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Date: ~~Oct 19~~ **Oct 31**, 1987

UNITED STATES OF AMERICA ~~OFFICE OF SECRETARY~~  
~~DOCKETING DIVISION~~  
NUCLEAR REGULATORY COMMISSION

before the  
ATOMIC SAFETY AND LICENSING BOARD

In the Matter of )

PUBLIC SERVICE COMPANY )  
OF NEW HAMPSHIRE, ET AL. )

(Seabrook Station, Units 1 )  
and 2) )

Docket Nos. 50-443-OL  
50-444-OL

(Offsite Emergency  
Planning Issues)

APPLICANTS' DIRECT TESTIMONY NO. 2  
(Special Needs/Transportation)

Panel Members: Anthony M. Callendrello, Manager, Emergency  
Planning, New Hampshire Yankee  
Paul R. Frechette, Jr., Senior Emergency Planner,  
New Hampshire Yankee  
Michael C. Sinclair, Emergency Planning  
Specialist, Aidikoff Associates  
Richard H. Strome, Director, New Hampshire  
Office of Emergency Management

This testimony addresses issues pertaining to the  
adequacy and effectiveness of resources in the evacuation of  
transit-dependent persons within the New Hampshire EPZ raised  
in the following contentions: Town of Hampton Contention IV,  
Town of South Hampton Contentions 3 and 8, Seacoast Anti-  
Pollution League Contentions 18, 25, 37, New England  
Coalition on Nuclear Pollution Contention NHLP-6 and Town of  
Kensington Contention 6. The issues of "ridesharing" and  
inbound emergency vehicles are addressed in the testimony of

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the ETE and Human Behavior Panel. The issue of inadequate provision for traffic control personnel, and unruly behavior among outgoing evacuees is addressed in the testimony of the Personnel Resources Panel and the ETE and Human Behavior Panel, respectively. The adequacy of the local EOC and IFO telephone systems for transportation-dependent persons in Exeter and Rye is addressed in the testimony of the Notification/Communications Panel.

## TRANSPORTATION ASSISTANCE DURING EVACUATION

### 1. PLANNING BASIS

The "transportation dependent population" consists of four separate categories of individuals identified in NHRERP Volume 1, Section 2.6: (1) school children (when school is in session); (2) persons confined to institutions; i.e., hospitals, nursing homes, day care centers, and jails; (3) the homebound, physically impaired who require transportation assistance; and (4) those individuals who indicate they are likely to be without transportation during an emergency.

#### a. Schools/Day Care Centers

As of the 1986-87 school year, there were approximately 14,528 students in 41 public and private schools and approximately 1,797 children in 80 day care centers, nurseries and pre-schools in the 17 EPZ communities. The determination of the number of children in the New Hampshire EPZ schools and day care centers is made annually by requesting actual institutional census data. Section IV of each municipal RERP

(Volumes 16 through 32) contains an attachment to the Transportation Coordinator's (or equivalent responsible individual) procedure which lists for each facility, the maximum student population and the number and type of vehicles allocated for evacuation. The number of buses allotted to evacuate each facility is based on the maximum student population of the individual institutions. Based on data from the 1986-1987 school year, approximately 347 buses and 30 vans are required to evacuate all the public and private schools and day care centers in the New Hampshire EPZ.

"Latchkey" children are those school children who, on a daily basis, arrive home from school while no parent is home and to whom a house key has been entrusted to allow entry into their home. Latchkey children are accommodated in the establishment of access control to the Plume Exposure EPZ. Volume 1, Section 2.6 (Protective Response, page 2.6-16). Before and during an evacuation, entry of non-resident population into the affected areas is discouraged. Residents returning to their homes, however, to prepare to evacuate will be allowed entry. This provision will allow for parents to return home in order to pick up their children. Public information materials and EBS announcements will be amended to indicate that residents will be allowed into the EPZ to return home to pick up family members or necessary belongings.



b. Nursing Homes, Hospitals and Jails

Within the EPZ there are two hospitals, ten nursing homes and one jail which contain approximately 1,275 individuals. The determination of the number of transport-dependent individuals in EPZ nursing homes, hospitals and jail is made annually, based on actual institutional census data. The determination includes the maximum facility population, including staff.

The number and type of vehicles required to evacuate these facilities is based on the maximum capacity of each facility and on the best judgment of each facility's administrators, physicians, and disaster committee members. Factors in the analysis include the level of care required for each patient in transport, as well as the average number of patients within each level of care.

The types of vehicles used to evacuate these facilities are ambulances, coach buses, and school buses. From the individual facility estimates, it has been determined that 18 ambulances, 15 coach buses, and 45 school buses (some of which will be equipped with conversion bed kits) will be allocated to evacuate the nursing homes, hospitals and jail within the EPZ. (For procedures regarding the jail in the EPZ, see NHRERP Volume 4B, section on Rockingham County Jail.) Section IV of each municipal RERP (Volume 16 through 32) contains an attachment to the procedure of the Transportation Coordinator (or equivalent responsible



individual) which lists the maximum capacity for each facility and the number and type of vehicles allocated to evacuate each facility.

Volume 18A (Hampton Special Facilities Plans) of the NHRERP contains the Seacoast Health Center RERP. Attachment A, Section II, lists three host facilities in Manchester, New Hampshire. These are the Maple Leaf Healthcare on Pearl Street, Maple Leaf Health Inc. on Maple Street, and the Villa Crest Units. These three host facilities have the same owner who has submitted a letter of agreement designating these facilities as host facilities for the Seacoast Health Center. This letter of agreement, Attachment 1 hereto, will be included in the Seacoast Health Center RERP.

Volume 26A (Exeter Special Facilities Plans) of the NHRERP contains both the Eventide Home RERP, and the Goodwin's of Exeter RERP. The Eventide Home host facility is McKerley Health Care Center in Derry, New Hampshire. A letter of agreement, Attachment 2 hereto, has been obtained from the McKerley Health Care Center which will be included in the Eventide Home RERP. Goodwin's two host facilities, which are all owned by the "Clipper Home Affiliates," are the Clipper Homes of Wolfeboro and Rochester. Letters of agreement for these two host facilities, Attachment 3 hereto, will be included in the Goodwin's of Exeter RERP.

