc. M1464-5) BECO TPDB states 4 According to
phone call Stanley claims 5. LDA claims 6. These aren't big
numbers. maybe someone could count.

5 Tremblay See doc M1464-4

lca states 76 cws states 66

LCA makes notation that buses aren't available between 6am
and 9 am and between 1pm and 4 pm.

According to a phone conversation with Stanley MEMA Mr.
Tremblay stated EMT for 10 buses would be one and one half
hours; for twenty buses 2 and one half hours. This translates
into the fact if an accident happens and buses are called at
7:30 a.m. there is first the Hour and half to wait until
9:00 am then one and one half hours EMT which equals Three
hours. The next 20 will be arriving in three and one half
hours and the rest in four and one half or five and one half
hours. These buses are assigned to schools, including
Duxbury. Who gets to play Hitler in the schools and
determine which kids get to leave and which kids stay and
wait 5 1/2 hours or more. Maybe we should choose by grades or
I.Q.s. If an accident happen around noon and the buses are
called at one pm the majority of Tremblay buses will not
arrive until 8 or 9 at night. The host schools will be
shutdown by then!

6 Bloom, H.L. LDA signed by dispatcher.

I am willing to bet the Corporate Vote does not
authorize a dispatcher to sign contracts.

LETTER OF AGREEMENT
EMERGENCY RESPONSE TRANSPORTATION
PILGRIM NUCLEAR POWER STATION EMERGENCY PLANNING ZONE

Massachusetts Emergency Management Agency (hereinafter "MEMA"), formerly known as Massachusetts Civil Defense Agency ("MCDA") and _____ (name of transportation provider, hereinafter the "Company") agree that:

1. MEMA, in the event of an emergency at the Pilgrim Nuclear Power Station, will request the Company to provide vehicles and vehicle operators to assist in the emergency evacuation of schools, day care centers, nursing homes, hospitals and other designated facilities, as well as special needs and general population determined to be transportation dependent.
2. MEMA Area II (formerly MCDA Area II) will, in the event of such an emergency, notify the Company of the need for its services at the _____ stage according to Area II procedures or such other procedures as may then be specified by MEMA.
3. The Company will provide emergency assistance transportation in the event of an emergency evacuation from the Emergency Planning Zone of the Pilgrim Nuclear Power Station.
4. MEMA will provide emergency response training to vehicle operators and other emergency evacuation personnel of the Company; and the Company understands that it will be asked to participate in such training, and in emergency evacuation drills and exercises.
5. The Company has made the vehicle operators and other emergency evacuation personnel aware of the Company's commitment to provide vehicles and vehicle operators in the event of an emergency evacuation. The Company's vehicle operators and other emergency evacuation personnel will participate in emergency response training, drills and exercises.

*See
Both sides*

6. The Company will provide MEMA with the following information, which information will be updated annually and in the event of any significant changes thereto:

a. Contact Person: _____ Name

_____ Phone

b. Transportation resources to be provided:

Type of Vehicle	Total number	Estimated number of vehicles available	Estimated number of drivers available
		on hour/off hour	on hour/off hour
Buses	_____	_____/____	_____/____
EMT	_____	_____/____	_____/____
EMS	_____	_____/____	_____/____
EMT	_____	_____/____	_____/____
AMBULANCE/LIFE VANS	_____	_____/____	_____/____
EMT	_____	_____/____	_____/____
AMBULANCES	_____	_____/____	_____/____
EMT	_____	_____/____	_____/____
Station wagons	_____	_____/____	_____/____
EMT	_____	_____/____	_____/____

c. Estimated Mobilization Time: [EMT] The Company expects that the above resources will be made available based on a total estimated mobilization time, between receipt by the Company of a request to provide assistance and the time the vehicle and vehicle operators will be in the Emergency Planning Zone ready to provide assistance.

Massachusetts Emergency Management Agency

_____ (Company Name)

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

LETTER OF AGREEMENT
EMERGENCY RESPONSE TRANSPORTATION

* Massachusetts Emergency Management Agency (hereinafter "MEMA") and (name of transportation provider, hereinafter the "Company") agree that:

1. MEMA, in the event of an emergency will request the Company to provide vehicles and vehicle operators and/or crews to assist in the emergency evacuation of schools, day care centers, nursing homes, hospitals and other designated facilities, as well as special needs and general population determined to be transportation dependent.
2. MEMA will, in the event of an emergency, notify the Company of the need for its services according to procedures as may then be specified by MEMA.
3. The Company will provide emergency assistance transportation in the event of a request from MEMA.
4. MEMA will provide emergency response training to vehicle operators and other emergency evacuation personnel of the Company and the Company understands that it will be asked to participate in such training, and in emergency evacuation drills and exercises.
5. The Company has made the vehicle operators and other emergency evacuation personnel aware of the Company's commitment to provide vehicles and vehicle operators in the event of an emergency evacuation. The Company's vehicle operators and other emergency evacuation personnel will participate in emergency response training, drills and exercises.
6. It is understood that the Company's drivers will be compensated at their regular pay rate for their participation in training. It is further understood that the Company will be reimbursed for costs incurred in response to an actual emergency or an exercise.

MEMA		Company	
Signature	_____	Signature	_____
Title	_____	Title	_____
Date	_____	Date	_____

Time that all the ... has been removed

- SAMPLE -

This is what the need for Seabrook Ibis

8 Oceanwood Drive
Duxbury, Massachusetts 02332
May 13, 1992

A. David Rodham, Director
Massachusetts Emergency Management Agency
400 Worcester Road
Framingham, Ma. 01701-0317

Dear David,

I, Jane A. Fleming, under the Freedom of Information Act 5 USC Sec 552 request all information pertaining to and inclusive of:

1. The 1991 - 1992 Transportation providers Letters of Agreement .
2. The Assessment of Population and Transportation (APT) Sheets
- NB → 3. The documents referred to as "Confidential Worksheets"
4. Any draft or finalized format of the 1992-1993 Letter of Agreement for transportation providers.
5. Any interagency (NRC or FEMA) or Boston Edison correspondence or documentation that may in any way impact transportation of the transportation dependent population of Pilgrim's EPZ

I also request notification of any information that may be exempted from the above request. I am not waiving my right to appeal any or all exemptions.

I also deem that this request for information is in the public interest and is to the benefit of Public Health and Safety, therefore I request that MEMA waive any or all fees.

On a personal note David, I am sorry that you were unable to fulfill your personal promises to me that I would be able to receive this documentation without having to put us in an adversarial position. I will reconfirm my promise to you. I will do everything within my power to assure that my family, friends and the EPZ population does have real and actual planning in place as mandated by Federal Regulations. I hope we can continue working together toward that goal.

