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DIVISION OF EMERGENCY MANAGEMENT
TEXAS DEPARTMENT OF PUBLIC SAFETY

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April 3, 1995

Ms. Lois Smith
Department of Energy
c/o TRW Environmental Safety Systems
2650 Park Tower Dr., Suite 800
Vienna, VA 22180

Dear Ms. Smith:

Enclosed are written comments in response to your Notice of Inquiry, Federal Register, Volume 60, Number 1, January 3, 1995 about Safe Transportation and Emergency Response Training; Technical Assistance and Funding.

If you have any questions please contact Frank Cantu, Jr. of our Technological Hazards Section at 512/465-2454.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Millwee", written over a horizontal line.

Tom Millwee
State Coordinator

STM/FC/ss

Enclosure

Request for Submission

DOE, Safe Transportation and Emergency Response Training, Technical Assistance and Funding

Question: Which option is the least administratively burdensome?

From the State perspective, the least burdensome option would be one which requires the State to deal only with a single federal agency with whom we already have established programs. Our preferred option is for DOE to use the Federal Emergency Management Agency's existing Comprehensive Cooperative Agreement (CCA) program to carry out this mandate. The State of Texas already has an extensive program based on the CCA and adding an additional program would be least costly administratively. Additionally, we are administering training and planning grants under the Hazardous Materials Transportation Act funded by DOT, and are a participant in an Agreement in Principle between DOE and the State of Texas regarding the DOE Pantex Plant.

Rationale:

Avoids multiple federal agency coordination requirements and allows continued transactions between familiar parties.

Question: Which option offers the greatest flexibility to recipients?

The establishment of a grant program with the Federal Emergency Management Agency Comprehensive Cooperative Agreement program.

Rationale:

This would allow FEMA to develop and implement its own program, specifically tailored to Section 180(c) requirements and could permit broader payment mechanisms.

Question: What eligibility criteria do similar funding and training programs use?

These funds should be based on transportation routing, storage, and disposal site locations. Some training grants require students to be public employees (paid or volunteer); this would have to be amended to cover some hospital employees.

Rationale:

Focuses training on the probable location of incidents.

Question: What formulas exist for division of funds among eligible parties?

We understand US DOT uses a formula for managing the HMTA grant program.

Rationale:

Distribution to states is based on the number of sites, and miles of established transportation routes.

Question: What restrictions should apply to the use of funds?

Limit to those jurisdictions within the potential hazard areas, hospitals serving those jurisdictions, and state employees who have responsibilities related to the hazard.

Rationale:

Provide training to needed jurisdictions and state staffs.

Question: How may funds be used in similar programs?

HMTA or SARA Title III, 305(a) grant programs could earmark funds for nuclear materials response training.

Question: What should be included under the term "technical assistance"?

Jurisdictions should be provided basic radiological instrumentation; hospitals should be provided materials for contamination prevention and decontamination supplies. U.S. DOE should develop curriculum guidelines in accordance with the U.S. DOE Nuclear Accident Response Procedures (NARP).

Rationale:

This would provide standardized training and basic equipment to all states.

Question: Based on experience, what types and scopes of training activities would be appropriate for implementation under section 180(c)?

Awareness training for Nuclear Accident Response (8 hours)

Nuclear Accident Response Team Procedures (40-72 hours)

Dealing with injured, contaminated patients (for hospital staff employees)

Rationale:

Jurisdictions and hospitals would be able to effectively handle a transportation accident involving spent nuclear fuel.