Revision 2 of the New Hampshire RERP, Volume 26A (Exeter Special Facilities Plans) contains in Attachment A to the

Exeter Hospital RERP, letters of agreement with all three of its designated host facilities: Concord Hospital, Catholic Medical Center, and Hampstead Hospital. Each host facility indicates that it will provide temporary shelter as a receiving site for Exeter Hospital in the event evacuation is required.

Adequate capacity exists in the three host facilities designated for Exeter Hospital. The determination is based on the following two categories of patients used to develop the RERP: medical class (Classes I, II and III) and patient transport category (Categories I, II, III and IV). The following defines each:

Patient Medical Class

- I - Ambulatory
- II - Intermediate Care
- III - Advanced Life Support

Patient Transport Category

- I - Advance Care Required (Ambulance)
- II - Litter-dependent (School Bus with Conversion Beds)
- III - Non-ambulatory (Reclining Bus Seats)
- IV - Ambulatory (School Bus)

The following compares the need versus the available host facility capacities:

<u>Medical Level of Care</u>	<u>Evacuation Transportation Category</u>	<u>Approximate Patient Capacity (Exeter Hospital)</u>	<u>Host Facility Capacities</u>
Class I	Category IV	40 - 50	25 *
Class II	Categories II, III	12 - 20	40 **
Class III	Category I	5 - 10	20 **
		<hr/>	<hr/>
		57 - 80	85

\* Hampstead Hospital only

\*\* Capacity equally divided between Catholic Medical Center & Concord Hospital

The total host facilities' capabilities (85 spaces) exceeds Exeter Hospital's total patient capacity (57-80 spaces). Of the 40-50 Medical Class I patients 25 will be provided for at Hampstead Hospital. The remaining will be placed at either Catholic Medical Center or Concord Hospital (60 total spaces).

Medical Class I patients who require the lowest level of medical support (i.e. ambulatory) can be placed in a location having a more advanced medical support capability. Both Catholic Medical Center and Concord Hospital have an excess capacity for both Medical Classes II and III patients (60) when compared to Exeter Hospital's need (17-30).

The Exeter Hospital RERP will be revised in order to place greater emphasis on those patients who have medical conditions such that their evacuation would be difficult or could present a significant health risk to the patient. Section III.C.7 provides for the prioritization of patients



for evacuation. It allows for consideration by medical personnel of current medical status, as it applies to patients within the categories of (1) Medical/Surgical, (2) Recovery Room, and (3) Intensive/Cardiac Care (ICU/CCU) only. The Exeter RERP will be amended to provide that at a SITE AREA EMERGENCY classification the hospital authorities should determine which patients, by virtue of medical condition, will require extraordinary assistance in evacuation. Additionally, hospital staff will note which patients require extraordinary assistance due to medical condition and prioritize patients for evacuation. The reference to 55 year olds will be deleted.

#### c. Special Needs

Individuals who have "special transportation needs" are those identified in the New Hampshire Civil Defense Agency's (NHODA) Special Needs Survey as (1) homebound, physically impaired and requiring transportation assistance during an evacuation, and (2) those who indicate they are likely to be without a private source of transportation during an emergency.

Section IV of each Town Plan contains an attachment to the procedure of the town Transportation Coordinator (or equivalent responsible individual) which lists the special needs information identified for that community. The names and addresses of individuals with special needs are maintained under separate cover at the state and local EOCs and

at the Incident Field Office (IFO).

The initial Special Needs Survey was conducted in March, 1986. The results were tabulated on July 11, 1986 and provided the information on the special needs population in the 17 New Hampshire EPZ communities that was utilized in producing Revision 2 of the NHRERP in August, 1986. Subsequently, NHCDA has worked to update the initial survey results for the homebound or physically impaired to define the appropriate type of transportation resources needed.

The respondents to the 1986 NHCDA Special Needs Survey who indicated they were homebound or physically impaired and indicated a need for ambulance transportation were contacted separately by NHCDA and asked specific questions relating to their medical condition and their need for medical or life-support capability during transport. In addition, several State agencies, including the Special Education Division of the New Hampshire Department of Education (NHDOE), the Governor's Committee on Handicapped, the Granite State Independent Living Foundation, and Exeter Area Visiting Nurses Association, which deal with handicapped individuals and home health care providers, were contacted to obtain further information about the previously identified number of homebound individuals who may require special transportation assistance. The home health care providers contacted were MOS Hospital Equipment, Life Plus Medical Products, Home Care Specialists, and Major Medical Supply. This research

resulted in a determination that approximately nine individuals needed to be moved by ambulance and approximately 256 individuals could be evacuated by 32 buses. For planning purposes, the number of ambulances was increased to 18 in order to provide a conservative margin of available ambulance resources during an emergency.

In response to the NHCDA 1986 survey and subsequent follow-up verification, approximately 2,340 persons indicated that they would need transportation. To assist these individuals, each town plan has established a system of bus routes and/or pick-up points. The number of buses which have been allocated for this is based on providing one bus for every 36 residents who responded to the survey in each town. However, to ensure that there are sufficient buses in each town, no town is allocated less than three buses. As a result, a total of 94 buses has been allocated for people needing a ride. This number is approximately 50% greater than the number of buses required by the survey results.

In the case of Tuxbury Pond Camping Area, at a SITE AREA EMERGENCY or GENERAL EMERGENCY the campground may be directed to undertake a protective response or to close on a precautionary basis. The Tuxbury Campground plan (NHRERP, Vol. 31, Appendix F) indicates that facility staff will make available public information brochures and directions to campers. It is assumed that campers will leave in the same vehicles in which they arrived. Therefore, no special arrangements have



been made to provide transportation resources to evacuate campers. In the event some campers require assistance, facility staff are directed by this plan to request assistance from either the South Hampton EOC or State IFO. Campers may also leave through ridesharing, a subject addressed in the testimony of the ETF and Human Behavior Panel.

d. Total Transportation Resources - Requirement/Supply

The planning basis for the evacuation process included development of sufficient resources to evacuate all identified transportation-dependent people utilizing each vehicle for only one trip from the EPZ to its assigned host facility.

Transportation resources consist of school buses, vans, coach buses, ambulances and the personnel who will drive those vehicles and assist in evacuation activities (e.g., bus drivers and ambulance personnel). Table 1 provides a summary of transportation requirements and transportation resources availability.