Sincerely,

Jane A. Fleming



WILLIAM F. WELD
GOVERNOR

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT

MASSACHUSETTS EMERGENCY MANAGEMENT AGENCY



A. DAVID RODHAM
DIRECTOR

May 21, 1992

Ms. Jane A. Fleming
8 Oceanwood Drive
Duxbury, Massachusetts 02332

Dear Ms. Fleming:

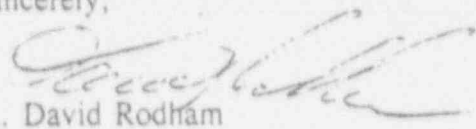
I am in receipt of your letter dated May 13, 1992 submitted under the Freedom of Information Act 5 USC Sec. 552, and I hereby transmit the following documents as requested:

1. 1991-1992 Transportation Letters of Agreement
2. 1992 APT Sheets and supporting documents. (These documents are in draft form under review and revision; also names and phone numbers have been deleted as per our previous discussions).
3. Copy of the proposed 1992-1993 Letter of Agreement.
4. Interagency (NRC-FEMA) correspondence regarding the transportation of the dependent population.

N.B. → The documents referred to as "Confidential Worksheets" are not transmitted as requested for in our opinion they are exempt public records in that they contain commercial information voluntarily provided to an agency under a promise of confidentiality (MGL c.4 s.7 clause 26).

You have the right to appeal any or all exemptions under 950 CMR 32.00 and MGL c.66 s.10 (b).

Sincerely,


A. David Rodham
Director

Enclosures

Enclosure B

3 Oceanwood Drive
Dunbury, Ms. 02002
May 22, 1992

Mr. James W. Igo
Supervisor of Public Records
Office of the State Secretary
One Ashburton Place, Room 1719
Boston, Massachusetts 02108

Dear Mr. Igo,

The Massachusetts Emergency Management Agency has exempted certain information from my F.O.I.A. request (see enclosure A). The reason for exemption stated by MEMA is the requested documents are exempted from the F.O.I.A. under MGL c.4 s. 7 clause 26. It is my opinion that this information is indeed an implied part of a contract with a State or Federal Agency and therefore does not meet the necessary criteria for exemption.

Pursuant to my conversation with Stephen Lovely, I am requesting that you begin the appeals process and make a determination of the exemption status under 950 CMR 32.00 and MGL c.66 s.10 (b)

Thank You very much, I appreciate your help in this matter.

Sincerely,
Jane A. Fleming
Jane A. Fleming

Enclosures:

- A. Original F.O.I.A. request
- B. Cover letter response from MEMA stating exemption

c.c.

Scott Harshbarger,
Attorney General

Chairman Ivan Selin, NRC

Attorney Steven Burns, NRC

RESPONSE TO DOCUMENT MARKED ENCLOSURE AND ENTITLED
"BUSES, OR THE LACK THEREOF."

The document entitled "Buses, or the Lack Thereof," presents concerns about transportation resources in the event of a radiological emergency at the Pilgrim Nuclear Power Station.

As part of FEMA's ongoing plan review process, staff of the Transportation Working Group (TWG), composed of members from FEMA Headquarters, FEMA Region I, the Nuclear Regulatory Commission (NRC) and Argonne National Laboratory, met at the Massachusetts Emergency Management Agency's (MEMA) Area II office in Bridgewater, Massachusetts, between September 9 and September 18, 1991. The purpose of the TWG meetings was to update the Pilgrim Task Force's assessment of the adequacy of transportation resources for an offsite emergency response. The scope of the TWG's analysis encompassed, among other things, concerns about transportation resources raised in the document entitled "Buses, or the Lack Thereof."

The first concern mentioned in the document was the assignment of Boston Edison Company (BECO) employees to fill the Area II Transportation Group positions until the arrival of the Massachusetts National Guard (MNG). [These positions are outlined in the Area II Implementing Procedure (IP)-04.] The enclosure document notes that the Task Force Report (NUREG-1438) found that, "the response time of the Transportation Group [the MNG] assigned to the Area II EOC could be insufficient to implement a timely evacuation."

With regard to this issue, the Task Force Report also notes that Mr. Ronald Varley of BECO wrote to Mr. A. David Rodham, Director of MEMA (then the Massachusetts Civil Defense Agency) in a letter dated April 12, 1991, that BECO would make personnel available to staff the Transportation Group positions at the Area II Emergency Operations Center (EOC) on an interim basis. In an additional letter dated April 25, 1991, Mr. Varley informed Mr. Rodham that training of BECO staff who will provide first shift staffing support to the MEMA Area II EOC took place on April 19 and April 24, 1991. Copies of training rosters were also enclosed in this April 25 letter. The type of training and the number of training sessions received by the BECO Transportation Officers is consistent with the training the MNG has received. It should be noted that these sessions were not part of the training for the Wellesley Reception Center personnel because the Transportation Group is located at the MEMA Area II office in Bridgewater, not at the Wellesley Reception Center.

On October 2, 1991, FEMA was informed by MEMA that State staff have been recruited to replace the BECO personnel assigned to the Area II EOC. In a meeting on October 18, 1991 at FEMA Region I, MEMA Director A. David Rodham stated that twenty-three people from the MCI-Bridgewater complex had volunteered to serve on the EOC staff. Sixteen of these volunteers began training on October 18,

1991. * On October 26 and 27, 1991, these sixteen volunteers are scheduled to continue with more specialized training and the remaining volunteers will begin training. In addition, training for the Massachusetts National Guard personnel that report to Area II is also scheduled for October 26 and 27, 1991. FEMA has received a training roster for the state personnel who were trained on October 18 and expects to receive rosters for the second session in the near future. Moreover, FEMA will evaluate the performance of the Area II EOC Transportation Group during the December exercise, regardless of who staffs the Group. If, during the exercise, any inadequacy is identified, FEMA will note this in its exercise report and, depending on the severity of the situation, require a plan change or other appropriate corrective action.

The second concern mentioned in the document discussed the "essentially exclusive use of BECO information," in the Task Force report. The document notes that, "BECO was the source of its own and the MCDA [now MEMA] data." It is well known that BECO assists MEMA in planning and preparation for an offsite emergency at Pilgrim. However, the Task Force and FEMA only accepted information which was also accepted by the Commonwealth of Massachusetts and/or the local governments of the Pilgrim Emergency Planning Zone (EPZ). Other information generated by BECO was used for follow-up with the Commonwealth.

like M... they stated cooperation with... they didn't

The Task Force did not address discrepancies between vehicle needs in town procedures, the Area II Transportation Group IP-04 and the BECO Matrix. However, the TWG did look into this issue during its September meetings in Bridgewater, Massachusetts. There were no inconsistencies among the vehicle needs identified in the town IP's, Area II IP-04 and the BECO Matrix. When the TWG finished its analysis of the transportation documents, the results of its research will be issued in a report.

knows understand because they didn't

In addition, the TWG requested that MEMA specifically address the Duxbury schools' transportation resource requirements discussed by Dr. Donald Kennedy, Superintendent of Duxbury Schools, in his June 10, 1991, letter to Mr. Robert Erickson. (This letter was delivered to the Task Force by the complainant at the June 12, 1991, public meeting in Plymouth, Massachusetts.) Before acting to meet the stated needs, MEMA wished to verify that the numbers were still accurate. In a telephone conference call with FEMA, MEMA Area II and BECO on September 18, 1991, Dr. Kennedy was asked to confirm whether the numbers and types of vehicles needed for the Duxbury schools were still the same as those specified in his June 10, 1991, letter. Dr. Kennedy stated that he wanted to check with the Director of the Magic Dragon Day Care Center and with Chandler Elementary School before answering. Dr. Kennedy committed to verify the specific needs with the appropriate staff at Magic Dragon and Chandler Elementary and to provide those figures to MEMA during the October-November 1991 update contacts which will capture the new enrollment figures for the 1991-1992 school year. In

no letter to school committee delivered by me to Bob Erickson rather than when the letter was nothing to do with me

Erickson effectively mischaracterized this vote & the Task Force never considered the "new" official information presented to them.

still not done

addition, Mr. Al Slaney of MEMA Area II specifically committed to follow up on the Duxbury school transportation needs in the upcoming contacts with Dr. Kennedy.