TABLE 1  
EVACUATION TRANSPORTATION  
Resource vs. Identified Needs

Identified Need (by category)	Resources Allocated				
	School Buses	Coach Buses	Conversion Bed Buses	Ambulances	Vans
Schools (14,528 students in 41 public and private schools in 17 towns)	293	0	0	0	0
Day Care Centers, Pre-Schools, Nurseries (1,797 children in 80 facilities in 17 towns)	54	0	0	0	30*
Hospitals, Nursing Homes, Jails (1,275 patients/inmates in 13 facilities)	6	15	39	18	0
Home-Bound, Mobility impaired (265 individuals in 17 towns)	0	0	32	18	0
People who need a ride (2,340 people in 17 towns)	94	0	0	0	0
Totals (Allocated)	447	15	71	36	30*
Totals (Available)	709	19	**	48	67*

\*School buses or conversion bed buses will be substituted if sufficient vans are not available.

\*\*Conversion bed buses will be drawn from the pool of available regular school buses.

As shown on Table 1, a total of 533 buses are required to evacuate the identified transportation-dependent population of the entire New Hampshire EPZ. This figure includes the need for approximately 447 regular school buses, 15 coach buses, and 71 "special needs" (i.e., conversion bed) buses for hospitals, nursing homes, jail and homebound mobility-impaired individuals. The plan also identifies the potential need for 30 vans for small facilities which have less than 15 students or occupants.

Letters of agreement, either present in the NHRERP, Volume 5, or obtained since Revision 2 to the NHRERP, Attachment 4 hereto, make available 709 standard school buses and 19 coach buses garaged in 17 locations by 10 transportation companies. In addition, two of the providers will make available 67 vans with a capacity ranging from five to 20 passengers each. Where a van may not be available, a regular school bus will be substituted to meet a facility's evacuation requirements.

The special needs buses described in the plan will be drawn from the pool of 709 standard school buses and equipped with the conversion bed kits, as required. The coach buses (with reclining seats) are designated only for use in evacuating patients from hospitals and nursing homes who require that type of transport.

The letters of agreement, as of August 26, 1987, reflect the availability of approximately 796 drivers from the bus



provider companies. Viewed from the perspective of vehicles and drivers from the same companies that could be matched at the time of a mobilization, the agreements represent approximately 720 vehicle and driver "pairs". This leaves 75 vehicles and 76 drivers "unmatched". Drivers willing to be reassigned to another provider would be "matched" with the remaining vehicles. Any remaining driver deficit would be met from the Emergency Driver Pool (EDP) which the New Hampshire Office of Emergency Management has established in case there is a need to supplement the bus provider drivers at the time of the emergency. The Emergency Driver Pool consists of approximately 168 New Hampshire Department of Transportation personnel, 196 New Hampshire National Guard personnel and 48 Teamsters personnel. All personnel in the Emergency Driver Pool have a "Light Commercial License" which is required to drive a bus.

Given the availability of bus-and-driver pairs from the vehicle provider companies, and the personnel available from the Emergency Driver Pool, there is a substantial surplus of bus-and-driver pairs over and above the number required for the 533 buses needed (when school is in session) to effect a complete evacuation of the New Hampshire EPZ.

The availability of adequate EMS or ambulance service is sufficient to respond to all identified New Hampshire EPZ needs. Volume 5 to the NHRERP, Revision 2, contains letters of agreement which make available approximately 48

ambulances. A list of ambulance providers and number of ambulances is also provided in Volume 4, Appendix I (Section 2). The letters of agreement also commit approximately 126 EMTs to be available for emergency response. (Note: This accounts for the deletion of 1 ambulance and 3 EMTs as a result of the withdrawal of the O'Brien Ambulance Company.)

Ambulance resources supporting evacuation would be drawn from commercial companies located in communities outside the EPZ. Approximately 200 emergency medical support personnel, who, for planning purposes, are not relied upon to drive evacuation vehicles, have been identified within the EPZ communities through the Bureau of Emergency Medical Services of the New Hampshire Division of Public Health Services. These EMS personnel would continue to be available to serve the local communities, which may include providing assistance to mobility-impaired persons in an evacuation.

Additional municipal ambulances are available from neighboring communities under existing "Mutual Aid" agreements and would be controlled through the existing Emergency Medical Services organization. This concept of response, and details of overall coordination, are presented in the EMS Coordinator's Procedure (NHRERP, Volume 4). In addition, as an added resource, the New Hampshire National Guard can make available approximately 75 medically qualified personnel to provide assistance.

## 2. IMPLEMENTATION

### a. Assessment and Notification/Mobilization of Resources

Arrangements for the evacuation of mobility impaired and transport dependent persons is a coordinated effort between the State of New Hampshire and each New Hampshire town within the Seabrook Station EPZ. (NHRERP, Volume 4, Section 13-A - NHCDA Local Liaison.) In each community one or more members of the emergency organization is assigned the responsibility for the assessment of both emergency medical and special needs transportation requirements. For example, in Seabrook this is the Transportation Coordinator (NHRERP, Volume 16, Section IV.F).

The resources required to assist those in each of the transit-dependent categories (identified above) are calculated separately by vehicle type and listed in the appropriate sections of the State and town RERPs. Section IV of each Town Plan contains an attachment to the procedure of the Transportation Coordinator (or equivalent responsible individual) which lists the individual town transportation requirements by the following categories:

- \* "Public Schools," indicating the maximum student population of each facility;
- \* "Private, Day Care/Nursery Schools," indicating the maximum licensed capacity of each facility;
- \* "Nursing Homes/Hospitals," indicating the maximum facility population, including staff;



- \* "Residents Requiring Transportation," which identifies the number of people who have indicated they would be without adequate transportation to evacuate on their own during an emergency; and
- \* "Special Needs," which identifies those individuals who would require a special type of assistance; i.e., the homebound, mobility-impaired who might require an ambulance or wheelchair van or physical assistance to leave their homes.

At the ALERT Emergency Classification Level (ECL), the Transportation Coordinator (or equivalent personnel) of the local emergency response organization, or State IFO Local Liaison at the Incident Field Office in Newington, New Hampshire in the case of communities that require assistance, confirms the community's institutional and special transportation requirements. For example, when in session, schools provide the day's current attendance figures and the number of buses required to evacuate the student population. This information, when confirmed by the responsible local official at the outset of an emergency situation, provides the basis on which to estimate transportation resources needed to evacuate the identified populations (should that become necessary).

Should an accident escalate quickly and require (or potentially require) evacuation prior to completing verification of actual need, the transportation requirement

numbers contained in the plans will form the basis for the procurement and dispatch of vehicles. The purpose of verification at the ALERT ECL is to determine the actual need of individuals, schools and institutions in the New Hampshire EPZ.

Once this information is compiled, the numbers and types of vehicles required are reported by the local Transportation Coordinator to the community's Local Liaison at the Incident Field Office (IFO) in Newington, New Hampshire. There the information is combined with similar data gathered from other New Hampshire EPZ communities and forwarded to the State EOC Resources Coordinator in Concord.

The State EOC Resources Coordinator, with assistance from the Pupil Transportation Safety Representative (PTSR) and the State Bureau of Emergency Medical Services (EMS) Representative, mobilizes available bus, van, and ambulance resources from providers listed in NHRERP, Volume 5. At a SITE AREA EMERGENCY the vehicles are directed to assemble at the State Transportation Staging Areas (TSA). The New Hampshire Office of Emergency Management has established two State Staging areas; one at the Rockingham County Complex in Brentwood and the other at OMNE Mall in Portsmouth. At the State TSAs the bus drivers will be issued dosimetry and provided with strip maps directing them from the State Staging Area to the local Transportation Staging Areas in each municipality (NHRERP Volume 4B, RCSD State TSA

Procedure, and OMNE Mall State TSA Procedure). When evacuation is recommended, the requisite number and type of vehicles will be dispatched to the municipalities affected by the recommendation.

Revision 2 to the NHRERP provides for the notification and possible mobilization of Emergency Medical Services at the ALERT Emergency Classification Level (NHRERP, Volume 4, Section 7, p. 7-2; and also Volume 4B, EMS Coordinator Procedure). Notification and coordination of the Emergency Driver Pool (which includes the New Hampshire National Guard, NHDOT, and Teamsters) as backup drivers will be initiated at the State EOC in Concord. Representatives from the National Guard and NHDOT are located in the State EOC in Concord, New Hampshire. Both the National Guard and NHDOT have existing agency procedures for emergency call-up of their personnel. A procedure for call-up of Teamsters and for coordination of the Emergency Driver Pool with vehicles is under development.

#### b. General Public Notification

Should an evacuation be ordered, the public will be informed of the time that the buses will begin traveling the designated routes via the Emergency Broadcast System (EBS). NHRERP, Volume 4, Appendix G (Emergency Broadcast System Activation) Attachment 2, contains EBS Sample Messages. Messages "F" (General Emergency - Sheltering and Evacuation) and "G" (General Emergency - Evacuation) both contain a provision for indicating what time buses will begin traveling



the pre-established bus routes (pp. G-32 and G-37 -38, respectively). Identification of the bus routes and/or pickup points is contained in pre-distributed public information material.

EBS messages and pre-distributed public information materials provide instructions on how individuals may request special transportation assistance during an evacuation by calling their local EOC or the State IFO: NHRERP, Volume 1, Section 2.6 (p. 2.6-11b) states, "[a]ny additional unanticipated bus needs will be coordinated through the town IFO Local Liaison". For example, Volume 16 (Town of Seabrook RERP), Section IV.F, p. IV-23a, Transportation Coordinator Procedure, outlines the duties of the coordinator, who is to "[d]etermine what type of transportation assistance is needed by individuals who telephone the [local] EOC to make requests;" and refers to Attachment 2. Attachment 2 to Section IV.F discusses "Requests for Transportation Assistance", and consists of a questionnaire to obtain the details of the need for transportation assistance from a caller, and either directs the caller to a bus route or determines what type of special transportation assistance should be provided. The Transportation Coordinator then contacts the IFO Local Liaison and informs him of the current transportation needs, as described in NHRERP, Volume 16, Section IV.F (p. IV-24). The IFO Local Liaison will then call the Transportation Coordinator and report the number of buses sent and the

estimated time of arrival, if an evacuation is recommended. The dispatch of the required resources is coordinated with State EOC and the State Transportation Staging Areas NHRERP, Volume 4, Section 7 - EOC Resources Coordinator Procedure). This method of recordkeeping will ensure that adequate transportation resources are allocated for the transportation dependent.

#### c. Evacuation Procedure

If an evacuation is recommended, the number of vehicles previously determined to be required are dispatched from the State TSAs to the local Transportation Staging Area in the affected communities (NHRERP, Volume 4, Section 7). From the local Staging Area, vehicles are assigned by the local Transportation Coordinator (or equivalent personnel) to assist the transportation-dependent population; i.e., buses are provided with strip maps and dispatched to each school and/or day care center, and buses, vans and/or ambulances are dispatched to medical care facilities and the homebound, mobility-impaired (e.g., NHRERP, Volume 16, Section IV.F, p. IV-25). The bus drivers are also provided with strip maps directing them from their assignment to a Reception Area. In addition, buses are assigned to traverse pre-designated routes and/or pick-up points within the community to provide transportation for those without alternative means of leaving the area.

The State of New Hampshire will provide the level of training required for the drivers in order to carry out all potential assignments. Teamsters assigned to the Emergency Driver Pool (EDP) and available to drive emergency vehicles, have as a minimum, a Light Commercial (Drivers') License, which by New Hampshire State licensing definition qualifies them to operate any vehicle exceeding 18,000 pounds gross weight.

Individual school plans exist for all public school, private schools, day care centers, and nurseries in the Town of Hampton. These facility RERPs are maintained in NHIERP, Volume 18A, entitled "Hampton Special Facilities Plans."

Upon notification of an emergency, individual school principals determine their transportation needs on the current day's school census and provide the data to the local Transportation Coordinator. The data are passed on to the community's IFO Local Liaison and to the IFO Resources Coordinator.

When an evacuation is recommended, the IFO Resources Coordinator directs the State Transportation Staging Area Supervisor to dispatch the required number of buses to the Town of Hampton Local Staging Area (LSA). At the Hampton LSA, the Local Transportation Coordinator provides bus drivers with directions (i.e., strip maps) to each school facility and to that school's assigned Reception Center. After loading at each school, the buses proceed directly to



the appropriate Reception Center. In the event the Town of Hampton is unable to respond, emergency response actions would be carried out in accordance with the Compensatory Plan described in the following section d.

d. State Assistance

In the event that a New Hampshire EPZ municipality is unable to respond during an emergency, the NHRERP provides a mechanism for coordinating a town's evacuation transportation response through the State Incident Field Office (IFO) in Newington, New Hampshire utilizing State personnel. At the IFO, the State maintains duplicate listings of each town's special facilities and transportation-dependent individuals. Duplicates of each town's evacuation transportation maps and directions are stored at the State Transportation Staging Area (TSA) in Brentwood.