Another part of the document raised concerns about the acceptability of the Letters of Agreement (LOA) MEMA has with the transportation providers and the sufficiency of the existing agreements to meet the evacuation transportation needs in the event of an emergency at Pilgrim Station. It should be noted that in order to research comments on specific agreements, we have used more recent LOAs than the ones referenced in the document.

The document expressed dissatisfaction with the A.L. Crowell, Inc. LOA. Specifically, the document noted that while the LOA with Crowell did commit twenty-five buses, it did not indicate that there were any drivers committed with those buses. During the course of preparing the Pilgrim Task Force Report, Task Force Team 3 met with Mr. Albert Crowell, president of A.L. Crowell, Inc. The Task Force members reported that Mr. Crowell said that A.L. Crowell, Inc. actually had more drivers than buses available for emergency planning purposes. In addition, according to Mr. Blair Spitzberg, NRC, Mr. Crowell stated that he did not have a problem with driver availability.

The most current A.L. Crowell LOA, dated March 20, 1991, indicates that Crowell has committed to provide, "vehicles and vehicle operators," for thirty-two buses and three vans. Of those vehicles committed, only twenty-seven buses have been assigned. Twenty-three buses have been assigned to Plymouth schools and four buses have been assigned to Plymouth day care centers. None of the transportation resources A.L. Crowell, Inc. has committed in its LOA are assigned to camps. For the Crowell buses assigned to schools, the Crowell Confidential Work Sheet (CWS), a document completed by the provider and attached to the LOA, indicates that none of its resources are available between the months of June and September. However, Mr. Slaney reported that in a telephone conversation on October 15, 1991, Mr. Crowell stated that the vehicles the company has committed to provide in the event of an emergency are registered and available year round. Thus, FEMA finds no problem with transportation resource availability during the summer.

Drivers - FEMA a little problem

The concern about the Foxborough Public Schools busing service also centered on the commitment to provide drivers. As with Crowell, the most recent Foxborough LOA, dated March 12, 1991, indicates that both drivers and vehicles have been committed to provide transportation assistance in the event of an emergency.

The document also expressed concern about the estimated mobilization times (EMT) of the vehicles provided by the Reliable Bus Company and Tremblay Bus Company, Inc. The document states that there is a particular concern that many of the vehicles would

not arrive at their preassigned facilities and sites until nearly 4 and one-half hours after the providers had been contacted.

At the September meetings in Bridgewater, the TWG discussed the meaning of the term "estimated mobilization time" with Mr. Slaney. (Mr. Slaney stated that the EMT is to represent the time between a company's receipt of a request to mobilize and the time most vehicles and drivers would be at their assigned location under the plan and would be able to provide assistance.) He explained that this interpretation of the term "EMT" is explained to each provider by MEMA during the visit to discuss each year's transportation arrangements and to obtain the provider's signature on the LOA. FEMA agrees with MEMA's use of an EMT of three hours or less, using the above definition, as adequate for vehicles providing transportation assistance.

Mr. Slaney heard about this from the LOA

✓ This "concept" of defining EMT was developed & explained to MEMA by me at a meeting in Aug. They did NOT have a definite until the

With regard to the most recent Reliable Bus Company LOA¹, the company has committed to providing fifteen buses during operating hours and seventeen buses during non-operating hours, all of which have been assigned to the Scusset transportation staging area (TSA). According to Mr. Slaney who spoke with Reliable representative Mr. Joe Correia on October 17, 1991, of the fifteen buses committed during operating hours, five have EMTs of one hour and thirty minutes and the other ten have EMTs of two hours. For non-operating hours, all seventeen buses committed have EMTs of one hour and thirty minutes. All of the abovementioned Reliable EMTs include driving times to the Scusset TSA.

The most recent Tremblay Bus Company LOA dated March 29, 1991, shows that Tremblay has committed 76 buses during both operating hours and non-operating hours in the event of an emergency at the Pilgrim Station.² In a telephone conversation with Mr. Slaney on

¹ The TWG found that several LOAs, including the one for Reliable, contained no MEMA signature date. ~~The LOA for Reliable~~ also did not have a provider signature date. The CWS accompanying the LOA was dated March 6, 1991. Where the MEMA signature date was missing, MEMA corrected the omission by adding the same date as the date on the letter which transmitted the signed LOA back to the provider for their files. ~~On September 25, 1991, Mr. Slaney stated that the "corrected" letters had been mailed back to the providers and that MEMA would call each one and explain the reason for redistributing the LOAs.~~ *did this happen.*

** 5 **

² The TWG discovered that for Tremblay, the number of buses available during non-operating hours was different in the LOA than in the CWS (76 vs 66). In an October 4, 1991, to Mr. Jack Dolan, A. David Rodham explained that, "All 76 vehicles were committed both on and off-hours under the [Tremblay] LOA. The Confidential Work Sheet contains a simple addition error. Nonetheless, in an effort to eliminate the discrepancy for FEMA, Tremblay was

This operating hours including 6-9am This adds 1-4pm considerable

How does Tremblay do it? EMI

October 1991, Mr. David Tremblay indicated that during operating hours, ten of Tremblay's buses have EMTs of one hour and thirty minutes, twenty have EMTs of two hours, another twenty have EMTs of three hours and the remaining twenty-six buses have EMTs of four hours. For non-operating hours, of the seventy-six buses committed by the CNS, five have EMTs of one hour and thirty minutes, twenty-five have EMTs of two hours, thirty have EMTs of three hours and sixteen have EMTs of four hours. It should be noted that all of the abovementioned Tremblay EMTs include the time it takes to the assigned facilities or Scusset TSA.

the vehicles providing transportation assistance to individuals at facilities such as camps or day cares have EMTs of greater than three hours. In a telephone conversation with FEMA on October 21, 1991, Mr. Slaney of MEMA stated that vehicle providers whose resources are assigned to specific facilities such as day care centers or schools would prioritize the dispatch of their vehicles to ensure that the first vehicles dispatched would be assigned to specific facilities. In other words, if a provider has twenty buses and five of those buses are assigned to a particular school and the other fifteen buses are assigned to a TSA, the first five buses dispatched from the provider's garage will service the school to which the provider's vehicles have been assigned and the next fifteen buses would be dispatched to the designated TSA. This prioritization of the dispatch of vehicles assures that the Plymouth and Carver schools and Plymouth camps to which Tremblay vehicles are assigned will be serviced by buses with

contacted to clarify the response time during off-hours. In one hour, 25 buses can be provided rather than 15. The confidential worksheet has been revised and initialed by Mr. Slaney.