At the ALERT classification, the IFO Controller (NHRERP, Volume 4) contacts the Rockingham County Dispatch Center to determine if, during the initial notification of each town, the Center was unable to establish communications with a municipality or was advised that a municipality is unable to respond.

If so, the IFO Controller directs the TSA Supervisor to assign Rockingham County Sheriff's Deputies to perform the functions of the local Transportation Coordinator(s) at the local Staging Area. (Volume 4B, Rockingham County Sheriff's Department, Appendix F). Appendix F will be revised to

indicate that this is performed at the ALERT ECL. Deputies dispatched to perform such duty would be provided with radio communications equipment and duplicates of the information provided in the town Transportation Coordinator's procedures as well as the necessary maps showing bus routes, special facilities, and Reception Centers. Upon arrival at the town's designated local Transportation Staging Area, the deputies establish radio and/or telephone communications with State Transportation Staging Area Command Post.

Concurrently, the IFO Coordinator directs that IFO Local Liaisons (NHRERP, Volume 4) begin contacting each of the town's special facilities and persons identified by the NHCDAS Special Needs Survey, as requiring special transportation assistance, to determine their current status and anticipated evacuation transportation requirements. The number and types of vehicles required for that municipality are identified and communicated to the EOC Resources Coordinator who, in turn, will mobilize the resources and direct them to the appropriate State TSA.

Upon a recommendation to evacuate, the State TSA will dispatch the required vehicles to the local Transportation Staging Area, and the assigned deputy will carry out all the transportation resource deployment and coordination responsibilities of the local Transportation Coordinator, as described in NHRERP, Volume 4B, Appendix F. This deputy



would provide strip maps and directions, and also coordinate the buses running the bus routes.

Pre-distributed public information material and the Emergency Broadcast System messages contain instructions for individuals requiring assistance to call the IFO if they are unable to reach their local EOC, as would be the case in a non-responding town (refer to NHRERP, Volume 4, Attachment 13-A). The NHOEM Local Liaison at the IFO would complete Tab 1 to Attachment 13-A (Volume 4, p. 13A-5) to determine the type of assistance needed, and maintain lists of these people to ensure vehicles would be provided for evacuating them (p. 13A-3). These requests would then be relayed by the IFO Local Liaison to the State Transportation Staging Area or local TSA (if activated) to ensure that additional evacuation transportation would be provided where necessary.





LEMIRE ENTERPRISES

130 Silver Street, Manchester, New Hampshire 03103 603-669-1810

March 11, 1987

Daniel Trahan Administrator  
Seacoast Health Center Inc.  
22 Truck Road  
Hampton, NH 03842-1298

Dear Mr. Trahan,

This letter will confirm the willingness of our Manchester facilities to accept your 107 residents in the event of an evacuation due to Seabrook Station or other emergency. It is understood that you will contact the facilities listed below directly and coordinate your response with the New Hampshire Civil Defense Agency.

<u>Facility</u>	<u>Administrator</u>	<u>Phone Number</u>
Maple Leaf Healthcare 198 Pearl St. Manchester	Rita Miville	669-1660
Villa Crest 1276 Hanover St. Manchester	Susan Lacourse	<u>622-3262</u>
Maple Leaf Inc. 593 Maple St. Manchester	<u>Claire Lemire</u>	<u>669-1452</u>

Actual assignment of your residents to each facility will be based on occupancy and beds available at the time of the emergency. It is further understood that if such a transfer should take place, your facility will transport the medications, plans of care and support personnel to care for your residents.

Sincerely,

*Raymond C. Lemire*  
Ray Lemire  
President

cc: Richard Strome Director  
New Hampshire Civil Defense Agency  
107 Pleasant St.  
Concord, NH 03301

**McKERLEY HEALTH CARE CENTER - DERRY, INC.**

PEABODY ROAD  
DERRY, NEW HAMPSHIRE 03038  
603-434-1566

September 16, 1986

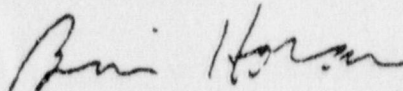
Mr. Michael M. Nawoj, Chief  
Technological Hazards Division  
State of New Hampshire  
Executive Department  
New Hampshire Civil Defense Agency  
State Office Park South  
107 Pleasant Street  
Concord, N.H., 03301

Dear Mr. Nawoj:

This letter confirms the willingness of the McKerley Health Care Center of Derry to accept patient evacuees from the Eventide Home on a temporary basis in the event of an evacuation due to an accident at Seabrook Station. We can accommodate, on average, all 24 of Eventide's residents.

It is understood that we will be contracted directly by the Eventide Home in the event of an emergency, and that your response will be coordinate with the New Hampshire Civil Defense Agency.

Sincerely,



Brian Horan, Administrator

BH:lp



## Goodwin's of Exeter

Date March 17, 1987

Richard Strome, Civil Defense Director  
New Hampshire Civil Defense Agency  
107 Pleasant Street  
Concord, NH 03301

Dear Mr. Strome,

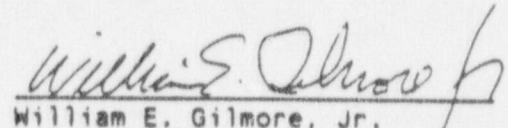
This letter is to inform you that our Homes, Goodwins of Exeter and Clipper Home of Portsmouth, will be provided for in the event of an emergency at Seabrook Station requiring evacuation.

Patients and residents at Goodwins of Exeter will be transported to our affiliate Clipper Home of Wolfeboro.

Patients and residents of the Clipper Home of Portsmouth will be transported to the Clipper Home of Rochester.

It is understood that transportation resources will be coordinated through our local Civil Defense Agency as outlined in our facilities' emergency plans. Any other needs or changes that become evident will be forwarded to you through our local Civil Defense Agency. Thank you for your assistance in this matter.

Sincerely,



William E. Gilmore, Jr.  
Co-Owner/Chief Executive Officer





JOHN H. SUNUNU  
Governor

STATE OF NEW HAMPSHIRE  
EXECUTIVE DEPARTMENT

New Hampshire Civil Defense Agency  
State Office Park South  
107 Pleasant Street  
Concord, New Hampshire 03301  
603/271-2231  
1-800-852-3792



RICHARD H. STROME  
Director

JAMES A. SAGGIOTES  
Deputy Director

LETTER OF AGREEMENT

National School Bus Service, Inc. (formerly Berry Transportation, Company) of North Hampton, New Hampshire recognizes the critical role of major transportation vehicles in the event of either natural or technological emergencies such as flooding, fires, accidents at industrial facilities, including the Vermont Yankee and Seabrook Nuclear Power Plants, and other emergencies. For this reason, National School Bus Service, Inc. agrees to assist the State emergency response effort, in particular the New Hampshire Civil Defense Agency, by providing transportation as detailed under the terms of this agreement or as requested by the New Hampshire Civil Defense Agency, and for such compensation as is deemed fair and equitable by proper authority.

The number of buses available for transportation purposes during an emergency is approximately 62 garaged at 24 Walnut Street, North Hampton, NH

The passenger capacity of each bus is 65 students and/or 44 adults.

The number of drivers available for buses and vans during an emergency response is 65.

In the event of an emergency and in coordination with the State, National School Bus Service, Inc. will make all efforts to deploy its vehicles as requested by The New Hampshire Civil Defense Agency.

New Hampshire Civil Defense

National School Bus Service, Inc.

By

Michael M. Nawoj, Chief  
Technological Hazards Division

By

Its Agent Or Representative

Executed This Day 4/12/82

Executed This Day 4-22-82

5515B/jmb



JOHN H. SUNUNU  
Governor

STATE OF NEW HAMPSHIRE  
EXECUTIVE DEPARTMENT

New Hampshire Civil Defense Agency  
State Office Park South  
107 Pleasant Street  
Concord, New Hampshire 03301  
603/271-2231  
1-800-852-3792



RICHARD H. STROME  
Director  
JAMES A. SAGGIOTES  
Deputy Director

LETTER OF AGREEMENT

The Ryder Student Transportation Company of Nashua recognizes the critical role of major transportation vehicles in the event of either natural or technological emergencies such as flooding, fires, accidents at industrial facilities, including the Vermont Yankee and Seabrook Nuclear Power Plants, and other emergencies. For this reason, Ryder Student Transportation Company agrees to assist the State Emergency response effort, in particular the New Hampshire Civil Defense Agency, by providing transportation as detailed under the terms of this agreement or as requested by the New Hampshire Civil Defense Agency, and for such compensation as is deemed fair and equitable by proper authority.

The number of buses available for transportation purposes during an emergency is approximately 100.

The passenger capacity of each bus is 65. The total passenger capacity of all buses is 12,805.

The location(s) of buses is 75 in Nashua, and 25 in Hudson.

The number of drivers available for buses and vans during an emergency response is 100.

In the event of an emergency and in coordination with the State, Ryder Student Transportation Company will make all efforts to deploy its vehicles as specified below:

Portsmouth and/or Brentwood Staging Area.

Two-way communications capability is available on all buses on 151.655.

New Hampshire Civil Defense

By Michael M. Nawoj  
Michael M. Nawoj, Chief  
Technological Hazards Division

Ryder Student Transportation Co.

By John H. Strome  
Its Agent or Representative *rcv*

Executed This Day 4/25/87

Executed This Day 8/25/87

5632B/jmb





JOHN H. SUNUNU  
Governor

STATE OF NEW HAMPSHIRE  
EXECUTIVE DEPARTMENT

New Hampshire Civil Defense Agency  
State Office Park South  
107 Pleasant Street  
Concord, New Hampshire 03301  
603/271-2231  
1-800-852-3792



RICHARD H. STROME  
Director  
JAMES A. SAGGIOTES  
Deputy Director

LETTER OF AGREEMENT

National School Bus Service, Inc. of North Chelmsford, Massachusetts recognizes the critical role of major transportation vehicles in the event of either natural or technological emergencies such as flooding, fires, accidents at industrial facilities, including the Vermont Yankee and Seabrook Nuclear Power Plants, and other emergencies. For this reason, National School Bus Service, Inc. agrees to assist the New Hampshire State emergency response effort, in particular the New Hampshire Civil Defense Agency, by providing transportation as detailed under the terms of this agreement or as requested by the New Hampshire Civil Defense Agency, and for such compensation as is deemed fair and equitable by proper authority.

The number of buses available for transportation purposes during an emergency is approximately 78 garaged in Chelmsford, Massachusetts  
65 garaged in Lowell, Massachusetts  
30 garaged in Stanford, Maine.

The number of vans available for transportation purposes during an emergency is approximately garaged in Chelmsford, Massachusetts  
garaged in Lowell, Massachusetts  
garaged in Stanford, Maine.

The passenger capacity of each bus is 65 students and/or 44 adults.

The number of drivers available for buses and vans during an emergency response is 170.

In the event of an emergency and in coordination with the State, National School Bus Service, Inc. will make all efforts to deploy its vehicles as requested by The New Hampshire Civil Defense Agency.

New Hampshire Civil Defense

National School Bus Service, Inc.

By

Michael M. Nawoj, Chief  
Technological Hazards Division

By

Its Agent Or Representative

Executed This Day

1/2/82

Executed This Day

1/22/82

55148/jmb





JOHN H. SUNUNU  
Governor

STATE OF NEW HAMPSHIRE  
EXECUTIVE DEPARTMENT

New Hampshire Civil Defense Agency  
State Office Park South  
107 Pleasant Street  
Concord, New Hampshire 03301  
603/271-2231  
1-800-852-3792



RICHARD H. STROME  
Director

JAMES A. SAGGIOTES  
Deputy Director

LETTER OF AGREEMENT

Marinel Transportation, Inc. of Chelmsford, Massachusetts recognizes the critical role of major transportation vehicles in the event of either natural or technological emergencies such as flooding, fires, accidents at industrial facilities, including the Vermont Yankee and Seabrook Nuclear Power Plants, and other emergencies. For this reason, Marinel Transportation, Inc. agrees to assist the State emergency response effort, in particular the New Hampshire Civil Defense Agency, by providing transportation as detailed under the terms of this agreement or as requested by the New Hampshire Civil Defense Agency, and for such compensation as is deemed fair and equitable by proper authority.

The number of buses available for transportation purposes during an emergency is approximately 35 garaged in Milford, New Hampshire  
22 garaged in Merrimack, New Hampshire.