During the school year forty-one of Tremblay's buses are assigned to Plymouth and Carver schools during operating hours; Tremblay's other thirty-five buses during operating hours are assigned to the Scusset TSA. During the summer, twenty-five of Tremblay's buses during operating hours are assigned to Plymouth camps and Tremblay's other fifty-one buses are assigned to the Scusset TSA during operating hours. During non-operating hours during the school year and during the summer, all of the seventy-six buses Tremblay has committed to providing are assigned to the Scusset TSA.

MEMA Area II informed FEMA on October 21, 1991, that twenty-nine Laidlaw buses would be assigned to provide transportation assistance to Plymouth North High School. Previously, twenty-nine Tremblay buses had been assigned to provide transportation assistance to that school. Those twenty-nine buses are now currently assigned to the Scusset TSA. This change will be reflected in the Area II IP-04 and other transportation documents, as appropriate.

* Dissimination against Handcopied P.A.C.*

They only have 70 Buses + They are not available up to 1-4pm 47 have been assigned to school according to 5-13-92

up to 17 Buses from Tremblay assigned

According to M. Trust 5-13-92

* Buses from Tremblay New Bedford assigned to P.A.C. + Kindergarten Ext.

initial
nothing
what's
Tremblay
41 assigned Ply H.S
35 assigned Scusset TSA
3 up to 20
3 up to 11
81

IF an accident is declared after 9:00AM + Before 1:00pm

EMTs of ~~three hours or less.~~

During operating hours during the school year, ~~the~~ of the Tremblay buses are assigned to the Scusset TSA and during the summer, fifty-one are assigned to the TSA. During both the school year and the summer, all seventy-six of Tremblay committed buses are assigned to the Scusset TSA during non-operating hours. The maximum estimated need for buses to provide transportation assistance at the Scusset TSA is fifty buses. During operating hours 144 buses from eight companies have been assigned to the Scusset TSA, and during non-operating hours 437 buses from nine companies have been assigned there. During operating hours, even if the twenty-six Tremblay buses which have EMTs above three hours were not counted as being available, the transportation needs of the Scusset TSA would be met. During non-operating hours, even if the sixteen Tremblay buses which have EMTs above three hours were not counted as being available, the transportation needs of the Scusset TSA would be met. Thus, FEMA does not believe there to be an inadequacy in transportation planning resulting from the fact that several of Tremblay's buses have EMTs of greater than three hours.

41 assigned to Scusset TSA on/hours
30 buses assigned to Plymouth So. High
unspecific # up to 20 assigned to Duxbury High + unspecific

With regard to the concerns about the transportation resources provided by Barnstable, Canning and Medeiros, MEMA no longer has LOAs with those companies.

The Medeiros Bus Company broke into two companies, American Eagle and Laidlaw Transit, Inc. American Eagle is owned by Mr. John Medeiros and has a current LOA with MEMA. That LOA, dated May 23, 1991, indicates that American Eagle has committed eleven buses, one van and four liftvans for emergency planning preparedness in the event of an emergency at Pilgrim Station during both operating and non-operating hours. According to Mr. Slaney, he had a conversation with Mr. Medeiros on October 17, 1991, during which Mr. Medeiros told him that all of American Eagle's committed resources have EMTs of ~~two~~ hours, including driving time to the TSAs to which the American Eagle vehicles have been assigned.

up to 11 Duxbury intercept

Laidlaw also has a current LOA with MEMA. That LOA, dated June 26, 1991, indicates that Laidlaw has committed to providing ~~125~~ buses and six additional buses that are equipped to carry three wheelchair passengers and fifteen non-wheelchair passengers during both operating and non-operating hours in the event of an emergency at Pilgrim Station. ~~On a telephone conversation with Mr. Slaney on October 17, 1991, Laidlaw representative Mr. Ted Abreain stated that during operating hours, 100 of the 125 buses and four of the six buses equipped to carry wheelchair passengers have EMTs of ~~two~~ hours and thirty minutes. The remaining vehicles (twenty-five buses and two additional buses equipped to carry wheelchair passengers) have EMTs of four hours and thirty minutes during operating hours. During non-operating hours 110 buses and four buses equipped to carry wheelchair passengers have EMTs of two~~

Laidlaw Buses housed on Cape - they will NOT be coming see matrix

hours and thirty minutes. The remaining vehicles (fifteen buses and two additional buses equipped to carry wheelchair passengers) have four hour and thirty minute EMTs during non-operating hours. All of these EMTs include driving time to the vehicles' assigned locations or TSA.

3-day care

Handwritten notes:
to
5-12-92
Thurs
not
the
case.

Twenty-nine of Laidlaw's buses during operating hours have been assigned to provide transportation assistance to Plymouth North High School (Previously, Tremblay Bus Company vehicles were assigned to this high school). In addition, during operating hours, four of Laidlaw's buses are assigned to Plymouth day care centers. The prioritization for the dispatch of vehicles described above assures that Plymouth North High School and the two Plymouth day care centers will be serviced by Laidlaw buses that have EMTs of two hours and thirty minutes.

Handwritten notes:
+ 29
His assign
Buses
garaged on
Cape
All Cape
Buses
Thrown
out back
Bridge
closed
in
Emergen

any Bus on the Cape will stay there - there is no EMT

The twenty-five Laidlaw buses that have EMTs of four hours and thirty minutes during operating hours and the fifteen Laidlaw buses that have EMTs of four hours and thirty minutes during non-operating hours are all assigned to TSAs. The TSAs to which the Laidlaw buses have been assigned are Carver, Scusset and Marshfield. For any one of these TSAs, the number of assigned buses to a given TSA exceeds by at least twenty-five the number of buses needed to provide transportation assistance at that TSA. Thus, FEMA does not believe there to be an inadequacy in transportation planning resulting from the fact that several of Laidlaw buses have EMTs of greater than three hours.

Handwritten notes:
25 to TSF
on hour
58 to TS
of
hour

FEMA IS ONCE AGAIN WRONG -

The six additional Laidlaw buses that are equipped to carry wheelchair passengers are all assigned to the Scusset TSA. At the Scusset TSA, sixty-seven liftvans are needed to provide transportation assistance. During operating hours, sixty-nine liftvans have been assigned to provide transportation assistance at the Scusset TSA. Even if the two Laidlaw buses equipped to carry wheelchair passengers are not counted as available to provide transportation assistance, the liftvan needs at the Scusset TSA will be met. During non-operating hours, there are currently sixty-eight liftvans assigned to provide transportation assistance at the Scusset TSA. If the two Laidlaw buses equipped to carry wheelchair passengers are not counted as being available to provide transportation assistance, there will be sixty-six liftvans to meet the transportation needs at the Scusset TSA. FEMA does not believe that the potential shortage of one vehicle to provide transportation assistance at a TSA provides a basis for a FEMA determination of inadequate transportation planning.

CAPE

* It should be noted that if all the Tremblay buses and Laidlaw buses which had EMTs above three hours were dispatched to the Scusset TSA and those transportation resources were not counted as being available, the transportation needs at the Scusset TSA would still be met.

*Garage on Cape Cod -
They are no good - Bridges
are closed -
NRC Task Force - Thrown out Cape Buses -*

Attached is the August 31, 1990, LOA between the Clarke A. Phillips bus company and the Marshfield Public Schools. This LOA confirms the commitment of Phillips to "provide emergency assistance in the evacuation of the Governor Winslow School in the event of an emergency at the Pilgrim Nuclear Power Station" by providing "twelve (12) buses with drivers trained as emergency responders by Boston Edison." The LOA is signed by Clarke Phillips Jr., Clarke A. Phillips bus company, and Frank Conton, Acting Transportation Coordinator, Marshfield Public Schools.

In the fourth and final part of the document, the format of the LOAs is mentioned as another area of concern. We have referred this concern about the LOA format to FEMA's Office of General Counsel, and we anticipate a ruling by December.

I have yet to receive it.

Through correspondence by the complainant to Director Stickney, FEMA is aware that an alternative LOA format has been developed. FEMA is constrained from reviewing such documents unless requested to do so by the State or by the State on behalf of the local governments.

-2-

Defense Officers Society received a full day of classroom and practical training in personnel and vehicle monitoring and decontamination. They were also sworn in as MEMA volunteers. MEMA intends to replace the BECo staff at the Wellesley Reception Center with these MEMA volunteers and fully involve them in the upcoming Pilgrim drill and exercise. FEMA will evaluate their performance in the exercise.

A document marked "Enclosure" and entitled "Buses or the Lack Thereof" was also provided with your memorandum. You noted that it was provided with the complaint. We have prepared the attached response on the matters raised in that document. In light of recent correspondence (attached) from officials of Duxbury, we believe that it would be more appropriate if we provide any additional information, including the response to the issues raised in the document marked "Enclosure", to you rather than providing it directly to the complainant. If you later forward it to her, please let us know so that we can send a copy to the appropriate State and Town officials.

If you have any questions, please feel free to contact me at 202-646-3692, or Craig Wingo at 202-646-3026.

Attachments
As Stated

Little Town
Managers may
not interfere with
The rights of
Individuals

LETTER OF AGREEMENT
EMERGENCY RESPONSE TRANSPORTATION

MCDA: MCDA may request CROWELL, A.L., INC. to provide vehicles and vehicle operators as necessary in the event of an emergency at the Pilgrim Nuclear Power Station. This transportation may be requested to assist in the evacuation of schools, day care centers, nursing homes, hospitals, other special facilities and the general public if directed by the Governor. MCDA Area II will initiate this call at the time of an emergency according to their existing procedures. MCDA will provide emergency response training for the Company and the vehicle operators.

TRANSPORTATION COMPANY: CROWELL, A.L., INC. (company name) confirms its commitment to provide emergency assistance in the evacuation of persons from the Pilgrim Nuclear Power Station emergency planning area in the event of an emergency. Our drivers are aware of the Company's involvement in the emergency response program, and have been or are receiving emergency response training. We understand that we may be asked, on occasion, to participate in training, drills, or exercises, and to provide updated estimates of available resources.

Based upon our typical operations, we expect that the following resources could be made available. Estimated number of vehicles available is based on a total estimated mobilization time of approximately three (3) hours between our receipt of a request to mobilize and the time most vehicles and drivers would be ready to provide assistance.

The company has the responsibility of notifying MCDA at (508)697-3101 of any major changes of resources or contact persons and their phone numbers.

Type Vehicle Resource	Total Resources	Total Estimated Number of Vehicles Available On Hours /Off Hours
Buses	<u>32</u>	<u>32</u> / <u>1</u>
Vans	<u>3</u>	<u>3</u> / <u>1</u>
Lift/Wheelchair Vans	<u> </u>	<u> </u> / <u>1</u>
Ambulances	<u> </u>	<u> </u> / <u>1</u>
Station Wagons	<u> </u>	<u> </u> / <u>1</u>

See also - Page 3 of document entitled "Response to - Buses or Lack Thereof"

MCDA

Signature [Signature]
Title Director
Date 3/28/91

TRANSPORTATION PROVIDER

Signature [Signature]
Title President
Date 3/28/91

Task Force did not find companies acceptable unless they could provide on a year round Full Time basis.

LETTER OF AGREEMENT
EMERGENCY RESPONSE TRANSPORTATION

MCDA: * MCDA may request GATRA to provide vehicles and vehicle operators as necessary in the event of an emergency at the Pilgrim Nuclear Power Station. This transportation may be requested to assist in the evacuation of schools, day care centers, nursing homes, hospitals, other special facilities and the general public if directed by the Governor. MCDA Area II will initiate this call at the time of an emergency according to their existing procedures. MCDA will provide emergency response training for the Company and the vehicle operators.

TRANSPORTATION COMPANY: GATRA (company name) confirms its commitment to provide emergency assistance in the evacuation of persons from the Pilgrim Nuclear Power Station emergency planning area in the event of an emergency. Our drivers are aware of the Company's involvement in the emergency response program, and have been or are receiving emergency response training. We understand that we may be asked, on occasion, to participate in training, drills, or exercises, and to provide updated estimates of available resources.

Based upon our typical operations, we expect that the following resources could be made available. Estimated number of vehicles available is based on a total estimated mobilization time of approximately three (3) hours between our receipt of a request to mobilize and the time most vehicles and drivers would be ready to provide assistance.

The company has the responsibility of notifying MCDA at (508)697-3101 of any major changes of resources or contact persons and their phone numbers.

Type Vehicle Resource	Total Resources	Total Estimated Number of Vehicles Available On Hours /Off Hours
Buses	10	10 / 5
Vans	5	5 / 5
Lift/Wheelchair Vans		1
Ambulances		1
Station Wagons		1

MCDA

Signature [Signature]
Title Director
Date 3/28/91

TRANSPORTATION PROVIDER
Signature Fred Hogg
Title Operations Supervisor
Date 3/25/91

LETTER OF AGREEMENT
EMERGENCY RESPONSE TRANSPORTATION

MCDA: MCDA may request JOSEPH INGLE ~~AND SONS~~ BUS SERVICE, INC. to provide vehicles and vehicle operators as necessary in the event of an emergency at the Pilgrim Nuclear Power Station. This transportation may be requested to assist in the evacuation of schools, day care centers, nursing homes, hospitals, other special facilities and the general public if directed by the Governor. MCDA Area II will initiate this call at the time of an emergency according to their existing procedures. MCDA will provide emergency response training for the Company and the vehicle operators.