The passenger capacity of each bus is 65 students and/or 44 adults.

The number of drivers available for buses and vans during an emergency response is 65.

In the event of an emergency and in coordination with the State, Marinel Transportation, Inc. will make all efforts to deploy its vehicles as requested by The New Hampshire Civil Defense Agency.

New Hampshire Civil Defense

Marinel Transportation, Inc.

By

Michael M. Nawoj, /Chief

Technological Hazards Division

By

Its Agent Or Representative

Executed This Day 4/2/82

Executed This Day 4/2/82

4986B/jmb

GERALD A. DALEY, Ed. D.  
Superintendent

MARIE E. WILLARD  
Business Administrator



SCHOOL ADMINISTRATIVE UNIT #11  
MUNICIPAL BUILDING  
DOVER, NEW HAMPSHIRE 03820  
(603) 742-4000

## THE DOVER PUBLIC SCHOOLS

### LETTER OF AGREEMENT

The Dover School Department of Dover recognizes the critical role of major transportation vehicles in the event of either natural or technological emergencies such as flooding, fires, accidents at industrial facilities, including the Vermont Yankee and Seabrook Nuclear Power Plants, and other emergencies. For this reason, Dover School Department agrees to assist the State Emergency response effort, in particular the New Hampshire Civil Defense Agency, by providing transportation as detailed under the terms of this agreement or as requested by the New Hampshire Civil Defense Agency, and for such compensation as is deemed fair and equitable by proper authority.

The number of buses available for transportation purposes during an emergency is approximately 18.

The passenger capacities of buses are as follows:

1. 9 buses with 60 passenger capacity.
2. 2 buses with 65 passenger capacity.
3. 8 buses with 71 passenger capacity.

The total capacity of all buses is 1,238.

The location(s) of buses is River Street Bus Garage, Dover.

The number of drivers available for buses and vans during an emergency response is 18.

In the event of an emergency and in coordination with the State, Dover School Department will make all efforts to deploy its vehicles as specified below:

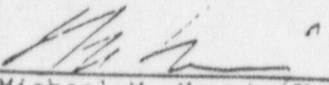
- A. 18 buses to Portsmouth.

Additional stipulations:

- A. Needs of Dover students and citizens take preference.
- B. Buses not to be used in riot type situations.
- C. Use of buses contingent upon agency reimbursing cost of damages to buses to the City in the event of such occurrences.
- D. No other individuals other than our own bus drivers or drivers approved by the Transportation Director may drive buses.

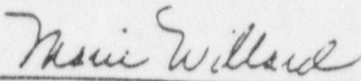
Two way communications capability is available on all buses on 45.96.

New Hampshire Civil Defense

By   
Michael M. Nawoj, Chief  
Technological Hazards Division

Executed This Day 12/2/86

Dover School Department

By   
Marie Willard  
Business Administrator

Executed This Day 12/2/86





JOHN M. SUNUNU  
Governor

STATE OF NEW HAMPSHIRE  
EXECUTIVE DEPARTMENT

New Hampshire Civil Defense Agency  
State Office Park South  
107 Pleasant Street  
Concord, New Hampshire 03301  
603/271-2231  
1-800-852-3792



RICHARD H. STROME  
Director  
JAMES A. SAGGIOTES  
Deputy Director

LETTER OF AGREEMENT

Merrimack Valley School District of Pennacook, New Hampshire recognizes the critical role of major transportation vehicles in the event of either natural or technological emergencies such as flooding, fires, accidents at industrial facilities, including the Vermont Yankee and Seabrook Nuclear Power Plants, and other emergencies. For this reason, Merrimack Valley School District agrees to assist the State Emergency response effort, in particular the New Hampshire Civil Defense Agency, by providing transportation as detailed under the terms of this agreement or as requested by the New Hampshire Civil Defense Agency, and for such compensation as is deemed fair and equitable by proper authority.

The number of buses available for transportation purposes during an emergency is approximately . 19

The passenger capacity of each bus is 64. The total passenger capacity of all buses is . 1200

The location(s) of buses is . Merrimack Valley High School - Penacook, NH

The number of drivers available for buses and vans during an emergency response is . 0

In the event of an emergency and in coordination with the State, Merrimack Valley School District will make all efforts to deploy its vehicles as specified below:

Available when not needed by district at the Merrimack Valley School District ~~Portsmouth and/or Greenwood Staging Areas~~. holding area in Penacook.

New Hampshire Civil Defense

Merrimack Valley School District

By

Michael M. Nawoo, Chief  
Technological Hazards Division

By

Its Agent Or Representative

Executed This Day

2/10/87

Executed This Day

2/10/87



JOHN H. SUNUNU  
Governor

STATE OF NEW HAMPSHIRE  
EXECUTIVE DEPARTMENT

Office of Emergency Management  
State Office Park South  
107 Pleasant Street  
Concord, New Hampshire 03301  
603/271-2231  
1-800-852-3792



RICHARD H. STROME  
Director  
JAMES A. SAGGIOTES  
Deputy Director

LETTER OF AGREEMENT

The Seacoast Learning Collaborative of Epping, New Hampshire recognizes the critical role of major transportation vehicles in the event of either natural or technological emergencies such as flooding, fires, accidents at industrial facilities, including the Vermont Yankee and Seabrook Nuclear Power Plants, and other emergencies. For this reason, Seacoast Learning Collaborative agrees to assist the State Emergency response effort, in particular the New Hampshire Emergency Management Agency, by providing transportation as detailed under the terms of this agreement or as requested by the New Hampshire Emergency Management Agency, and for such compensation as is deemed fair and equitable by proper authority.

The number of vehicles available for transportation purposes during an emergency is 35, as follows:

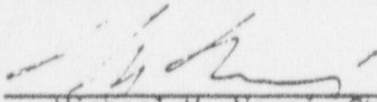
five (5) 20-passenger buses, seven (7) 16-passenger buses, seven (7) 12-passenger buses, twelve (12) 6-10 passenger wheelchair vans capable of carrying 1-3 wheelchairs each, four (4) 5-passenger station wagons.

In aggregate, the vehicles have a capacity of 391 passengers and 21 wheelchairs. All are radio-equipped and can be dispatched from the Seacoast Learning Collaborative headquarters in Epping. The number of drivers available to operate the vehicles during an emergency is 35.