TRANSPORTATION COMPANY: JOSEPH INGLE ~~AND SONS~~ BUS SERVICE, INC. (company name) confirms its commitment to provide emergency assistance in the evacuation of persons from the Pilgrim Nuclear Power Station emergency planning area in the event of an emergency. Our drivers are aware of the Company's involvement in the emergency response program, and have been or are receiving emergency response training. We understand that we may be asked, on occasion, to participate in training, drills, or exercises, and to provide updated estimates of available resources.

Based upon our typical operations, we expect that the following resources could be made available. Estimated number of vehicles available is based on a total estimated mobilization time of approximately three (3) hours between our receipt of a request to mobilize and the time most vehicles and drivers would be ready to provide assistance.

The company has the responsibility of notifying MCDA at (508)697-3101 of any major changes of resources or contact persons and their phone numbers.

<u>Type Vehicle Resource</u>	<u>Total Resources</u>	<u>Total Estimated Number of Vehicles Available</u>	
		<u>On Hours</u>	<u>Off Hours</u>
Buses	<u>15/15</u>	<u>8/8</u>	<u>12/12</u>
Vans	<u>—</u>	<u>—</u>	<u>1</u>
Lift/Wheelchair Vans	<u>—</u>	<u>—</u>	<u>1</u>
Ambulances	<u>—</u>	<u>—</u>	<u>1</u>
Station Wagons	<u>—</u>	<u>—</u>	<u>1</u>

MCDA

Signature [Signature]
Title Director
Date 3/28/91

TRANSPORTATION PROVIDER

Signature [Signature]
Title Manager
Date 2/26/91

LETTER OF AGREEMENT
EMERGENCY RESPONSE TRANSPORTATION

MCDA: MCDA may request LAIDLAW TRANSIT, INC. to provide vehicles and vehicle operators as necessary in the event of an emergency at the Pilgrim Nuclear Power Station. This transportation may be requested to assist in the evacuation of schools, day care centers, nursing homes, hospitals, other special facilities and the general public if directed by the Governor. MCDA Area II will initiate this call at the time of an emergency according to their existing procedures. MCDA will provide emergency response training for the Company and the vehicle operators.

TRANSPORTATION COMPANY: LAIDLAW TRANSIT, INC. (company name) confirms its commitment to provide emergency assistance in the evacuation of persons from the Pilgrim Nuclear Power Station emergency planning area in the event of an emergency. Our drivers are aware of the Company's involvement in the emergency response program, and have been or are receiving emergency response training. We understand that we may be asked, on occasion, to participate in training, drills, or exercises, and to provide updated estimates of available resources.

Based upon our typical operations, we expect that the following resources could be made available. Estimated number of vehicles available is based on a total estimated mobilization time of approximately three (3) hours between our receipt of a request to mobilize and the time most vehicles and drivers would be ready to provide assistance.

The company has the responsibility of notifying MCDA at (508)697-3101 of any major changes of resources or contact persons and their phone numbers.

<u>Type Vehicle Resource</u>	<u>Total Resources</u>	<u>Total Estimated Number of Vehicles Available On Hours /Off Hours</u>
Buses	<u>125</u>	<u>125 125</u>
Vans	<u>0</u>	<u>1</u>
Lift/Wheelchair Vans / BUS	<u>6</u>	<u>6 6</u>
Ambulances	<u>0</u>	<u>1</u>
Station Wagons	<u>0</u>	<u>1</u>

MCDA

Signature: [Signature]
 Title: Director
 Date: 6/28/91

TRANSPORTATION PROVIDER
 Signature: [Signature]
 Title: Division MGR
 Date: 6-26-91

Buses housed on Cape Cod - NRC. Threw out all Cape Buses Because The Bridge Closes in an Emergen

Attachment 1

LETTER OF AGREEMENT
EMERGENCY RESPONSE TRANSPORTATION

MCDA: MCDA may request PLYMOUTH & BROCKTON to provide vehicles and vehicle operators as necessary in the event of an emergency at the Pilgrim Nuclear Power Station. This transportation may be requested to assist in the evacuation of schools, day care centers, nursing homes, hospitals, other special facilities and the general public if directed by the Governor. MCDA Area II will initiate this call at the time of an emergency according to their existing procedures. MCDA will provide emergency response training for the Company and the vehicle operators.

TRANSPORTATION COMPANY: PLYMOUTH & BROCKTON (company name) confirms its commitment to provide emergency assistance in the evacuation of persons from the Pilgrim Nuclear Power Station emergency planning area in the event of an emergency. Our drivers are aware of the Company's involvement in the emergency response program, and have been or are receiving emergency response training. We understand that we may be asked, on occasion, to participate in training, drills, or exercises, and to provide updated estimates of available resources.

Based upon our typical operations, we expect that the following resources could be made available. Estimated number of vehicles available is based on a total estimated mobilization time of approximately three (3) hours between our receipt of a request to mobilize and the time most vehicles and drivers would be ready to provide assistance.

The company has the responsibility of notifying MCDA at (508)697-3101 of any major changes of resources or contact persons and their phone numbers.

<u>Type Vehicle Resource</u>	<u>Total Resources</u>	<u>Total Estimated Number of Vehicles Available On Hours /Off Hours</u>
Buses	<u>56</u>	<u>13 / 56</u>
Vans	<u>0</u>	<u>1</u>
Lift/Wheelchair Vans	<u>0</u>	<u>1</u>
Ambulances	<u>0</u>	<u>1</u>
Station Wagons	<u>0</u>	<u>1</u>

MCDA

Signature [Signature]
 Title Director
 Date 3/28/91

TRANSPORTATION PROVIDER
 Signature [Signature]
 Title Public Relations
 Date March 5, 1991

Does Corp Code allow PR person to sign contracts.

LETTER OF AGREEMENT
EMERGENCY RESPONSE TRANSPORTATION

MCDA: * MCDA may request RELIABLE BUS COMPANY to provide vehicles and vehicle operators as necessary in the event of an emergency at the Pilgrim Nuclear Power Station. This transportation may be requested to assist in the evacuation of schools, day care centers, nursing homes, hospitals, other special facilities and the general public if directed by the Governor. MCDA Area II will initiate this call at the time of an emergency according to their existing procedures. MCDA will provide emergency response training for the Company and the vehicle operators.

TRANSPORTATION COMPANY: RELIABLE BUS COMPANY (company name) confirms its commitment to provide emergency assistance in the evacuation of persons from the Pilgrim Nuclear Power Station emergency planning area in the event of an emergency. Our drivers are aware of the Company's involvement in the emergency response program, and have been or are receiving emergency response training. We understand that we may be asked, on occasion, to participate in training, drills, or exercises, and to provide updated estimates of available resources.

Based upon our typical operations, we expect that the following resources could be made available. Estimated number of vehicles available is based on a total estimated mobilization time of approximately three (3) hours between our receipt of a request to mobilize and the time most vehicles and drivers would be ready to provide assistance.

The company has the responsibility of notifying MCDA at (508)697-3101 of any major changes of resources or contact persons and their phone numbers.

<u>Type Vehicle Resource</u>	<u>Total Resources</u>	<u>Total Estimated Number of Vehicles Available On Hours /Off Hours</u>
Buses	<u>17</u>	<u>15 1 17</u>
Vans	<u>5</u>	<u>5 1 5</u>
Lift/Wheelchair Vans	<u>1</u>	<u>1 1 1</u>
Ambulances	<u> </u>	<u> 1</u>
Station Wagons	<u> </u>	<u> 1</u>

MCDA

Signature [Signature]
 Title Director
 Date 4/17/91

TRANSPORTATION PROVIDER

Signature [Signature]
 Title Bus
 Date 3-6-91

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Pilgrim Nuclear Power Station Offsite EPZ Transportation Matrix

GRAND TOTAL SUMMARY FOR ALL TOWNS	Student Client	Staff Adults	Req.					Avail. *				
			B	V	SW	LV	Amb	B	V	SW	LV	Amb
CARVER	1476	897	54	9	0	43	12	54	9	0	43	12
DUXBURY	2533	862	778	19	4	177	26	77	19	4	17	26
KINGSTON	1765	1607	727	10	9	7	9	727	10	9	7	9
MARSHFIELD	841	36	16	3	2	2	5	16	3	2	2	5
PLYMOUTH	7696	3118	274			77	57	274			77	57
GRAND TOTALS	14111	6620	497	43	17	102	91	497	43	17	102	91
			501	68	23	107	100	501	68	23	107	100

Criteria

- Buses = 65 children,
= 44 adults
- Van = 12 adults
- Liftvan = 6 persons
- Ambulance = 2 patients
- Station Wagon = 5 general/2specneeds

DRAFT

DRAFT

Pilgrim Nuclear Power Station
Offsite EPZ Transportation Matrix

Sub Area	Agency Name	Client	Staff	Req.			Avail.			Supplier	Garage Location	Comments	
				B	V	SW	LV	Amb	SW				LV
2	Plymouth Special Facilities												
2	High Point	45	6	2									
3	Beverly Manor	96	20	2					Plymouth TSA				
3	Chilton House	36	6	1			10	1	Plymouth TSA				
3	Dept of Mental Health	39	6	1					Plymouth TSA				
3	Mayflower House	195	38	1					Self/Plymouth TSA				
3	Newfield House	80	25	2			24	11	Plymouth TSA			Owens 3-15 passenger vans Stationary to assignment, as requested	
3	Pilgrim Manor	168	35	2			2	8	Plymouth TSA				
3	Plymouth Day Habilitation	52	16	2			18		Plymouth TSA				
3	Plymouth Housing Home	37	1	1					Plymouth TSA				
5	Baird Center	37	14	1					Plymouth TSA				
5	YAO	12	2	3					Self			Self transport	
7	Plymouth Bay Clubhouse (MOA/H)	60	3	2					Self			Owens 1 15 passenger van	
	Sub Total	847	183	13	13	6	57	21				Owens 5 vans plus residential/staff vehicles	
Plymouth				21									
Evac Routes													
Plymouth				15						Plymouth TSA		21	
Pick up Points													
Plymouth				15						Carver TSA		15	
Special Needs													
Maximum Totals for Plymouth				272	17	8	75	54	272				2-11-09 Q-13-11
				274			77	57	274				
Plymouth Camps													
2	Camp Chik	Child	Adult										
5	Cachalot Scout Reservation	150	20	3									
5	Camp Clark	200	86	6									
5	Camp Squanto	300	129	8									
5	Camp Massacott	400	40	8									
5	Camp Massacott	300	129	8									
5	Wind / Pines Girl Scout Center	520	224	14									
5	Bourneville	125	54	4									
5.6.1	Myles Standish State Forest	N/A	0	3									
	Total Camps	1995	682	54									
				54									
												To serve as bus route vehicles within park	

DRAFT

DRAFT

Pilgrim Nuclear Power Station
Offsite EPZ Transportation Matrix

Sub Area	Agency Name	Plymouth Schools	Student	Staff	B	V	Req			B	V	SW	LV	Amb	Aval.	L	V	SW	LV	Amb	Supplier	#	Garage Location	Comments
							LV	SW	Amb															
1	Madomet Elementary		415	30	9				9												Crowell	9	Plymouth	
2	Indian Brook Elementary		640	36	13				13												Crowell/Judco(LV)	13-1	Ply/Duxbury	
3	Nt Pleasant Elementary		72	13	2				2												T. Brook/Judco(LV)	2-1	Ply/Duxbury	
3	N. Rouse Norton		680	71	14				14												T. Brook/Judco(LV)	14-1	Ply/Duxbury	
3	Oak Street Elementary		91	4	2				2												T. Brook	2	Plymouth	
3	Plymouth Carver Inter		1868	157	47				47												Ryder/Judco(LV)	47-1	Plymouth	
3	Plymouth North High		991	29	30				29												Ladlow	29	Hyannis	
5	South Elementary		23	1310	30				30												Ladlow	30-2	1 N Bedford/Dux	(Includes Eagle Nest Child Care)
6	Federal Furnace Elementary		737	41	14				14												T. Embury/Judco(LV)	14-1	Pem/Duxbury	
7	Cold Spring Elementary		442	29	10				10												Ryder	10	Duxbury	
7	Hodge Elementary		270	33	6				6												Ryder	6	Hyannis	
7	One Thiry Court		251	20	5				5												Ryder	5	Hyannis	
7	West Elementary		520	21	2				2												Crowell	2	Hyannis	
	Sub Total		6909	3788	191				191												T. Brook/Judco(LV)	10-1	Ply/Duxbury	Pilgrim Area Collaborative Included
1	Busy Bee Nursery		24	5	1				1												Ladlow	1	Hyannis	
1	Kinder College, Inc		24	4	1				1												Ladlow	1	Hyannis	
2	Jack & Jill		18	2	1				1												Crowell	1	Hyannis	
2	Tiny Town Child Care		35	6	1				1												Ladlow	1	Plymouth	
3	Pilgrim Menor Day Care		22	5	1				1												Merritt	1	Hyannis	
5	New Testament School		38	10	1				1												Crowell	1	Scituate	
5	Ponds of Plymouth		59	10	2				2												Crowell	2	Plymouth	
6	Milspott, Inc		30	5	1				1												Crowell	1	Plymouth	
6	Pinewood Montessori		30	3	1				1												Merritt	1	Scituate	
6	South Shore Head Start		151	30	4				4												Self/Crowell	3	Plymouth	School has (2) 35 cap buses and (1) 65 cap bus
6	Methodist Nursery		22	5	1				1												Merritt	1	Scituate	
6	Seven Hills Nursery		21	3	1				1												Merritt	1	Scituate	
7	Happy Day Nursery		24	4	1				1												Merritt	1	Scituate	
7	Plymouth Discovery Center		37	6	1				1												Merritt	1	Scituate	
7	Little Red School House		65	9	2				2												Crowell	1	Scituate	
7	Zion Christian Preschool		20	3	1				1												Crowell	2	Plymouth	Owens 1 van
7	Supernovas		65	11	1				1												Ryder	1	Pembroke	
	Sub Total		685	121	22				22												Merritt/Self	1-2	Scituate/Plym	Owens 2 station wagons
	Hospital																							
3	Jordan		155	25	3				3												Carver ISA/Self	25	Carver	Brewster estimates 16 vehicles available directly to Jordan under separate agreement
	Sub Total		155	25	3				3													25	Carver	