In the event of an emergency, and in coordination with the State, Seacoast Learning Collaborative will make all efforts to deploy its vehicles as requested by the New Hampshire Emergency Management Agency.

New Hampshire Emergency Management

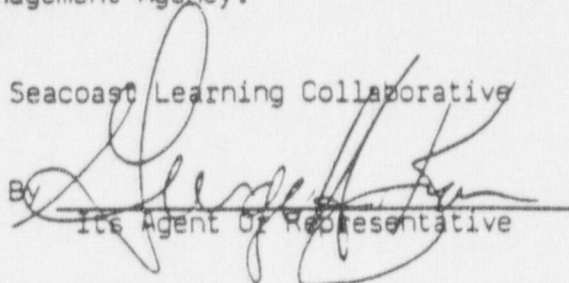
By

  
Michael M. Nawoj, Chief  
Technological Hazards Division

Executed This Day, August 26, 1987

Seacoast Learning Collaborative

By

  
Its Agent Or Representative

Executed This Day, August 26, 1987

RELATED CORRESPONDENCE

DOCKETED  
USNRC  
Dated: October 14, 1987

'87 OCT 19 AM 1:31

UNITED STATES OF AMERICA  
NUCLEAR REGULATORY COMMISSION  
for the  
ATOMIC SAFETY AND LICENSING BOARD

OFFICE OF SECRETARY  
DOCKETING & SERVICE  
BRANCH

In the Matter of )

PUBLIC SERVICE COMPANY OF )  
NEW HAMPSHIRE, et al. )

(Seabrook Station, Units 1 )  
and 2) )

Docket Nos. 50-443-OL  
50-444-OL  
(Off-site Emergency  
Planning Issues)

CERTIFICATE OF SERVICE

I, Kathryn A. Selleck, one of the attorneys for the Applicants herein, hereby certify that on October 14, 1987, I made service of "Applicants' Direct Testimony No. 2 (Special Needs/Transportation)" and "Errata to Applicants' Direct Testimony No. 2 (Special Needs/Transportation)" by depositing copies thereof with Federal Express, prepaid, for delivery to (or, where indicated, by depositing in the United States mail, first class postage paid, addressed to):

Administrative Judge Ivan W. Smith  
Chairman, Atomic Safety and  
Licensing Board Panel  
U.S. Nuclear Regulatory  
Commission  
East West Towers Building  
4350 East West Highway  
Bethesda, MD 20814

Robert Carrigg, Chairman  
Board of Selectmen  
Town Office  
Atlantic Avenue  
North Hampton, NH 03862

Judge Gustave A. Linenberger  
Atomic Safety and Licensing  
Board Panel  
U.S. Nuclear Regulatory  
Commission  
East West Towers Building  
4350 East West Highway  
Bethesda, MD 20814

Diane Curran, Esquire  
Andrea C. Ferster, Esquire  
Harmon & Weiss  
Suite 430  
2001 S Street, N.W.  
Washington, DC 20009



Dr. Jerry Harbour  
Atomic Safety and Licensing  
Board Panel  
U.S. Nuclear Regulatory  
Commission  
East West Towers Building  
4350 East West Highway  
Bethesda, MD 20814

Atomic Safety and Licensing  
Board Panel  
U.S. Nuclear Regulatory  
Commission  
East West Towers Building  
4350 East West Highway  
Bethesda, MD 20814

\*Atomic Safety and Licensing  
Appeal Board Panel  
U.S. Nuclear Regulatory  
Commission  
Washington, DC 20555

Philip Ahrens, Esquire  
Assistant Attorney General  
Department of the Attorney  
General  
Augusta, ME 04333

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Portsmouth, NH 03801

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Chairman, Board of Selectmen  
RFD 1 - Box 1154  
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Kensington, NH 03827

\*Senator Gordon J. Humphrey  
U.S. Senate  
Washington, DC 20510  
(Attn: Tom Burack)

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George Dana Bisbee  
Assistant Attorney General  
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Department of the Attorney  
General  
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Mr. Calvin A. Canney  
City Manager  
City Hall  
126 Daniel Street  
Portsmouth, NH 03801

Mr. Angie Machiros  
Chairman of the Board of  
Selectmen  
Town of Newbury  
Newbury, MA 01950

\*Senator Gordon J. Humphrey  
One Eagle Square, Suite 507  
Concord, NH 03301  
(Attn: Herb Boynton)

Mr. Peter J. Matthews  
Mayor  
City Hall  
Newburyport, MA 01950

Mr. Thomas F. Powers, III  
Town Manager  
Town of Exeter  
10 Front Street  
Exeter, NH 03833

Mr. William S. Lord  
Board of Selectmen  
Town Hall - Friend Street  
Amesbury, MA 01913

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Office of General Counsel  
Federal Emergency Management  
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Brentwood Board of Selectmen  
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Holmes & Ells  
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Hampe and McNicholas  
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Concord, NH 03301

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FEMA, Region I  
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Post Office Square  
Boston, MA 02109

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Silverplate, Gertner, Baker,  
Fine, Good & Mizner  
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Boston, MA 02110

Charles P. Graham, Esquire  
McKay, Murphy and Graham  
100 Main Street  
Amesbury, MA 01913

  
Kathryn A. Selleck

(\* = Ordinary U.S. First Class Mail)

~~RELATED CORRESPONDENCE~~

Dated: October 14, 1987

DOCKETED  
USNRC

'87 OCT 19 AM 1:31

UNITED STATES OF AMERICA  
NUCLEAR REGULATORY COMMISSION

OFFICE OF SECRETARY  
~~DOCKETING~~

for the  
ATOMIC SAFETY AND LICENSING BOARD

In the Matter of )

PUBLIC SERVICE COMPANY OF )  
NEW HAMPSHIRE, et al. )

(Seabrook Station, Units 1 )  
and 2) )

) Docket Nos. 50-443-OL  
) 50-444-OL  
) (Off-site Emergency  
) Planning Issues  
)

ERRATA

to Applicants' Direct Testimony No. 2  
(Special Needs/Transportation)

The following changes have been made to the testimony  
filed on October 1, 1987:

Page/Line

Errata

1 - Upper right corner

Change "October 1" to "October  
14".

Attachment 4 (2 of 8)

REMOVE PAGE (Jan-Car Leasing  
Corporation Letter of  
Agreement).

Attachment 4 (2 of 8)

ADD PAGE (Ryder Student  
Transportation Company Letter  
of Agreement).