DRAFT

DRAFT

Pilgrim Nuclear Power Station
Offsite EPZ Transportation Matrix

Sub Area	Agency Name	Student	Staff	Req					Avail					Supplier	#	Garage Location	Comments
				B	V	SW	LV	Amb	B	V	SW	LV	Amb				
	Marshfield Schools																
10	Governor Edward Winslow	641	36	12			1			12							
	Sub Total	641	36	12			1			12			1	Phillips/Self	12-1	Marshfield	
	Marshfield Evac Routes			3						3				Marshfield TSA	3		
	Marshfield Special Needs			1	3	2	1	5	1			1		Marshfield TSA	1-1		
	Maximum Totals for Marshfield	641	36	16			2			16			2				

DRAFT

DRAFT

Pilgrim Nuclear Power Station
Offsite EPZ Transportation Matrix

Sub Area	Agency Name	Child	Adult	B	V	Req.			SW	V	B	Amb	LV	Amb	Avail.			Supplier	#	Garage Location	Comments
						SW	LV	Amb							SW	LV	Amb				
8	Kingston Schools																				
8	Kingston Elementary	855	15	14																	
8	Silver Lake High School	1188	27	27																	Pilgrim Area Collaborative included
8	Sacred Heart Schools	612	323	17																	
	Sub Total	1467	1526	58																	Sacred Heart owns 12 buses
Kingston Day Care Centers																					
8	Growth Unlimited	70	4	2																	
8	Plymouth Bay Child Care	10	2	2																	
8	McMorrow Day Care	2	1																		
	Sub Total	82	7	2																	Day care has 2 locations, owns 1 7 pass van
Kingston Special Facilities																					
8	Brookton Area Club Services	9	4																		
8	Dept of Mental Health TLCRSP	3	2																		
8	Everwood Retirement	171	57	6																	Owne 1 van, 1 LV
8	Margaret W. Carter Vets Home	5	2																		Owne 1 van, 1 LV
8	Provincial Residence	4	5																		Owne 1 van, 1 LV
8	Elizabeth Ann Nursing Home	14	2																		Owne 3SW
8	Jones River Guest House	10	2																		Owne 1SW
	Sub Total	216	74	6																	Owne 3SW, 1V
Kingston Evac Routes																					
Kingston				10																	
Kingston				2																	
Kingston				5																	
Special Needs				3																	
Maximum Total for Kingston				1785	1607	78	105	9	7	9	7	9	9	7	9						
Kingston Camps																					
8	Camp Mechanock	60	60	3																	
8	Camp Morse Boy Scout Camp	120	3	3																	
	Total Camps	60	180	6																	Sacred Heart owns 12 buses

DRAFT

DRAFT

Pilgrim Nuclear Power Station
Offsite EPZ Transportation Matrix

Sub Area	Agency Name	Students	Staff	Req.			Avail.			Supplier	#	Garage Location	Comments
				V	SW	LV	B	V	SW				
9	Duxbury Schools												
9	Alden Upper/Lower Elementary	807	35	14			14		Ryder	14	Duxbury		
9	Chandler Elementary/Daycare	557	30	10	1		10	1	Ryder	10	Duxbury	Chandler Day Care Included	
9	Duxbury High School	66	786	20	3		20	3	Ryder/Trambay	20	Duxbury/Hatfield		
9	Duxbury Intermediate/PAC/Kindergarten	658	37	11	3		11	3	Ryder/Trambay	11	Duxbury/Hatfield		
	Sub Total	2088	888	55	7		55	7					
Duxbury Day Care Centers													
9	Berry Brook	32	7	3			3		Ryder	3	Duxbury		
9	East Parish Nursery	16	3	1			1		Ryder	1	Duxbury		
9	Good Shepherd Nursery	48	10	1			1		Ryder	1	Duxbury		
9	Learn & Play Nursery	24	3	1			1		Ryder	1	Duxbury		
9	Munchie Montessori	151	24	3	1		3	1	Ryder	3	Duxbury		
9	Montessori (part of HVS)	16	3	2			2		Ryder	2	Duxbury		
9	St. John's (part of HVS)	7	1	1			1		Ryder	1	Duxbury		
	Sub Total	294	51	7	4		7	4					
Duxbury Special Facilities													
9	Baypath at Duxbury/Dux. House	143	15	1			1		Marshallfield TSA	1	1-12-23		
9	Northfield Home (MHR/MR)	8	8	1			1		Self provider	1			
	Sub Total	151	23	1	1		1	1					
Duxbury Evac Routes													
9	Duxbury Pickup Points			9			9		Marshallfield TSA	9			
9	Duxbury Special Needs			3			3		Marshallfield TSA	3			
	Maximum Total for Duxbury	2535	962	79	19		76	19					
Duxbury Camps													
9	Blainhaven Camp/Cedar Hill	40	10	1			1		Ry. Y	1	Duxbury		
9	Camp Wing	300	17	7			7		Ryok	7	Duxbury		
9	St. Margarets	20	7	1			1		Ryder	1	Duxbury	Only 18 needed in Winter	
	Total Camps	360	117	9			9						

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Pilgrin Nuclear Power Station
Offsite EPZ Transportation Matrix

Sub Area	Agency Name	Student	Staff	Req.					Avail.*					Supplier	#	Garage Location	Comments
				B	V	SW	LV	Amb	B	V	SW	LV	Amb				
Carver Schools																	
11	Benjamin Ellis School																
		54	2	1													
11	Carver High School		854	20					1								
11	Governor John Carver Elem	1270	21	21					1								
	Sub Total	1324	877	42					2								
Carver Day Care Centers																	
11	Captain Pal																
11	Cranberry Crossing	30	2	1													
11	Kids Count	58	12		5												
	Sub Total	47	2	1													
		135	16	2	6	4			2	6	4						
Carver Special Facilities																	
11	Hilltop Nursing Home	12	2														
11	Betty's Place	5	2		2					2							
	Sub Total	17	4		3					3							
	Carver Evac Routes			9													
	Carver Special Needs																
	Maximum Total for Carver	1476	897	54	9		2	1	1	2		1	2	Carver TSA	1-1-2		
							2	1									
							2	1									
	Carver Camps																
11	Camp Clear	75	10	2													
	Total Camps	75	10	2													

* Surplus transportation resources are available for assignment to additional transportation needs.

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